

Olympic Delivery Authority

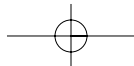
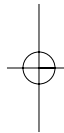
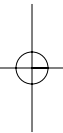
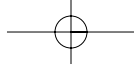


Planning Decisions Team

Olympic, Paralympic & Legacy Transformation Planning Applications

Main Committee Report

14 AUGUST 2007



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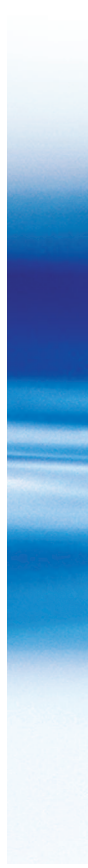
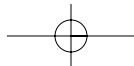
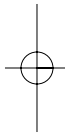
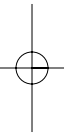
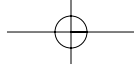
Olympic, Paralympic & Legacy Transformation Planning Applications Report to ODA Planning Committee 14 August 2007

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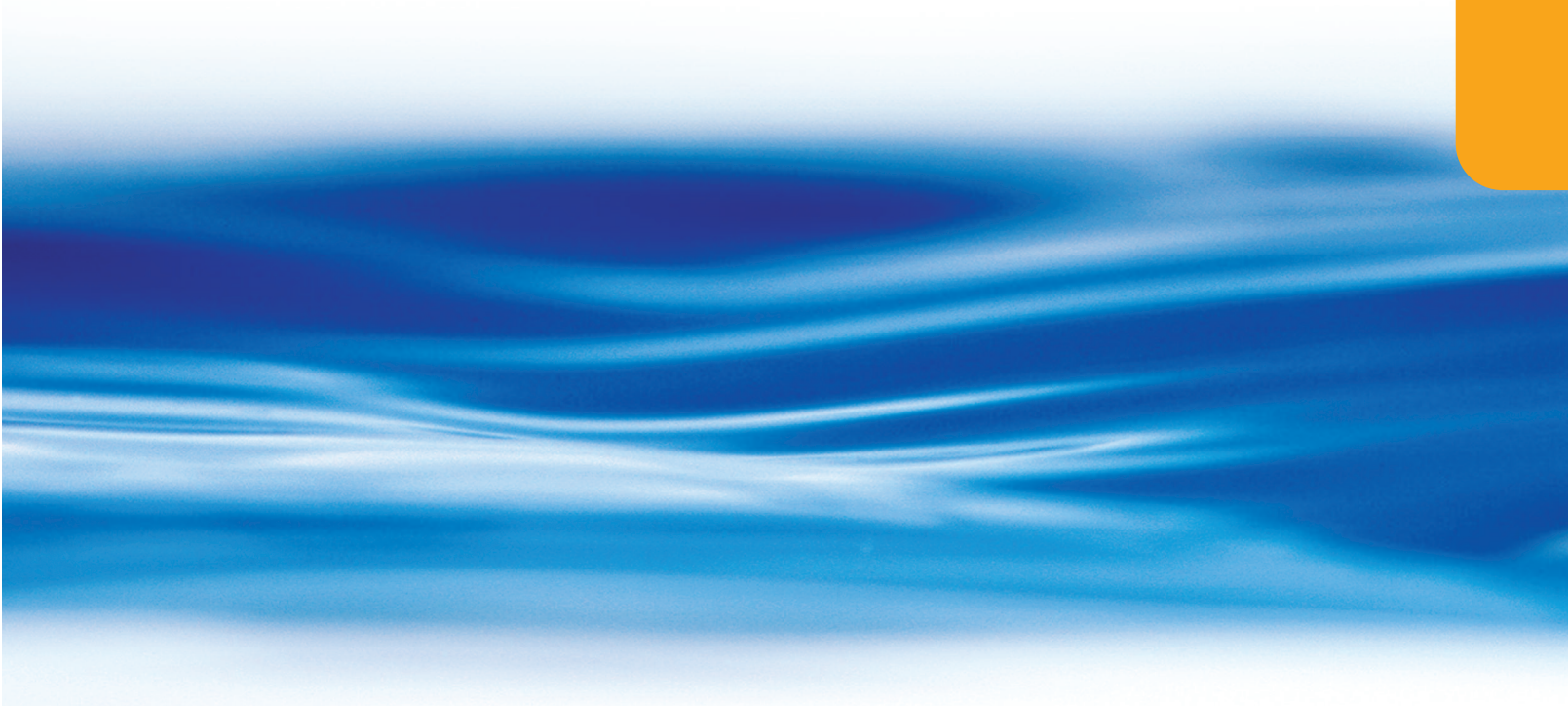
Olympic Delivery Authority



Planning Decisions Team

Chapter 1

Front Pages



Chapter 1

Report of the Head of Development Control,
Planning Decisions Team, Vivienne Ramsey

1 Front Pages

1.1 Reference Numbers

07/90011/FUMODA Site Preparation Planning Application

Full Major Planning Application Received as Valid: 07/02/2007

07/90010/OUMODA Facilities and their Legacy Transformation Planning Application

Major Outline Planning Application (containing elements of a Full Major Planning Application) Received as Valid: 07/02/2007

1.2 Applicant Details

Olympic Delivery Authority
23rd Floor
One Churchill Place
Canary Wharf
London, E14 5LN

1.3 Agent Details

Edaw Consortium
77 Hatton Garden
London
EC1N 8JS

1.4 Site Preparation 07/90011/FUMODA

Application Location

Application for development in the area bound: To the north by the Eastway (part), A12 East Cross Route (part), the River Lea, the northern and eastern boundary of East Marsh, New Spitalfields Market, Ruckholt Road and Temple Mills Lane; To the east by the Temple Mills Lane, the Lea Valley Line Overground Railway Line, land to the east of Leyton Road, Angel Lane, part of the Great Eastern Line until Stratford Regional Station, the Lea Valley Overground Railway Line and a section of the northern part of Stratford City development site; To the south by part of the northern boundary of the Stratford City development site, land to the north and south of the western end of the Channel Tunnel Rail Link box, part of the land within the western boundary of Stratford City development site, the southern section of the rail loop which connects the North London Line and the Great Eastern Line, the main line railway and land on the eastern bank of the Waterworks River, the Greenway (part), High Street Stratford (A11), Rick Roberts Way and including land to the east of Canning Road, west of the North London Line, and south and west of West Ham station, the land between Bow Back River and Barbers Road and part of the Great Eastern Line; To the west by the A12 Blackwall Tunnel Northern Approach Road (part) the River Lea and the River Lee Navigation and land on the western bank of the River Lea to the east of the A12 East Cross Route.

Council Wards

Stratford and New Town	London Borough of Newham
Hackney Wick	London Borough of Hackney
Leyton	London Borough of Waltham Forest
Bow East	London Borough of Tower Hamlets

Proposal Description

The Site Preparation Planning Application is for 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 and Paralympic 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 for the period of the works;
- 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.

1.5 Facilities and their Legacy Transformation 07/90010/OUMODA

Application Location

Application for development in the area bound: To the north by the Eastway (part), A12 East Cross Route (part), the River Lea, the northern and eastern boundary of East Marsh, New Spitalfields Market, Ruckholt Road and Temple Mill Lane; To the east by the Temple Mills Lane, the Lea Valley Line Overground Railway Line, land to the east of Leyton Road, Angel Lane, part of the Great Eastern Line until Stratford Regional Station, the Lea Valley Overground Railway Line and a section of the northern part of Stratford City development site; To the south by part of the northern boundary of the Stratford City development site, land to the north and south of the western end of the Channel Tunnel Rail Link box, part of the land within the western boundary of Stratford City development site, the southern section of the rail loop which connects the North London Line and the Great Eastern Line, the main line railway and land on the eastern bank of the Waterworks River, the Greenway (part), High Street Stratford (A11), Rick Roberts Way and including land to the east of Canning Road, west of the North London Line, and south and west of West Ham station, the land between Bow Back River and Barbers Road and part of the Great Eastern Line; To the west by the A12 Blackwall Tunnel Northern Approach Road (part) the River Lea and the River Lee Navigation and land on the western bank of the River Lea to the east of the A12 East Cross Route.

Council Wards

Stratford and New Town	London Borough of Newham
Hackney Wick	London Borough of Hackney
Leyton	London Borough of Waltham Forest
Bow East	London Borough of Tower Hamlets

Proposal Description

The Olympic, Paralympic and Legacy Transformation Planning Application is for development in connection with the 2012 Olympic Games and Paralympic Games and Legacy Transformation, involving:

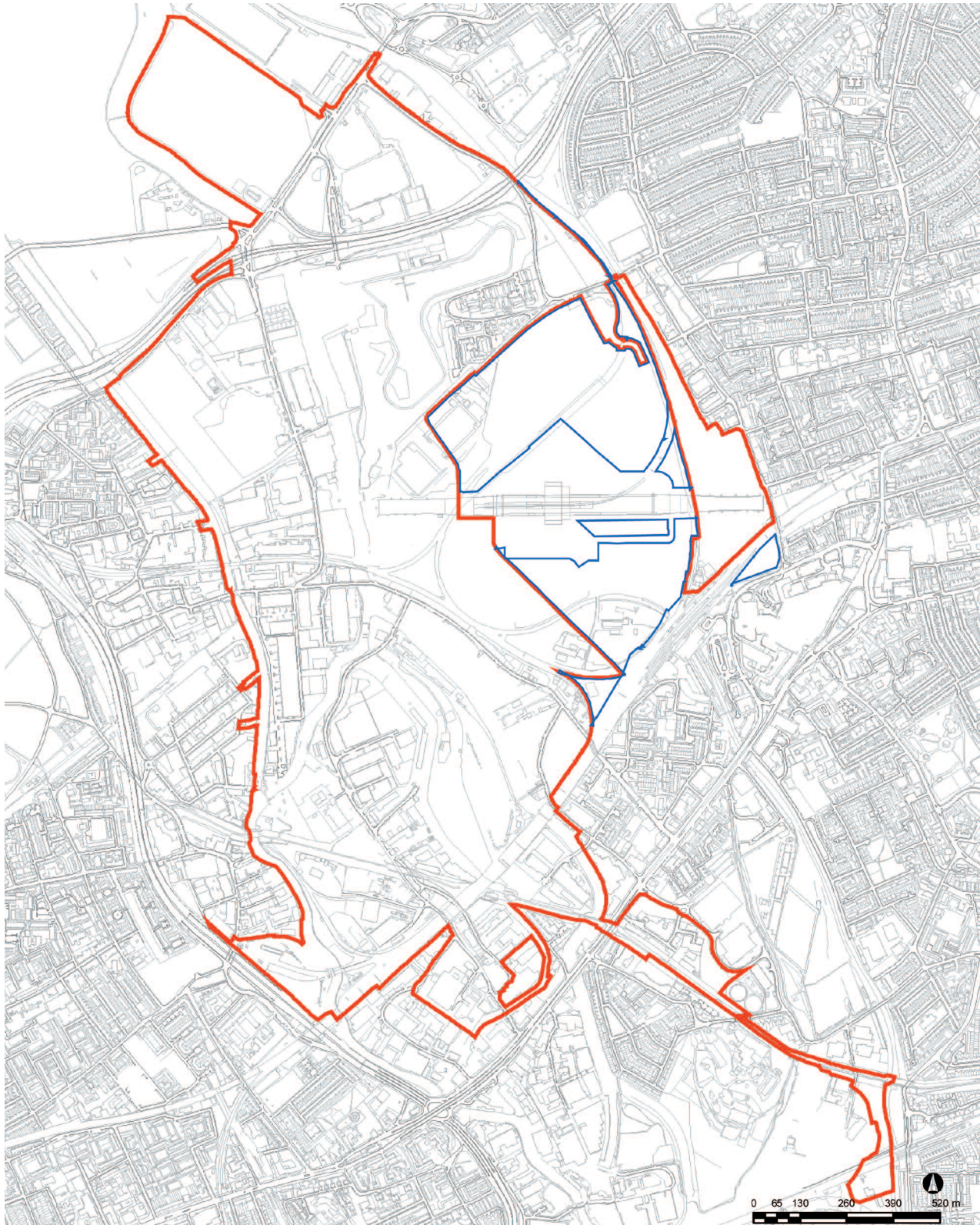
Purposes for the Games:

- Earthworks to finished levels,
- Sports, leisure and entertainment venues within class D2, (including ancillary service areas);
- Olympic Cauldron;
- Open space and circulation areas (involving soft and hard landscaping and associated structures);
- Under and over bridges;
- 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;
- Construction of building for use as the International Broadcast Centre / Main Press Centre (including B1/B2) and Multi-Storey Car Park;
- Erection of a perimeter enclosure for the period of the works; and
- Temporary coach parking areas.

In the period following the Games, the Legacy Transformation Phase involving:

- 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;
- 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; 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
- Erection of perimeter enclosure for the period of the works.

07/90011/FUMODA and 07/90010/OUMODA
Application Boundary: Red/Blue line Site Plan



Red Line: Planning Application Site Boundary

Blue Line: Land within the applicant's ownership but outside the application site

Aerial View of Olympic Site





Chapter 2

Application Sites
and Proposals

Chapter 2

Application Sites and Proposals

2.1 Description of the Site and Surrounding Areas

- 1 Comprising 246ha the application site (for both applications) forms part of the Lower Lea Valley within the Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest.
- 2 Occupied by different land uses the site extends from the East Marsh in the North to West Ham Station in the South. Temple Mills Lane borders the site to the north east, whilst the River Lea and the Lee Navigation borders the site in the west.
- 3 The skyline of the proposed Olympic Park is dominated by electricity pylons while a number of roads, railway lines and water ways fragment the site. Industrial and business uses dominate the south and western regions whilst the north eastern 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. The Greenway crosses the site in the southern region. Scattered across the site are pockets of commercial, industrial and business uses.
- 4 The surrounding area to the north west, north east and south east of the site is urban and residential in character, with high-rise blocks and refurbished, converted industrial properties. Located on the north east edge of the site is New Spitalfields Market, a large wholesale market. The surrounding area to the south and west of the site is industrial in character with both derelict and new developments. Stratford High Street is changing in character with a number of new, high density, residential developments either recently completed or under construction.
- 5 Open spaces within surrounding areas include the Hackney Marshes to the north, and Mabley Green Recreational Grounds to the west located within LB Hackney, Victoria Park located within LB Tower Hamlets to the west, and other green spaces along the River Lea. Open spaces include West Ham Park (east of Stratford Station in LB Newham) and Plaistow Memorial Recreation Ground and the adjacent East London Cemetery and Hermit Road Recreation Ground (due east of West Ham station). Another open space used for recreational facilities is Three Mills Green, also located south of the site.
- 6 For planning purposes the Olympic Park site has been divided by the applicant into Planning Delivery Zones (PDZ) numbering one to fifteen. The Delivery Zones represent the geographical divisions, identifying areas of manageable sizes which broadly share similar current land uses and character. The zones were also drawn up regarding local authority boundaries, major watercourses and transport infrastructure which include roads and railways. A brief description of each PDZ is provided below.

7 The Clays Lane estate falls within PDZ 10 and is covered by the Site Preparation application. It is not, however, subject to the Olympic and Legacy Facilities application. The final form of development proposed at PDZ10 is subject to a separate planning application for residential development

which also forms part of the Olympic village accommodation (reference 07/90012). The Stratford City site, whilst not forming part of the Olympic Park, except for some limited common areas, has been identified as PDZ 9.

Site Wide Planning Delivery Zone Boundaries



Planning Delivery Zones (PDZ)

PDZ 1

8 This PDZ is in the LB Newham. It comprises land bounded to the north by the North London Line; the south by the Great Eastern Line/ DLR lines and to the west by the centre of the Waterworks River. Access through this zone is via Carpenters Road with Warton Road providing a second artery road. The majority of the land has been cleared for the commencement of remediation work. Within the Newham UDP Waterworks River is designated a Site of Nature Conservation Importance (SNCI), Carpenters Road a proposed cycle network and a part of the site forms part of a larger area allocated as a Rail Safeguarding Line Area.

PDZ 2

9 This PDZ is within the LB Newham. It comprises land bounded to the north-east by Waterworks River; to the south east by the Great Eastern Line; to the west by City Mills River and; to the north by the River Lee Navigation. Known as Thornton Fields, this PDZ 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 sidings are a cluster of industrial buildings. The Newham UDP designates the two rivers as Protected Sites of Nature Conservation whilst the eastern land area has been safeguarded for the Chelsea to Hackney Line.

PDZ 3

10 This PDZ is within the LB Newham. It comprises land bounded to the north-east by City Mills River; to the south-east by the Great Eastern Line; to the south-west by the western bank of the River Lea; and to the north-west by the River Lea.

11 This PDZ, divided by the Greenway, forms two areas. The northern area is bordered by the River Lea, City Mill River and the Greenway. This area is dominated by the former Queen Mary College laboratory buildings which are surrounded by open space. This includes the semi derelict Thames Water land. The Old Ford Nature Reserve is situated to the north of the Greenway; it has mature trees and shrubs and is considered to make a positive contribution to the quality of the local environment. It is designated a Site of Nature Conservation Importance (SNCI) in the Newham UDP.

12 Commercial buildings occupy the land to the east of Marshgate Lane. This includes a waste transfer station. Commercial buildings to the south of Knobs Hill Road are smaller and poor in quality. An area of open space, located within this region, is also designated a SINC. Pudding Mill River runs alongside Marshgate Lane to the Greenway. This is a canal stub that provides waterside habitat and is only navigable by small vessels.

13 The southern region of this PDZ is bordered by the Greenway, the Great Eastern Line/DLR lines and the River Lee Navigation. The eastern area comprises a mix, both in terms of size and age, of industrial units accessible from Marshgate Lane. Waste management uses operate from some of the units; this includes a concrete batching plant and steel works. The area is designated as a Principal Employment Area, for business, general industrial and warehousing, in the Newham UDP.

PDZ 4

14 This PDZ is in the LB Tower Hamlets. It comprises land bounded to the north by the North London Line; to the east by the River Lea; and to the west by the western bank of

the River Lee Navigation. This west boundary is extended across the canal at two points to allow for two proposed bridges to Roach Road and Stour Road.

- 15 The zone is dominated by the commercial uses of the Bow Industrial Estate and the Carpenters Business Park, these industrial buildings are modern and in good condition.
- 16 The area of the zone lying to the north of Carpenters Road but south of the railway is occupied by a number of industrial and commercial buildings which include Kings Yard.
- 17 The Lock Keepers Cottage at the Old Ford Locks is a single residential unit situated at the southern tip of the zone. It is surrounded by trees subject to Tree Preservation Orders.
- 18 The PDZ is identified in the Tower Hamlets UDP as an Industrial Employment Area.

PDZ 5

- 19 This PDZ is within the LB Hackney. It comprises land bounded to the east by the River Lea; to the south by the North London Line; to the west by the western bank of the River Lee Navigation and to the north by the Eastway (A106 and the A12). Included in this PDZ are allowances on the western boundary for two bridge nibs into Wallis Road and Osbourne Road. Part of Hackney Wick, PDZ 5 is occupied by a range of uses that include the open space of Arena Fields, which dominates the western boundary.
- 20 Waterden Road is the main arterial route through this area. It serves commercial/business uses that include bus garages and a self storage facility. A small travellers' site and two small areas of common land are also located within this

zone. The open spaces within this zone are designated Metropolitan Open Land (MOL) whilst the commercial areas are designated New Employment Development and Defined Employment Area in the Hackney UDP.

PDZ 6

- 21 This PDZ is mainly within the LB Newham, but also includes an element of land to the east of the zone which is within the LB Waltham Forest. It comprises land bounded to the west by the River Lea; to the north by the A12; to the east by the Lea Valley Line and to the south by Temple Mills Lane, the north-western boundary of the cold store development and the outfall of Hennikers Ditch; excluding an area to the west of Temple Mills Lane covering two thirds of the former Clays Lane Estate.
- 22 Situated to the east of PDZ 5, the Eastway Cycle Circuit, Manor Gardens Allotments and Bully Point Pond all contribute to the open nature and character of this zone. These open spaces are designated MOL and Sites of Nature Conservation Importance in the Newham UDP. The topography of this zone is varied, reflecting its former use as a land fill area. Mature trees and shrubs are also a characteristic feature of the area. The land located within the Borough of Waltham Forest is designated in their UDP as Metropolitan Open Land, an Archaeological Priority Area and within the Lee Valley Regeneration Corridor.

PDZ 7

- 23 This PDZ is within the LB Waltham Forest. It comprises land bounded to the north-east by Temple Mills Lane; to the south by the A12; and to the north-west of Ruckholt Road; including the junction of Homerton Road with Ruckholt Road and the A12.

Now vacant, the former Eton Manor Sports Ground comprises a large area of open space. When operational the sports ground provided a main sports pavilion, tennis courts, football pitches and a cricket ground. Designated as MOL in the Waltham Forest UDP, the site is also identified as forming part of the Lower Lee Valley Regeneration Corridor.

PDZ 8

24 This PDZ is within the LB Newham. This delivery zone is split into two wedges. Land bounded to the north-west by the Great Eastern Line; to the north-east by Warton Road and the eastern bank of Waterworks River and to the south-west by 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. Not included in the development site is the area east of Marshgate Lane that backs on to the western bank of City Mill River and the Bow Back River.

25 This zone is mixed in character comprising new development, industrial premises of varying quality and age and areas of dereliction. The zone is predominantly industrial in use but the Greenway runs through the zone. The Newham UDP designation is as a Principal Employment Area whilst the river corridors are Protected Sites of Nature Conservation Importance.

PDZ 9

26 This PDZ is in the LB Newham. It comprises land bounded to the east by the Lea Valley Line and the Great Eastern Line; to the south-west by the River Lea; to the North London Line; to the north-west by the outfall of Hennikers Ditch; the northern boundary of the Cold Stores development; the southern boundary of the Clays Lane Estate and Temple Mills lane. This area falls

within the site boundary for the permitted Stratford City mixed use development. This part of the site is allocated as a Major Opportunity Zone in the Newham UDP.

PDZ 10

27 This PDZ is within the LB Newham. It comprises land bounded to the east by Temple Mills Lane; to the south by the southern boundary of the Clays Lane Estate; to the west by land to the rear of properties on the east of Trafford Close; and to the north by the northern boundary of the Clays Lane Estate. This zone comprises of the Clays Lane Estate which has residential use. It has no UDP designation although it forms part of the designated Lee Valley Regional Park. This PDZ forms part of the Olympic Park and is covered by the Site Preparation application proposals. It is subject to a separate planning application for residential development which also forms part of the Olympic village accommodation (reference 07/90012).

PDZ 11

28 This PDZ is within LB Newham. It comprises land bounded to the north by Temple Mills Lane; to the east by Thornham Grove, Leyton Road, Angel Lane and the land to the rear of properties on Leyton Road; to the south by the Great Eastern Line and to the west by the Lea Valley Line. Known as Chobham Farm, this area of land is located to the east of the Stratford City development and the Channel Tunnel Rail Link, including the International Station. It is predominantly vacant since the closure of the rail related activities; however parts of this zone are being used for construction purposes associated with the CTRL and Stratford International Rail Terminal. Within an identified area of Major Opportunity Zone in the Newham UDP, the land forms part of the most easterly boundary of the Olympic Park.

PDZ12

29 This PDZ is within the LB Newham. It comprises land bounded to the north-west by Stratford High Street; to the north-east by Rick Roberts Way; to the south east by gasometers; and to the south-west by the Northern Outfall Sewer which supports the 'Greenway' footpath and cycleway which extends the entire length of the zone from Canning Road to Stratford High Street and is designated as Green Chain in the Newham UDP. Within the zone are Union Street and Livingstone Road an industrial /warehousing area occupied by 20th century buildings some of which are still occupied, which is identified as forming part of a Major Opportunity Zone in the Newham UDP.

PDZ13

30 This PDZ is within the LB Newham. It comprises a strip of land running from, and including, the Greenway in the north to West Ham Station in the south. It is bounded to the east by the Jubilee Line and DLR, whilst the District Line and mainline railway cut across it on an embankment; this zone is the southernmost section of the Olympic Park.

31 To the north of the railway embankment this zone includes part of a large site used on a temporary basis as a place of worship. There are overhead powerlines and electricity pylons in this zone. The UDP identifies the zone as within a Major Opportunity Zone.

PDZ14

32 Located in the London Borough of Tower Hamlets, this zone is identified as land bounded to the east by the western bank of the River Lee Navigation; to the south by the Great Eastern Line; to the west of the A12 – East Cross Route (including the junction with Wick Lane); and the north by

land to the rear of properties on Dye House Lane. Situated to the west of PDZ 3 this area is entirely occupied by the railway sidings known as Bow Goods Yard West. The sidings now serve an aggregates depot with a concrete products firm operating in the same area. Tower Hamlets UDP designation is for Industrial Employment Uses.

PDZ15

33 This PDZ is almost entirely within the LB Hackney, but a triangular area of land at the corner of Sherrin and Ruckholt Road is in the LB Waltham Forest. It comprises land bounded to the north-east by the New Spitalfields Market, Sherrin Road; to the south-east by Ruckholt Road; and to the north and west by the River Lea. Known as East Marsh, the area is situated in the most northerly part of the proposed Olympic Park. This large area of open recreation ground currently provides thirteen sports pitches for football and rugby. A single storey pavilion is also located in the grounds. A belt of trees runs around most of the perimeter of the ground. The open space is designated MOL, playing fields and protected open space in the Hackney UDP.

2.2 Site Planning Histories**London Borough of Hackney**

- 1 The whole of PDZ5, the western third of PDZ7 and most of PDZ15 are within the boundaries of London Borough of Hackney.
- 2 PDZ5 is within the district of Hackney Wick. Waterden Road runs through it and is lined by industrial/warehouse sites, many of which are now bus depots and associated maintenance facilities. More commercial premises are located along the south side of Eastway. There is also an official travellers'

site, permitted in 1991, the vacant Hackney Greyhound and Speedway Stadium and access to Manor Garden Allotments via a river bridge. All these activities are being re-located to new sites outside the Olympic Park, as are many businesses.

Most planning decisions in the area relate to changes of use and alterations to industrial and storage buildings but the following are some of the more significant decisions since 2000:

Application Ref.	Date	Address	Proposal	Status
2004/2198	22/4/05	Eastway	Demolish warehouse Unit E at Eastway Commercial Centre and erect hotel	Refused
2003/0907	16/11/04	Waterden Road	Retention of temporary use as church at 'Brent Walker' site	Refused, appeal dismissed
2004/0132	23/5/04	Waterden Road	Demolish Unit L East Cross Centre and build 6 storey office block	Permitted
2001/1896	11/8/04	Waterden Road	Demolition of outbuildings at 'Golden House' and construction of new warehouse	Permitted
2006/0071	7/3/06	Waterden Road	Alterations to bus depot at Unit 11 Waterden Road	Permitted
2001/2063	14/6/02	Waterden Road	Use of No.44 for B1/B2/B8	Permitted
2004/0149	25/5/05	Waterden Road	Use of No. 44 as bus depot	Permitted
2001/1598	18/3/02	Waterden Road	Use of part of warehouse at No. 53 as bus depot	Permitted
2003/0439	15/7/03	Waterden Road	Erection of bus maintenance facility at No. 53	Permitted
2003/0759	31/1/05	Waterden Road	Waterden Road Highways work to create access to Stratford City development	subject to the completion of a s106 legal agreement

3 Arena Fields Recreation Ground lies within PDZ5:

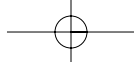
Application Ref.	Date	Address	Proposal	Status
2002/1682	17/12/03	Arena Fields Recreation Ground	Landscaping, changing room etc	Permitted

- 4 PDZ 5 also includes the full width of the Lee Navigation and two small areas on the west bank which provide the land-fall for proposed bridges over the canal. The affected sites are Gainsborough School, for which there is no relevant planning history and 90 Wallis Road, a unit in Main Yard which is being acquired by the LDA for demolition to enable the bridge, necessitating the relocation of telecommunications equipment permitted on the building in 2004.
- 5 PDZ5 is in the north-west of what was zone OLY1 to which the following extant Olympic planning decisions relate:

Application Ref.	Date	Address	Proposal	Status
2004/0001	1/10/04	2004 OLY 1 site	Mixed use regeneration scheme for Olympics and legacy	Permitted
2005/2077	14/9/05		Partial discharge of conditions 5.58 and 5.-59 of PA/04/0001	Permitted

- 6 PDZ7: The land in Hackney is a triangular green space dominated by roads. It is crossed by the River Lea and a slip road to the A12. There is no relevant planning history other than the extant Olympic decisions listed above.
- 7 PDZ 15: This is the public open space, known as East Marsh - surrounded by trees and laid out with football pitches. There is no relevant planning history other than the extant Olympic decisions for what was zone OLY2.

Application Ref.	Date	Address	Proposal	Status
2004/0002	1/10/04	Land bounded by Eastway to Ruckholt Road (A106) in the south, Sherrin Road in the east and the River Lea in the west and north.	Temporary coach drop off point, disabled parking and ancillary works to enable Olympic Games and restoration to public open space in legacy	Permitted
2005/0281	10/2/05		Partial approval of details - remediation strategy	Approved



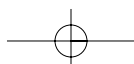
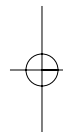
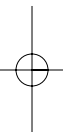
London Borough of Newham

8 PDZs 1, 2, 3, 9 11, 12 and 13 and most of PDZ6 and PDZ8 are within the boundary of London Borough of Newham. PDZ 12 was OLY3, PDZ13 was OLY5 and all the others

are in what was OLY1 as described in the 2004 Olympic and Legacy Planning Permissions.

Relevant applications received in 2005

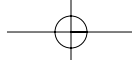
Application Ref.	Date	Address	Proposal	Status
05/00575/FUL	28/11/05	Bow Midland Waste Recycling Limited Marshgate Lane Stratford London E15 2PB	Erection of a temporary building for waste recycling and transfer of inert construction waste, general and biodegradable industrial wastes, scrap metal and wood chips.	Permitted
05/00679/FUL	06/12/05	70 Pitchford Street Stratford London E15 4RX	Change of use and alterations to provide 4No one bedroom flats	Permitted
05/00640/CLP	07/12/05	Stratford Station Station Street Stratford London E15 1DE	Certificate of Lawfulness for a proposed three storey operational train crew accommodation building on London Underground Operational Land	Application Approved
06/00210/FUL	07/12/05	Whole Borough Channel Tunnel Rail Link Stratford Station Great Eastern Road Stratford London	Channel Tunnel Rail Link: Schedule 6. Submission No: 200/NEW/23/1: Restoration	Application Approved
06/00208/FUL	08/12/05	Whole Borough Channel Tunnel Rail Link Stratford Station Great Eastern Road Stratford London	Channel Tunnel Rail Link. Approval under Paragraph 9 of Schedule 6. Package 23: CTRL Mitigation submission No: 200/NEW/23/2: Bringing into Use.	Application Approved



Relevant applications received in 2006

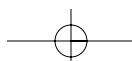
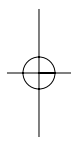
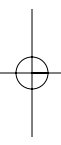
Application Ref.	Date	Address	Proposal	Status
06/00074/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Business Relocation Strategy (Doc Ref LLV/OLY/oly1,3,4/REL/doc/strat03/1) which is submitted to discharge condition 4.1 attached to application no. P/04/0001	Application Transferred
06/00075/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Bus Depot Relocation Strategy (Doc Ref LLV/OLY/oly1/REL/doc/strat04/1) which is submitted to discharge condition 4.2 attached to planning permission no. P/04/0001	Application Transferred
06/00076/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Rail Relocation and Interruptions Strategy (Doc Ref LLV/OLY/oly1,4/REL/doc/strat05/1), which is submitted to discharge condition 4.3 attached to planning permission no. P/04/0001.	Application Transferred
06/00077/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Eastway Allotments Relocation and Legacy Allotment Strategy (Doc Ref LLV/OLY/oly1/ENV/doc/strat06/1), which is submitted to discharge condition 4.5 attached to planning permission no. P/04/0001	Application Transferred
06/00078/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Residential Relocation Strategy (Doc Ref LLV/OLY/oly1,4/REL/doc/strat08/1), which is submitted to discharge condition 4.6 attached to planning permission no. P/04/0001	Application Transferred
06/00079/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Travellers Relocation Strategy (Doc ref LLV/OLY/oly1/REL/doc/strat09/1), which is submitted to discharge condition 4.7 attached to planning permission no. P/04/0001	Application Transferred

Application Ref.	Date	Address	Proposal	Status
06/00080/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	East Marsh Relocation and Restoration of Pitches Framework (Doc ref LLV/OLY/oly1, 2/ENV/doc/strat27/1), which is submitted to discharge condition 4.8 attached to planning permission no. P/04/0001	Application Transferred
06/00081/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Arena Fields Reprovision Framework (Doc Ref LLV/OLY/oly1/ENV/doc/strat28 /1), which is submitted to discharge condition 4.8 attached to planning permission no. P/04/0001.	Application Transferred
06/00082/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Transport Monitoring and Review Framework (Doc Ref LLV/OLY/oly1/TRA/doc/strat18 /1), which is submitted to discharge condition 6.2 attached to planning permission no. P/04/0001	Application Transferred
06/00083/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Eastway Cycle Circuit relocation and Legacy Strategy (Doc Ref LLV/OLY/oly1/ENV/doc/strat32 /1), which is submitted to discharge condition 9.1 attached to planning permission no. P/04/0001	Application Transferred
06/00084/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	The Greenway Improvement Framework (Doc Ref LLV/OLY/oly1/ENV/doc/strat25 /1), which is submitted to discharge condition 9.1 attached to planning permission no. P/04/0001	Application Transferred



Application Ref.	Date	Address	Proposal	Status
06/00094/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	East Marsh Relocation and Restoration of Pitches Framework (Doc Ref LLV/OLY/oly1, 2/ENV/doc/strat27/1), which is submitted to discharge condition 10 attached to planning permission no. P/04/0002 - Proposed development on land bounded by Eastway-Ruckholt Road (A106) in the south, Sherrin Road in the east and the River Lea in the west and north	Application Transferred
06/00095/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Business Relocation Strategy (Doc ref LLV/OLY/oly1, 3, 4/REL/doc/strat03/1), which is submitted to discharge condition 46 attached to planning permission no. P/04/0003 - Proposed development on the land to the north of Rick Roberts Way, to the south by Abbey Lane and the Greenway and to the west by Stratford High Street	Application Transferred
06/00096/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Rail Relocation and Interruptions Strategy (Doc ref LLV/OLY/oly1, 4/REL/doc/strat05/1), which is submitted to discharge Condition 44 attached to planning permission P/04/0004 - Proposed development on land bounded by the East Cross Route 9A12) to the west, the boundary of the aggregates site to the south, to the east by the Hackney-Cut of the River Lea Navigation and the north by the Greenway	Application Transferred

Chapter 2
Application Sites and Proposals



Application Ref.	Date	Address	Proposal	Status
06/00097/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Business Relocation Strategy (Doc ref LLV/OLY/oly1, 3, 4/REL/doc/strat03/1), which is submitted to discharge Condition 48 attached to planning permission no. P/04/0004 - proposed development on land bounded by the East Cross Route (A12) to the west, the boundary of the aggregates site to the south, to the east by the hackney-Cut of the River Lea Navigation and to the north by the Greenway	Application Transferred
06/00098/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Residential relocation Strategy (Doc Ref LLV/OLY/oly1, 4/REL/doc/strat08/1), which is submitted to discharge condition 49 attached to planning permission no. P/04/0004 - propose development on land bounded by the east Cross Route (A12) to the west, the boundary of the aggregates site to the south, to the east by the Hackney-Cut of the River Lea Navigation and to the north by the Greenway.	Application Transferred
06/00113/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	East Marsh Relocation and Restoration of Pitches Framework (Doc Ref LLV/OLY/oly1, 2/ENV/doc/strat27/1), which is submitted to discharge condition 10 attached to planning permission no. P/04/0002 - Proposed development on land bounded by Eastway-Ruckholt Road (A106) in the south, Sherrin Road in the east and the River Lea in the west and north	Application Transferred

Application Ref.	Date	Address	Proposal	Status
06/00115/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Business Relocation Strategy Doc ref LLV/OLY/oly1, 3, 4/REL/doc/strat03/1), which is submitted to discharge condition 46 attached to planning permission no. P/04/0003 - Proposed development on the land to the north by Rick Roberts Way, to the south by Abbey Lane and the Greenway and to the west by Stratford High Street	Application Transferred
06/00116/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Rail relocation and Interruptions Strategy (Doc ref LLV/OLY/oly1, 4/REL/doc/strat05/1), which is submitted to discharge Condition 44 attached to planning permission P/04/0004 - Proposed development on land bounded by the East Cross Route (A12) to the west, the boundary of the aggregates site to the south, to the east by the Hackney-Cut of the River Lea Navigation and to the north by the Greenway	Application Transferred
06/00117/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Business Relocation Strategy (Doc Ref LLV/OLY/oly1, 3, 4/REL/doc/strat03/1), which is submitted to discharge condition 48 attached to planning permission no. P/04/0004 - Proposed development on land bounded by the East Cross Route (A12) to the west, the boundary of the aggregates site to the south, to the east by the Hackney-Cut of the River Lea Navigation and to the north by the Greenway	Application Transferred

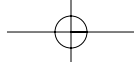
Application Ref.	Date	Address	Proposal	Status
06/00118/AOD	12/01/06	Site Of Main Olympic Stadium Area Marshgate Lane Stratford London E15 2NQ	Residential Relocation Strategy (Doc Ref LLV/OLY/oly1, 4/REL/doc/strat08/1), which is submitted to discharge condition 49 attached to planning permission no. P/04/0004 - Proposed development on land bounded by the East Cross Route (A12) to the west, the boundary of the aggregates site to the south, to the east by the Hackney-Cut of the River Lea Navigation and to the north by the Greenway	Application Transferred
06/00634/LTG DC	29/03/06	Site Of 223 - 231 High Street Stratford London E15 2LS	Mixed use development comprising 178 new homes and 946m2 of commercial space, A1(shop), A2,(Financial and Professional Services) A3(Restaurants and Cafes), B1(Business), D1(Non-residential institutions), D2(Assembly and Leisure).	Pending Decision
06/00694/FUL	07/04/06	Pudding Mill Lane Plaistow Pudding Mill Lane Stratford London	A traction substation and a gas insulated substation, consisting of three transformer bays, a switchhouse and tunnel shaft headhouse, for the purpose of transformation and distribution of electricity.	Application Approved
06/00763/FUL	28/04/06	DLR Extension To Stratford, Stratford Rail Lands Stratford City Development Stratford	To create a new reservation for the DLR extension and proposed replacement rail facilities for Network Rail's North London Line service. Earthworks at Stratford Rail Lands for the DLR extension	Application Approved
06/00924/FUL	22/05/06	148 Major Road Stratford London E15 1DY	Demolition of existing club building and erection of three storey to accommodate 7 new residential units (1x1 bed flat, 4x2 bed flats, 1x2 bed maisonette and 1x3 bed maisonette).	Application Approved

Application Ref.	Date	Address	Proposal	Status
06/00863/LTG DC	31/05/06	Site Of 302 - 310 High Street Stratford London E15 1AJ	Demolition of existing buildings occupying site and construction of new 30 storey mixed use tower incorporating; 334 residential units, 110 bedroom hotel, conference facilities, mezzanine level, restaurant and bar facilities, creche, roof top health and fitness suite, roof top garden area, aerofoil wind turbine wing, technical plant level, basement car park servicing, and associated works to footpaths, highways and Channelsea River culvert.	Pending Decision
06/01119/FUL	20/06/06	Land West Of Carpenters Rd East Of Waterworks River And North Of The Great Eastern Line Stratford London	Earthworks and soil remediation in association with the construction of a river wall along the alignment of the Waterworks River.	Application Approved
06/01120/FUL	20/06/06	Land West Of Carpenters Rd East Of Waterworks River And North Of The Great Eastern Line	Undertake earthworks and soil remediation (including closure of Warton Road) on land south west of Carpenters Road, Stratford, London	Application Approved
06/01271/FUL	14/07/06	City Mill Lock Blaker Road Stratford London E15 2PY	Works in association with a sewage pumping station, including raised platform.	Application Approved
06/01459/FUL	07/08/06	1 Dorset Place Stratford London E15 1DH	Construction of a new 7 storey building consisting of parking at ground floor level, offices at 1st-5th floor level and 2 x 2 bed flats on the 6th floor.	Application Refused

Application Ref.	Date	Address	Proposal	Status
06/01789/LTG DC	04/10/06	Site At 160 - 188 High Street Stratford London E15 2PD	Demolition of existing buildings and construction of a mixed use development comprising 295 mixed tenure residential dwellings with commercial use (A1/A2/A3/B1/D1) at ground floor and 80 parking spaces.	Pending Decision
06/01833/VAR	11/10/06	12 Barbers Road Stratford London E15 2PH	Variation of wording to condition 4 of planning permission P/97/0442, to allow for Regional Waste Recycling plc to take over the operation of the Stratford Recycling and Waste Transfer Station currently operated by South Herts Waste Management Ltd.	Application Approved
06/02020/ADV	08/11/06	Heron Industrial Estate 10 Barbers Road Stratford London E15 2PE	2No. 20m high galvanized lattice masts with 3 sided 48 sheets advertising hoarding and 1No. flag mast with 3 sided 16 sheet hoarding.	Application Approved
06/02021/FUL	08/11/06	Heron Industrial Estate 10 Barbers Road Stratford London E15 2PE	Re-cladding of entrances to existing units. New perimeter fencing and security hut.	Application Approved
06/02110/AOD	21/11/06	City Mill Lock Blaker Road Stratford London E15 2PY	Approval of details pursuant to conditions 3 (Information to prevent Anti-Social Behaviour, Litter and Vagrancy), 4 (Materials), 5 (Details of a Ventilation Scheme to be submitted), 6 (Relocation of the Lock Control Equipment), 7 (Risk Assessment and Method Statement to be approved prior to commencement) and 8 (Renewal of Footways and removal of any redundant crossovers to be agreed prior to commencement).	Application Approved

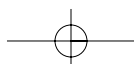
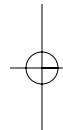
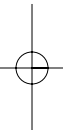
Application Ref.	Date	Address	Proposal	Status
06/02292/LTG DC	20/12/06	150 High Street Stratford London E15 2NE	Application for full planning permission for the demolition of the existing buildings occupying the site and the subsequent development of seven buildings of between 10 - 41 storeys to provide 3161sqm commercial floor space (suitable for B1/A1/A2/A3/A4/D2 uses) a 5948sqm, 144 bedroom hotel (C1), a 388sqm PCT surgery (D1), a 378sqm nursery (D1) and 736 no. studio, one , two, three and four bedroom residential units (C3), plus associated car and cycle parking, landscaped amenity space and a new landscaped riverside walkway.	Pending Decision

Chapter 2
Application Sites
and Proposals



Applications received in 2007

Application Ref.	Date	Address	Proposal	Status
07/00492/LTG	DC	27/03/07 1 High Street Stratford London E15 2NE	Demolition of existing building and construction of 7 to 20 storey buildings for mixed use development comprising 120 mixed tenure residential dwellings with commercial use (B1, A3, D1, D2) at ground , 1st, 2nd and 28 car parking spaces.	Application Refused
07/00695/FUL	19/04/07	Radio Mast Adjacent To Ind Unit 5 Thornham Grove Stratford London E15 1DN	Erection of a 20m high lattice tower with 18no. antennae, 3no. 600mm dishes and 16no. equipment cabinets	Application Refused
07/00822/LTG DC	08/05/07	Station House Station Street Stratford London E15 1AP	Demolition of existing building and construction of a 26 storey mixed use tower with a three storey basement comprising retail (A1) and office (B1) floor space and 280 residential units (c3) with associated car and cycle parking, and landscaped amenity space at ground floor levels.	Pending Decision



9 **Powerlines Applications 05/00413/FUL**

Construction of two deep bored cable tunnels with dimensions of approximately 6km long, an internal diameter of 2.82m and external diameter of 3.18m respect of the East Tunnel and approximately 6km long, an internal diameter of 4.15m and external diameter of 4.55m in respect of the West Tunnel and at a general depth varying along their respective routes between approximately 14 metres and 34 metres and more particularly described in the application drawings and running from South Crescent, West Ham and West Ham EDFE Substation at Bidder Street to the Hackney NGT Substation and the EDFE Substation at Lea Bridge in Hackney together with, at surface level, 7 maintenance and ventilation shafts, including related connection and ventilation tunnels and cable connection riser and 4 single storey above ground head house structures in respect of the proposed shafts at South Crescent, West Ham, at the EDFE Substation at Millfields Road, Hackney, and at the West Ham Substation at Bidder Street, Newham, including associated parking, means of enclosure and all site preparation remediation works at the shaft locations, temporary deposition of uncontaminated spoil at the former Hackney Stadium and on part of the Carpenters Road Site; enabling and engineering works; to enable the decommissioning and removal of the overhead powerlines between West Ham Substation and Hackney Wick Substation in the Lower Lea Valley – approved at committee.

- 10 **P/05/0824** Permission Is Sought For The Construction Of Two Deep Bored Cable Tunnels With Dimensions Of Approximately 6km Long, An Internal Diameter Of 3.70m And External Diameter Of 4.2m Respect Of

The East Tunnel And Approximately 6km Long, An Internal Diameter Of 4.00m And External Diameter Of 4.30m In Respect Of The West Tunnel And At A General Depth Varying Along Their Respective Routes Between Approximately 14 Metres And 34 Metres And More Particularly Described In The Application Drawings And Running From South Crescent, West Ham And West Ham EDFE Substation At Bidder Street To The Hackney NGT Substation And The EDFE Substation At Lea Bridge In Hackney Together With, At Surface Level, 7 Maintenance And Ventilation Shafts, Including Related Connection And Ventilation Tunnels And 2 Single Storey Above Ground Head House Structures In Respect Of The Proposed Shafts At South Crescent, West Ham, And At The EDFE Substation At Millfields Road, Hackney, Including Associated Parking, Means Of Enclosure And All Site Preparation Remediation Works At The Shaft Locations, Temporary Deposition Of Uncontaminated Spoil At The Former Hackney Stadium; Enabling And Engineering Works; To Enable The Decommissioning And Removal Of The Overhead Powerlines Between West Ham Substation And Hackney Wick Substation In The Lower Lea Valley – approved 20/7/05.

Other

- 11 **P/02/1215** – 204-206 Leyton Road, Stratford: Erection of 3-storey community centre including ground floor parking – approved 22/12/04.
- 12 **The Stratford City** Development falls within PDZ9 and within the Borough of Newham. Although not included within the boundary of the Olympic applications site (save for some limited common areas), this development is key to enabling the Games by providing the athletes village and the

main public transport access to the Park. The following applications and permissions relate to this Stratford City Development proposal:

- 13 **P/03/0607** – original outline planning permission granted by Newham Council on 17th February 2005 for “comprehensive mixed use development of rail lands site comprising B1 offices, residential, retail development in the full range of A1, A2 and A3 uses, commercial leisure uses, hotels and conference facilities, open space, landscaping, water features, parking, transport interchanges, associated infrastructure and a town centre link.” This permission was accompanied by a s106 agreement. A series of separate infrastructure permissions (refs. [LB Newham P/03/0660; LB Newham P/03/0659; LB Waltham Forest 2003/0640; LB Hackney 2003/0759 and LB Tower Hamlets PA/03/00662]) were granted alongside this permission. A separate playing fields permission also accompanied the S106 agreement (refs. [LB Newham P/03/0658 and LB Waltham Forest 2003/0650]).
- 14 **06/90017/VARODA** – s73 planning application which sought to vary Conditions U1, D2, D9 and D10 of planning permission P/03/0607 to allow for an increase in residential density and residential floorspace to be provided in Zone 1, and to allow scope for minor changes to be made to the parameter plans with the written approval of the Local Planning Authority. The application was considered by the ODA Planning Committee on 28th November 2006, who resolved to grant approval, subject to the revision of the s106 agreement. Discussions regarding the revised s106 agreement have not yet been completed, and therefore
- 15 **06/90020/AODODA** – Approval of details application relating to condition J2 of LB Newham planning consent P/03/0607. This application is pending a decision.
- 16 **07/90001/AODODA, 07/90006/AODODA, 07/90024/AODODA** – Condition C1 of revised planning permission 06/90017/VARODA will require the submission of Site Wide Strategies, covering estate management, construction methodology, environmental sustainability design manual and provision of affordable housing across the site. These Strategies were submitted in 3 packages resulting in these three applications. These were considered by the ODA Committee on 26th June 2007, who resolved to delegate authority to Head of DC to grant approval upon completion of the revised s106 agreement and issue of planning permission 06/90017/VARODA.
- 17 **07/90005/AODODA** – Condition A1 of the revised planning permission 06/90017/AODODA requires the submission of zonal masterplans for each of the seven zones within Stratford City. This application relates to Zone 1, and is the first zonal masterplan to have been submitted. Zone 1 contains the main retail component of the site, together with office space, community facilities (including health care), open space, car parking, and approximately 550 residential units. This application was delegated to Newham Council for consideration, as Zone 1 is not directly related to the overall delivery of the Olympic Park. This application was, however, considered by the ODA Committee on 12th

- June 2007 (acting as a Referral Authority) who resolved not to object to the application. The application was considered by the Newham DC Committee on 13th June 2007 who resolved to delegate authority to the Borough Planning Officer to grant permission, subject to conditions and upon completion of the revised s106 agreement and issue of planning permission 06/90017/VARODA.
- 18 **07/90022/VARODA** – s73 planning application submitted to delete Condition P11 (requiring no visible plumes to be emitted from plant) of outline planning permission P/03/0607/revise permission 06/90017/VARODA. This application has not yet been determined. Further technical information has been requested.
- 19 **07/90023/VARODA** – s73 planning application submitted to vary the wording of Conditions T4 (relating to street block sizes) and K2(g) (requiring no visible plumes from CCHP) of outline planning permission P/03/0607/revise permission 06/90017/VARODA. This application has not yet been determined. Further technical information has been requested.
- 20 **07/90024/VARODA** – Approval of details application relating to conditions C1 (b) [Estate Management Framework] and C1 (c) [Site Wide Construction Method Statement] of planning reference P/03/0607. This application has yet to be determined.
- 21 **07/90096/AODODA** – Approval of details application relating to condition L11 (River Wall Survey) of Newham application P/03/0607. This application has yet to be determined.
- 22 **07/90120/FULODA** – Full planning application submitted for earthworks and ground re-modelling to Zones 1 and 2 of Stratford City. Recently received application – to be reported to the ODA Planning Committee on 24 July 2007..
- 23 **07/90129/AODODA** – Approval of details application relating to condition G6 (Impact Piling) of planning consent p/03-0607. This application has yet to be determined.
- 24 A further two applications relating to Zones 3-5 and Clays Lane, E15 are expected shortly. These two applications will form the **Athletes' Village for the Games**. An update to this report will be provided if required in connection with these two applications.

London Borough of Tower Hamlets

- 25 PDZs 4 and 14 are entirely within the boundaries of Tower Hamlets.
- 26 PDZ4 This area is known as Fish Island East and is divided into three parts by Carpenters Road and Waterden Road.
- 27 The north-west area of this zone is mainly occupied by King's Yard, once part of the Clarnico confectionary works, the remainder of which lies north of the railway and became known as the East Cross Centre. Divided into business units in the 1960s King's Yard was subject to a series of permissions for changes of use, adverts etc. at various units until 1980s.

28 East of King's Yard is 132 Carpenters Road, which was the Imperial Works fur processing factory. There were permissions

for various alterations and extensions between 1950 and 1998 and, since 2000, the following decisions:

Application Ref.	Date	Proposal	Status
PA/00/942	24/8/00	132 Carpenters Road - Construction of a food processing plant	Permitted
PA/01/1594	15/2/01	132 Carpenters Road - Change of use of part of site to dairy	Refused
PA/03/116	4/4/03	132 Carpenters Road - Canopy over car parking area	Permitted

29 The north-east area of PDZ4 is a triangle of land between Waterden and Carpenters Roads, historically occupied by Britannia Engineering Works. The vacant site at the west end was used as a car park, for the timber yard south of Carpenters Road, on a series of temporary permissions from 1964 to 1979. In the 1970s the eastern half of Britannia Works was redeveloped as two industrial units and the remaining old buildings taken over by a scrap car dealer who also uses the open car park. The only relevant decision since 2000 is fencing at Lea Works in 2003.

30 The larger part of PDZ4, south of Carpenters Road, was once Glikstens timber wharf and yard, one of the major businesses in the area, but is now occupied by two industrial estates. Bow Industrial Park, to the west, was developed in the 1970s - 1980s, with 29 relatively small units and Carpenters Business Park, to the east, which initially re-used existing buildings but was rebuilt as 5 large, modern units in 1990s. Both estates have been subject to numerous planning permissions for change of use of individual units to and from industry and warehousing and to other uses, such as a training centre and a coach garage. Relevant decisions since 1999 all relate to Carpenters Business Park:

Application Ref.	Date	Proposal	Status
PA/99/844	27/8/99	Carpenters Road Business Park Plot 4 - New B2/B8 unit with service yard	Permitted
PA/03/857	11/7/03	Carpenters Road Business Park Unit 3 - Change of use from B8 to builders merchant	Permitted
PA/04/109	31/3/04	Carpenters Road Business Park Unit 3 - Alterations to warehouse	Permitted

31 At the southern tip of this area, where the River Lea and Hackney Cut meet, is Old Ford Locks with its associated lock-keepers

cottages, toll-house and a group of trees protected by TPO. Residential use appears to have ceased in 1968, when use for timber

storage was permitted, and in 1991 the tollhouse had permission to be used for sale of refreshments. Between 1992 and 2002 permission was given for the cottages, together with an adjoining unit on the industrial park, to be used temporarily as a TV production facility. This involved various alterations and extensions and the felling of two TPO poplars.

32 PDZ4 also includes the full width of the Hackney Cut and two small areas on the west bank which provide the land-fall for proposed bridges over the canal. The affected sites are Crown Works, Roach Road, 4 Roach Road and Stour Wharf, Stour Road. All three are subject to redevelopment proposals, two of which are being revised to take account of this impact.

Crown Works

Application Ref.	Date	Proposal	Status
PA/02/1705	n.f.a	Development of 86 live/work units and B1 business space	Permitted
PA/04/953	27/3/07	Development of 106 live/work units plus B1space	No further action
PA/05/2130	n.f.a	Development of 98 live/work units and A1, A3 and B1 space (revised scheme allowing for proposed bridge to Olympic site)	Permitted by (LTGDC)
PA/06/280	n.f.a.	Further amendments to PA/02/1705 to allow for proposed bridge	No further action
PA/07/1151	current	Reserved details for PA/05/2130	Pending

4 Roach Road

Application Ref.	Date	Proposal	Status
PA/04/562	22/12/05	Development for 40 flats, and B1, A3 and A1 space. This scheme does not allow for the land take of the proposed bridge (T09)	Permitted

Stour Wharf

Application Ref.	Date	Proposal	Status
PA/04/937	14/2/06	Development of 64 Live/work units plus B1 space	Refused on appeal
PA/06/83	8/9/06	Construction of two storey industrial building with factory shop and restaurant (relocation of Forman's salmon smoking factory from site in Marshgate Lane required for Olympic Park), allowing for proposed bridge	Permitted

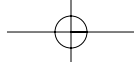
33 PDZ4 is within what was zone OLY1 to which the following extant Olympic planning decisions relate:

Application Ref.	Date	Proposal	Status
PA/04/0001	1/10/04	Development for Olympic Games and Legacy facilities and associated engineering works	Permitted
PA/04/0006	1/10/04	Removal of three T.P.O. trees at Old Ford Lock	Permitted
PA/05/1283	9/9/05	Partial discharge of conditions 5.58 and 5.-59 of PA/04/0001	Approved

34 PDZ14 lies within the area known as Fish Island South and consists entirely of Bow Goods Yard West. The railway sidings served a slate and enamel works in the 1950s but since the 1960s the main use

has been as a bulk cement and concrete batching plant. There have been numerous planning permissions for new plant and ancillary buildings and, more recently:

Application Ref.	Date	Proposal	Status
PA/02/219	8/3/02	Retain weighbridge and portacabins at aggregate depot	Permitted
PA/02/361	13/5/02	Construct garage and renovate office building	Permitted
PA/99/192	12/9/02	Erect asphalt coating plant and aggregate storage buildings	Permitted subject to s106 to obtain improvements to traffic island and slip road at junction
07/90139/AODODA	current	Reserved details for PA/99/192	Pending



35 PDZ14 is the southern part of what was zone OLY4 to which the following extant Olympic planning decisions relate:

Application Ref.	Date	Proposal	Status
PA/04/0004	1/10/04	Use as temporary coach drop off, coach and car park, means of access and ancillary facilities during the Olympics	Permitted
PA/05/1283	9/9/05	Partial discharge of conditions 45 and 46 of PA/04/0004	Approved
PA/06/0052		Details of rail relocation and interruptions strategy required by condition 44 of PA/04/0004	No further action

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London Borough of Waltham Forest

36 The eastern parts of PDZ 6 and PDZ7 and a very small area in the south-east corner of PDZ15 are within the boundaries of Waltham Forest.

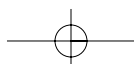
37 Within PDZ6 the triangular plot known as Temple Mills has been vacant for many years and has no significant relevant planning history. It is in the north-east of what was zone OLY1 to which the following extant Olympic planning decisions relate:

Application Ref.	Date	Proposal	Status
2004/6	1/10/04	Development for Olympic Games and Legacy facilities and associated engineering works	Permitted

38 PDZ 7 includes the Eastway Sports Centre, built in the 1980s, and Eton Manor Sports Ground. This originated as a sports facility for underprivileged boys which moved here from Hackney Wick in the 1920s. It was owned by the Lea Valley Regional Park Authority and its use has been gradually reduced in recent years and it is now closed completely. It is already occupied by contractors implementing an 'enabling works' permission. There are planning records back to 1949, mainly relating to

minor works and ancillary facilities such as pavilions, sports hall, signage and tree work - there are a substantial number of trees on the land, most of which are protected by T.P.Os. Two proposals to redevelop the site for industrial purposes were refused, in 1970 and 1994.

39 This PDZ is within what was zone OLY1 to which the following extant Olympic planning decisions relate:



Application Ref.	Date	Proposal	Status
2004/6	1/10/04	Development for Olympic Games and Legacy facilities and associated engineering works	Permitted
2004/194	1/10/04	Removal of 49 T.P.O. trees on Eton Manor sports ground	Permitted

40 PDZ15 is the East Marsh football pitches. Most of the site is in Hackney and there are no specific relevant planning permissions relating to the small area in LB Waltham Forest.

Olympic Delivery Authority

41 Since the ODA became the local planning authority in September 2006 the following ‘enabling works’ applications have been approved:

Construction Zone (CZ) 1A Carpenters Road Area West		
06/90021/AODODA	Approval of details relating to conditions 7 (Construction Routing Plan and Fill Timetable), 8 (Boundary Treatment Detail), 35 (Details of Wheel Washing) of LBN P/06/01120/FUL.	14/03/07
06/90022/AODODA	Approval of details relating to conditions 7 (Construction Routing Plan and Fill Timetable), 8 (Boundary Treatment Detail), 34 (Details of Wheel Washing) of LBN P/06/01119/FUL.	14/03/07
07/90002/AODODA	Approval of details of conditions 10 and 11 of LBN 06/01120/FUL (Archaeology and historic building written schemes)	21/3/07
07/90003/AODODA	Approval of details of conditions 10 and 11 of LBN 06/01119/FUL (Archaeology and historic building written schemes)	21/3/07
07/90007/AODODA	Approval of details relating to condition 40 (river wall) of LBN approval P/06/01120/FUL.	28/03/07
07/90008/AODODA	Approval of details relating to condition 4 (CoCP) of LBN approval P/06/01119/FUL.	18/04/07
07/90009/AODODA	Approval of details relating to condition 4 (CoCP) of LBN approval P/06/01120/FUL.	18/04/07
07/90019/AODODA	Approval of details relating to condition 38 (Tommy Lee Sewer) of LBN approval P/06/01119/FUL.	09/03/07

Construction Zone (CZ) 1A Carpenters Road Area West		
07/90020/AODODA	Approval of details relating to condition 39 (Tommy Lee Sewer) of LBN approval P/06/01120/FUL.	09/03/07
07/90029/AODODA	Approval of Condition 6 in respect of LB Newham Planning Approval Reference: 06/01119/FUL (Green Travel Plan).	20/06/07
07/90030/AODODA	Approval of Condition 6 in respect of LB Newham Planning Approval Reference: 06/01120/FUL (Green Travel Plan).	20/06/07
07/90034/AODODA	Approval of details relating to condition 13 (Global Remediation Strategy) of planning reference 06/01119/FUL.	14/06/07
07/90037/AODODA	Approval of details relating to condition 13 (Global Remediation Strategy) of planning reference 06/01120/FUL.	14/06/07
07/90051/AODODA	Approval of details relating to condition 23 (Noise and Dust Strategy) of 06/01119/FUL	18/04/07
07/90052/AODODA	Approval of details relating to condition 24 (Noise and Dust Strategy) of 06/01120/FUL	18/04/07
07/90060/AODODA	Approval of details relating to condition 16 (Ground Gas Monitoring) of 06/01119/FUL	16/05/07
07/90061/AODODA	Approval of details relating to condition 16 (Ground Gas Monitoring) of 06/01120/FUL	16/05/07
07/90062/AODODA	Approval of details relating to conditions 12 (Risk Assessment and Method Statement for work alongside water) & 41 (River wall Construction Method Statement) of 06/01119/FUL	7/06/07
07/90063/AODODA	Approval of details relating to conditions 12 (Risk Assessment and Method Statement for work alongside water) & 41 (River wall Construction Method Statement) of 06/01120/FUL	7/06/07
07/90071/AODODA	Approval of details relating to condition 37 (Flood Risk Management During Construction) of 06/01119/FUL	23/04/07
07/90072/AODODA	Approval of details relating to condition 38 (Flood Risk Management During Construction) of 06/01120/FUL	23/04/07

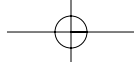
CZ 1B Carpenters Road Area East		
06/90002/FUMODA	Undertake earthworks and remediation including the closure of Carpenters Road and Marshgate Lane	24/11/06
07/90025/AODODA	Approval of details relating to condition 28 (Details of Wheel Washing) of planning reference 06/90002/FUMODA.	26/04/07
07/90031/AODODA	Approval of Condition 4 (Green Travel Plans, in respect of ODA PDT approval reference: 06/90002/FUMODA	11/7/07
07/90033/AODODA	Approval of details relating to condition 9 (Global Remediation Strategy) of planning reference 06/90002/FUMODA.	14/06/07
07/90043/AODODA	Approval of details relating to condition 35 (Condition Survey of Tommy Lee Sewer) of planning reference 06/90002/FUMODA.	27/04/07
07/90050/AODODA	Approval of details relating to condition 7 (Boundary Treatment) of 06/90002/FUMODA	10/05/07
07/90053/AODODA	Approval of details relating to condition 19 (Noise and Dust Strategy) of 06/90002/FUMODA.	09/05/07
07/90068/AODODA	Approval of Condition 8 of application reference 06/90002/FUMODA (archaeological written statement of investigation)	27/04/07
07/90074/AODODA	Approval of Condition 5 of application reference 06/90002/FUMODA (Construction routeing plan and timetable)	25/05/07
07/90102/AODODA	Approval of details relating to condition 13 (Ground Gas monitoring) of planning reference 06/90002/FUMODA.	14/06/07
07/90103/AODODA	Approval of details relating to condition 31 (Piling and Foundations) of planning reference 06/90002/FUMODA.	25/05/07
07/90104/AODODA	Approval of details relating to condition 6 (alternative Cycle Route) of planning reference 06/90002/FUMODA.	1/06/07
07/90121/AODODA	Approval of details in relation to condition 3 (Code of Construction Practice) of planning consent 06/90002/FUMODA	12/07/07

CZ 2A Thornton's Fields Rail Yard		
07/90004/FUMODA	The carrying out of soil remediation and temporary use for spoil storage	5/04/07
07/90054/AODODA	Approval of details relating to condition 9 (Noise and Dust Strategy) of 06/90004/FUMODA	27/04/07
07/90075/AODODA	Approval of Condition 16 of application reference 07/90004/FUMODA (vegetation protection)	08/06/07
07/90089/AODODA	Approval of details relating to condition 15 (Method Statement for the eradication of Japanese Knotweed) of 07/90004/FUMODA	16/05/07
07/90091/AODODA	Approval of details relating to condition 19 (Archaeological written scheme) of 07/90004/FUMODA	9/05/07
07/90093/AODODA	Approval of condition 8 (Code of Construction Practice) of planning permission reference 07/90004/FUMODA	9/7/07
07/90100/AODODA	Approval of condition 8 (Soil Mound Loading calculations) of planning permission reference 07/90004/FUMODA	14/06/07
07/90114/AODODA	Approval of Details Application pursuant to Condition 14 (Construction Routing Plan) of application reference 07/90004/FUMODA	20/06/07
07/90116/AODODA	Approval of Details Application pursuant to condition 10 (Surface Water and Source Control) of PDT application reference 07/90004/FUMODA	09/07/07
07/90119/AODODA	Approval of details relating to condition 13 (Green Travel Plan) of planning consent 07/90004/FUMODA	11/07/07
CZ 3A Marshgate Lane Area		
06/90014/FUMODA	Undertake earthworks and soil remediation (including closure of a section of Marshgate Lane and a section of pudding mill lane, together with estate roads and other highways within the red line boundary)	25/01/07
07/90026/AODODA	Approval of details relating to condition 14 (Details of Wheel Washing) of planning reference 06/90014/FUMODA	05/04/07
07/90036/AODODA	Approval of details relating to condition 23 (Global Remediation Strategy) of planning reference 06/90014/FUMODA.	14/06/07

07/90038/AODODA	Approval of details relating to condition 9 (Haulage Routes and Site Access) of planning reference 06/90014/FUMODA.	11/06/07
07/90042/AODODA	Approval of details relating to condition 4 (Noise and Dust Monitoring and Mitigation) of planning reference 06/90014/FUMODA.	5/04/07
07/90044/AODODA	Approval of details relating to condition 3 (Boundary Treatment) of planning reference 06/90014/FUMODA.	26/04/07
07/90056/AODODA	Approval of details relating to conditions 38 and 39 (Green Travel Plan) of 06/90014/FUMODA	2/07/07
07/90058/AODODA	Approval of details relating to condition 31 (Method Statement for the removal or long term management of invasive species) of 06/90014/FUMODA.	2/05/07
07/90066/AODODA	Approval of details relating to condition 34 (explosive ordnance) of 06/90014/FUMODA	20/04/07
07/90069/AODODA	Approval of Condition 17 of application reference 06/90014/FUMODA (archaeological written statement of investigation)	02/05/07
07/90095/AODODA	Approval of Condition 18 (historic building recording scheme) of application reference 06/90014/FUMODA	7/06/07
07/90099/AODODA	Approval of details relating to condition 35 (alternative recreation provision) of 06/90014/FUMODA	19/06/07
07/90109/AODODA	Approval of details relating to condition 22 (Programme of Site Investigation) of 06/90014/FUMODA	05/07/07
07/90111/AODODA	Approval of details application pursuant to condition 19 (Flood Risk Management) of PDT approval ref: 06/90014/FUMODA	05/07/07
CZ 5C Arena Fields		
06/90007/FUMODA	Undertake earthworks and remediation at Arena Field, East Cross Route	22/12/06
07/90018/AODODA	Approval of details relating to conditions 8 (Transport - Construction Routing Plan), 12 (Boundary Treatment) and 26 (Scheme for Protection of the Trees) of approval reference 06/90007/FUMODA.	08/05/07
07/90045/AODODA	Approval of details relating to condition 12 (Boundary Treatment) of planning reference 06/90007/FUMODA.	8/05/07

07/90064/AODODA	Approval of details relating to Condition 23 (Code of Construction Practice) of 06/90007/FUMODA.	25/05/07
07/90065/AODODA	Approval of details relating to Condition 13 (Archaeology written scheme of investigation) of 06/90007/FUMODA.	8/05/07
CZ 6A Eastway		
06/90016/FUMODA	Full permission for earthworks and soil remediation, culverting of Hennikers Ditch and the creation of a pond	25/01/07
07/90027/AODODA	Approval of details relating to condition 12 (Details of Wheel Washing) of planning reference 06/90016/FUMODA	12/04/07
07/90035/AODODA	Approval of details relating to condition 22 (Global Remediation Strategy) of planning reference 06/90016/FUMODA.	14/06/07
07/90041/AODODA	Approval of details relating to condition 11 (Haulage Routes and Site Access) of planning reference 06/90016/FUMODA.	11/06/07
07/90046/AODODA	Approval of details relating to condition 14 (Boundary Treatment) of planning reference 06/90016/FUMODA.	20/04/07
07/90048/AODODA	Approval of details relating to conditions 41 & 42 (Green Travel Plan) of planning reference 06/90016/FUMODA	05/07/07
07/90049/AODODA	Approval of details relating to conditions 39 & 40 (Trees and Vegetation) of planning consent 06/90016/FUMODA	09/07/07
07/90055/AODODA	Approval of details relating to condition 37 (Noise and Dust Strategy) of 06/90016/FUMODA	18/04/07
07/90059/AODODA	Approval of details relating to condition 32 (Method Statement for the removal or long term management of invasive species) of 06/90016/FUMODA.	26/04/07
07/90070/AODODA	Partial approval of Condition 36 of application reference 06/90016/FUMODA (archaeological written statement of investigation)	20/04/07
07/90078/AODODA	Approval of Condition 29 (Piling and Foundations) of application reference 06/90016/FUMODA	08/05/07
07/90079/AODODA	Approval of details relating to condition 35 (Recreation) of 06/90016/FUMODA	12/07/07

07/90080/AODODA	Approval of details relating to conditions 15 & 18 (Flood Plain Compensation) of 06/90016/FUMODA	18/05/07
07/90081/AODODA	Approval of details relating to condition 17 (Culverting of Hennikers Ditch) of 06/90016/FUMODA	18/05/07
07/90085/AODODA	Approval of Details Application pursuant to conditions 16 and 19, (Ecology) of PDT Approval Ref: 06/90016/FUMODA	27/04/07
07/90086/AODODA	Approval of details relating to condition 20 (Storage Pond) of application 06/90016/FUMODA	18/05/07
07/90092/AODODA	Approval of details relating to condition 21 (site investigation) of 06/90016/FUMODA	14/06/07
CZ 7A Eton Manor		
06/90001/FUMODA	Undertake earthworks and remediation including the closure of Quartermile Lane	24/11/06
07/90013/AODODA	Approval of details relating to conditions 4, 16, 18, 28 & 29 (CoCP, archaeology, war memorial, ecology) of approval reference 06/90001/FUMODA.	14/06/07
07/90016/AODODA	Approval of details relating to conditions 5 (Global Remediation Strategy) and 17 (Standing Structures Survey Report) of approval reference 06/90001/FUMODA.	15/03/07
07/90040/AODODA	Approval of details relating to condition 15 (Green Travel Plan) of planning reference 06/90001/FUMODA	05/07/07
07/90047/AODODA	Approval of details relating to condition 14 (Boundary Treatment) of planning reference 06/90001/FUMODA.	11/04/07
07/90112/AODODA	Approval of Details Application pursuant to condition 23, (Flood Risk Management) of PDT Approval Ref: 06/90001/FUMODA	11/06/07
07/90115/AODODA	Approval of details relating to conditions 6 (Programme of Site Investigation) and 9 (Notification of start date for Site Investigation) of planning reference 06/90001/FUMODA	09/07/07
07/90125/AODODA	Approval of details in relation to condition 24 (Survey of Culvert) of planning consent 06/90001/FUMODA.	2/07/07

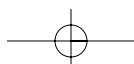


CZ 9 (Stratford City Related)		
06/90003/FUMODA	Additional westbound Central Line Platform (3a) and modification of mezzanine deck that forms part of Stratford City Development link bridge to provide an additional station entrance	24/11/06
06/90004/AODODA	Submission of details to discharge Condition 4 of permission LPA ref 06/00763/FUL (Stratford City DLR)	8/11/06
06/90005/FUMODA	Enclosure of a 320m length of line within a concrete structure. Includes demolition of 'Powerhouse' bridge and construction of two new bridges and infilling of Channelsea River ditch. (Works are to enable ongoing development at Stratford City)	6/6/07
07/90015/FULODA	The base of the east abutment of bridge F10A from Stratford City to Aquatics Centre	11/04/07

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42 Since the ODA became the local planning authority in September 2006 the following applications have been submitted and are currently pending a decision:

Construction Zone (CZ) 1A Carpenters Road area west	
07/90076/AODODA	Approval of condition 37 (dewatering and Water Quality) of application reference 06/01120/FUL
07/90082/AODODA	Approval of condition 14 (Site Investigations) of application reference 06/01119/FUL
07/90083/AODODA	Approval of condition 14 (Site Investigations) of application reference 06/01120/FUL
07/90131/AODODA	Approval of details application subsequent to condition 10 approval – 07/90003/AODODA – Pursuant to Archaeological Written Scheme of Investigation condition of CZ1A LBN approval 06/01119/FUL.
07/90132/AODODA	Approval of details application subsequent to condition 10 approval – 07/90002/AODODA – Pursuant to Archaeological Written Scheme of Investigation condition of CZ1A LBN approval 06/01120/FUL.



CZ 1B Carpenters Road Area East	
07/90014/AODODA	Approval of details relating to condition 10 (Site Specific Remediation Strategy) of CZ1B approval reference 06/90002/FUMODA
07/90124/AODODA	Approval of details in relation to condition 30 (dewatering and Water Quality) of planning consent 06/90002/FUMODA
07/90138/AODODA	Approval of details in relation to condition 11 (Notification of start date for site investigation and remediation) of planning consent 06/90002/FUMODA
CZ 2A Thornton's Fields Rail Yard	
07/90094/AODODA	Approval of condition 17 (Invertebrate Survey) of planning permission reference 07/90004/FUMODA
07/90113/AODODA	Approval of condition 3 (Programme of Site Investigation) of application reference 07/90004/FUMODA
07/90128/AODODA	Approval of details relating to condition 15 (Method Statement for the eradication of Japanese Knotweed) of 07/90004/FUMODA
CZ 3A Marshgate Lane Area	
07/90084/AODODA	Approval of conditions 20 & 21 (Ecology and Weeds) of application reference 06/90014/FUMODA
07/90126/AODODA	Approval of details relating to condition 31 (Method Statement for the removal or long term management of invasive species) of 06/90014/FUMODA
07/90136/AODODA	Approval of details application pursuant to condition 33 (Boreholes and Wells) of PDT approval ref: 06/90014/FUMODA

CZ 5C Arena Fields	
07/90039/AODODA	Approval of details relating to condition 7 (Green Travel Plan) of planning reference 06/90007/FUMODA
07/90077/AODODA	Approval of condition 17 (dewatering and Water Quality) of application reference 06/90007/FUMODA
07/90088/AODODA	Approval of details relating to condition 14 (Site Specific Remediation Strategy) of 06/90007/FUMODA
CZ 6A Eastway	
07/90090/AODODA	Approval of details relating to condition 23 (Site Specific Remediation Strategy) of 06/90016/FUMODA
07/90098/AODODA	Approval of details pursuant to condition 28 (Importation of fill) of PDT approval reference: 06/90016/FUMODA
07/90122/AODODA	Approval of details in relation to condition 34 (Boreholes and Wells) of planning consent 06/90016/FUMODA
07/90127/AODODA	Approval of details relating to condition 32 (Method Statement for the removal or long term management of invasive species) of 06/90016/FUMODA
CZ 7A Eton Manor	
07/90032/AODODA	Approval of details application for the discharge of condition 5 pursuant to PDT Planning Ref: 06/90001/FUMODA
07/90123/AODODA	Approval of details in relation to conditions 13 & 21 (dewatering and Water Quality) of planning consent 06/90001/FUMODA
07/90133/AODODA	Approval of details application subsequent to condition 16 approval – 07/90013/AODODA – pursuant to Archaeological Written Scheme of Investigation condition of CZ7a PDT approval 06/90001/FUMODA
07/90134/AODODA	Approval of details pursuant to condition 19 (SSRS and Prevention of Pollution to Controlled Waters) of PDT approval 06/90001/FUMODA

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Other applications that have been received by the ODA:

Application No:	Location	Description	Status
06/90008/TELODA	Site Bounded By Marshgate Lane And Pudding Mill Lane Adjoining 39 Marshgate Lane, Stratford, London, E15 2NQ	Telecommunications development consisting of a 15m pole supporting 3 antennae and 2 transmission dishes and 6 equipment cabins, enclosed within a 6m x 4.5m compound surrounded by a 2.4m metal fence (to be situated immediately south of the building in the north-east corner of the site).	Approved – 18/01/2007
06/90009/FULODA	Car Park Adjacent Market Pavilion, Sherrin Road, Leyton, London, E11 3PA	A) Use of Car Park south of Sherrin Road as a motorcycle safety training facility between 8 am until 6 pm (seven days a week) with existing use as car park and lorry pull-in retained at all other times B) Erection of a 1.25 m high metal fence and gates along the boundary with Sherrin Road. C) Siting a re-cycled shipping container at the south end of the site for storage in connection with the trainin	Approved – 07/03/2007
06/90010/FUMODA	Heron Industrial Estate, Barbers Road, Stratford, London, E15 2PW	Use of the application site for B1, B2 and B8 land uses	Approved – 22/12/2006
06/90011/FUMODA	Stratford Edge, 80-92 Stratford High Street, Stratford, London, E15	Mixed Use redevelopment of site at 80-92 High Street, Stratford, with associated landscaping	Pending Decision

Application No:	Location	Description	Status
06/90012/AODODA	Land Between West Ham Sub Station (LBN) And Millfields Sub Station (LBH)	Submission of details to discharge conditions 5, 10, 11, 13, 15, 16, 19, 20, 23, 24, 25, 26, 27, 29, 30, 31, 34, 35, 38	Approved – 15/11/2006
06/90013/TELODA	Leyton Road, Stratford, E15 1DT	Installation of an 11.5m high slimline pole situated in the highway verge, together with three small equipment cabinets at its base	Approved – 23/11/2006
06/90015/COUODA	Unit 1 To 2 Maverton Road, Industrial Estate, Maverton Road, Bow, London E3 2JE	Change of use from general industry (B2) to storage and distribution (B8)	Approved – 16/01/2007
06/90018/AODODA	Rail Carriage Sidings Facility at Lea Interchange	Submission of details to discharge conditions 4, 5, 9 11,12 of LB Waltham Forest planning consent 2006/0142	Pending Decision
06/90019/OUTODA	Wick House, 413 - 417 Wick Lane, London, E3 2NA	Demolition of existing building and erection of new building of 10, 11 and 12 Residential Storeys Comprising 450 student accomodation units and ancillary facilities and a training / leisure centre.	Application Invalid
07/90028/FULODA	Radio Mast Adjacent To Industrial Unit 5 Thornham Grove, Stratford, London,	The installation of a 20m high mast tower comprising 18No antennae (6No Orange, 6No O2, 6No Vodafone) 3No Dishes (600mm wide, 2No Vodafone, 1No Orange) and 16No equipment cabinets (6No O2, 4No Vodafone and 6No Orange)	Pending Decision

Application No:	Location	Description	Status
07/90057/FULODA	New Stratford Station Road Bridge, Near Waterden Road, Stratford, London, E15 2HN	Level Guage secured to the channel side concrete capping beam and sheetpiles to the watercourse. A GRP kiosk (0.8m x 0.6m x 0.3m) (height x width x depth) secured to the adjacent abutment wall	Pending Decision
07/90067/AODODA	Olympic Site, Stratford, London	Approval of condition 3 of 2006/0537/OTH	Approved – 08/05/2007
07/90073/AODODA	Temple Mills Metropolitan Open Land	Partial approval of condition 2 of 2006/0537/OTH	Approved – 08/05/2007
07/90101/FULODA	455 Wick Lane, Bow, London, E3 2TB	Demolition of single storey buildings at east end of site and construction of a new, larger warehouse building.	Pending Decision
07/90105/FULODA	Land Bounded To The West By Waterden Road; To The South By Waterden Road Travellers Site; Crossing The River Lee And Including Part Of The Area Known As Eastway; Bounded To The North By Southern Section Of Quartermile Lane.	Full Planning Application for approval of a temporary construction bridge (T07) and associated (part) construction road A.	Pending Decision

Application No:	Location	Description	Status
07/90106/FULODA	Land Bounded To The North By Unit 27 Bow Industrial Park; Crossing The River Lea; Including The Site Of The Former Faculty Of Engineering And Bounded To The South By Pudding Mill Lane Intersection With Marshgate Lane	Full Planning Application for approval of a temporary construction bridge (T04) and associated (part) construction road C.	Pending Decision
07/90107/FULODA	Land Bounded To The North By Marshgate Lane; To The East By The Thornton Field Railway Sidings; Crossing The City Mill River, Including Parts Of Marshgate Centre; Bounded To The South By Pudding Mill Lane And Marshgate Lane.	Full Planning Application for approval of a temporary construction bridge (T03) and associated (part) construction road C.	Pending Decision
07/90117/AODODA	Stratford Station, Station Street, E15 1AZ and land at Meridian Square, Stratford, London, E15	Approval of details relating to conditions 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 of planning consent 06/90003/FUMODA	Pending Decision

Application No:	Location	Description	Status
07/90118/AODODA	413 -417 Wick Lane Lb Of Tower Hamlets Bow East London E3 2NA	Temporary use Application for erection of a container city development to accommodate workers on the Olympic Park. Comprising up to 240 accommodation units in up to 120 containers stacked up to 5 high, ancillary on-site support facilities in containers stacked up to 4 High, use of existing buildings as construction skills training workshops, potential replacement of these buildings by training classrooms in Containers Stacked up to 4 High, potential further accommodation in containers stacked up to 4 high, and bicycle storage and landscaping etc.	Pending Decision
0790130/AODODA	Riverside Works, 419 Wick Lane, London, E3 2JG	Approval of details in relation to conditions 1a (Internal live / work unit layout); 1d (Landscaping); 2b (Habitat Plan); 2c (Foundation details); 6 (Archaeology); 7 (Architectural & Industrial Heritage); 9 (War Memorial) and 10 (Contamination) of LB Tower Hamlets Planning Consent PA/03/01617.	Pending Decision
07/90135/COUODA	Morris Fields, Hackney, London	Change of use application for temporary car parking (for a period of 9 months) on land at Morris Fields, Hackney, London, plus three associated temporary lighting columns	Pending Decision
07/90137/AODODA	North London Line (Silverlink) railway line immediately north-west of Stratford Station	Approval of details in relation to conditions 4 (Built Heritage) and 5 (Written Scheme of Investigation) of planning consent 06/90005/FUMODA	Pending Decision

2.3 Overall Description of Proposals

Introduction and Background

- 1 The Government formally backed the proposal that London should submit a bid to host the 2012 Olympic Games in a Cabinet decision of May 2003. The London Development Agency (LDA) was subsequently instructed to prepare masterplans for hosting the Olympic and Paralympic Games in the Lower Lea Valley. The primary aim of bidding for the Olympics was to catalyse the regeneration of the Lower Lea Valley. The masterplans were to encapsulate two stages:
 - i. An Olympic Masterplan which would set out the spatial framework for holding the Games in 2012; and
 - ii. An Olympic Legacy Masterplan which would demonstrate how the Valley would be transformed through regeneration in the post Games period.
- 2 A 'Regeneration Strategy' Masterplan was also prepared for the eventuality that the bid was not successful. The aim of this was to guide the transformation of the Lower Lea Valley to the same end state as that envisaged in the Olympic Legacy Masterplan, but without hosting the Games as an intervening process. The work undertaken in preparing these masterplans contributed to the development of a 'Lower Lea Valley Opportunity Area Planning Framework' (LLV OAPF) which was published in January 2007. The LLV OAPF builds on the planning policies set out in the London Plan and is the Mayor of London's strategic planning guidance for the Lower Lea Valley. It was prepared by the Greater London Authority in close consultation with the London Development Agency, Transport for London, and the four Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest. It covers the period until 2016.
- 3 Planning permission was granted for Olympic and Legacy developments in 2004. Since then, and the subsequent success of the bid in July 2005, there have been a number of revisions to the proposals. These have arisen from the need to respond to updated requirements for the location of the Olympic facilities; create a more compact and efficient venue for the Games; improve delivery, operation and security of the Games; and leave in place some businesses and occupiers that would otherwise have required relocation.
- 4 The London Olympic Games and Paralympic Games Act 2006 has also been enacted which helps inform the preparation for the Games and has established the Olympic Delivery Authority to help do so. More details about the ODA's planning powers are set out in Chapter 3 (Section 3.1).
- 5 Importantly the changes to the proposals since the establishment of the ODA also involve closer integration of the Olympic proposals with the adjacent Stratford City site. This site occupies the former Stratford Rail Lands adjacent to the Olympic Park site and was granted outline permission in February 2005 for a major mixed use development. This permission provides for access to the Olympic site from Stratford International and Regional Stations as well as from Stratford Town Centre (and is the subject of a resolution to agree a variation to it). The Stratford City development is now to accommodate the Athletes' Village, the sponsors' village and an accreditation area.

- 6 Planning applications incorporating these changes were submitted in February 2007 and are the subject of this report. One 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 other 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 (606 acres). The applications are defined in more detail below.
- Olympic highway works, including construction of and works to roads, including an Olympic Loop Road, temporary construction roads, means of access and junction alignments, to deliver the necessary highways infrastructure for the proper functioning of the Games. The Loop Road will extend around the perimeter of the Park and give direct access to the rear service areas of the venues.
 - River works, including construction of and works to river walls, to improve and revitalise the waterways and their environs
 - Construction of seven temporary construction bridges and a perimeter enclosure.
 - Construction of accreditation areas involving hard surfaces and covered areas at entrance points to the Park.
 - Laying of services and construction of utilities corridor, including surface and foul water drainage network, to provide services to the Olympic and Legacy venues and Legacy development plots.

The Applications

Site Preparation Application 07/90011/FUMODA

- 7 This application seeks full permission for works which principally comprise engineering works to enable the construction of the Olympic and Legacy facilities. Essentially the application includes the following:

- Remediation works to land and waterways in order to provide a development platform for construction and operation of venues and infrastructure associated with the 2012 Games.
- Bulk earthworks to 'formation levels' to deliver the landform and development platforms. The aim is to achieve a cut and fill balance taking account of existing level constraints, disabled access requirements, and bridge and waterway constraints

Olympic and Legacy Transformation Application 07/90010/OUMODA

- 8 This application seeks permission for the built Olympic venues and facilities and their setting, and the transformation, relocation, removal and/or after use of these as applicable, to create the Olympic Legacy development. It includes infrastructure requirements, bridges and roads, and earthworks and land modelling required for the Olympic Games and Legacy layouts, apart from the initial and temporary items covered by the site preparation application as listed above. The application is a 'hybrid', in that outline permission is sought for parts of the proposal, principally the venues, bridges and other buildings and structures, and detailed permission is

sought for the other elements, principally engineering works to lay out the Park in its Games and Legacy forms.

9 For the period of the Olympic and Paralympic Games phase, outline permission is sought for the following:

- Erection of the Olympic and Paralympic sporting venues: These include the main Stadium, an Aquatics Centre, a handball arena, and a 'Velodrome', all of which will be retained in Legacy though in an altered form. Outline consent is also sought for temporary sporting venues, to be used solely during the Olympic and Paralympic Games and removed afterwards. These include BMX, Fencing and Hockey venues and a basketball arena, plus athlete training and Paralympic Tennis and Archery facilities.
- Erection of buildings for use as the International Broadcast Centre (IBC), Main Press Centre (MPC) and Multi Storey Car Park (MSCP). The IBC and MPC would be sited at the northwest corner of the Park with the River Lee Navigation on its west side separating it from Hackney Wick and with the A12 to its north. Intervening between these buildings and the A12 would be the MSCP.
- The construction of bridges for Olympic and Legacy phases, including their decks and substructures. These include the two main pedestrian land bridges leading into the Park from the north (over the A12 from the northern transport mall) and from the south (over the London to Stratford railway line).
- Construction of an Energy Centre at Kings Yard to include a Combined Cooling and Heating Plant to include two

biomass boilers, plus an electricity substation. Also construction of surface water pumping stations.

- Construction of a structure to the north of the main stadium to contain the 'Cauldron' to support the Olympic flame. This will have a minimum height of 70m and maximum height of 150m. Its footprint would be a minimum of 280sqm and maximum of 710sqm.
- Construction of West Ham Under Bridge and ramp.
- Ancillary development during and for the period of construction works, including construction of a perimeter enclosure for the period of the works and establishment of site construction compounds.

10 For the Olympic and Paralympic Games Phase, full permission is sought for principally engineering works including the following:

- Earthworks and formation of ground contours. This work will reprofile the formation levels to create the finished topography of the Park.
- Laying out of open space, circulation areas and pedestrian routes, including hard and soft landscaping, to include a main central concourse. This will form a north south pedestrian spine winding down the Lea Valley providing access to and connectivity between the venues.
- Construction of accreditation areas involving hard surfaces and covered areas at entrance points to the Park.
- Laying out of Transport Malls at the main northern, southern and eastern entrances

to the Park to accommodate coach parking, disabled parking and park and ride bays.

- Construction of 'Front of House' (FOH) and 'Back of House' (BOH) areas involving hard surfacing and covered areas. FOH describes those areas between the venues and the main circulation areas which will act as a holding and circulation space before the public enter a venue. Facilities here will include spectator services such as refreshment kiosks, toilets, merchandising, and broadcast and press areas. BOH describes the venues' secure servicing space with facilities associated with accredited user groups such as warm-up areas, press/broadcast areas, security and servicing. Each of these areas would have direct access from the continuous loop road circling and serving the Park.
 - Installation of 11 no. telecommunication masts and ancillary facilities. Some masts will be removed after the Games (4 no.) while others are intended as permanent structures (7 no.).
 - Erection of a wind turbine at Eton Manor at the northern end of the Park
 - Erection of perimeter enclosures for the overall site and the built facilities (to not exceed 5m in height).
- 11 For the Legacy Transformation Phase (following the close of the Paralympic Games), temporary facilities and infrastructure will be removed and other elements will be adapted to create the facilities, Park layout, and future development platforms which will comprise the Legacy Development.
- 12 At the Legacy Transformation Phase, outline permission is sought for the following:
- Partial dismantling works and construction works to 13 bridges to form permanent bridges.
 - Partial dismantling and reconstruction of Games Phase venues to provide permanent legacy sports, leisure and entertainment venues i.e. the Main Stadium, the Aquatic Centre, a Multi-Purpose Sports venue, velodrome and construction of a replacement BMX venue, plus construction of hockey and tennis facilities at Eton Manor at the Park's northern edge.
 - Dismantling, elevational alterations and change of use of the International Broadcast Centre and Main Press Centre to provide office, industrial and warehouse floorspace.
- 13 At the Legacy Transformation Phase full permission is sought for the following:
- Demolition of temporary buildings and structures (including the basketball arena, the fencing hall, and the northwestern section of the Aquatics Centre), and earthworks, in association with reconfiguration of levels and the laying out of land to provide permanent open space and platforms for future development land (these platforms will form the basis of the 'Legacy Communities' to be planned through the Legacy Masterplan Framework (see further below under "Legacy Masterplan Framework").

- Reconfiguration of road network to form Legacy district, distributor and local access roads.
 - Perimeter enclosures for the retained built facilities.
- 14 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.

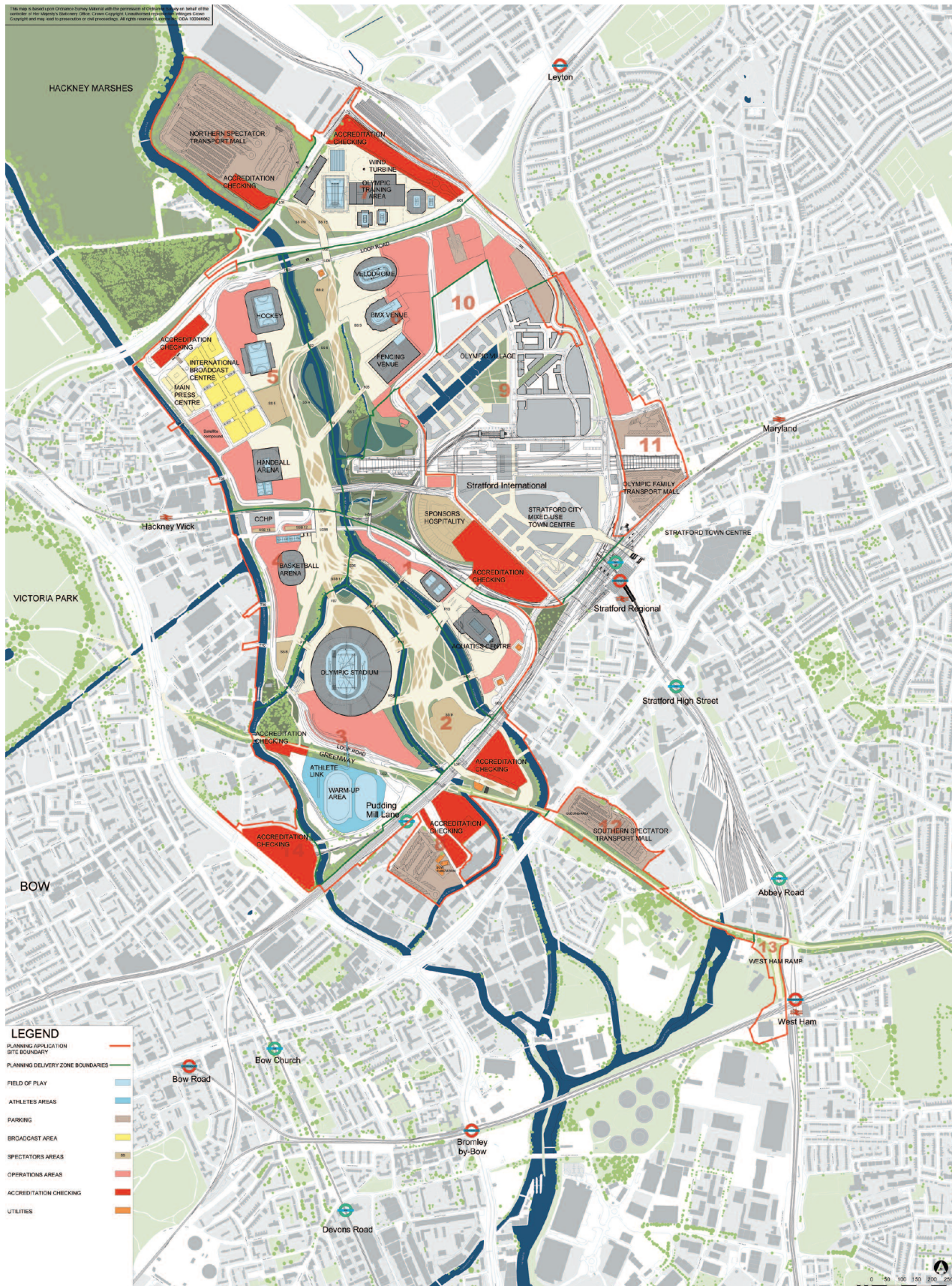
The Legacy Masterplan Framework

- 15 The two applications do not seek permission for the Olympic Legacy components of the development that relate to elements other than facilities and infrastructure retained from the Olympics. Residential, commercial and community uses and their associated infrastructure over and above the Legacy Transformation and use of the Olympic Park, will be the subject of later applications. These additional Olympic Legacy elements are referred to as 'Legacy Communities' which are an integral part of the recently published (January 2007) Opportunity Area Planning Framework (OAPF), but do not form part of these applications (the OAPF was prepared by the GLA, LDA, Transport for London, Lower Thames Gateway Development Corporation, in consultation with the four Olympic Boroughs, stakeholders and other interested parties). A commitment to prepare a Legacy Masterplan Framework is set out in a document accompanying the Olympic applications called 'Commitment to

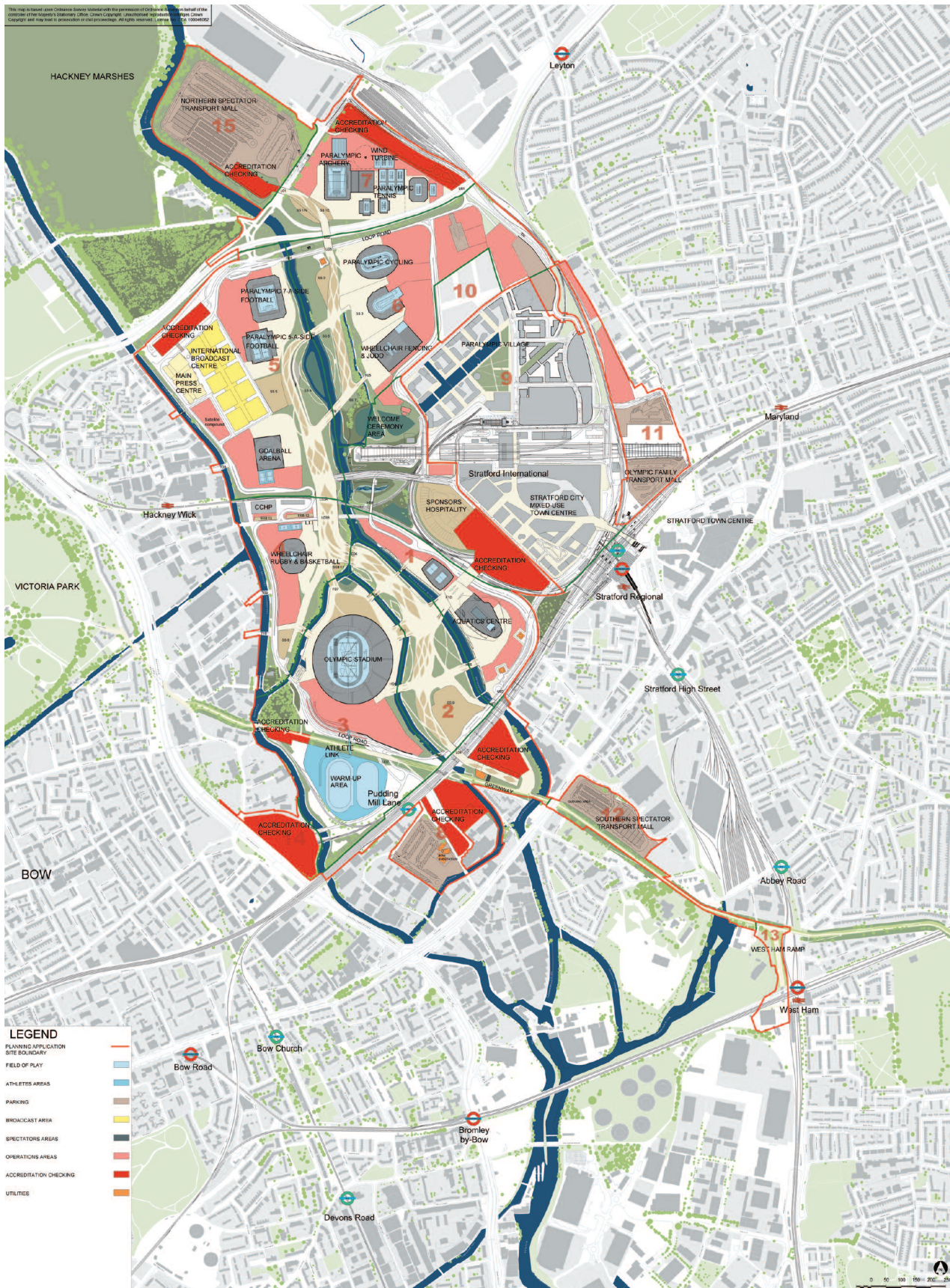
Sustainable Regeneration'. This Masterplan will provide the framework for the creation of the long term Legacy Communities. These will be created on the development platforms formed at the Legacy Transformation Phase and will be the subject of separate applications in due course. The proposed section 106 legal document in connection with these two applications includes a target timetable for submission of a master outline planning application for the Legacy Communities development by the end of 2009.

Illustrative Olympic Masterplan

Chapter 2
Application Sites
and Proposals



Illustrative Paralympic Masterplan



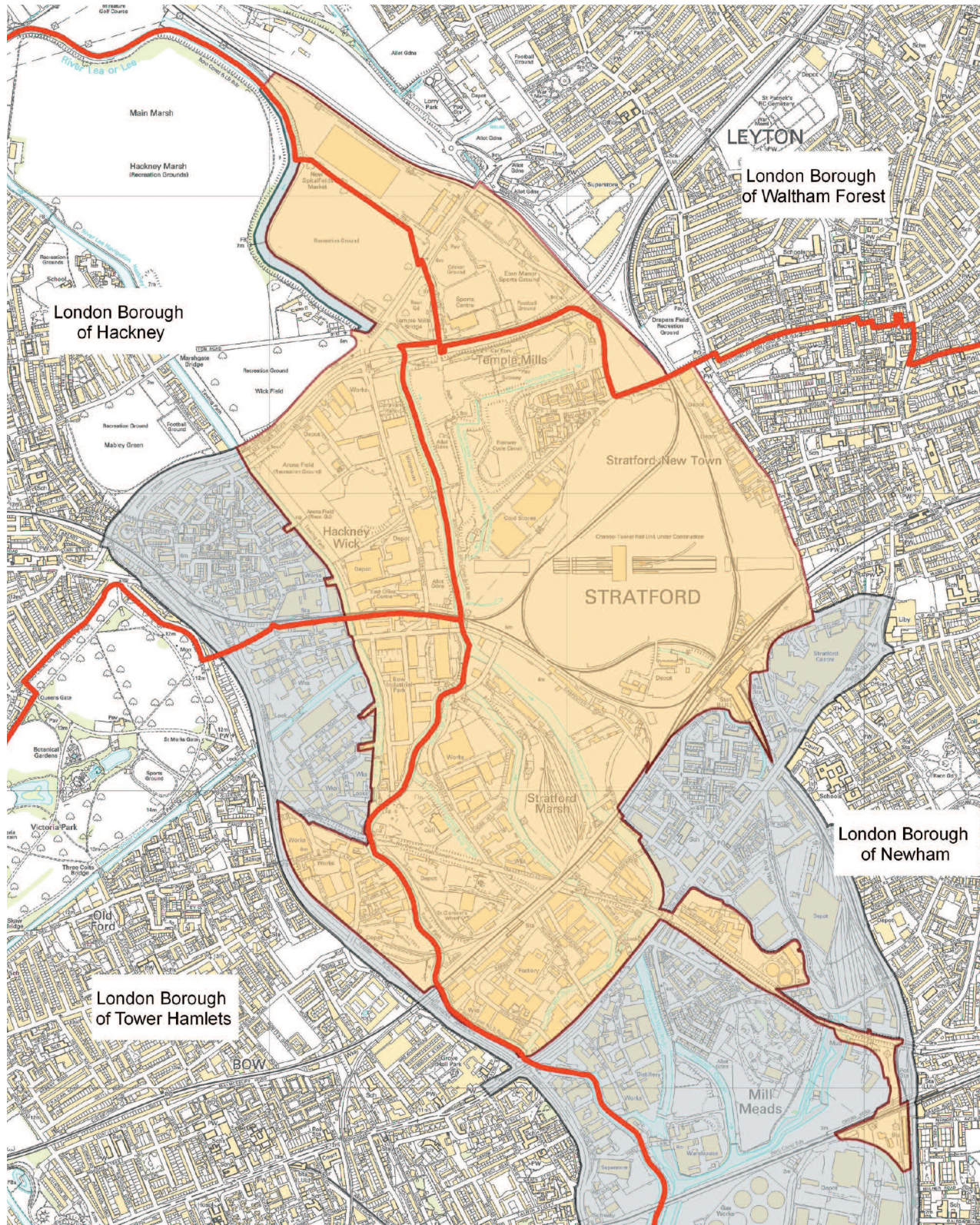
Chapter 2
Application Sites and Proposals

Illustrative Legacy Masterplan

Chapter 2
Application Sites
and Proposals



Local Planning Authority Boundary Plan with ODA and LTGDC Boundary Overlay



Red Line: Local Planning Authority Boundaries
 Black Line: LTGDC Boundary
 Yellow area with red outline: ODA Boundary

Chapter 2
 Application Sites
 and Proposals

2.4 Description of Proposals by Planning Delivery Zone

Appendices 6 and 7 to the Report contains a more detailed summary description of the proposals applied for by Planning Delivery Zone. This section sets out key elements of the Development from that description (not all elements of that description are thus set out in this section) in order to highlight key parts of the Development in the relevant PDZs in the relevant Phases.

Planning Delivery Zone 1 (PDZ 1)

- 1 PDZ 1 sits between the Waterworks River on its south west side and Stratford Rail Lands to the north east, with the Great Eastern Railway line forming its southern boundary. It will accommodate the Aquatics Centre. During the Legacy Transformation Phase the building will be reduced and reconfigured with northern and southern parts of the Zone transformed to cleared sites for future development (development platforms).

Site Preparation Planning Application

- 2 The site preparation application seeks full permission across the entire site for works in all PDZs. Following demolition of existing buildings and site clearance permission is sought for remediation works and bulk earthworks to 'formation levels'; highway works including a loop road and temporary construction roads and bridges; and installation of utilities trenches to carry telecommunications, gas, water, drainage etc. These works will deliver the landform and infrastructure for the Games Phase development.
- 3 The Site Preparation application seeks full permission in PDZ1 for:

- Earthworks to 'formation levels' including reinforced slopes and batters, and associated remediation, including stockpiling materials for the period of construction works.
- New river walls, plus retention, repair, realignment, rebuilding and reprofiling of sections of existing river walls of River Lea and Waterworks River, including incorporation of any necessary containment barrier and construction of new towpaths.
- Construction of section of Olympic Loop Road, including hardstanding and pick up and set down areas.
- Construction of utilities trench, to carry telecommunications, gas, water and drainage etc.
- Erection of a perimeter enclosure up to 5m in height and establishment of site construction compounds.

Olympic and Legacy Facilities Application

- 4 The application for the Olympic Development and its Legacy Transformation is a hybrid application. It seeks full permission for engineering operations such as construction and laying out of open space, development platforms and service areas, and outline permission for the Olympic venues and bridges, the detailed design of which will be considered in later reserved matters applications.
- 5 For PDZ1 the application seeks full permission for the following at Olympic and Paralympic Games Phase for:
 - Earthworks and formation of ground contours to finished levels, including reinforced slopes and retaining structures,

and laying out of open space, circulation areas and pedestrian routes.

- Construction of Back of House (BOH) and Front of House (FOH) areas including hard surfaces and covered areas to accommodate servicing facilities and spectator support facilities.
 - Erection of perimeter Outer Crowd Control Barrier and erection of enclosures for the built facilities. These are specified to not exceed 5m in height. A condition is necessary to require precise details of height, siting and appearance.
 - Installation of two telecommunication masts with ancillary compounds. These are proposed as permanent masts, 35m in height. One would be located at the extreme southern end of the site and one at the extreme northern end.
- 6 Outline permission is sought at Olympic and Paralympic Games Phase for:
- Construction of the Aquatics Centre, a covered venue for swimming and aquatics uses. This would comprise two covered buildings located north and south of, and underneath Stratford City Bridge, the pedestrian landbridge to link into the Olympic site from Stratford City. The permanent Main Aquatic Centre will host the swimming and diving events and water polo final events and will be located south of and underneath the Bridge. The water polo preliminary events will be accommodated in a temporary building on the north side of the Bridge. The Centre would have an overall capacity of 25,000. Scale parameters accompany the application: the Centre would have a footprint of between 28,135sqm and 40,340sqm; a floorspace of between 26,410 and 29,350sqm; and a height of
 - between 38.5m and 43.5m. Illustrative section drawings were submitted with the applications which show the intention to create a distinctive building with a curving, sinuous roof form.
 - Construction of bridges. The main bridge will be the pedestrian bridge which will extend from Stratford City over the North London Line and Olympic Loop Road, over the northern section of the Main Aquatic Centre, and then over the Waterworks River to give access southwards across to the main concourse in Zone 2. This will be the main entrance into the Olympic Park, linking Stratford City, Stratford Town Centre and Stratford International and Regional Stations across Zone 1 to the central concourse area. It is envisaged that this bridge will accommodate approximately three-quarters of the total pedestrian access on any one day, and will be aligned to provide views at the entrance to the Park across to the Main Stadium and the horizon of the City beyond.
 - The Bridge comprises two elements. The northern side would be between 40m and 78m wide and between 80 and 96m in length. The southern side would be between 40m and 91m wide and between 60m and 74m in length.
 - Two further bridges will cross the Waterworks River, one to the north of the Aquatics Centre (pedestrians and cyclist use only) and one to its south (pedestrian, cyclist and vehicular use). In addition a bridge will carry the Loop Road from the north end of the Zone northwards over the North London Line, and at the southern boundary of the Zone a bridge will carry the Loop Road over the Waterworks River.

- Two surface water pumping stations with ancillary compounds adjacent to the Zone's southern boundary where they will be accessible from the road network.
- 7 Full permission is sought at Legacy Transformation Phase for:
- Demolition and dismantling of buildings, structures and hard surfaces, and engineering works in association with reconfiguration of levels to enable the laying out of a concourse for the Aquatic Centre, the laying out of public open space and cleared sites for future development (development platforms), and a car park. Much of the former BOH and FOH land north and south of the Centre, together with the former site of the temporary water polo building, will be transformed into development platform land.
 - Reconfiguration of the road network to form Legacy district distributor, local distributor and local access roads. The loop road will form the south east and north east boundaries to PDZ1, giving direct access to the development platforms north and south of the Aquatics Centre and to the Aquatic Centre car park.
 - Erection of perimeter enclosures for the Aquatics Centre and other structures. These are to be no higher than 5m but full details of height, design and appearance will be required by condition.
- 8 Outline permission is sought at Legacy Transformation Phase for:
- Demolition, dismantling and reconfiguration of buildings. The temporary water polo venue would be removed and the Aquatic Centre altered, to become a regional, national and international facility with a spectator

capacity of 3,500. It would have a minimum footprint of 21,700sqm and a maximum of 27,850sqm a floorspace of between 20,620sqm and 22,910sqm; and a height of between 38.5m and 43.5m.

- Bridges: The Stratford City Bridge will be reduced in width, and will serve pedestrians, cyclists and emergency/maintenance vehicles only. Both northern and southern bridge decks of the bridge will be reduced to a minimum width of 15m and maximum width of 50m.

Planning Delivery Zone 2 (PDZ 2)

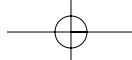
- 9 PDZ 2 occupies the area between the sites of the Aquatics Centre to the north east, beyond the Waterworks River, and the Main Stadium to the south west, beyond the City Mill River. At Games Phase it will form the main concourse, linking these two sites and linking northwards to the remainder of the Olympic Park.

Site Preparation Planning Application

- 10 The site preparation works in PDZ2 involve the same principally engineering works, including demolition, bulk earthworks to formation level and works to river walls, as described above for PDZ1. At PDZ2, in addition, full permission is sought for two temporary construction bridges and a temporary construction road. The site has been the subject of a separate 'enabling works' application, which was approved in April 2007. This sought consent for remediation works and spoil stockpiling.

Olympic and Legacy Facilities Application

- 11 Full permission is sought at Olympic and Paralympic Games Phase for:



- Earthworks and formation of ground contours to finished levels, including reinforced slopes and retaining structures, and laying out of open space, circulation areas and pedestrian routes.
- Construction of a Spectator Support Area at the southern end of the Zone (spectators would enter the concourse here from the adjacent accreditation area south of the railway line) including hard surfaces and covered areas providing food and beverage sales, toilets etc.
- Erection of perimeter Outer Crowd Control Barrier and erection of enclosures for the built facilities. These are specified to not exceed 5m in height.

12 Outline permission is sought at Olympic and Paralympic Games Phase for:

- Construction of 11 bridges including decks and substructures. These include three bridges linking across the City Mill River to Zone 3/Main Stadium (two pedestrian and one road bridge), and three bridges linking across to Zone 1, including the south west section of the Stratford City Bridge. Two bridges at the southern boundary of the Zone would take the Loop Road over the City Mill and Waterworks Rivers, linking Zones 3 and 1. Zone 2 would be linked to the accreditation area south of the Great Eastern Railway line in Zone 8 by a permanent land bridge and a temporary under bridge (to be replace by a

permanent under bridge at Legacy Transformation). The land bridge will be between 25m and 35m wide and between 85m and 92m in length. The under bridge will be between 12m and 22m wide and between 80m and 103m in length.

13 Full permission is sought at Legacy Transformation Phase for:

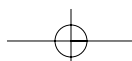
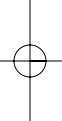
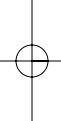
- Demolition and dismantling of buildings, structures and hard surfaces, and engineering works in association with reconfiguration of levels to enable the laying out of public open space and sites for future development. A development platform will be laid out on the southern portion of the Zone with the remainder of the Zone to be green space as part of the Legacy Park.

- Reconfiguration of the road network to form Legacy local distributor roads.
- Erection of a perimeter enclosure of up to 5m.
- Demolition and removal of temporary under bridge.

14 Outline permission is sought at Legacy Transformation Phase for:

- Demolition and reconfiguration works to reduce the width of six bridges spanning the Waterworks and City Mill Rivers (four pedestrian and two road bridges):

Bridge	F06	F08	F10B	F11	H04	H05
Original width parameters	27m to 40m	20m to 35m	40m to 91m	40m to 79m	31m to 36m	15m to 36m
Reduced width parameters	3m to 23m	3m to 17m	15m to 50m	12m to 50m	15m to 29m	15m to 29m



Planning Delivery Zone 3 (PDZ 3)

15 PDZ3 will accommodate the Main Stadium. It is effectively an island site enclosed by waterways and infrastructure. It is defined by the River Lea on its western boundary, the City Mill River on its eastern boundary, and by the Great Eastern Railway line on its southern boundary. The Stadium will be located at the heart of the Park and is intended to form the focal point of views across the Park: it will provide a landmark at the principal entrance into the Park from Stratford City with Canary Wharf and the City as a backdrop. At Legacy Phase the Stadium will be reduced in scale with its Games Phase spectator capacity reduced from 80,000 to 25,000.

Site Preparation Planning Application

16 The site preparation works in PDZ3 involve the same principally engineering works, including demolition, bulk earthworks to formation level and works to river walls, as described above for the other Zones. As with PDZ2, full permission is also sought here for two temporary construction bridges and a temporary construction road.

Olympic and Legacy Facilities Application

17 Full permission is sought at Olympic and Paralympic Games Phase for:

- Earthworks and formation of ground contours to finished levels, including reinforced slopes and retaining structures, and laying out of open space, circulation areas and pedestrian routes.
 - Construction of BOH (south of the Stadium) and FOH (north of the Stadium) areas including hard surfaces and covered areas to accommodate servicing facilities and spectator support facilities.
 - Construction of athletes' warm up track (up to 48,600sqm in area) with hard surfaces and covered areas providing athletes' facilities, to the south of the Greenway.
 - Erection of perimeter Outer Crowd Control Barrier and erection of enclosures for the built facilities. These are specified to not exceed 5m in height. A condition is necessary to require precise details of height, siting and appearance.
 - Installation of two telecommunication masts with ancillary compounds. One mast would be located between the stadium and the Loop Road on the western side of the Zone, and the other would be sited at the eastern edge of the Zone between the loop road and railway line. These are proposed as permanent masts, 35m in height.
- 18 Outline permission is sought at Olympic and Paralympic Games Phase for:
- Construction of the Main Stadium, a part covered, part uncovered sports, leisure and entertainment venue. It will have a spectator capacity of 80,000. It will have a built footprint of between 63,600sqm and 114,000sqm; a floorspace of between 109,440sqm and 121,600sqm; and a height of between 67m and 90m. This building will be the centrepiece of the Park and will host the opening and closing ceremonies.
 - Construction of a structure to contain the cauldron to support the Olympic flame. This will be located on the north side of the Stadium and will have a height of between 70m and 150m. This is intended to be a lasting memento of the Games, to be designed as a piece of public art located at the heart of the Park.

- Construction of ten bridges, including one under bridge. Two pedestrian bridges and two road bridges will link across the City Mill River to PDZ2. Two footbridges will link across the River Lea to PDZ4 to the east. A road bridge will take the Loop Road across to PDZ4. A temporary footbridge will cross the Loop Road and the Greenway to provide a link for athletes from the warm up area south of the Greenway across to the Stadium. An under bridge below the Greenway will also link these areas. A temporary road bridge will link across the River Lea to an accreditation area at Fish Island (Zone 14). This is incorrectly shown as a permanent bridge on drawing number OLY-GLB-APP-DWG-PDZ3-BRI-PAR-001 Rev 01.
 - Construction of an accreditation area at the western entrance to the Zone.
 - Construction of surface water pumping station and ancillary development. This will be located at the eastern edge of the site between the Loop Road and the railway line.
- 19 Full permission is sought at Legacy Transformation Phase for:
- Demolition and dismantling of buildings, structures and hard surfaces, and engineering works in association with reconfiguration of levels to enable the laying out of a concourse for the Main Stadium, the laying out of public open space and a cleared site for future development. Broadly, the cleared development platform would occupy the former BOH area and the landscaped public open space would occupy the former FOH area.
- Reinstatement of the warm up area south of the Greenway to former use as a commercial rail head.
 - Demolition of the temporary footbridge and temporary road bridge.
 - Reconfiguration of the road network to form Legacy local distributor roads.
 - Erection of a perimeter enclosure for the built facilities of up to 5m - full details of height, design and appearance will be required by condition.
- 20 Outline permission is sought at Legacy Transformation Phase for:
- Partial demolition and dismantling to create permanent bridges of reduced width. These works relate to two pedestrian bridges over the City Mill River and two pedestrian bridges over the Waterworks River, and one road bridge over the Waterworks River.
 - Partial demolition and reconstruction of the Main Stadium to provide a part covered part uncovered sports and entertainment venue for uses within Classes D1 and D2 with ancillary uses and car parking. The Legacy Main Stadium would have a spectator capacity of 25,000 to create a venue suitable for both sporting and leisure uses. The Stadium is intended to be a 'Living Stadium' including an athletics facility, training facility, sports science and medicine facilities, and associated commercial and community uses. It would have a built footprint of between 63,600sqm and 114,000sqm, a floorspace of between 109,440 and 121,600sqm, and a height of 50m. Parking provision, not applied for but assessed in the Transport Assessment will comprise 314 spaces, 55 for day to day use and 259 reserved for events.

Planning Delivery Zone 4 (PDZ 4)

21 PDZ 4 comprises land bounded to the north by the North London Line; to the east by the River Lea; and to the west by the western bank of the River Lee Navigation. This west boundary is extended across the canal at two points to allow for two proposed bridges to Roach Road and Stour Road.

Site Preparation Planning Application

22 Full permission is sought for:

- Demolition of all buildings and structures, with the exception of the western block of Kings Yard, by the River Lee Navigation in the north-west of the zone; the bridges carrying Carpenters Road and the North London Line railway over the River Lee Navigation and the Old Ford Lock with its associated cottages and ancillary buildings at the southern tip of the zone.
- Construction of a temporary road running north-south down the spine of the zone, for the duration of the works.
- Construction of three temporary bridges for the period of construction: - to PDZ 5 at existing railway bridge in Waterden Road (T01); over River Lea to PDZ 2 (T02) and over River Lea to PDZ 3 (T04).
- Erection of temporary security fence around the zone (up to 5m high) for the period of the works.
- Erection of temporary site construction compounds for the period of the works.
- Bulk earthworks, including reinforced soil slopes, associated remediation and clearing vegetation and trees; 51 trees

are indicated for felling, mainly along Carpenters Road and within Bow Industrial Park; 89 trees are indicated for retention, along the waterside on east and west boundaries of the zone and including 14 around Old Ford Lock which are protected by TPO.

- Repair of existing river-walls to east bank of River Lee Navigation and to River Lea north of junction with City Mill River and of existing soft banks on remainder of west bank of River Lea; widen tow-path between Carpenters Road and Carpenters Lock to 3.5m; construct flood defence wall at back of tow-path along west boundary of Kings Yard.
- Construction of a utilities trench to contain all main services; surface water drainage conduits and foul water tunnel.
- Construction of section of new Olympic loop road (7.3 – 11.8m wide) with associated lay-bys and parking bays (increasing road width to 18m) running up the west boundary of the zone then turning east along the line of Carpenters Road to PDZ 1 and also branching off northwards along the line of Waterden Road to PDZ 5.

Olympic and Legacy Facilities Application

23 To the extent required, full permission is sought for:

- Earthworks including reinforced slopes and retaining structures and clearing vegetation and trees (see site prep).
- Erection of temporary security fences within the zone (up to 5m high) for period of construction.

- Erection of section of temporary 'crowd control barrier' (up to 5m high) between loop road and canal to west of zone (leaving lock cottages and associated green space outside) and along the south side of railway on north boundary, for the duration of the Games.
 - Temporary use of areas around the proposed sports venue to provide ancillary 'back of house' (site area 23,310sqm), and 'front of house' (site area 10,300sqm) facilities, for participants and spectators respectively. Involves erection of demountable buildings/structures such as marquees and portacabins and associated hard surfaces, for the duration of the Games.
 - Erection of a temporary, uncovered, athletes' warm-up area (site area 1,800sqm) to the north of the 'back of house' area, for the period of the Games.
 - Provision of a temporary 'spectator support area' (SS8) (site area 3,900sqm) at the south end of the Zone, involving erection of demountable buildings/structures such as marquees and portacabins for ancillary uses such as toilets, first-aid and refreshments for the period of the Games.
 - Construction of a temporary spectator support building (SSB 12) - (footprint 690-1080sqm; floorspace 690 – 4,300sq m; built envelope 88-90m long x 10-12m wide x 15 -20m high) in north east corner of zone, to provide ancillary facilities such as offices, and accreditation checking for the period of the Games.
 - Hard and soft landscaping of the eastern part of the Zone not covered by buildings to provide circulation areas including part of the main Olympic Concourse. Installation of lighting and flagpoles.
- 24 Outline permission is sought for:
- Construction of temporary stadium centrally placed within the Zone. The venue, designed for basketball, wheelchair rugby and wheelchair basketball would have a seating capacity up to 12,000 and a potential footprint of 9,170 -12,950 sqm.; floorspace of 8,250 – 9,170 sqm and built envelope of 118-138m long x 89 - 109m wide x 26.4 -29.4m high;
 - Construction of a permanent building (SSB11) (potential footprint 800-1,000sqm; floorspace 800 - 2000sqm; built envelope 49.2 -59.4m long x 32.6 – 49.2m wide x 6 -8m high) on east side of zone, opposite the confluence of City Mill River and River Lea. To be used for spectator support purposes ancillary to the Games, such as toilets, first-aid and refreshments, for the period of the Games and for a café/restaurant/bar thereafter (see below).
 - Construction of a permanent building (SSB13) (potential footprint 570 -900sqm; floorspace 570 – 5,4000 sqm; built envelope 73 – 75m long x 10 - 12 m wide x 23 -24m high) on the road frontage of Kings Yard in the north-west of the zone. To be used for office accommodation and parking ancillary to the Games for the period of the Games and employment uses thereafter (see below).
 - Construction of an 'Energy Centre' on the site of King's Yard, in the north-east of the zone. To consist of two major and two minor elements: i) Combined Heating and Cooling Plant with ancillary fuel storage (potential footprint 3,200 – 3,444 sqm; floorspace 9,540 – 10,275 sqm; built envelope 80 -82m long x 40 – 42m wide x 19 -20m high with 10 – 15m

- below ground and a chimney stack 33 – 48m above ground, 55m above AOD) ii) change of use of the western building on the site (floorspace 3,273sqm) to house biomass boilers and a visitor centre, involving an extension over the canal towpath (potential footprint 78 – 234 sqm; floorspace 240 – 305 sqm; built envelope 26m long, 3-9m wide; 9 -12 m high) iii) new 10m wide vehicle crossover from White Post Lane (Carpenters Road!) iv) Boundary fencing 3 – 6m high.
- Construction of an electricity substation immediately east of the CCHP (potential footprint 940 - 1120 sqm; site area max 1.991 sqm; built envelope 78 – 80m long, 12 – 14m wide; 8 – 9 m high).
 - Two temporary bridges (T09 and T10) across the River Lee Navigation to London Borough of Tower Hamlets area known as Fish Island for emergency evacuation purposes only (height above water 1.2 -1.8m height above towpath 0.5 – 0.7m).
 - Two permanent new road bridges (H14 and H16) to replace the above.
 - One permanent road bridge (H17) to carry loop road over River Lea to PDZ 3 (replacing temporary construction bridge T04).
 - Three permanent footbridges over River Lea, F06 carrying the main concourse to PDZ 2 (replacing temporary construction bridge T02) F07 and F17 to PDZ 3.
 - Two 'land' foot bridges (L03A and L03B) carrying the main concourse over the North London railway line and the loop road (Carpenters Road) to PDZ 5.
- 25 To the extent required, full permission is sought for Legacy Transformation works to:
- Reconfigure road network including re-connecting loop road to public highway network at Carpenters Road and a new road link across land-bridges from zone 5 continuing southwest across the zone to the proposed permanent highway/footway bridge on the site of T09.
 - Remove temporary bridges T09 and T10
 - Erect temporary security fences (up to 5m high) during alterations and dismantling of buildings.
 - Demolish and dismantle buildings and structures and engineering earthworks to create permanent open space (change of use from sports facilities to public open space) and land for unspecified legacy development.
- 26 Outline permission is sought for:
- Legacy transformation works to remove stadium and associated warm-up, back and front of house areas; SS8 and SSB12 and re-instate land to condition fit for legacy development.
 - Change of use of SSB11 to 'café' (classes A3, A4 and A5) with associated alterations.
 - Change of use of SSB13 to employment (classes B1a,b,c, B2 and B8) with associated alteration.
 - Partially demolish and alter permanent bridges F17, F07, F06 and L03 B to reduce their scale.

Planning Delivery Zone 5 (PDZ 5)

27 Planning Delivery Zone 5 (PDZ 5) is located in the north west part of the Olympic Site. It is a roughly rectangular area bounded to the south by the North London Line railway, to the west by the River Lee Navigation, to the north by Eastway and the A12 and to the east by the River Lea. This Zone is wholly within the London Borough of Hackney.

Site Preparation Planning Application

28 Full planning permission is sought for:

- Earthworks, remediation of land, clearance of the site including the felling of trees, naturalisation of the banks of the River Lea and creation of a wetland basin. The main effect of the earthworks is to reduce the level of land in the north west part of the zone (the area formerly known as Arena Fields) to provide the site for the International Broadcast Centre (IBC) and Main Press Centre (MPC) and the reprofiling of the banks of the River Lea. The works to the River Lea provide for a proposed wetland area and a generally more gradual slope to the river edge than currently exists. The wetland proposals also include the formation of a new channel in the River Lea and the creation of an island. Reprofiling of land takes into account proposed roads and bridges.
- All the existing buildings in PDZ5 will be demolished. (with the exception of the Johnson Boathouse on the west bank of the River Lee Navigation) This includes all the buildings within the site currently on Waterden Road and Eastway.
- The proposals include the construction of a utilities trench and the provision of surface water conduits and a foul water tunnel. These services form part of site wide networks.
- The Site Preparation Application includes the proposal for the Olympic Loop Road and related internal roads. In PDZ 5 the Loop Road route is from the A12 Lea Interchange in the north of the site, running between the proposed Multi Storey Car Park (MSCP) and the IBC/MPC to the River Lee Navigation, then turning south east and running alongside the canal to the south of the site where it turns east before crossing the North London Line and going south into PDZ 4 in approximately the same position as the current Waterden Road railway bridge. Internal roads connect with the Loop Road and service the IBC/MPC.
- This application also includes temporary works for the period of the construction. These include construction roads which follow the same route as the Loop Road including a section alongside the River Lee Navigation as well as additional east west sections across the site. Three temporary construction bridges are shown between PDZ 5 and adjoining zones: bridge T01 south across the North London Line to PDZ 4; bridges T05 and T07 cross the River Lea to connect with construction roads in PDZ 6. Construction compounds will also be located within the zone during construction.
- A perimeter enclosure of up to 5m in height is proposed for the construction period where the PDZ boundary forms the site boundary. This would mean the northern and western boundary of PDZ 5 along Eastway and alongside the towpath of the River Lea Navigation.

Facilities and their Legacy Planning Application

29 The Facilities and Legacy Planning Application seeks planning permission for certain works and outline permission for major buildings and venues covering both the Olympic and Paralympic phases and the transformation of those facilities to legacy uses. The outline proposals are expressed as parameters giving maximum and minimum dimensions. The full description of proposals can be found in Volume 4A of the May 2007 submission.

Proposals for the Olympic and Paralympic Games Phases

Main Venues

- 30 For the Olympic Games four major buildings or venues are proposed in PDZ 5 and are described briefly below.
- 31 International Broadcasting and Main Press Centres (IBC/MPC). The IBC/MPC is located in the north west part of the zone, east of the River Lea Navigation and would provide full facilities for all print and broadcasting media during the Games. This will be a substantial complex in an inverted 'L' shape with a maximum length of 361m and maximum width of 255m. The maximum height of the main part of the building would be 28m with a broadcast viewing tower on the south end of the building with a maximum height of 46m. The maximum built footprint would be 58,000sqm and the floorspace would be between 120,000sqm and 132,000sqm. To the south west of the IBC/MPC complex the plans show a Back of House area which would consist of covered areas and temporary structures, staff facilities, storage and parking, generators, plant and equipment and include a satellite compound.
- 32 To the north of the IBC/MPC (with Loop Road running between) is the proposed Multi Storey Car Park (MSCP). This will be a five storey building with a maximum length of 217m, width of 54m and height of 28m. The maximum built footprint would be 11,700sqm and maximum floorspace 65,000sqm. The MSCP would provide parking for 30 coaches on the ground floor and 1300 cars on the upper four floors. Access would be from the Olympic Loop Road.
- 33 Two sporting venues are proposed in PDZ 5: the Main Hockey Venue with adjacent Secondary Hockey Venue in the north of the zone and the Handball Venue in the south of the zone both with associated Back of House areas. The Back of House areas consist of hard surfaces and covered areas comprising staff offices and facilities. Both venues also include Front of House areas which are hard surfaced, covered areas providing spectator service facilities including merchandising, food and drink and ticketing services. In both cases the Venue proposals are described as covered sports, leisure and entertainment venues within Class D2 (Assembly and Leisure). In the Paralympic Games the Hockey venues are proposed to be used for 5-a-side and 7-a-side football.
- 34 The Main Hockey Venue would have a spectator capacity of 15,000 and maximum built footprint of up to 18,440sqm. The maximum length would be 123m, maximum width 155m and height 20m.
- 35 South of the main venue a Secondary Hockey Venue is proposed with a maximum built footprint of 12,400sqm and a spectator capacity of 5,000. The maximum dimensions are length 118m, width 112m and height 14m.
- 36 In the south of the zone is the proposed Handball Venue which includes a warm-up

area and ancillary facilities. The maximum built footprint is 9,760sqm and maximum dimensions are: length 111m, width 89m and height 29m. The spectator capacity is 10,000. In the Paralympic Games this venue is to be used for Goalball.

- 37 The further information submitted in May 2007 included reference to telecommunication antennae in the description of development for the buildings and venues proposed in PDZ 5.

Bridges

- 38 The proposals for PDZ 5 include a series of bridges which give access to other PDZs or out of the site. Where they cross to other PDZs they are also included in the description for those zones. The proposals show the bridge abutments, substructures and decks with dimensions given as minimum and maximum parameters. The design and appearance of the bridges is not submitted at this stage.
- 39 During the Games phase a temporary bridge T08 is shown connecting the site to Wallis Road across the River Lee Navigation. This bridge would have a clearance above water level of 1.3m minimum. Minimum clearance heights above the towpath would not be met as it is envisaged that the towpath would be closed during the Games.
- 40 Further north, opposite Gainsborough School, permanent pedestrian bridge F13 is proposed across the River Lee Navigation and would replace an existing redundant structure. There is a minimum height above the towpath of 2.4m with ramped sections north and south of the bridge providing access to the towpath.

- 41 Within PDZ 5 there are three permanent bridges proposed across the River Lea. At the north of the site just south of the A12, bridge H01 is a permanent road bridge carrying the Loop Road across the River Lea.
- 42 Further south two permanent pedestrian footbridges F02 and F03 are proposed to cross the River Lea and connect with PDZ 6.
- 43 Bridge L03A is a permanent landbridge carrying road and pedestrian routes south from PDZ 5 across the North London Line into PDZ 4. During the Games it carries the main north south pedestrian concourse.

Telecommunications Structures

- 44 Two telecommunications masts and ancillary compounds are proposed in PDZ 5. One is proposed between the IBC/MPC and the Handball Venue and the other is shown in the north west of the zone adjoining the River Lee Navigation. Each mast will be 35m in height with a base diameter of 2.5m. Antennae attached to the masts would give a total width of 7m. In addition, outline permission is sought for two associated equipment cabins each with a maximum length of 10m, width of 8m and height of 4m.

Other Development

- 45 The application includes proposals for earthworks and formation of ground contours to finished levels. The description also includes the laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic phases. No detailed proposals are submitted at this stage.

- 46 Within PDZ 5 two Spectator Support Areas (SS4 and SS5) are proposed. These are located either side of the main concourse in the central part of the zone between the IBC/MPC and the River Lea. These are hard surfaced, covered areas with temporary structures for uses including food and drink sales, medical facilities, toilets and sales. The combined site area of the two areas is 22,400sqm. Proposed uses are within Use Classes A3 (restaurants/cafes), A4 (drinking establishments) and A5 (hot food takeaways).
- 47 The proposals include the erection of a perimeter enclosure for use as an Outer Crowd Control Barrier. The position of this enclosure is shown for illustrative purposes on the outside of the Olympic Loop Road.
- 48 A Surface Water Pumping Station is located toward the western boundary of PDZ 5 adjoining the Loop Road west of the MSCP. The maximum dimensions are: length 11m, width 7m and height of 3.5m.
- distribution). The overall dimensions would remain as in the Olympic phase although the maximum floorspace is reduced to 122,000sqm (from 132,000sqm). The satellite compound adjoining the IBC/MPC is shown as being removed and the area shown as outdoor sports facilities.
- 51 The Multi storey Car Park (MSCP) is proposed to be retained as a car and coach park with 1300 car parking spaces.
- 52 The Handball Venue would be subject to partial demolition, dismantling and reconstruction to provide a multi-purpose sport and recreation venue for uses within Use Classes D1 (non-residential institutions) and D2 (assembly and leisure). Ancillary uses proposed include cafes, retail, administration, health and fitness facilities, servicing etc. Ancillary car parking for the adapted venue is also proposed but not specified in the description of development or submitted plans.
- 53 The two Hockey Venues are proposed to be demolished to provide permanent public open space and part of a site for future development.

Proposals for Legacy Transformation Phase

Main Venues

- 49 During the Legacy Transformation Phase after the Games perimeter fencing up to 5m in height would be erected around the general locations of the facilities. The proposals for the venues and buildings in PDZ 5 will then be as follows.
- 50 The International Broadcasting and Main Press Centre (IBC/MPC) would be subject to dismantling, elevational alterations and change of use to office, industrial and warehouse buildings within Use Classes B1a, B1b, B1c (business use), B2 (general industrial uses) and B8 (storage and

Bridges

- 54 In the Legacy Transformation Phase, temporary bridge T08 is dismantled and removed. At the same location crossing the Lea Navigation to Wallis Road a permanent bridge H10 is proposed. This bridge would have a minimum clearance above water level of 3m and 2.4m above the towpath.
- 55 The pedestrian bridges F02 and F03 crossing the River Lea are partially dismantled and altered to reduce their width. Both would be available to pedestrians and cyclists only.

- 56 Bridges H01, L03A across the River Lea and F13 across the Lea Navigation remain as for Olympic Games Phase.

Telecommunications Structures

- 57 The telecommunications masts are proposed to be retained in the Legacy Transformation Phase.

Other Proposals

- 58 The proposals for Legacy Transformation Phase include the reconfiguration of the road network to form legacy distributor and local access roads. In PDZ 5 the road running north south to the east of the IBC/MPC becomes a district distributor road and the other roads become local access roads.
- 59 The Legacy Transformation of PDZ 5 includes the provision of remediated and serviced future development land. In this zone these areas are to the west and south of the Multi-Purpose Sport and Recreation Venue and a strip of land to the east of the north south distributor road. This strip varies in width from approximately 60m in the north to approximately 30m in the south.

Planning Delivery Zone 6 (PDZ6)

- 60 Planning Delivery Zone 6 contains the former Eastway cycle circuit site. The Site is bounded to the North by the A12, to the East by the Lea Valley Line, to the West by the centre line of River Lea and to the South by Temple Mill Lane, the northwest boundary of the former cold stores development and South East. The Site includes a third of the former Clays Lane Estate. Early works have occurred on this site as Construction Zone 6a under permission reference 06/90016/FUMODA. The majority of the Site is located within the London Borough of Newham with a portion

to the west in the London Borough of Waltham Forest.

Site Preparation Planning Application

- 61 The Site Preparation application proposes:

- Bulk earthworks to formation levels (including reinforced soil slopes and batters) associated remediation of land (including stockpiling of materials for the period of construction work); demolition of existing residential buildings and bridges (including the removal of areas of hard-standing) and the clearance of vegetation and felling of trees.
- Naturalisation of the east bank of the River Lea. Creation of wetland margins for approximately 700metres at heights of approximately 2.1m and 3.4m AOD. Soft river banks will be retained with reprofiling, re-planting and the addition of a towpath south of F01 bridge. A new wetland will be created at Bully Point in the Channelsea River which will create flood storage compensation. No works are proposed to the west or east banks except for the removal of invasive species. Various works are proposed for flood mitigation including the culverting of Hennikers Ditch, a constriction placed on the east bank of the River Lea, a spillway put into Bully Point wetland area and a flapgate at Channelsea River.
- A utilities trench will be constructed and the laying of service conduits known as the utilities corridor including a series of manholes connecting to the ground level. The trench will be used to carry utility service conduits including telecoms, HV, LP gas, recycled pump water, surface water, mains water, vacuum waste, foul drainage, highway drainage, district

heating flow and return and district cooling flow and return of services. A foul water tunnel will include a series of shafts connecting to ground level and will allow diversion of existing services and service protection works. There will be a shallow pipe connecting to Stratford City North side.

- Construction of the Olympic Loop Road (including the laying down of any hard-standing for car parking; and pick up and set down areas. The road will be two-lanes with a minimum width of 7.3metres and a maximum width of 11.8metres. There will be a hard standing for picking up and setting down during the Games period serving the Velodrome and fencing arena, up to 21 cars and up to 13 coach bays. The pick up and set down area will expand the Olympic Loop Road to a maximum width of 18.3metres.
- Ancillary development during construction works.
- Construction of construction roads A, B and D.
- Construction of bridges numbered T05, T06 and T07. T05 and T07 fall within PDZ5 descriptions. T06 is temporary and will be located south of the fencing venue and will cross the Channelsea River. It will be used principally as a construction bridge and removed before the Games and will not carry services.
- A perimeter enclosure up to a height of 5 metres will be constructed for the period of works around the whole Olympic Site.
- Establishment of site construction compounds.

Olympic and Legacy Facilities Application

Games Phase

- 62 For the Olympic Games and Paralympic Games, it is proposed that this zone will contain a Velodrome, BMX venue and Fencing venue. The zone will also contain front of house and back of house facilities consisting of hard surfaces and covered areas such as canopies, tented areas and port-a-cabins. An athletes' village transport mall is proposed in the east of the site that will be a hardstanding parking area servicing the Olympic Village including 36 coach drop off bays and 17 mini bus drop off bays. An outer crowd control barrier as well as a perimeter enclosure will be erected at a maximum height of 5 metres. Head House East 3 was approved under Powerlines Undergrounding Project (Newham reference 05/004/FUL dated 6th January 2006 and Hackney reference 2005/2524 dated 10th January 2006.) The three main venues within PDZ6 are applied for in outline stage with detailed applications to follow. Use Class D2 applies for all three venues.
- 63 Outline permission is sought for the Velodrome which will comprise one covered building together with ancillary uses including warm up areas, cafes, retail, administration, health and fitness facilities, changing rooms, showers, service yards and plant rooms. The Velodrome will contain 6,000 seats will be located at the North of the Site, to the South of the A12 and east of the main concourses for cycling uses. Minimum and maximum footprints and floor areas have been stated in the application for all venues with detailed applications to be submitted later. The Velodrome will have a minimum built footprint of 12,693sqm and maximum built footprint of 16,193sqm.

- 64 The BMX Venue is being applied for in outline and will be located south of the Velodrome. It will comprise one open structure again with similar ancillary uses to the Velodrome. The BMX venue will also have a maximum capacity of 6,000 seats and the built footprints will be minimum 12,490 sqm and maximum 13, 875sqm.
- 65 Outline permission is sought for a fencing venue to be located at the South of the Site adjacent to the loop road and the athletes' village of PDZ9 and South of the BMX venue. It will comprise one building with ancillary uses within D2 use class. It will have a maximum capacity of 8,000 seats and minimum and maximum footprints of 14,250sqm and 18,426sqm.
- 66 The Fencing Hall will require a venue specific front of house area with a built footprint of approximately 11,670sqm. The fencing area will share a large Back of House space with the Velodrome and the BMX venue. This is likely to have a footprint of approximately 43,180sqm.
- 67 There are a number of bridges proposed for PDZ 6 which give access to other PDZs and out of the Olympic Park. Where they cross to other PDZs they are also included in the description for those zones. The proposals show the bridge abutments, substructures and decks with dimensions given as minimum and maximum parameters. The design and appearance of the bridges is not submitted at this stage.
- 68 Located east of the Channelsea River surrounding the BMX arena will be a footbridge F04 linking to the main pedestrian concourse. A footbridge F03 will go over the River Lea.
- 69 F05 will cross the Channelsea River and will be located south west of the Fencing Hall in the Southwest of PDZ6. It will be built as part permanent and part temporary structure. It will provide conduits for main utilities.
- 70 A road bridge H01 will run from PDZ5 to PDZ6 and is covered within PDZ5. Landbridge L02 connects PDZ6 to PDZ7, located at the northwest of the Velodrome to south of the wind turbine crossing the A12 and Olympic Loop Road. It will be covered within PDZ7. It will be built as a permanent landbridge and will provide conduits for main utilities.
- 71 Two permanent under bridges will be constructed within PDZ6. U01 is to be an under bridge located under the A12 connecting PDZ6 and PDZ7. Under bridge U05 is to be located west of the Velodrome passing underneath Landbridge L02 and the existing Quartermile Lane Bridge within PDZ6.

Legacy Transformation Phase

- 72 During Legacy Transformation Phase, full planning permission is sought for part demolition/dismantling of Olympic BMX Venue and construction of uncovered sports, leisure and entertainment venue including BMX uses within Use classes D1 and D2 with ancillary parking. The Olympic seating will be removed and BMX track will be filled in with surrounding earth mound.
- 73 The Velodrome will be retained with no change in dimensions or capacity. It will be a leisure and entertainment venue for cycling. Open Space for a cycle circuit is proposed in the Legacy that will run north of the Velodrome and into PDZ 7. The transport mall will be demolished and

dismantled to provide permanent public open space. The Fencing venue will be demolished and dismantled to provide clear sites for future development. The Olympic Road network will be reconfigured to form legacy local distributor roads.

- 74 Bridge F05 will be reduced in width during the Legacy Transformation Phase and only be used by pedestrians and cyclists.
- 75 Dedicated car parking spaces to serve both the Velodrome and BMX will be located to the south east of the Velodrome within PDZ6.

Planning Delivery Zone 7 (PDZ7)

- 76 Planning Delivery Zone 7 is a triangular parcel of land bounded to the South by the A12, to the North East by Temple Mills Lane and to the Northwest by Ruckholt Road including the junction of Homerton Road with Ruckholt Road and the A12. Separate enabling works have occurred on this site as construction zone 7a under permission reference 06/90014/FUMODA. The Site is located within the London Boroughs of Waltham Forest and Hackney. The Site will accommodate the training facilities for swimming and gymnastics during the Olympic Games and hockey and tennis venues in the Legacy Phase.

Site Preparation Planning Application

- 77 The Site Preparation application proposes:
- Bulk earthworks to formation levels (including reinforced soil slopes and batters) associated remediation of land (including stockpiling of materials for the period of construction work); demolition of existing buildings and bridges (including the removal of areas of hard-

standing) and the clearance of vegetation, the felling of trees and retention of TPO trees.

- A flood mitigation culvert with flap gate will be installed with no other works to the west or east banks of the River Lea apart from the removal of invasive species from the River Lea.
- Surface water conduits will be laid with a series of manholes connecting to ground level. A foul water drainage shallow pipe will be constructed and existing services will be diverted including electricity, gas, television, telecommunications, water, sewerage conduits and apparatus. Redundant conduits will be broken up and removed.
- The Olympic Loop Road will be constructed and junction realignments will provide emergency access to and from outside the Olympic Park in Games and Legacy Phases.
- A perimeter enclosure up to a height of 5 metres will be constructed for the period of works around the whole Site.

Olympic and Legacy Facilities Application

Olympic Facilities

- 78 In Games Phase, it is proposed that this zone will contain Olympic training areas, and a wind turbine. The zone is split into 10 Areas.
- 79 Full planning permission is sought for the construction of Olympic Training and Back of House areas with hard surfaces and perimeter enclosure. This is Area 1 located to the west of the Site adjacent to Ruckholt Road. It will be used for Olympic training as a training pool with associated hard

- surfaces and covered areas comprising canopies, tented areas and port-a-cabins. Olympic Construction Spectators Support Areas (SS1W and SS1E) will be covered areas for use during the Games and Paralympic Games Phases. There will be seating to accommodate 3,800 spectators during Paralympics phase.
- 80 Planning permission is sought for a telecommunication mast and wind turbine will be installed to the North of the Zone. The wind turbine will be up to 130metres in height and include a maximum rotor span of 47metres. It will have an ancillary sub-station. One telecommunications mast with ancillary compound will be erected within PDZ7 at a height of 35metres and base diameter of 2.5metres.
- 81 Outline permission is sought for a number of uncovered sports and entertainment venues with telecommunication antennae for Olympic and Paralympics training within Use Class D2 for use during the Games and Paralympics Games.
- 82 Areas 2, 3 and 4 are located west of the wind turbine in the northern section of the Zone and east of the Area 1. Area 3 will be used for Olympic training in the Games Phase and for archery in the Paralympics. Area 4 will be a covered venue used for back of house and will have seating for 2,000 spectators during Olympics and Paralympics.
- 83 Area 5 will also be a covered sports and entertainment venue and will be for Gymnastic training in Olympic Games and tennis courts in the Paralympic Games.
- 84 Areas 7 and 11 are joined in the Olympic Games phase and are located in the centre of the zone. They will be uncovered sports and entertainment venues for gymnastic training in Olympic Games and 6 warm-up tennis courts in Paralympic Games.
- 85 Areas 6, 8, 9 and 10 are in the southern area of the Zone to the west and will contain uncovered sports and entertainment venues for Olympic training in the Olympic Games.
- 86 Bridges numbered L01, L02 and under bridge number U01 will be constructed along with a pumping station (U8.5). Landbridge L01 is located west of the wind turbine and Olympic Training Area and northwest of the Velodrome, crossing Ruckholt Road and connecting PDZ7 to PDZ15. It will provide conduits for main utilities. Landbridge L02 falls within PDZ6 and is described in the proposals for that zone. The pumping station (U8.5) is for surface water and will be located towards the eastern boundary of PDZ7, adjoining the northern access east of the Olympic Training area.
- 87 An Outer Crowd Control Barrier and perimeter enclosures will be constructed to a maximum height of 5metres.

Legacy Transformation Phase

- 88 In the Legacy Transformation Phase, planning permission is sought for the erection of perimeter enclosures for the built facilities, demolition and dismantling of buildings and structures and engineering earthworks in order for reconfiguration of levels and provision of permanent public open space. Areas 1, 6, 8, 9, 10 and 11 will be demolished and dismantled to provide permanent public open space. Planning permission is also sought for the dismantling and reconfiguring of hard surfaces and covered areas to provide concourse for use with the hockey centre,

football and tennis venues. The road network will be reconfigured to form legacy distributor local access roads.

- 89 Outline planning permission is sought for area 2, located towards the northern section of the zone. This will be partially demolished and reconfigured to provide an uncovered sports, leisure, and entertainment venue including hockey and 5-a-side football. The wind turbine will be retained. Bridges U05, H01 and L02 will be retained and F02, F03 and F05 will be retained but reduced in size. The minimum built footprint will be 7,639sqm.
- 90 Outline planning permission is required for areas 3 and 4 that will have partial demolition, dismantling and reconstruction of a Sports venue and stand to provide a sports, leisure, entertainment venue including hockey, football and ancillary uses within use classes D1 and D2. The maximum seating capacity for Areas 3 and 4 will be 5000 spectators. The minimum built footprint will be 10,664sqm.
- 91 Finally, outline planning permission is sought for areas 5 and 7. Area 5 is to be partially dismantled and demolished to provide a covered sports, leisure and entertainment venue (including telecommunications antennae) including tennis, car parking and ancillary uses within D1 and D2 use classes. Area 7 will be partially demolished and dismantled to form uncovered tennis facilities within use classes D1 and D2. Six uncovered tennis courts will remain in the Legacy Phase. The indoor facility will have a minimum built footprint of 3,800sqm and the outdoor facility will have a minimum built footprint of 6,600sqm.

Planning Delivery Zone 8 (PDZ8)

Zone 8 sits at the southern end of the Olympic Park, occupying an area between the Great Eastern Railway line to the north and Stratford High Street to the south, and bisected by the Greenway. At the Olympic Games it will be used principally as accreditation space and for parking. The southern entrance to the Park will be via the Greenway Land Bridge over the railway line.

Site Preparation Application

- 92 The site preparation works in PDZ 8 involve principally engineering works, including demolition, bulk earthworks to formation level and works to river walls, as described above for the other PDZs. At PDZ 8 full permission is also sought for laying of surface water conduits, construction of a foul water tunnel and a rising sewer and diversion of existing services.

Olympic and Legacy Facilities Application

- 93 Full permission is sought at Olympic and Paralympic Games Phase for:
- Earthworks and formation of ground contours to finished levels, including reinforced slopes and retaining structures, and laying out of open space, circulation areas and pedestrian routes.
 - Construction of Olympic Accreditation Areas involving hard surfaces and covered areas, construction of vehicle crossovers and ramp /junction realignments.
 - Erection of perimeter Outer Crowd Control Barrier and erection of enclosures for the built facilities, including around Bow substation. These are specified to

not exceed 5m in height.

- Installation of a temporary telecommunication mast and compound. This would be sited towards the southern end of the Zone adjacent to the coach parking area.
- 94 Outline permission is sought at Olympic and Paralympic Games Phase for:
- Laying out of coach drop off and parking surfaces and associated means of access and construction of buildings for driver and visitor facilities for use during Olympic and Paralympic Games Phases.
 - Construction of a land bridge to cross railway line to link to the southern end of the main concourse in Zone 2. Construction of temporary under bridge to cross the railway line to link to the Loop Road in PDZ 2. Construction of a permanent under bridge to cross the railway line to link to the Loop Road in PDZ 2.
 - Construction of Foul Terminal Pumping Station and ancillary facilities to the south of the landbridge.
 - Construction of ancillary equipment cabinet for the temporary telecommunications mast.
- 95 Full permission is sought at Legacy Transformation Phase for:
- Demolition and dismantling of buildings, structures and hard surfaces, and engineering works in association with reconfiguration of levels to enable the laying out of cleared sites. The majority of the Zone will be transformed to development platforms, divided by the Greenway and an associated belt of parkland on its northern side.

- Demolition of temporary under bridge (this will be replaced by a permanent under bridge).

Planning Delivery Zone 9 (PDZ9)

96 Planning Delivery Zone 9 is situated to the north of Stratford Regional Station. Dividing the zone into two halves is the recently constructed Stratford International Station and Channel Tunnel Rail Link (CTRL) lines. South of the international station is an area designated for the Stratford City development, largely comprising the Zone 1 town centre development (substantial retail, leisure, office and residential uses) being pursued by Westfield and Zone 2, at the south-west of the site, which is required for Olympic and Paralympic Games related use. The Stratford City development Zones north of the CTRL (Zones 3-6) accommodate the proposed Olympic Village and associated facilities. PDZ9 also includes land adjoining the River Lea, to the west of Stratford City (incorporating part of Stratford City Zone 7).

Site Preparation Application

- 97 Planning permission is sought for bulk works for the formation of contours, including soil slopes and stock piling of material for the period of the construction works. The application includes demolition of existing buildings, removal of areas of hardstanding, clearance of vegetation and the felling of trees. The reinforced soil slope is to provide vertical alignment for the part of the loop road within PDZ9.
- 98 Works to the waterways within this zone will also be carried out. The re-profiling, re-planting and addition of 180m towpath to the east bank of the River Lea will naturalise this area. A portion of wetland will be created in the Channelsea River at Bully

Point on the western boundary of the zone straddling the southern boundary with PDZ6. Naturalisation of the River Lea and Channelsea River in this area will create a flood storage area whilst the formation of micro-topography will provide a variety of wetland.

99 Footbridge F10A will link PDZ 9 to PDZ1. The eastern abutments for footbridge F10A will be built up to a level of 8.75m AOD. The remainder of the abutments and bridge deck forms part of PDZ1.

100 New surface water drains will be installed at a maximum depth of 8m and connected at ground level by a series of manholes spaced at a maximum 100m intervals. Electricity, gas television, telecommunications, water, sewage conduits will be permanently diverted to routes clear of proposed buildings or other obstacles. The listed utilities will be connected to host facilities located outside the application boundary.

101 The parts of the Olympic Loop Road located within this zone will be constructed in accordance within the parameters set out in the application. A new perimeter fence will be erected up to a height of 5m for the duration of the construction works.

The Olympic and Paralympic Phase

102 Planning permission is sought for the formation of contours to finished levels, including reinforced slopes and retaining structures.

103 Located to the north of Stratford City will be a sponsors hospitality area measuring approximately 27,200sqm to accommodate a range of facilities for Olympic sponsors. A Back of House Service area comprising

approximately 2,900sqm will be created to the north of the hospitality area.

104 An accreditation area situated at the Stratford City Entrance will be formed. Measuring 40,000sqm this area will be used for the accreditation of visitors, and vehicles, crowd control barriers, fencing and handrails.

105 New hard surfacing will be laid to all the above areas to accommodate canopies, tented areas and port-a-cabins to house a wide range of ancillary service facilities.

106 To serve the Athletes Village, a Transport Mall will be constructed to provide a parking area to include 36 coach and 17 mini bus drop off points/ bays.

107 New fencing measuring up to 5m in height will be constructed as an Outer Crowd Control Barrier. Further fencing around the general locations of the provided facilities will also be erected at a height not exceeding 5m above ground.

108 The application includes the formation of open space, circulation areas and new pedestrian routes.

109 Outline planning permission is sought for the construction of a number of bridges, their respective abutments and wing walls. Parameters of all the bridges and their associated structures have been clearly defined. Temporary bridge (T13) will cross High Meads loop rail to the north east of the site and be removed in the Legacy Transformation Phase.

110 Footbridge (F10A) will be situated adjacent to and connect the Aquatics Centre. It will cross the North London Line, Carpenters Road curve and Channelsea curve and the

Olympic Loop Road. This bridge will be reduced in width as part of the Legacy transformation.

- 111 Road Bridge H08 will be constructed as a permanent bridge and located north west of the Aquatics Centre and west of Stratford City. The purpose of the bridge is to cross Carpenters Road and the North London Line.
- 112 A Channel Tunnel Rail Link (CTRL) Cooling box forms part of the outline application. The parameters of the proposed cooling box has been set out in the application which states that the total site area will not exceed 1125sqm, and fencing around the area to a maximum height of 6m.

Legacy Transformation Phase

- 113 During the Legacy Transformation Phase of the Olympic Park and its Venues, buildings will be dismantled, demolished and reconstructed. To mitigate environmental impacts new enclosures around the venue building will be erected to a height not exceeding 5m.
- 114 Hardstanding, covered areas and engineering work associated with the formation and reconfiguration of levels will be carried out. Temporary bridge T13 and any associated structures will be demolished, whilst footbridge F10A will be partially dismantled and demolished. The road network will be reconfigured to form distributor roads in the Stratford City development. These transformation works will allow the creation of the new park and facilitate the development of Stratford City.

Planning Delivery Zone 10 (PDZ10)

- 115 This Zone is land bounded to the North by the northern boundary of the Clays Lane estate, to the East by Temple Mills Lane, to the South by the Southern boundary of the Clays Lane estate and to the West by the land to the rear of properties on the east of Trafford Close.
- 116 Planning permission is sought only for earthworks to create finished ground contours. A separate application has been submitted for Olympic Village (Part) and Legacy Residential Planning Application. The primary development is bulk earthworks to formation levels and associated remediation (including stockpiling of materials for the period of works). There will be demolition of existing buildings and clearance of vegetation and felling of trees. A utilities trench will be constructed and service conduits laid. Within this Zone will be part of the Olympic Loop Road.
- 117 A Design Remediation Statement will be produced and the remediation of land within PDZ10 will be in accordance with this.
- 118 A perimeter enclosure up to a height of 5metres will be erected for the period of the works.

Planning Delivery Zone 11 (PDZ11)

- 119 This Zone sits at the eastern edge of the Olympic site. It will provide parking and Back of House facilities during the Games Phase and will become development platforms at Legacy Transformation Phase. The Zone is dealt with entirely within the Olympic and Legacy Transformation application.

Olympic and Legacy Facilities Application

Construction Phase

120 Full permission is sought for:

- Earthworks and formation of ground contours to finished levels, including demolition of buildings and reinforced slopes and retaining structures.
- Laying of services, service diversions, and construction of perimeter enclosure and site compounds for use during the construction phase.

121 Full permission is sought at Olympic and Paralympic Games Phase for:

- Construction of BOH area for Athletes' Village involving hard surfaces and covered areas. This will occupy the narrow northern section of the Zone, sited immediately east of the railway line.
- Laying out of coach drop off/parking, associated means of access, construction of buildings for driver/visitor facilities, and construction of vehicle crossovers and ramp and junction realignments. The coach parking area will be sited north and south of Stratford International Station.

122 Full permission is sought at Legacy Transformation Phase for:

- Engineering works in association with reconfiguration of levels to enable the laying out of a cleared site for future development. The entire Zone will comprise a development platform.

Planning Delivery Zone 12 (PDZ12)

No separate Site preparation application

123 To the extent required full permission is sought for:

- Demolition of all buildings and structures. The area is currently in industrial/warehousing use with a mix of occupied and vacant premises along Livingstone Road, Stanley Road and Union Street. The sewer bank supporting the Greenway would of course remain, together with the bridges carrying this foot/cycle path over Abbey Lane and over the dead end of the Channelsea River to zone 13. Earthworks to level the site and clearing vegetation and trees; 21 of the 25 trees along the Greenway are indicated for retention together with a group of 9 trees fronting Rick Roberts Way.
- Erection of a temporary security fence (up to 5m high) for period of construction
- Erection of temporary site construction compounds during construction phase

124 Full permission is sought for:

- Construction of new junction from Rick Roberts Way to provide vehicle access to the site.
- Temporary use of the site as 'Southern Spectator Transport Mall' (site area 36,320sq.m.) during the Games, involving layout of the land as a coach drop off, coach park and disabled persons car park with associated driver and spectator facilities

- Erection of a temporary telecoms mast (U6.5) (35m high) and associated compound (7m x 7m x 4m high), at SE end of site) for the period of the Games
- Upgrading of Greenway with hard and soft landscaping, lighting and flag-poles for use as access route from West Ham Station to the Olympic Park.

125 Outline permission is sought for:

- Erection of a temporary telecommunications cabin (floorspace 54-80sq m dimensions 9 -10m x 6 -8m x 3 -4 high)
- To the extent required, FULL permission is sought for: Legacy transformation works to remove telecom mast, compound and cabin and reinstate land other than the Greenway to condition fit for future legacy development.

Planning Delivery Zone 13 (PDZ13)

No separate Site prep application

126 To the extent required, full permission is sought for:

- Earthworks including reinforced slopes and retaining structures and clearing vegetation and trees; 2 trees on the Greenway are indicated for retention.
- Erection of a temporary security fence (up to 5m high) for period of construction
- Erection of temporary site construction compounds during construction phase

127 Full permission is sought for

- Upgrading of Greenway with hard and soft landscaping, lighting and flag-poles for use as access route from West Ham Station to the Olympic Park

128 Outline permission is sought for

- Construction of a pedestrian/cycle link between West Ham Station and the Greenway consisting of a permanent under-pass (U04), below the over-ground and District Line railway lines near West Ham Station. (52-57m long, 24-28m wide substructure figs, check visible dimensions headroom 2.4 -3m,) and an earth ramp to support a path from the under-pass to the Greenway (201 – 203m long, 15 – 88m wide, maximum gradient 1 in 21)

129 To the extent required full permission is sought for:

- Legacy transformation works to re-configure levels and replace hard surfaced area of ramp with soft landscaping

Planning Delivery Zone 14 (PDZ14)

No separate Site prep application

130 To the extent required, full permission is sought for:

- Ground levelling and demolition of buildings and plant (mostly associated with use as a concrete batching plant), retaining the railway bridge carrying the branch line over the River Lea from PDZ 3 and a number of small buildings associated with the railway sidings.
- Erection of a temporary security fence (up to 5m high) for period of construction
- Erection of temporary site construction compounds during construction phase

131 Full permission is sought for:

- Construction of new junction/crossover from Wick Lane to provide vehicle access to the site
- Temporary use of the site as an 'Accreditation Checking Area' (site area 30,000sqm) during the Games, involving construction of demountable buildings/structures such as canopies and 'portacabins' and associated hard surfaces, control barriers, etc. to provide driver and visitor facilities ancillary to the Games.
- Erection of a temporary telecoms mast (U6.7) (35m high), with associated compound (7m x 7m x 4m high), near the north boundary of the site) for the period of the Games
- Erection of a temporary 'crowd control' fence (up to 5m high) around the whole site for the period of the Games.

132 Outline permission is sought for:

- Construction of a temporary road bridge (H18) over the River Lea, immediately north of the existing railway bridge, to link the checking area to the loop road in PDZ 3.
- Erection of a temporary telecommunications cabin (floorspace 54-80sq m dimensions 9 -10m x 6 -8m x 3 -4 high) in connection with the above-mentioned mast.
- To the extent required, FULL permission is sought for:
- Legacy transformation works to remove road bridge and telecom mast,

compound and cabin and reinstate land to condition fit for return to use as railway sidings and concrete batching plant.

Planning Delivery Zone 15 (PDZ 15)

133 Planning Delivery Zone 15 (PDZ 15) is the northernmost delivery zone located to the north west of Ruckholt Road. It is a rectangular area of land bounded by the River Lea to the north west and south west, the new Spitalfields Market to the north east and Ruckholt Road to the south east. The zone is within the London Borough of Hackney apart from a small triangular area of land in the western corner which is in London Borough of Waltham Forest.

134 This zone is known as East Marsh and forms part of Hackney Marshes. It is currently used for football and rugby pitches and informal public recreation with extensive trees and shrubs around the edges.

135 The proposals are to use this zone for the purpose of a temporary coach parking and drop off area and ancillary spectator facilities for use during the Games only.

Construction Phase

136 In the construction phase the proposals are to carry out earthworks including retaining structures, associated remediation of land and removal of hardstanding. The existing changing rooms in the southern corner of the zone would be demolished. The main earthworks would also be in this area associated with the proposed bridge L01 over Ruckholt Road.

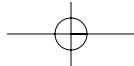
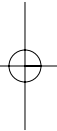
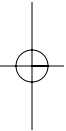
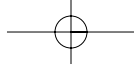
137 Construction phase proposals include the laying of services and the construction of a perimeter enclosure up to a height of 5m.

Olympic and Paralympic Games Phase

- 138 The proposal is to lay out the zone for use as a coach drop-off, coach parking and disabled car parking. The area would accommodate 411 disabled parking bays, 8 disabled coach drop-offs, 250 coach drop-offs, 99 park and ride layover bays and 21 park and ride drop-offs. Within the zone open space, circulation areas and pedestrian routes will also be laid out. The maximum area of hardstanding will be 12.6ha.
- 139 The proposals involve surfacing the area and creating vehicular means of access from Ruckholt Road. Vehicle access to the site would only be available to vehicles travelling north east along Ruckholt Road i.e. from the A12 Lea Interchange and not from Leyton. Exit from the site would be via a new signalised junction close to the existing Quartermile Lane junction. Exit from the site would be right turn only towards the A12 Lea Interchange. The access works would involve the removal of at least 8 trees along the Ruckholt Road boundary.
- 140 The proposals include buildings for use as driver and visitor facilities and ancillary buildings and facilities for use during the Games. An area of 700sqm in the north of the site is indicated as coach driver facilities and an area of 400sqm is shown for spectator facilities close to the bridge across Ruckholt Road. These facilities are not specified in detail. Bicycle parking facilities are also shown.
- 141 Outline permission is sought for a permanent landbridge L01 which would cross Ruckholt Road and connect PDZ 15 and PDZ 7. On the north side of the bridge in PDZ 15 the surface will slope down and this area will form an accreditation area of 10,000sqm. This area would consist of temporary covered areas. An Outer Crowd Control Barrier would be erected along the edge of the accreditation area to a maximum height of 5m.
- 142 Within PDZ 15 during the Games period one telecommunications mast and ancillary compound is proposed. The mast would be sited towards the western corner of the zone and have a height of 35m above ground level with a base diameter of 2.5m and width including antennae of 7m. The associated compound would have a site area of 49sqm. Outline consent is sought for the associated equipment cabin with a maximum length of 10m, width of 8m and height of 4m.
- 143 Outline consent is sought for changing rooms for use ancillary to the reprovided playing fields to be constructed within the earth embankment of bridge L01. The built footprint would be between 420sqm and 1,700sqm and the minimum/maximum dimensions would be: length 54m/77m, width 13m/32m, height 5.7m/9.5m.

Legacy Transformation Phase

- 144 After the Games it is proposed to demolish the Games related structures including the telecommunications mast and ancillary equipment. There will be some earthworks in association with removing the hard surfacing, the reconfiguration of levels and the laying out of the zone to provide playing fields and permanent public open space.
- 145 The changing rooms in the embankment of the landbridge across Ruckholt Road and the bridge itself are retained permanently.



Olympic Delivery Authority



Planning Decisions Team

Chapter 3

Policies and Guidance

Chapter 3

Policies and Guidance

3.1 London Olympic Games and Paralympic Games Act 2006

- 1 Following London's successful bid for the Olympic and Paralympic Games in 2012, the London Olympic Games and Paralympic Games Act 2006 created the ODA in order to facilitate the preparation for the London Olympic and Paralympic Games and make arrangements for the management of facilities for the Olympics.
- 2 To oversee the timely development and delivery of facilities for the London Olympics, the ODA has been appointed as the Local Planning Authority for the ODA Area under the Olympic Delivery Authority (Planning Functions) Order 2006, and as a result the ODA is the Local Planning Authority for development control purposes within the area defined in the Order. The ODA as planning authority has power to determine all planning applications within its boundary as well as having planning enforcement powers.
- 3 The planning powers of the ODA are derived specifically from Section 5 of the London Olympic Games and Paralympic Games Act 2006 as reproduced below:

(5) In discharging functions by virtue of this section the Authority shall have regard, in particular—

- (a) to the desirability of making proper preparation for the London Olympics,
- (b) to the desirability of maximising the benefits to be derived after the

London Olympics from things done in preparation for them,

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

Significant weight needs to be given to the provisions of the London Olympic Games and Paralympic Games Act 2006 in the determination of applications by the ODA as planning authority. However the ODA Local Planning Authority are also subject to the same duties as any other planning authority and must determine any planning applications in accordance with the development plan unless material considerations indicate otherwise (Planning and Compulsory Purchase Act 2004 S38 (6)). Considerations in relation to Section 5 of the 2006 Olympic Games Act would therefore constitute a material consideration. These provisions are statutory provisions, rather than policies and guidance, but are referred to here for ease of reference.

3.2 Planning Context and Policies

National Planning Policies

- 1 National planning policy is contained within Government Circulars, Planning Policy Statements (PPS's) and Planning Policy Guidance Notes (PPG's). The Government in the process of reviewing national planning policy and gradually replacing Planning Policy Guidance Notes with Planning Policy Statements.
- 2 The review of national planning policy emphasises the positive role that the planning system has in encouraging the development of sustainable communities, providing for housing and economic growth in a manner that addresses the impacts that might result, reflecting the Sustainable Communities Plan 2003.
- 3 In May 2007, Government published for consultation the white paper "Planning for a Sustainable Future". This proposes a range of measures including those that would:
 - provide a more strategic and focused national policy framework
 - set in place a timetable and action plan to deliver a substantial reduction in carbon emissions
 - review and where possible extend permitted development rights on microgeneration
 - introduce planning performance agreements in order to streamline the processing of major planning applications
 - introduce a new impact approach to householder development in order to reduce the number of minor applications and extend this approach to other types of development.
 - Streamline the planning applications process by reducing the number of planning applications called in by ministers.

- 4 The consultation paper does not have a current direct impact on the consideration of the planning applications being considered in this report at this time. However, any changes that are brought into force (e.g. in relation to carbon emissions reduction) may impact on the future determination of approvals connected with the two planning applications considered in this report.
- 5 The following PPG's and PPS's (and draft PPS1 supplement) are relevant to the two planning applications considered in this report:

PPS1 Delivering Sustainable Development (February 2005)

- 6 PPS1 cites sustainable development as the key underlying principle of the planning system and identifies the four aims of its 1999 sustainable development strategy (A Better Quality of Life – A Strategy for Sustainable Development for the UK – CM 4345, May 1999)
- 7 These are:
 - social progress which recognises the needs of everyone;
 - effective protection of the environment;
 - the prudent use of natural resources; and,
 - the maintenance of high and stable levels of economic growth and employment.
- 8 These aims should be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.
- 9 The PPS seeks that planning should facilitate and promote sustainable and

inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

Draft Supplement to PPS1 Planning and Climate Change (December 2006)

- 10 The draft PPS supplement to PPS1 seeks to set out how planning should contribute to reducing carbon emissions and stabilising climate change and take account of the need to adapt to climate change where such change is unavoidable.
- 11 In setting out a range of decision making principles the draft PPS seeks new development to be located and designed to optimise its carbon performance and limit its likely contribution to carbon emissions. It considers that planning authorities should:
- expect applicants to use landform, layout, building orientation and landscaping to minimise energy consumption, including maximising cooling and avoiding solar gain in the summer, and maximise natural ventilation taking into account the likely

local noise environment and ambient air quality;

- give careful consideration to the extent to which the proposed massing of buildings, density and mix of development helps to minimize energy consumption, including maximising cooling and avoiding solar gain in the summer;
- expect substantial new development to gain a significant proportion of its energy supply on-site and renewably and/or connect to a decentralised, renewable or low carbon energy supply where available or be designed so as to allow connection to that network at a future date;
- require the provision of public and private open space as appropriate so that new development offers accessible choice of shade and shelter;
- ensure new development does not create adverse local environmental conditions for people or undermine biodiversity;
- secure sustainable urban drainage systems, pay attention to the potential contribution to be gained to water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling;
- require provision for sustainable waste management; and,
- ensure full consideration is given to creating and securing opportunities for sustainable transport in line with PPG13.

PPS 3 Housing (November 2006)

- 12 Government guidance and policy in this PPS seeks to ensure that everyone has the opportunity to live in a decent and affordable home in a community where they want to live; it aims to achieve delivery of a wide choice of high quality affordable and market homes, widen the opportunities for home ownership, widen housing opportunities for those who cannot afford market housing, increase the supply of

housing and its affordability, and create sustainable mixed communities in all areas.

- 13 The PPS looks to the planning system to deliver high quality well designed housing; a mix of market and affordable housing both in tenure and price; a sufficient quantity of housing to meet housing need and improve choice in locations that offer a good range of community facilities and access to jobs, key services and infrastructure.

PPG4 Industrial and Commercial Development and Small Firms (November 1992)

- 14 This PPG encourages continued economic development coupled with achieving environmental objectives. Development Plans to give certainty on location for industrial and commercial development, locate major new development close to primary transport routes and public transport facilities. Promote mixed use developments with new industry and commerce integrated with housing. Make optimum use of land.

PPS6 Planning for Town Centres (March 2005)

- 15 This PPS sets out the Government's key objective for town centres as being to promote their vitality and viability by: planning for the growth and development of existing centres; and promoting and enhancing existing centres by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all. It defines town centre uses as those relating to retail, leisure, offices, arts, culture and tourism.

- 16 The objective of the PPS is highlighted as promoting vitality and viability of town centres by focusing development on existing centres in order to strengthen and regenerate them, within a network and a hierarchy of centres each performing their appropriate role to meet the needs of their catchments.
- 17 In considering development proposals the PPS requires planning authorities to require that applicants demonstrate the need for the development; that it is of an appropriate scale; that there are no other more central sites available; that there are no unacceptable impacts on existing centres and that the location is accessible.

PPG8 Telecommunications (August 2001)

- 18 Government policy, expressed in PPG8, seeks to facilitate the growth in telecommunications systems while keeping environmental impact to a minimum. It aims to ensure that people have a choice as to who provides their telecommunications services. Sympathetic design and camouflage are encouraged as protection from visual intrusion is considered an important factor and mast and site sharing is encouraged in order to achieve this. Health considerations are considered to have been met where the proposed mobile phone base station meets the ICNIRP requirements for public exposure.

PPS9 Biodiversity and Geological Conservation (August 2005)

- 19 The key principles set out in this guidance include that:
- Planning policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. In

taking decisions, local planning authorities should ensure that appropriate weight is attached to designated sites of international, national and local importance; protected species; and to biodiversity and geological interests within the wider environment.

- The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where a planning decision would result in significant harm to biodiversity and geological interests which cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought.

PPS10 Planning and Waste Management (July 2005)

- 20 Guidance in PPS10 Planning and Waste Management includes the following key principles that planning authorities should apply when considering planning applications:
- help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for;
 - provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to

meet the needs of their communities;

- help implement the national waste strategy, and supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994;
- help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations;
- ensure the design and layout of new development supports sustainable waste management.

PPG13 Transport (March 2001)

- 21 Promotes the integration of planning and transport at a national, regional, strategic and local level to encourage more sustainable transport choices, for both people and freight to promote accessibility to jobs, shopping and leisure facilities and services by public transport, walking and cycling, and to reduce the need to travel, especially by car.

PPG15 Planning and the Historic Environment (September 1994)

- 22 This PPG requires the assessment of the impact of development proposals on the historic environment. It seeks planning decisions that reconcile the need for economic growth with the need to protect the natural and historic environment.

PPG16 Archaeology and Planning (November 1990)

- 23 This highlights the Government's policies for environmental stewardship in respect of all aspects of the historic environment. It

considers that physical survivals of the past are an irreplaceable record that contributes to our national identity, cultural heritage and understanding of the past and present.

- 24 It considers conservation and sustainable economic growth to be complementary with most historic buildings being able to be put to good economic use in, for example, commercial or residential occupation. Economic prosperity can secure the continued vitality of conservation areas, and the continued use and maintenance of historic buildings, provided that there is a sufficiently realistic and imaginative approach to their alteration and change of use, to reflect the needs of a rapidly changing world.

PPG17 Open Space, Sport and Recreation (July 2002)

- 25 Promotes open space, sports and recreation as being important to the quality of peoples lives. Well managed and maintained open spaces, sports and recreational facilities help to create urban environments that are attractive, clean and safe. These should be easily accessible by walking, cycling and more heavily used or intensive facilities should be in locations that are well served by public transport.

PPS22 Renewable Energy (August 2004)

- 26 The PPS supports the principle of appropriate development for the purposes of generating renewable energy. The key principles which it sets out for regional planning bodies and local planning authorities include the following:
- That renewable energy development should be capable of being accommodated in locations where the technology is viable and environmental,

economic, and social impacts can be addressed satisfactorily.

- That the wider environmental and economic benefits of all proposals for renewable energy projects, whatever their scale, are material considerations that should be given significant weight in determining whether proposals should be granted planning permission.
- That regional planning bodies and local planning authorities should not make assumptions about the technical and commercial feasibility of renewable energy projects.

PPS23 Planning & Pollution Control (November 2004)

27 This Statement advises that:

- Any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use;
- The planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution;
- The presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully;

- In considering applications for planning permission, Local Planning Authorities must be satisfied that planning permission can be granted on land use grounds taking full account of environmental impacts.

PPG24 Planning & Noise (September 1994)

28 This PPG seeks to ensure that development does not cause an unacceptable degree of disturbance. It suggests that the planning system should not place unjustifiable obstacles in the way of development necessary to create jobs and the construction and improvement of essential infrastructure. The impact of noise from sport, recreation and entertainment will depend to a large extent on frequency of use and the design of facilities.

- It suggests that the appropriate use of planning conditions can enable many development proposals to proceed where it would otherwise be necessary to refuse permission.

PPS25 Development and Flood Risk (December 2006)

30 Relevant key objectives of this PPS are:

- Avoidance and reduction of flood risk through good planning and management.
- Taking account of climate change and increased risk of flooding within lifetime of planned development.
- Positive planning has an important role in reducing and managing flood risk by taking full account in decisions on plans and applications of:
 - Present and future flood risk, involving both the statistical probability of a flood occurring and the scale of its potential consequences, whether inland or on the coast; and
 - The wider implications for flood risk of development located outside flood risk areas.

- Managing risk, only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding;
- Reducing risk, reducing flood risk to and from new development through location, layout and design, incorporating sustainable drainage systems (SUDS); using opportunities offered by new development to reduce the causes and impacts of flooding.

3.3 Regional Policy

- 1 The Government's Sustainable Communities Plan, published in 2003, which is a non-statutory action plan with a national focus, identifies on a regional basis, the Thames Gateway and the London – Stansted – Cambridge corridor as two of four growth areas that should be included in regional guidance for London and for the South East. The Thames Gateway Delivery and Investment Framework, published in 2004 as an informal study and prepared jointly by the GLA, LDA and London Thames Gateway Partnership examines future ideas in 2004 for land use within the London Thames Gateway. These have together identified the potential for significant growth in housing and other forms of development within the London Thames Gateway.
- 2 The London Thames Gateway Development Corporation in its 2006-2008 Corporate Plan identifies its response to the needs of its administrative area, which embraces the Lower Lea Valley, Royal Docks and London Riverside, as to:
 - remediate post industrial land;
 - improve access to and within the area;
 - improve the environment;

- provide better utilities e.g. waste and water;
 - provide new and improved social infrastructure;
 - assist in building the skills and educational attainment of the local communities; and
 - Improve the quality and range of accommodation for homes and businesses.
- The Development Corporation considers that these “areas provide significant opportunities including their proximity to central London; their frontage to the River Thames; their network of waterways and open spaces; and the large amount of land available for development.”

Thames Gateway Interim Plan (November 2006)

3 This interim strategic plan has been prepared by the Department of Communities and Local Government in collaboration with a range of local authorities, regional assemblies, regeneration agencies and other non-departmental government bodies including the Thames Gateway Strategic Partnership (TGSP). It sets out the strategic economic, housing, employment and community opportunities that are present within the Thames Gateway and the TGSP’s objectives for delivering the growth and change that those opportunities present. It identifies the 2012 Olympic and Paralympic Games as providing a “unique opportunity to bring international recognition to the area and enhance both the quality and scale of the regeneration and development potential of the whole Gateway”.

Lee Valley Regional Park Plan (2000)

4 The Lea Valley Regional Park Plan, while not a formal development plan is a statutory plan produced by the Lea Valley Regional

Park Authority setting out its strategy, policies and proposals for the Regional Park. It identifies the vision for the Regional Park as:

- To be a cohesive, sustainable and valued regional green lung;
- To be an area of enhanced and protected natural biodiversity for the enjoyment of all;
- To achieve full utilisation of the unique land and water assets of the Regional Park for specialist leisure and recreation facilities developed in accordance with principles of sustainability and design excellence;
- To be an accessible and permeable, integrated visitor attraction to serve the region which will include all communities.

5 The policies set out in the plan aim to: “Protect and enhance the resource of the park; guide development within and adjacent to the park”; and aim to guide and develop a common purpose for the Regional Park with the land owners, local authorities and different communities of interest.

Regional Planning Policies

6 The Greater London Authority Act 1999 places responsibility for strategic planning in London on the Mayor, and requires him to produce a Spatial Development Strategy for London - which he has called the London Plan - and keep it under review. The London Plan replaces existing strategic guidance (RPG3, RPG3b/9b and the London parts of RPG9a), and Boroughs’ Local, Plans must be in ‘general conformity’ with it.

7 Regional policy is also set within the context of the emerging regional spatial strategies for the South East of England (Draft South East Plan) and the East of England (Draft East of England Plan), being prepared by



the South East England and East of England Regional Assemblies respectively. These review and update, and when adopted will replace, the regional planning guidance in RPG9 Regional Guidance for the South East (2001) and that in RPG6 for the East of England. These regional plans focus on growth strategies for their respective regions that interrelate with that in the London Plan for those parts of their regions. They build upon work such as the London Stansted, Cambridge Sub Regional Study (2002) which examines spatial scenarios for this potential growth corridor. These scenarios build upon the role of Stratford and identify potential for major growth in the Lower and Upper Lea Valley, north to Harlow and east to Stansted. The Lea Valley Regional Park is seen as a major environmental asset within any growth scenario.

London Plan (2004)

- 8 The London Plan focuses on the development strategies for five broad sub-regions: West London, North London, Central London, South London and East London including the Thames Gateway. Within this overall planning framework, specific areas have been identified as Opportunity Areas, Areas for Intensification and Areas for Regeneration. The London Plan identifies East London as the Mayor's priority area for development, regeneration and infrastructure improvement. It has many of the capital's largest development sites and a large number of areas suffering multiple deprivations. East London should plan for a minimum 104,000 additional homes and 249,000 jobs up to 2016. Development in this sub-region should continue well beyond the plan period as the impacts of major new transport infrastructure, such as Crossrail 1, and of programmes of land assembly stimulate a virtuous circle of development and environmental improvement.
- 9 The Lower Lea Valley is identified as one of the twelve Opportunity Areas in East London with indicative estimates of growth of a minimum of 8,500 new jobs and 6,000 new homes to 2016. Taking account of other policies, developments in Opportunity Areas will be expected to maximise residential and non-residential densities and to contain mixed uses. Given their scale, they are also likely to give rise to substantial planning obligations. The Lower Lea Valley area, stretching from Hackney Wick in the north to Canning Town and beyond to the Thames in the south, is identified as an industrial area based around a network of canals and watercourses. Many of the industrial premises are in low-grade uses and only partially occupied, which give parts of the area a poor appearance. The railway forms a barrier to development opportunities towards the west. The exact boundaries of the Strategic Employment Locations (SELs) in the Lower Lea will need to be defined through the planning framework for this area to optimise the utility of the industrial offer and release surplus land for mixed-use development. The area has been identified as the core location for a London Olympic bid for 2012. The planning framework must reflect this bid and draw on the area's excellent public transport connections, particularly at West Ham and Canning Town, where there is the potential to create high density development hubs. It should guide the extension of the cluster of creative industries at Three Mills to other parts of the area. The network of watercourses creates the potential for a much higher quality environment, able to attract modern business facilities, substantially more than 6,000 new housing units and leisure opportunities, and including enhanced public open space. Site assembly and land decontamination are

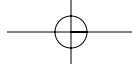
- needed to help enable the full potential of the area to be realised.
- 10 Stratford is identified as one of the East London Opportunity Areas in the London Plan. Policy confirms that developments within such designated areas will be expected to maximise development density

and contain mixed use developments. Close integration of development on the Stratford Rail Lands and the rejuvenation of the existing town centre, including the provision of physical links, are considered to be crucial.

Key Relevant London Plan Policies

2A.1	Sets out the sustainability criteria that will guide the approach to development in London.
2A.2	Opportunity Areas (referred to above).
Living in London	
3A.15	Protection and enhancement of social infrastructure and community facilities: adequate provision for social infrastructure and community facilities, including children’s play and recreation facilities, services for young people, older people and disabled people, as well as libraries, community halls, meeting rooms, places of worship and public toilets, is particularly important in major areas of new development and regeneration.
3A.17	Health objectives: promote the objectives of the NHS Plan, Local Delivery Plans and Modernisation Programmes and the organisation and delivery of health care in the borough.
3A.18	Locations for health care: support provision of healthcare as identified by the strategic health authority and primary care trusts - preferred locations should be accessible by public transport.
3A.20	Health impacts: have regard to the health impacts of development proposals as a mechanism for ensuring that major new developments promote public health within the borough.
3A.21	Education facilities: reflect the demands for pre-school, school and community learning facilities and ensure adequate provision (particularly where major new housing development is planned).
3A.22	Higher and further education: taking account of the future development needs of the sector, including the provision of new facilities and potential for expansion of existing provision – supporting the provision of student accommodation.
3A.25	Social and economic impact assessment: major developments in, or with the potential to impact on, Areas for Regeneration should be subject to social and economic impact assessments.



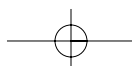


Working in London

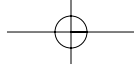
3B.2	Office demand and supply: seek the provision of a variety of type, size and cost of office premises to meet the needs of all sectors, including small and medium sized enterprises.
3B.4	Mixed use development: within Opportunity Areas, wherever increases in office floorspace are proposed they should provide for a mix of uses including housing.
3B.5	Strategic employment locations (SELs): promote and manage the varied industrial offer of the SELs (part of Hackney Wick, Marshgate Lane and LLV), release of surplus land in light of strategic and local assessments of industrial demand.
3B.6	Supporting innovation: ensure an adequate supply of environmentally attractive, high quality and affordable premises, 'incubator units' and sites for synergy between business and research and academic institutions.
3B.7	Improving London's ICT Infrastructure: ensure that new residential and commercial developments are e-enabled.
3B.8	Promotion of e-London: identify and support the development of existing and new e-business clusters of economic activity.
3B.9	Creative industries: protect, identify and support the development of clusters of creative industries and related activities and environments.
3B.10	Tourism industry: lead the development of key infrastructure projects and support major events bids to enhance London's image and economy.
3B.11	Environmental industries: support the establishment of green industries, identify and safeguard land and premises in appropriate locations including river and rail-based locations.
3B.12	Improving the skills and employment opportunities for Londoners: ensure that opportunities provided by major new development are used to assist in skills action and the targeting of job opportunities to local communities.

Connecting London – improving travel in London

3C.1	Integrating transport and development: encouraging development that reduce the need to travel especially by car, improve public transport capacity and accessibility, supporting high trip-generating development only at locations with both high levels of public transport accessibility and capacity.
3C.2	Matching development to transport capacity: consider proposals for development in terms of existing transport capacity, both at a corridor and local level - appropriately phase where capacity does not exist.



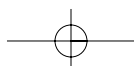
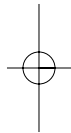
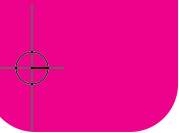
3C.4	Land for transport functions: Only approving changes of use of land from transport and transport support functions if it is no longer required and is unlikely to be required in the future for this purpose, or if equally good alternatives are provided.
3C.15	Road-scheme proposals: All road schemes should not increase the net traffic capacity of the corridor, should provide a net benefit to London's environment, improve safety for all users, improve conditions for pedestrians, cyclists, disabled people, public transport and businesses.
3C.16	Tackling congestion: use appropriate controls over development in terms of the location, scale, density, design and mix of land uses, together with the associated provision for parking.
3C.20	Improving conditions for walking: ensure that safe, convenient, accessible and direct pedestrian access is provided from new developments to public transport nodes and key land uses.
3C.21	Improving conditions for cycling: identify and implement high quality, direct, cycling routes - encourage provision of sufficient, secure cycle parking facilities within developments.
3C.22	Parking strategy: ensure that on-site car parking at new developments is the minimum necessary.
3C.23	Freight strategy: seek to locate developments that generate high levels of freight movement close to major transport routes - ensure that suitable sites and facilities are made available to enable the transfer of freight to rail and water.
Enjoying London	
3D.4	Development and promotion of arts and culture: apply a sequential approach, sites should have good public transport access, accessible to all sections of the community, focused in areas of deficiency.
3D.5	Sports facilities: promotion of London as the home of the 2012 Olympic and Paralympic Games, focused on east London - apply a sequential approach, sites should have good public transport access, accessible to all sections of the community, focused in areas of deficiency, multiple use of facilities.
3D.6	Visitors' accommodation and facilities: support existing and encourage development of new tourist attractions.
3D.7	Realising the value of open space: protect and promote London's network of open spaces.
3D.9	Metropolitan Open Land (MOL): maintain the protection of MOL from inappropriate development.



3D.10	Open space provision: identify areas of deficiency and priorities for addressing these, encourage functional and physical linkages, promote and protect Green Corridors and Green Chains.
3D.12	Biodiversity and nature conservation: have regard to nature conservation and biodiversity. Opportunities should be taken to achieve positive gains for conservation through the form and design of development. Strong protection to Sites of Metropolitan Importance for Nature Conservation.

The cross cutting policies

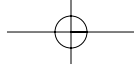
4A.2	Spatial policies for waste management: safeguard all existing waste management sites (unless appropriate compensatory provision is made), identify new sites in suitable locations for new facilities (such as Civic Amenity sites, construction and demolition waste recycling plants and closed-vessel composting), require the provision of suitable waste and recycling storage facilities in all new developments, support appropriate developments for manufacturing related to recycled waste, support treatment facilities to recover value from residual waste (where waste cannot be dealt with locally) and promote waste facilities that have good access to river or rail transport
4A.5	Spatial policies to support the better use of aggregates: support the development of aggregate recycling facilities in appropriate and environmentally acceptable locations with measures to reduce noise, dust and visual intrusion to a practical minimum, protect existing railhead capacity to handle and process aggregates and minimise the movement of aggregates by road.
4A.6	Improving air quality: promote sustainable design and construction, ensuring that air quality assessments are undertaken where appropriate.
4A.7	Energy efficiency and renewable energy: requiring the inclusion of energy efficient and renewable energy technology and design, including passive solar design, natural ventilation, borehole cooling, combined heat and power, community heating, photovoltaics, solar water heating, wind, fuel cells, biomass fuelled electricity and heat generating plant in new developments wherever feasible.
4A.8	Energy assessment: request an assessment of the energy demand of proposed major developments, demonstrating that steps have been taken to apply the Mayor's energy hierarchy.
4A.9	Providing for renewable energy: major developments to show how the development would generate a proportion of the site's electricity or heat needs from renewables.
4A.10	Supporting the provision of renewable energy: support and encourage building-mounted wind power schemes.



4A.11	Water supplies: have regard for the impact of proposals on water demand and existing capacity.
4A.12	Water quality: using sustainable urban drainage systems to reduce the amount and intensity of urban run-off and pollution.
4A.14	Reducing noise: minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of development proposals.
Designs on London	
4B.1	Design principles for a compact city: should be used in assessing planning applications.
4B.2	Promoting world-class architecture and design.
4B.3	Maximising the potential of sites: development proposals should achieve the highest possible intensity of use compatible with local context, design principles and with public transport capacity.
4B.4	Enhancing the quality of the public realm: planning applications will be assessed in terms of their contribution to the enhancement of the public realm.
4B.5	Creating an inclusive environment: developments should be easily used by as many people as possible without undue effort, separation, or special treatment; offer the freedom to choose and the ability to participate equally in the development's mainstream activities; value diversity and difference. Development proposals should include an access statement showing how the principles of inclusive design, including the specific needs of disabled people have been integrated into the proposed development, and how inclusion will be maintained and managed.
4B.7	Sustainable design and construction: ensure future developments meet the highest standards of sustainable design and construction. Applications for strategic developments should include a statement showing how sustainability principles will be met in terms of demolition, construction and long-term management.
4B.8	Respect local context and communities: work with local communities to recognise and manage local distinctiveness. Preserve or enhance local social, physical, cultural, historical, environmental and economic characteristics.
4B.9	Large-scale buildings - design and impact: all large-scale buildings including tall buildings should be of the highest quality design and in particular: be suited to their wider context, be attractive city elements, illustrate exemplary standards or sustainable construction and resource management and potential for renewable energy generation and recycling and be sensitive to their impact on micro-climates.

	in residential environments, pay particular attention to privacy, amenity and overshadowing; appropriate to the transport capacity of the area; provide high quality spaces, integrate green spaces and planting; contain a mix of uses with public access; relate positively to water spaces.
4B.11	Heritage conservation: identify areas, spaces and buildings of special quality or character.
The Blue Ribbon Network	
4C.1	Recognise the strategic importance of the Blue Ribbon Network when making strategies and plans, and when considering planning applications.
4C.2	Context for sustainable growth on the Blue Ribbon Network: Respect resource considerations and natural forces.
4C.3	Natural Value of the Blue Ribbon Network: Protect and enhance the biodiversity of the Blue Ribbon Network by resisting development that may result in the net loss of biodiversity, designing new waterside developments in ways that increase habitat values and taking opportunities to open culverts and naturalise river channels.
4C.4	Natural landscape: As part of Open Space Strategies, boroughs should identify potential opportunities alongside waterways for the creation and enhancement of open spaces.
4C.5	Impounding of rivers: resist proposals for the impounding or partial impounding of any rivers unless they are clearly in the wider interest of London. Welcome proposals to remove impounding.
4C.6	Flood plains: within areas at risk from flooding the assessment of development proposals should be carried out in line with PPG25. In particular, boroughs should avoid permitting built development in functional flood plains.
4C.7	Flood defences: permanent built development should be set back from flood defences; development should not undermine or breach flood defences in any way
4C.8	Sustainable drainage: use of sustainable urban drainage systems should be promoted for development unless there are practical reasons for not doing so.
4C.9	Rising groundwater: In considering major planning applications in areas where rising groundwater is an existing or potential problem, expect reasonable steps to be taken to abstract and use that groundwater.
4C.10	Historic environment: respect waterway heritage including important structures, such as cranes and other waterway infrastructure.
4C.12	Sustainable growth priorities for the Blue Ribbon Network: The uses of the Blue Ribbon Network and land alongside it should be prioritised in favour of those uses that specifically require a waterside location. These uses include water transport, leisure, recreation, wharves and flood defences.

4C.13	Passenger and tourism uses on the Blue Ribbon Network: proposals for Opportunity Areas should provide such facilities, where they are appropriate and contribute towards improving the connections between different transport services.
4C.14	Freight uses on the Blue Ribbon Network: support new development and facilities that increase the use of the Blue Ribbon Network to transport freight and general goods, especially in areas of deficiency.
4C.16	Increasing sport and leisure on the Blue Ribbon Network: Proposals for Opportunity Areas should provide these facilities and improve access to different sport and leisure activities.
4C.17	Increasing access alongside and to the Blue Ribbon Network: New sections to extend existing or create new walking and cycling routes alongside as well as new access points should be provided as part of development proposals for Opportunity Areas.
4C.18	Support facilities and activities in the Blue Ribbon Network: New support facilities, infrastructure and activities that support use and enjoyment of the Blue Ribbon Network should be encouraged as part of development in Opportunity Areas.
4C.19	Moorings facilities on the Blue Ribbon Network: New mooring facilities should generally be in basins or docks but may be appropriate in areas of deficiency or as an aid to regeneration.
4C.20	Design - starting from the water: All development, including intensive or tall buildings, should reflect local character, meet general principles of good urban design and improve the quality of the built environment. In addition, development should integrate successfully with the water space in terms of use, appearance and physical impact.
4C.21	Design statements: For all major development proposals within the Thames Policy Area and adjacent to the rest of the Blue Ribbon Network, the Mayor will, and boroughs should, ensure that development is attractive and appropriate. Developers should prepare assessments.
4C.22	Structures over and into the Blue Ribbon Network: Proposals for new structures should be accompanied by a risk assessment detailing the extent of their impact on navigation, hydrology and biodiversity, and mitigation measures proposed to address the adverse impacts identified. Proposals for structures over or into the water space for uses that do not specifically require a waterside location should be resisted.
4C.23	Safety on and near to the Blue Ribbon Network: New safety provision should be provided as part of proposals for Opportunity Areas. Proposals for major developments along the Blue Ribbon Network must be accompanied by a safety and risk assessment.



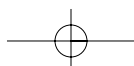
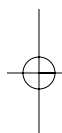
4C.27	Green industries along the Thames: generally welcome the use of waterside sites, especially those within Strategic Employment Locations, for green industries, where the majority of materials transshipment is by water.
4C.28	Development adjacent to canals: expect development adjacent to canals to respect the particular character of the canal.
4C.30	New canals and canal restoration: seek opportunities for the creation of new canals and the restoration of the network as part of major development proposals in particular the restoration of the Bow Backs Rivers System.
4C.31	Rivers, brooks, streams: ensure that rivers, brooks and streams of all sizes are protected, improved and respected. Measures should be taken to improve the habitat and amenity value of such waterways.

Implementing the London Plan

6A.4	Priorities in planning obligations: the Mayor will and boroughs should reflect the policies of this plan and include appropriate strategic as well as local needs in their policies for planning obligations. Affordable housing and public transport improvements should generally be given the highest importance with priority also given to learning and skills and health facilities and services and childcare provisions.
6A.8	Phasing of development and transport provision; Boroughs should seek to manage development so that it is phased around the broad indicative targets.

Policies changed or introduced through Early Alterations to the London Plan

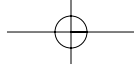
4A.1	Waste Strategic Policy Targets: seeks partnership working to ensure facilities for management of London's waste arisings for 75% are provided within London by 2010 (85% by 2020) and exceed recycling and composting of targets for household waste of 30% by 2010 (33% by 2015).
4A.3	Sites for waste management and disposal should employ the following criteria: Proximity of source to waste The nature of its activity and scale The environmental impact on surrounding areas, particularly noise, emissions, odour and visual impact, Transport impact, maximising potential for use of rail and water transport, Provision focusing on existing waste management locations and Preferred Industrial Locations. Take opportunities to accommodate CHP or CCHP plant in those waste management locations.



New Waste Policy 1	Existing Provision, Capacity, intensification, re-use and protection: Existing waste sites should be protected and re-oriented to contribute towards waste self-sufficiency for London. Where a site is lost the equivalent capacity should be provided elsewhere.
New Waste Policy 5	Should ensure major development sites are required to recycle by using mobile facilities on site wherever possible. Seeks requirement for site waste management plans, efficient materials and waste handling and use of water or rail to bring materials to site wherever possible.

Policies to be potentially changed or introduced in the proposed further alterations to the London Plan

1.1	(new policy)	London in its global, European and UK context
1.2	(new policy)	London in its wider metropolitan region
1.3	(major change)	Growth areas
2A.1	(major change)	Sustainability Criteria
2A.1i	(new policy)	The spatial strategy for development
2Aii	(new policy)	London's sub regions
2A.iii	(major change)	The Central Activities Zone
2A.5	(major change)	Town Centres
2A.6	(major change)	The suburbs: supporting sustainable communities
2A.7	(major change)	Strategic Industrial Locations
3A.1	(major change)	Increasing London's supply of housing.
3A.4i	(new policy)	Quality of new housing provision
3A.8i	(new policy)	Affordable Housing Thresholds
3B.12	(major change)	Improving employment opportunities for Londoners
3C.2	(major change)	Matching development to transport capacity
3C.6	(major change)	Airport Development and Operation
3C.9i	(new policy)	Public Transport and Capacity
3D.4i	(new policy)	Casino's
3D.5	(new policy)	The Olympic and Paralympic Games and sports facilities
3D.11i	(new policy)	Children's play and informal recreation strategies
3D12ii	(new policy)	Trees and woodland
3D.12	(major change)	London's countryside and the urban fringe
4A.15	(major change)	Tackling Climate Change



4A.2ii	(major change)	Mitigating Climate Change
4A.2i	(major change)	Sustainable Design and Construction
4A.8	(major change)	Energy Assessment
4A.5i	(new policy)	Decentralised Energy– heating and cooling
4A.7	(major change)	Energy Efficiency and renewable energy
4A.5ii	(new policy)	Hydrogen economy
4A.5iii	(new policy)	Adaptation to climate change
4A.5.iv	(new policy)	Overheating
4A.5vii	(major change)	Sustainable Drainage
4B.4	(major change)	Enhancing the quality of public realm
4B.5	(major change)	Creating an inclusive environment
4B.5i	(new policy)	Safety and security and fire precaution and protection
4B5ii	(new policy)	London resilience and emergency planning
5B.1	(major change)	The strategic priorities for North London
5B.2	(major change)	Opportunity Areas in North London
5B.3	(major change)	Areas for intensification in North London
5C.1	(major change)	The strategic priorities for North East London
5C.2	(new policy)	Olympic and Paralympic Games
5C.3	(major change)	Opportunity Areas in North East London
5H.1	(new policy)	The growth areas

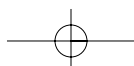
East London Sub Regional Development

Framework (May 2006)

11 The East London Sub Regional Development Framework sets a sub-regional context for the London Plan and is intended to act as a link between the London Plan and local planning policy in borough development plans. It identifies the staging of the 2012 Olympic and Paralympic Games as bringing substantial benefits for much of East London including transport, tourism, sports development infrastructure and the economy. It considers that the construction programme will create many job opportunities for East London

residents and the sub-region will benefit from access to world-class sporting facilities, open spaces and new homes after the 2012 Games as part of the Olympics legacy. It considers that the Games themselves and the legacy will set the standard and help transform the image of East London as a place to live, work and visit.

12 Together with the Lower Lea Opportunity Area, it is considered that Stratford effectively forms the fulcrum linking two nationally important growth areas in the ODPM Sustainable Communities Plan: Thames Gateway to the east and the



London-Stansted-Cambridge Corridor to the north. Regeneration is seen as providing the opportunity to redress some of the greatest concentrations of deprivation in the country, which are found in neighbouring communities with Stratford developing as a new ‘Metropolitan’ town centre with close integration between new development on the rail lands and rejuvenation of the existing town centre.

Lower Lea Valley Opportunity Area Framework (January 2007)

13 Published in January 2007, the Mayor’s Lower Lea Valley Opportunity Area Planning Framework sets a broad strategic level of guidance further to the London Plan of the Lower Lea Valley as whole, including the Olympic Park area. It sets out the potential future for land use and planning policy in the area that stretches from Waltham Forest through Hackney, Newham and Tower

Hamlets to the Thames in the south. The overall vision that this sets is “To transform the Lower Lea Valley to become a vibrant, high quality and sustainable mixed-use city district that is fully integrated into the urban fabric of London and is set within an unrivalled landscape that contains new high quality parkland and a unique network of waterways”. The document sets out a number of development principles and then identifies a range of opportunities and land use scenarios for the Lower Lea Valley that are presented within sub areas. The LLV OAPF uses the land use assumptions set out in the Olympic Masterplan published by the ODA in June 2006. This introduced a number of changes from the 2004 Olympic and Legacy Planning Permissions but does not entirely reflect the final version of proposals set out in the 2007 Olympic Planning Applications which have continued to develop.

LLV OAPF Development Principles:

Development principles for a water city	
A1	Development proposals in the LLV should seek to realise the potential of the waterways and open spaces and seek to create amazing places.
A2	Opportunities to upgrade the waterways that do not compromise the flood defence role, transport potential, landscape character and ecological value of the river corridor and associated flood plain of the LLV should be supported.
A3	Development proposals in the LLV should help establish a Green Grid for the Lee Valley.
A4	Development proposals in the LLV should protect and improve existing areas of open space or, where proposals are brought forward that impact upon existing open space, ensure that re-provision of any open space is achieved to equal or greater quality, dimensions and accessibility.
A5	Metropolitan Open Land will continue to be protected from inappropriate development.





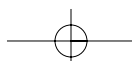
A6	Environmental and sustainable features should be included within developments in the LLV.
A7	Development proposals in the LLV should seek to protect and enhance important wildlife, biodiversity and ecological asset and character.

Development principles for thriving centres

B1	Development proposals in the LLV should seek to provide and support a mix of uses in key activity nodes ('places of exchange') such as metropolitan, major, district and local centres to provide a range of facilities and services in accessible locations.
B2	Development proposals in the LLV should provide a range of educational facilities and pre-school nursery childcare to accommodate the growing population of the area.
B3	Development proposals in the LLV should provide for a range of health facilities to address the needs of the new residential community and enable health providers to provide new modern services.
B4	Development proposals in the LLV should promote a mix of town centre uses in a hierarchy of centres to maintain vitality and viability.
B5	Development proposals in the LLV should seek to protect and develop the character and identity of the existing centres.
B6	The delivery of social infrastructure should ensure that appropriate facilities and services are brought forward in tandem with housing development.

Development principles for neighbourhoods and communities

C1	Development proposals in the LLV should seek to meet and exceed the 2004 LLV housing target of 6,000 new homes by 2016, within the context of development capacity analysis demonstrated by the LLV RS.
C2	Development proposals in the LLV should promote sufficient provision of affordable housing across the LLV area.
C3	Development proposals in the LLV should promote a suitable range of residential accommodation with a mix of dwelling types and maximise opportunities for family housing.
C4	Development proposals in the LLV should concentrate housing in areas of high public transport accessibility.
C5	Housing development proposals in the LLV should meet high quality design, accessibility and sustainability standards.
C6	Development proposals in the LLV should promote community safety in partnership working with key stakeholders.



Development principles of the working valley

D1	Development proposals in the LLV should retain Strategic and Locally Significant Employment Sites and manage the transition of industrial land through release and intensification in accordance with the geography of industry set out in the OAPF.
D2	Development in the LLV should safeguard and intensify activity in the Strategic Employment Locations (SELs).
D3	Locally Significant Industrial Sites (LSISs) outside of the SEL framework should be protected for industrial use.
D4	In the other industrial areas set out in Figure 2.6 planning authorities should continue to protect industrial capacity but should look to satisfactorily introduce additional uses and activities.
D5	Development proposals in the LLV should encourage a mix of employment uses.
D6	Development proposals in the LLV should seek to promote office and appropriate employment generating development as mixed-use activities, principally located within designated centres.
D7	Development proposals in the LLV should promote the development of specialist industries, creative industries, entertainment and tourism related uses.
D8	Development proposals in the LLV should promote environmental industries.
D9	Development proposals in the LLV should promote wealth creation and provide opportunities for all to participate in the wider economy.

Development principles for a connected valley

E1	Development proposals in the LLV should help reduce physical severances across the LLV.
E2	Development proposals in the LLV will need to contribute towards improving the accessibility and the capacity of the LLV public transport network.
E3	Development proposals in the LLV should improve the network of road links, public transport links and cycle/pedestrian networks running east-west and north-south through the Valley without compromising the value of the river and associated corridor.
E4	Existing walking and cycling routes should be enhanced by development proposals in the LLV and additional links provided as part of an environmentally sustainable network.
E5	Development proposals in the LLV should employ a restraint based car parking strategy.

E6	Development proposals in the LLV should seek to maximise the use of rail and water transport for freight and other related purposes.
Development principles for a sustainable and enduring legacy	
F1	Development proposals in the LLV should identify and employ best practice mechanisms to enhance the remediation of contaminated sites and bring land in the LLV back into beneficial use.
F2	Development proposals in the LLV flood plain will need to be supported by detailed hydrological and hydraulic assessments of the potential flooding effects, and mitigation proposals.
F3	Specific areas that are at 'Actual Risk' of flooding will require physical intervention in order for residential uses (especially family housing) to be acceptable.
F4	Development proposals in the LLV should promote sustainable urban drainage systems as one of the techniques for managing long-term flood risk.
F5	Development proposals in the LLV should protect and improve water quality and associated wildlife habitats.
F6	Development proposals in the LLV should support the Mayor's Energy Strategy and the objectives of reducing carbon dioxide emissions, improving energy efficiency and increasing the proportion of energy uses generated from renewable resources.
F7	Development proposals in the LLV should seek to implement the Mayor's Air Quality Strategy and achieve reductions in pollution emissions.
F8	Development proposals in the LLV should promote an efficient approach to the management of waste and safeguarding existing facilities unless appropriate compensatory provision is identified (London Plan Policy 4A.2).
F9	Development proposals in the LLV should promote an efficient approach to the use of waste as a resource for energy generation using new and emerging advanced conversion technologies for waste.
F10	Development proposals in the LLV should achieve an exemplary level of water efficiency.
F11	Development proposals in the LLV should seek to implement the Mayor's Ambient Noise Strategy and achieve reductions in noise.
F12	Planning for a sophisticated communications infrastructure should be an integral part of the design solution in the LLV.
F13	Masterplan and development proposals in the LLV should be designed with sensitivity to its unique local environment, in particular its landscape character, environmental assets, and historic buildings and places.

F14	The London Plan (2004) principles of ‘design for a compact city’ and ‘sustainable design and construction’, should be pursued in the LLV, with maximum use of site potential while not compromising the principles of sustainable development.
F15	Development proposals should anticipate and ensure that suitable longer term management arrangements are put in place when new infrastructure is provided.
Development principles for reaping the benefits of the Olympic investment	
G1	Partnership working will be required to deliver the regeneration of the LLV.
G2	Development in the LLV will apply a phased approach to the regeneration.
G3	Development proposals in the LLV should consider the synergy of the appropriateness of development in respect of the Olympic investment and its Legacy as well as fully integrate with the Olympic Park Development.
G4	Development proposals in the LLV should contribute towards a pooled system of S106 planning obligations.
G5	Development proposals in the LLV should identify their physical, social and community infrastructure requirements and demonstrate how that provision will be delivered.

Mayor of London’s Strategies

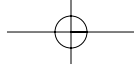
14 The Mayor of London has published the following Strategies relevant to these planning applications:

- 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)
- The 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)

Supplementary Planning Guidance to the London Plan

15 The following are relevant Supplementary Planning Guidance providing further guidance on policies in the London Plan:



- 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).

3.4 Local Planning Policy

- 1 The Local Development Plans for the area within the two application sites comprise the Olympic Host Borough UDPs: London Borough of Waltham Forest (UDP), London Borough of Newham (UDP), London Borough of Tower Hamlets (UDP) and the London Borough of Hackney (UDP).
- 2 These London Boroughs are also at various stages of work on their emerging Local Development Frameworks (LDF's). The introduction of Local Development Frameworks containing Local Development Documents (LDD's) to replace Local Plans/UDP's was introduced under the Regulations implementing the provisions of the Planning and Compulsory Purchase Act 2004. Local Plans and UDPs will retain development plan status and have been "saved" plans for a period of three years until 2007 or the adoption of a relevant LDD. For plans in preparation the three year period will start from adoption or approval of the draft plan. During the three year period, authorities are to bring forward Local Development Documents to replace all or parts of the saved plan in accordance with their Local Development Framework. The progress of the Host Boroughs in their Local Development Frameworks is summarised below, together with an outline of emerging policies if relevant to the Olympics and Paralympic Games and their Legacy Transformation Planning Applications.

The Act allows for a planning authority to apply to the Secretary of State for the saving of a development policy beyond the three-year period where it is justified.

London Borough of Hackney Unitary Development Plan (1995)

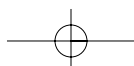
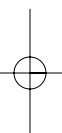
Key relevant policies are set out below:

Strategic Policies

- ST1 – ST18:** Environmental Quality
- ST19:** Planning for Black & Ethnic Minorities.
- ST24 – ST25:** Employment
- ST28 - ST34:** Transport
- ST36:** Retail and Town Centres.
- ST39, ST40, ST41 & ST 42:** Open Spaces and Nature Conservation.
- ST43:** Community Services.
- ST44 & ST45:** Arts, Culture and Entertainment

Environmental Quality

- EQ1:** Development Requirements.
- EQ3:** Tall Buildings.
- EQ4:** New Urban Areas.
- EQ7:** External Works and Landscape.
- EQ8:** Percent for Conservation.
- EQ9:** Development and the River Lee Navigation Floodplain.
- EQ10:** Vacant Land.
- EQ20:** Buildings of Local Significance.
- EQ21:** Metropolitan Open Land.
- EQ23:** Development Affecting the Park.
- EQ24:** Canalside Development Proposals.
- EQ25:** Water - Related Uses
- EQ26:** Canals and Nature Conservation.
- EQ29:** Archaeological Heritage.
- EQ30:** Areas of Special Landscape Character.
- EQ31:** Trees.



- EQ38:** Satellite Antenna and Telecommunications Equipment
- EQ39:** Street Furniture.
- EQ40:** Noise Control.
- EQ41:** Development Close to Existing Sources of Noise.
- EQ42:** Air Pollution.
- EQ43:** Development of Contaminated Land.
- EQ44:** Water Pollution.
- EQ45:** Waste Disposal.
- EQ46:** Recycling Facilities.
- EQ48:** Designing out Crime.

Employment

- E1:** Development Site.
- E2:** Development within Defined Employment Areas.
- E3:** Development Outside Defined Employment Areas.
- E4:** Storage and Distribution Development.
- E5:** Retention of Sites and Floorspace within Defined Employment Areas.
- E6:** Retention of Employment Sites and Premises Outside Defined Employment Areas.
- E8:** Employment Uses and Nuisance.
- E13:** Small Firms.
- E14:** Access and Facilities for People with Disabilities.
- E15:** Training.
- E16:** Provision of Workspace Nurseries and Crèches.
- E18:** Planning Standards

Transport

- TR1:** New Pedestrian and Cycle Links.
- TR2:** Protection of Routes.
- TR3:** Cycle Routes.
- TR5:** Improvements as Part of Development Proposals.
- TR6:** Traffic, Access and Parking.
- TR7:** Car Parking.

- TR8:** Parking for People with Disabilities.
- TR9:** Road Network.
- TR10:** Road Priorities.
- TR11:** Roads and Traffic Management.
- TR12:** Road Improvements.
- TR13:** New Roads.
- TR15:** Canals and River Lee Navigation.
- TR16:** Safety in Design.
- TR19:** Planning Standards.

Open Spaces and Nature Conservation

- OS1:** Enhancing Metropolitan Open Land.
- OS2:** Open Spaces and Parks.
- OS3:** Loss of Open Spaces and Parks.
- OS4:** Protection of Character of Open Spaces and Parks.
- OS5:** Development Affecting Open Spaces and Parks.
- OS6:** Green Chains and Links.
- OS7:** Sports grounds and Playing Fields.
- OS9:** Recreational Footpaths, Towing Paths, Cycleways and Bridleways.
- OS13:** Access and Use of Water Areas.
- OS14:** Areas of Nature Conservation Importance.
- OS16:** Development and Areas of Nature Conservation Importance.
- OS17:** Wildlife Habitats.
- OS18:** Information and Interpretation.
- OS19:** Planning Standards.

Community Services

- CS2:** Provision of Community Facilities as Part of Development Schemes.
- CS3:** Retention and Provision of Community Facilities.
- CS4:** Provision of Healthcare Facilities.
- CS6:** Provision of Education Facilities.
- CS9:** Provision of Childcare Facilities.
- CS10:** Planning Standards.

Arts, Culture and Entertainment

- ACE1:** New Arts, Culture and Entertainment Development.
- ACE2:** Promoting the Development of Arts, Cultural and Entertainment Facilities.
- ACE4:** Art and Art Space.
- ACE5:** Percent for Art.
- ACE8:** Planning Standards.

The London Borough of Hackney has commenced the preparation of its Local Development Framework, and has recently consulted on the Core Strategy Development Plan Document Issues and Options Paper. The next stage will be to prepare the Core Strategy Preferred Options Document. Within the Issues and Options Paper, the Council sought views on the Olympic Legacy. The Issues and Options Paper recognises the significant opportunities that the Olympics present for Hackney for new development and the improvement of local conditions throughout the Borough and in particular the Hackney Wick Area.

London Borough of Newham Unitary Development Plan (Adopted 2001)

Key relevant policies are set out below:

Strategic

- S1:** Community safety and crime reduction
- S2:** Community benefit/planning obligations
- S3:** Quality of development
- S4:** Sustainable development
- S9:** Environmental quality: design issues
- S10:** Environmental quality: neglected, derelict and vacant land
- S13:** Environmental quality: improvement and promotion of rivers and waterways
- S14:** Environmental quality: protection of sites of nature conservation importance
- S15:** Environmental quality: control of environmental hazards

- S35:** Transport: Encouragement of alternatives to the car
- S37:** Improvement of facilities for pedestrians and cyclists
- S39:** Reducing overall deficiency in open space
- S40:** New children's play areas
- S45:** Community services: ensuring adequate supply of land
- S46:** Community services: accessibility
- S47:** Community services: provision of services in conjunction with major new development

Urban Regeneration

- UR14:** Stratford rail lands: Land use proposals
- UR15:** Stratford rail lands: Preparation of Urban Framework Plan
- UR16:** Stratford rail lands: Lee Valley Regional Park
- UR17:** Stratford rail lands: Green chain
- UR18:** Stratford rail lands: Road access
- UR19:** Union Street: Land use proposals
- UR21:** West Ham Mills: Three Mills Island, Sugar House Lane and Hunts Lane: Land use proposals
- UR22:** West Ham Mills: Three Mills Island, Listed buildings
- UR23:** West Ham Mills: North of the A11 land use proposals
- UR24:** West Ham Mills: Three Mills Island environmental improvements and access
- UR25:** West Ham: Former chemical works and Parcel Force site

Environmental Quality

- EQ1:** Waterway improvements
- EQ2:** Waterside access
- EQ6:** Extension of waterside sites into waterways
- EQ9:** Protection of Sites of Nature Conservation Importance
- EQ10:** Development on Sites of Nature Conservation Importance

- EQ11:** Species protection
- EQ13:** Tree Preservation Orders
- EQ14:** Tree loss and retention
- EQ15:** Inclusion of tree planting in new development
- EQ16:** Green corridors
- EQ17:** Creation of woodland
- EQ19:** Urban design considerations
- EQ24:** Energy efficiency
- EQ25:** Access
- EQ26:** Safety
- EQ43:** Archaeology
- EQ45:** Pollution
- EQ46:** Air quality
- EQ47:** Noise impact statements
- EQ48:** Noise sensitive development
- EQ49:** Contaminated land
- EQ51:** Removal of overhead powerlines
- EQ52:** Underground routes for existing overhead power lines
- EQ54:** Promoting sustainable waste management
- EQ59:** Aggregates extraction: environmental protection
- EQ60:** Aggregates recycling
- EQ61:** Recycling and reuse of secondary aggregates
- EQ62:** Protection of the flood plain and urban washlands
- EQ63:** Surface water disposal

Housing

- H2:** Retention of Residential Accommodation

Employment

- EMP1:** Employment growth
- EMP4:** Principal employment areas: preferred uses
- EMP5:** Principal employment areas: design specifications
- EMP6:** Principal employment areas: diversification and strengthening of economy
- EMP17:** Telecommunications Development

Transport

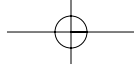
- T1:** New development: environmental impact
- T2:** New development: public transport accessibility
- T3:** New development: highway capacity
- T4:** New development: areas in need of major highway/public transport investment
- T5:** Preferred modes of transport
- T6:** Rail services
- T15:** Parking standards for new development
- T16/T17:** Controlled parking zones
- T18:** Loss of existing parking and servicing
- T19:** Improvement of conditions for pedestrians
- T24:** Access by cycle and cycle parking
- T26:** Motorcycle parking

Leisure and Indoor Recreation

- LR7:** Indoor sport and recreation

Open Space and Outdoor Recreation

- OS1:** Open space standards and proposed new open space
- OS2:** Metropolitan Open Land: protection and enhancement
- OS3:** Metropolitan Open Land in the Lee Valley Regional Park
- OS4:** Metropolitan Open Land: public accessibility
- OS6:** Green chains
- OS7:** Green space protection
- OS13:** Allotments



Community Services

CS1: Protection of sites in community use

The London Borough of Newham's Local Development Framework is at an early stage of evidence gathering. The Borough is, inter alia, currently revising its Local Development Scheme and is gathering evidence and developing issues and options for the Stratford Lower Lea Valley AAP.

London Borough of Tower Hamlets Unitary Development Plan (1998)

Key relevant policies are set out below:

Proposals and Constraints

Area of Archaeological Importance or Potential (all)

Sites of Nature Conservation Importance (Lea Navigation)

Flood Protection Area (all)

Industrial Employment Area (all)

Crossrail safeguarding (Goods Yard, PDZ 14)

Metropolitan Open Land (Greenway)

Green Chains (Lea Navigation and Greenway)

Lea Valley Regional Park (Lea Navigation and Greenway)

Site 42, Goods Yard (PDZ14) - proposed environmental improvements at boundaries

Strategic Policies

ST2: Encourage investment to create employment, environmental improvements, housing etc. and bring derelict sites into beneficial use

ST3: Sustainable development

ST4: Development to respect built environment

ST5: Development safe and accessible to all

ST6: Protect environment of Borough and amenity of residents from pollution

ST7: Energy efficient design of buildings and use of materials

ST8: Open space and nature conservation (protect and enhance)

ST15: Encourage a range of economic activities and skilled local labour

ST16: Job opportunities for local people

ST17: High quality work environments

ST18: Economic development to incorporate environmental improvements

ST19: Co-ordinate land-use, transport and investment

ST22: Encourage range of housing choice

ST27: Public transport (improve)

ST28: Private cars (discourage use)

ST30: Improve road safety

ST31: No new roads which would increase car commuting through Borough

ST32: Minimise traffic impact of new development

ST33: Freight transport (promote rail and water use, discourage road)

ST37: Improving open space

ST38: Provide additional leisure facilities

ST39: Leisure facilities to be safe and accessible to all

ST40: Support Lea Valley Regional Park

ST43: Incorporate public art and crafts

ST44: Tourist facilities

ST45: Sites for future education needs

ST46: Encourage education and training for local residents in accessible locations

ST47: Support training initiatives

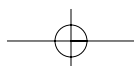
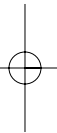
ST48: Maximise benefits to residents from educational facilities

ST51: Ensure sufficient land for public utilities

ST52: Public health and safety

ST53: Public utilities (avoid adverse effects on environment)

ST54: Impact of development on public utilities and flood defences.



Detailed policies

Environment (design, conservation, environmental protection, natural environment)

- DEV1:** Design Requirements
- DEV2:** Environmental Requirements
- DEV3:** Mixed Use Developments
- DEV4:** Planning Obligations
- DEV6:** High Buildings outside Central Area Zone
- DEV8:** Protection of Local Views
- DEV10:** Telecommunications development
- DEV12:** Provision of Landscaping in Development
- DEV13:** Design of Landscaping Schemes
- DEV14:** Tree Preservation Orders
- DEV15:** Retention or Replacement of Mature Trees
- DEV16:** Works for Trees Subject to Tree Preservation Orders
- DEV17:** Siting and Design of Street furniture
- DEV18:** Art and Development Proposals
- DEV43:** Protection of Archaeological Heritage
- DEV44:** Preservation of Archaeological Remains
- DEV45:** Development in Areas of Archaeological Interest
- DEV46:** Protection of Waterway Corridors
- DEV47:** Development Affecting Water Areas
- DEV48:** Strategic Riverside Waterways and New Development
- DEV49:** Moored Vessels and Structures
- DEV50:** Assessment of Noise Impact
- DEV51:** Contaminated Land
- DEV 52-54:**
Hazardous Development and Storage of Hazardous Materials
- DEV55-56:**
Waste Disposal and Recycling Facilities for New Development
- DEV57:** Development Affecting Nature Conservation Areas
- DEV58:** Enhancement of Nature Conservation Sites

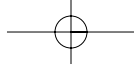
- DEV59:** Nature Conservation as a Land Use
- DEV60:** Vacant/Derelict Land as Nature Areas
- DEV61:** Management of Nature Conservation Areas
- DEV62:** Developments Adversely Affecting Nature Conservation Areas
- DEV63:** Designation/Development of Green Chains
- DEV65:** Protecting Existing Walkways
- DEV67:** Use of Re-cycled Materials or Aggregates
- DEV68:** Storage and Distributions of Aggregates
- DEV69:** Efficient use of water

Economy and employment

- EMP1:** Encouraging New Employment Uses
- EMP2:** Retaining Existing Employment Uses
- EMP4:** Expansion or Relocation of Existing Firms
- EMP5:** Compatibility with Existing Industrial Uses
- EMP6:** Employing Local People
- EMP7:** Enhancing the Work Environment
- EMP8:** Encouraging Small Business Growth
- EMP10:** Business Use Outside the Central Area Zones
- EMP11:** Designated Industrial Employment Areas
- EMP12:** Business Use in Industrial Employment Areas

Transport

- T1:** Rail and Underground Service Improvements
- T2:** Bus Services, Bus Priority Measures
- T3:** Encouraging Additional Bus Services
- T5:** Seek Improved Interchange Facilities
- T8:** New Roads
- T9 & T10:**
Strategic Traffic Management
- T11:** Controlled Parking Zones
- T15:** Location of New Development
- T16:** Traffic Priorities for New Development



- T17:** Parking, Servicing and Manoeuvring Standards
- T18:** Pedestrians and the Road Network
- T20:** Improvement of Pedestrian Facilities along Canals and Greenway
- T21:** Pedestrian Needs in New Development
- T22:** Provision of Cycle Routes
- T23:** Safety and Convenience of Cyclists
- T24:** Segregated Cycle Routes Where Appropriate
- T25:** Location of New Freight Development
- T26:** Use of the Waterways for Freight
- T27:** Location of New Aggregate Handling Facilities

Open space, leisure and recreation

- OS2:** Improving Access to Parks and Open Spaces
- OS6:** Metropolitan Open Land
- OS7:** Loss of Open Space
- OS9:** Provision of Children's Play-space
- OS10:** Indoor and Outdoor Sports Provision
- OS11:** Flexible Use of Leisure Buildings
- OS13:** Provision of youth facilities
- OS14:** Lea Valley Regional Park

Arts, entertainment and tourism

- ART1:** Provision of Arts and Entertainment Facilities
- ART5:** Mixed Use, Entertainment, Tourism Development
- ART10:** Tourist Information Centres and other facilities

Public utilities and flood defences

- U1:** Public Utility Development
- U2:** Development in Flood Risk Areas
- U3:** Flood Protection Measures
- U4:** Development affecting Tidal Flood Defences

- U5:** Tidal Defence Measures
- U7:** Waste Disposal and Recycling
- U8:** Land for Waste Disposal and Recycling
- U9:** Sewerage Network

London Borough of Tower Hamlets, Local Development Framework Core Strategy (Submission Document November 2006)

Key relevant policies are set out below:

Implementing the Core Strategy

- IMP1:** Planning Obligations

Spatial Strategy

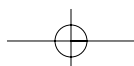
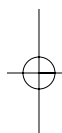
- CP1:** Creating Sustainable Communities
- CP2:** Equality of Opportunity
- CP3:** Sustainable Environment
- CP4:** Good Design
- CP5:** Supporting Infrastructure
- CP6:** A Sustainable Legacy from the 2012 Games

Creating and Sharing Prosperity

- CP7:** Job Creation and Growth
- CP9:** Employment Space for Small Businesses
- CP10:** Strategic Industrial Locations and Local Industrial Locations
- CP11:** Sites in Employment Use
- CP12:** Creative and Cultural Industries and Tourism

Sustainable Urban Neighbourhoods for Residents

- CP29:** Improving Education and Skills
- CP30:** Improving the Quality and Quantity of Open Space



Sustainable Environment

- CP31:** Biodiversity
- CP33:** Sites of Importance for Nature Conservation
- CP34:** Green Chains
- CP35:** Lea Valley Regional Park Authority
- CP36:** The Water Environment and Waterside Walkways
- CP37:** Flood Alleviation
- CP38:** Energy Efficiency and Renewable Energy
- CP39:** Sustainable Waste Management

A Well Connected Borough

- CP40:** A Sustainable Transport Network
- CP41:** Integrating Transport with Development
- CP42:** Streets for People
- CP43:** Better Public Transport
- CP44:** Promoting Sustainable Freight Movement

A Well Designed Place for People

- CP46:** Accessible and Inclusive Environments
- CP47:** Community Safety
- CP48:** Tall Buildings
- CP49:** Historic Environment

General Development Control Policies

- DEV1:** Amenity
- DEV2:** Character and Design
- DEV3:** Accessibility and Inclusive Design
- DEV4:** Safety and Security
- DEV5:** Sustainable Design
- DEV6:** Energy efficiency and Renewable Energy
- DEV7:** Water Quality and Conservation
- DEV8:** Sustainable Drainage
- DEV9:** Sustainable Construction Materials
- DEV10:** Disturbance from Noise Pollution
- DEV11:** Air Pollution and Air Quality
- DEV12:** Management of Demolition and Construction

- DEV13:** Landscape and Tree Preservation
- DEV15:** Waste and Recyclables Storage
- DEV16:** Walking and Cycling Routes and Facilities
- DEV17:** Transport Assessments
- DEV18:** Travel Plans
- DEV19:** Parking for Motor Vehicles
- DEV20:** Capacity of Utility Infrastructure
- DEV21:** Flood Risk Management
- DEV22:** Contaminated Land
- DEV24:** Accessible Amenities and Services
- DEV25:** Social Impact Assessment
- DEV27:** Tall Buildings Assessment

Economy and employment

- EE1:** Industrial Land adjoining Industrial Location
- EE2:** Redevelopment/Change of Use of Employment Sites

Open space

- OSN1:** Metropolitan Open Land
- OSN2:** Open Space
- OSN3:** Blue Ribbon Network and Thames Policy Area

Conservation

- CON4:** Archaeology and Ancient Monuments

Utilities

- U1:** Utilities
- U3:** Telecommunications Equipment
- U10:** Electricity Supply Proposals



London Borough of Tower Hamlets - Leaside Area Action Plan (Submission Document November 2006)

Key relevant policies are set out below:

Lea Side Spatial Strategy

Policy L1: Leaside Spatial Strategy: Capitalise on the 2012 Olympic and Paralympic Games as a regeneration catalyst to deliver sustainable economic, social and environmental benefits. Reinforce Strategic and Local Industrial Locations. Promote and support residential uses; improve environment and local connectivity.

Policy L2 Transport: All destinations in Leaside should be easily accessible by walking cycling and public transport. The policy supports maintenance and upgrade of the public transport network. Supports development of passenger transport facilities on the waterways; seeks demonstration of adequate transport capacity for major new development and coordination with public transport enhancements.

Policy L3 Connectivity: promotes pedestrian/cycle crossings of A12 east-west and at Bow Fly-over and East India; major designations to be clearly signed, well connected and easily reached; Existing cycle network will be maintained and improved. Promotes improvements to existing crossing points of the River Lea and new ones promoted, including Olympic bridges at Fish Island.

Policy L4, Water Space: protection of ecology and landscape of waterways; enhancement of Greenway and new waterside paths; promotes more direct routes to water; development/landscaping to respect waterside setting; water transport for passenger and freight use supported; and developments encouraged to use water creatively.

Policy L5, Open Space: seeks provision of green chain of open spaces along River Lea, improvements to existing open spaces, provision of publicly accessible parks in major development. The policy seeks minimum of 2.3 ha of Public Open Space in Fish Island East.

Policy L6, Flooding: flood risk to be managed and where risk is high avoid development; seeks sustainable urban drainage measures to reduce surface water run off; development within flood risk areas required to take account of residual risk of flooding in setting floor levels; with development set back from rivers and docks to allow access.

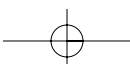
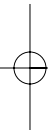
Policy L9, Infrastructure/services: requires new or upgraded infrastructure to be in place to support development before it is occupied; encourages the use of on site renewable energy at particular locations including Fish Island East, seeks to facilitate infrastructure to support emergency services.

Policy L10, Waste: existing facilities to be safeguarded, and replaced if lost through redevelopment. Expansion/intensification considered.

Policy L11, London 2012 Olympic and Paralympic Games: safeguards Fish Island East and part of Fish Island South for Olympic related infrastructure; work ODA and LOCOG to coordinate development and improvement of Fish Island; maximise the benefits of the 2012 Games.

Fish Island Sub-Area

Policy L12, Employment: identifies Fish Island north, central and south as Strategic Industrial Land; the railhead at Fish Island South is affected by Crossrail safeguarding and will be retained for aggregate handling following the Olympics; and promotes small scale businesses (Use Class B1) outside Strategic industrial Land.



Policy L13, Residential/mixed use (Fish Island East): residential development supported if land not required for Olympic development.

Policy L14, Connectivity: pedestrian/cycle routes to facilitate north-south movement will be promoted; provision of bridges over Hackney Cut, Hertford Union Canal and A12 will be promoted; pedestrian/cycle routes to Hackney Wick station will be promoted; and navigation function at Old Ford Lock should be retained.

Policy L15, Design: new development to protect existing and allow for new pedestrian/cycle routes along all waterways, linking with the green chain of open spaces; new canal-side development to maximise natural surveillance and views using active frontages on waterside; historic warehouses to be retained/enhanced and potential for a Conservation Area is identified. Development is to be directed away from Old Ford Lock and Rothbury Road.

London Borough of Waltham Forest Unitary Development Plan (First Review) 2006

Key relevant policies are set out below:

Strategic

- SP1:** The Environment
- SP2:** Urban Design
- SP3:** Transport Impact
- SP4:** Integrated Transport
- SP5:** Highway Schemes
- SP6:** Public Transport, Cyclists and Pedestrians
- SP7:** Retention of Employment Land
- SP8:** New Employment or Mixed Use Developments
- SP9:** Skilled Local Labour Force
- SP14:** General Community Facilities
- SP15:** Leisure and Recreation Uses
- SP16:** Planning for Equality

- SP17:** Urban Regeneration
- SP18:** Planning Obligations

Policies for Land in Industrial and Business Uses

- INB6:** Lee Valley Regeneration Corridor/Mixed Use Regeneration Areas
- INB13:** Training Needs

Town Centres Retailing and Leisure

- TRL16:** Arts, Culture and Entertainment Facilities
- TRL17:** Indoor Leisure and Recreation

General Community Services

- GCS:** Provision of Community Sites and Buildings
- GCS2:** Retention of Facilities and Creation/Improvement of Facilities as Part of Mixed Use schemes

Transport

- TSP1:** Public Transport - General
- TSP2:** Buses
- TSP3:** Safeguarding the Crossrail 2 Railway Line
- TSP4:** Pedestrians and Disabled People
- TSP5:** Cycling
- TSP9:** Developments with Significant Transport Implications
- TSP10:** Minimising Damage by Heavy Goods Vehicles
- TSP11:** Criteria for Assessing New Road Schemes or Alterations
- TSP14:** Main Road Network
- TSP15:** Minor Roads
- TSP16:** Traffic Management
- TSP17:** Parking

Open Environment

- ENV1:** Urban Open Space
- ENV4:** Uses within Metropolitan Open Land
- ENV5:** Development in Metropolitan Open Land
- ENV6:** Protected Species/Biodiversity
- ENV11:** Conservation of Green Corridors
- ENV13:** Lee Valley Regional Park
- ENV18:** Allotments
- ENV19:** Walking
- ENV20:** Playing Fields
- ENV22:** Trees

Built and Historic Environment

- BHE1:** Urban Design
- BHE2:** Urban Design
- BHE3:** Impact on Neighbouring Properties
- BHE4:** Transport and Parking Implications
- BHE5:** Access for All
- BHE6:** High Buildings
- BHE7:** Community Safety/Designing Out Crime
- BHE9:** Lighting and Light Pollution
- BHE17:** Archaeological Heritage

Waste Recycling and Disposal

- WPM1:** Waste Transfer Stations
- WPM4:** Land for Waste Disposal
- WMP5:** Recycling
- WPM6:** Development Causing Pollution
- WPM9:** Air Quality
- WPM10:** Noise Pollution and Vibration
- WPM11:** Light Pollution
- WPM14:** Water Quality
- WPM15:** Protection of Surface Waters
- WPM16:** Works Affecting Watercourses
- WPM17:** Water Supply - Demand Management
- WPM18:** Flood Risk
- WPM19:** Surface Water Run-Off
- WMP20:** Energy Efficiency
- WPM21:** Renewable Energy

Planning Standards and Controls

- PSC9:** Telecommunications apparatus

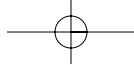
The London Borough of Waltham Forest's Local Development Framework is at an early stage of evidence gathering. The Borough has, inter alia, adopted its Statement of Community Involvement and will consult on issues and options for the Core Strategy in September/October 2007.

Table of Development Plan Designations and Proposals for each Planning Delivery Zone

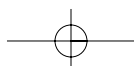
The table below sets out the relevant development plan policies and proposals that apply to each planning delivery zone from the relevant adopted unitary development plans.

Planning Delivery Zone	Development Plan Designation/Proposal	Main uses/development proposed	Departure/Part Departure from Development Plan in PDZ
PDZ1	<p>Newham UDP</p> <p>Proposal MOZ1: Mixed use opportunity zone - for mixed use development concentrating on employment related development that enhances Stratford's role as a shopping, employment and cultural centre.</p>	<p>Olympic Phase: Aquatics Centre and concourse area in accordance with the designation.</p> <p>Legacy Phase: Aquatics Centre and development platforms.</p>	No
PDZ2	<p>Newham UDP</p> <p>Proposal t5: Thornton Fields, DfT Chelsea to Hackney Line safeguarding (proposed revision to safeguarding would remove the safeguarding direction from this site).</p> <p>Proposal eq5: Stratford Marsh (area adjoining Knobbs Hill Road and on the banks of City Mill River) – designation as site of nature conservation importance and creation of mixed woodland and grass area.</p> <p>Proposal os3: creation of Green Chain, Lea Valley and Royal Docks.</p> <p>Policy OS7: Green Space to be protected.</p> <p>Policy OS2: Metropolitan Open Land.</p> <p>Policy EQ9: Protected Site of Nature Conservation Importance</p>	<p>Olympic Phase: Main concourse area and spectators' area.</p> <p>Legacy Phase: Parkland and development platform.</p>	Yes

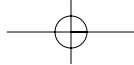
Planning Delivery Zone	Development Plan Designation/Proposal	Main uses/development proposed	Departure/Part Departure from Development Plan in PDZ
PDZ3	<p>Newham UDP</p> <p>Policy EMP4: Principal Employment Area.</p> <p>Proposal eq5: Stratford Marsh (area adjoining Knobbs Hill Road and on the banks of City Mill River – designation as site of nature conservation importance and creation of mixed woodland and grass area.</p>	<p>Olympics Phase: Main stadium and concourse area.</p> <p>Legacy Phase: Stadium, parkland and development platform.</p>	Yes
PDZ4	<p>Tower Hamlets UDP</p> <p>Policies EMP11 & EMP12: Industrial Employment Area</p> <p>Policy DEV 63: Green Chains and Walkways</p>	<p>Olympics Phase: Basket Ball Arena, concourse, back of house area, energy centre.</p> <p>Legacy Phase: Energy centre and development platform.</p>	No
PDZ5	<p>Hackney UDP</p> <p>Policy E2: Defined Employment Areas</p> <p>Proposal 111, Wick (Hackney Stadium and adjacent Land): for new employment development (Policy E1).</p> <p>Policy OS1: Metropolitan Open Land & Green Chain</p> <p>Policy EQ30: Area of Landscape Character</p> <p>Policy OS14: Area of Nature Conservation Importance</p>	<p>Olympics Phase: IBC/MPC, multi-storey car park, hockey venue, handball arena, back of house areas and concourse.</p> <p>Legacy Phase: business/employment uses, Multi-use sports venue, development platforms and park land.</p>	Yes



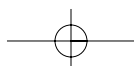
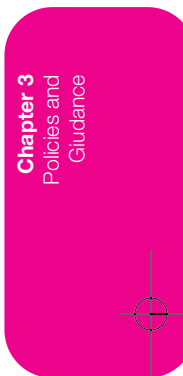
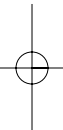
Planning Delivery Zone	Development Plan Designation/Proposal	Main uses/development proposed	Departure/Part Departure from Development Plan in PDZ
<p>PDZ6</p>	<p>Newham UDP</p> <p>Proposal t1: Cycle network.</p> <p>Proposals t2: Recreational Footway</p> <p>Policy OS7: Green Space to be Protected.</p> <p>Policy OS2: Metropolitan Open Land.</p> <p>Policy EQ9: Protected Site of Nature Conservation Importance</p> <p>Waltham Forest UDP</p> <p>MOL6 (Quatermile Lane): Metropolitan Open Land (Policies ENV4 & ENV5)</p> <p>APZ1: Archaeological Priority Zone – River Lee and its tributaries.</p>	<p>Olympics Phase: Velodrome, BMX venue, fencing venue, back of house areas, concourse.</p> <p>Legacy Phase: Velodrome, park land and development platform.</p>	<p>Yes (part temporary)</p>
<p>PDZ7</p>	<p>Waltham Forest UDP</p> <p>MOL5 (Temple Mills): Metropolitan Open Land.</p> <p>F42 (Eastway Sports Centre, Quatermile Lane): Policy ENV20</p> <p>APZ1: Archaeological Priority Zone – River Lee and its tributaries.</p>	<p>Olympics Phase: Training areas, accreditation and checking area, wind turbine.</p> <p>Legacy Phase: Hockey venues, tennis centre, part of cycle circuit, wind turbine, parkland and allotments.</p>	<p>Yes</p>
<p>PDZ8</p>	<p>Newham UDP</p> <p>Policy EMP4: Principal Employment Area.</p>	<p>Olympics Phase: Accreditation and checking areas.</p> <p>Legacy Phase: development platforms.</p>	<p>Yes</p>

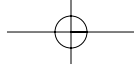


Planning Delivery Zone	Development Plan Designation/Proposal	Main uses/development proposed	Departure/Part Departure from Development Plan in PDZ
PDZ9	Newham UDP Proposal MOZ 1 (see PDZ1).	Stratford City, including part of Olympic Village – proposals not included in this application	-
PDZ10 No	proposal or designation within adopted UDP for this PDZ.	Part of Olympic Village – proposals not included in this application.	-
PDZ11	Newham UDP Proposal MOZ 1 (see PDZ1).	Olympic Phase: Back of house areas and Olympic Family Transport Malls. Legacy Phase: Development Platforms	No
PDZ12	Newham UDP Proposal MOZ2 (Union Street, E15): Mixed Use development including employment uses and residential accommodation.	Olympics Phase: Southern Spectator transport mall Legacy Phase: Development Platform	Temporary
PDZ13	Newham UDP Proposal t14 (Crows Road/Manor Road): new road link. Proposal MOZ4 (West Ham Mills): mixed use employment and residential.	West Ham Ramp	No.
PDZ14	Tower Hamlets UDP DfT East West Crossrail Safeguarding Proposal No. 42 (Former BR Goods Yard Site): West of River Lea Environmental Improvements	Olympics Phase: Accreditation and checking area. Legacy Phase: returns to rail use	No.

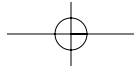
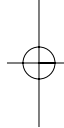


Planning Delivery Zone	Development Plan Designation/Proposal	Main uses/development proposed	Departure/Part Departure from Development Plan in PDZ
PDZ15	Hackney UDP Policy OS1: Metropolitan Open Land & Green Chain Policy EQ30: Area of Landscape Character Policy OS14: Area of Nature Conservation Importance	Olympic Phase: Northern Spectator Transport Mall and accreditation and checking area. Legacy Phase: returns to playing fields use.	Temporary





Chapter 3
Policies and
Guidance





Chapter 4

Consultations

Chapter 4

Consultations

4.1 Statement of Participation

- 1 Between June and December 2006 the applicant (ODA Promoter Team) carried out a pre-application consultation process comprising community involvement by means of Roadshows, Design Workshops, Exhibitions and Youth Workshops. In addition, stakeholders and statutory consultees were consulted individually and a series of Technical Forums were held. A Statement of Participation describing this process and its outcomes has been submitted with the applications as a contextual document. (Volume 4 of the application).
- 2 The purpose of this process was to start to build long term community involvement, communicate progress and show the latest masterplans, communicate likely local impacts, listen to peoples' questions and concerns and feed these back to the design team, encourage constructive debate and discussion, utilise local knowledge and generally raise the profile of the Olympic Games project.
- 3 Before the application was submitted the PDT maintained informal contacts with various statutory consultees including a series of briefings with staff from the host boroughs. These briefings were used to informally explain the forthcoming application process, the scale of the

applications and likely timescales. This was to allow them to put aside the time and resources necessary to assess the applications and provide comments by the specified deadlines.

Methods of Publicity and Consultation

Pre-Application

- 4 The principal means of pre-application publicity and consultation was that carried out by the applicant and described in the Statement of Participation. In July 2006, the ODA with its agents, initiated a Community Involvement Programme with the details of its delivery worked out in partnership with the boroughs of Newham, Tower Hamlets, Hackney and Waltham Forest. The main methods of community consultation are summarised below:
 - Roadshows: nine roadshows were held in busy public places in the 4 Host Boroughs between 21st October 2006 and 5th November 2006. These staffed events provided an opportunity for people to see and review the Olympic Park plans and included feedback forms.
 - Design Workshops: five one-day design workshops were held at various locations in the 4 Host Boroughs during November 2006. These were attended by representatives of the ODA, the design team and Borough members, officers and representatives of community, voluntary and business bodies.

- Youth Workshops: four Youth Workshops were held during November 2006, specifically aimed at involving young people in the pre-application design process.
 - Mobile Exhibitions: an unstaffed mobile exhibition spent a week at six locations during October and November 2006. The exhibition contained a summary of information presented at the roadshows.
 - Three further one-off events were held at Hackney Wick 2012 Forum, Homerton Forum (Hackney) and Carpenters Estate (Newham).
- 5 The Statement of Participation provides a detailed record of this process and the issues raised.

4.2 Publicity and Consultation

Introduction

- 1 In the interests of community engagement and in accordance with statutory requirements, the planning applications have been extensively publicised and were the subject of two phases of formal public consultation, in addition to pre-application publicity.
- 2 This chapter of the report outlines the aims, methods and scope of the publicity and consultation carried out. A breakdown of consultation responses received by the PDT is provided followed by a summary of the main issues raised.

Objectives and Phases of Publicity and Consultation

- 3 Planning law requires all planning applications to be publicised in order to allow communities and other stakeholders that may be affected by the proposal to view and comment on the applications. Planning authorities are consequently required to take any responses received into consideration. The consultation requirements for an application accompanied by an Environmental Statement are set out in the following regulations:
- Article 8 of the Town and Country Planning (General Development Procedure Order) 1995; and
 - Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
- 4 The PDT has also taken into account the following documents in carrying out its consultation functions:
- Planning Policy Statement No 1: Delivering Sustainable Development (February 2005);
 - Planning Decisions Team draft Consultation Strategy.
- 5 The PDT draft Consultation Strategy is intended to identify clearly which stakeholder groups will be consulted and the methods that the PDT will use to notify and publicise planning applications within the ODA planning area. The principal objective of the Strategy is to ensure that the PDT uses best practice methods in order to maximise the response from the community and statutory bodies on planning applications. The Strategy has

been approved by and incorporates comments from the ODA Planning Committee.

- 6 In the interests of best practice and community engagement, and taking the above documents into account, the PDT aimed to exceed the minimum requirements and to consult to a greater degree and on a significantly wider scale than required. The PDT aimed to consult all members of the community that could reasonably be said to be affected by the proposals within a reasonable distance of the application site.

Round 1 of Publicity and Consultation

- 7 Round 1 of Publicity and Consultation commenced on Wednesday 7th February 2007 following submission of the application on Tuesday 6th February 2007. Consultations with Statutory Consultees began on 7th February 2007 with the written notification to residents in the form of a consultation leaflet beginning from the 9th February 2007. All consultees were given until 19th March 2007 to submit comments. The relevant regulations require a minimum consultation period of 28 days for applications accompanied by an Environmental Statement.
- 8 The aim of the applications publicity was to inform as many people as possible, particularly those who would be directly affected by the proposal, of the submission of the applications. Members of the public, local businesses, community groups, residents' associations, stakeholders, statutory and non-statutory consultees were informed of the content of the applications and invited to comment on the content and nature of the applications and planning related implications of the proposals.

Round 2 of Publicity and Consultation

- 9 The aim of Round 2 of Publicity and Consultation was to publicise, in accordance with the statutory requirement, that additional information amendments and clarifications had been submitted. This covered the additional information submitted in accordance with Regulation 19 of the EIA Regulations as well as amendments and clarifications requested.
- 10 Round 2 of Publicity and Consultation commenced on 8th May 2007 and responses were required by 15th June 2007.

Scope of Consultation

- 11 In accordance with the PDT Draft Consultation Strategy, a wide range of stakeholders and community groups were consulted. The list of consultees was based on those consulted on the 2004 application supplemented by more up to date information provided by the host boroughs and other sources. The main groups consulted were:

- To the extent reasonably possible, owners and occupiers within approximately 2.5 miles of the centre of the site.
- All relevant statutory organisations including the host boroughs and all other London boroughs.
- All known and relevant non-statutory organisations and stakeholders. This resulted in 196 organisations being consulted.
- London Thames Gateway Development Corporation
- The Greater London Authority.

- The Secretary of State and Government Office for London.

Availability of Applications and Associated Documents

- 12 Complete hard copies of the application documents, Environmental Statement and other application documents were available to the public for viewing in a number of locations surrounding the application site. These were:
- All application documents were available for viewing at the PDT reception in Burford Road, Stratford during office hours.
 - Borough Planning Offices: hard copies were available during office hours at the planning offices of the London Boroughs of Newham, Tower Hamlets, Hackney and Waltham Forest.
 - Borough Libraries: hard copies were available at Hackney Central Library, Mare Street, Stratford Library (Newham), Walthamstow Library and Leyton Library (Waltham Forest) and Bow Ideas Store (Tower Hamlets). These copies were available for viewing during library opening hours.
- 13 A complete set of the application documents, Environmental Statement and other application documents were also available on DVD at a cost of £25 while certain summary documents were available free of charge. These included a Guide to the Application, Design Principles, Commitment to Sustainable Regeneration and the Non-Technical Summary of the Environmental Statement.
- 14 All documents were also available for viewing or downloading from the PDT web site.

Statutory consultees and stakeholders

- 15 Alongside the community involvement programme, the applicants have undertaken a range of stakeholder engagement activities during the pre-application period. These include regular meetings with the Leaders and Mayors of the host boroughs, an Olympic Park Legacy Group, Local Employment Opportunities Board and Design Advisory Panels. In addition, each major venue has a project steering group and various meetings were held with separate statutory agencies.
- 16 Five Technical Forums were set up to facilitate technical co-ordination and discussion between the ODA, Design Team and relevant stakeholders and to provide briefings to statutory consultees. The Forums cover the following areas:
- Safety and Security
 - Access
 - Utilities
 - Transport
 - Environmental Design and Management
- 17 During the pre-application period, the PDT carried out a series of briefings with staff of the boroughs of Newham, Tower Hamlets, Waltham Forest and Hackney. The purpose of these briefings was to introduce and explain the functions of the PDT and the process and likely timescales involved when the main applications were submitted.



Methods of Publicity and Consultation Round 1

Consultation leaflets

- 18 In order to notify local residents, a detailed 12-page leaflet was produced by the PDT and hand delivered to 140,000 households. It described all 3 planning applications for the London 2012 Olympic Games and Paralympic Games (though the application covering the Clay's Lane site is not the subject of this report). The leaflet format was chosen as opposed to a formal letter in order to contain as much information as possible about the applications including a proposals map for the Games Phase, and Legacy Phase.

Consultation letters to statutory consultees

- 19 Standard letters accompanied by hard copies and/or DVD copies of the application were delivered to the Statutory bodies at the commencement of the consultation period (week beginning 7th Feb 2007). The letters required that the organisation assessed and formally provided comments to the PDT by 19th March 2007.

Consultation letters to Non-statutory consultees

- 20 A standard letter was sent to relevant local interest groups and organisations, formally inviting them to view the applications and to provide comments to the PDT by 19th March 2007.

Newspaper notices

- 21 In accordance with the statutory requirements, notices were placed in the statutory sections of local newspapers of the four Host Boroughs. They appeared in

East End Life, Hackney Today, Waltham Forest Guardian and Newham Recorder. These papers were chosen as those newspapers that the four Host Boroughs regularly use to publicise all planning applications.

Site Notices

- 22 Site Notices were posted in 50 separate locations in and around the Olympic Park boundary at the commencement of the consultation period on the 19th February 2007.

Website

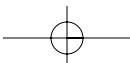
- 23 The ODA PDT has its own web pages as part of the London 2012 website. These pages provide descriptions of the applications, locations and where the application documents could be viewed. The website also has a link to view all the documents within the application online. The website enabled visitors to submit any comments on the application online.

Static Exhibitions

- 24 Permanent exhibitions were placed in all five Host Borough planning receptions throughout the duration of the consultation period as well as the PDT planning reception in Burford Road, Stratford.

Travelling Exhibitions

- 25 Eight 'travelling exhibitions' were carried out on Fridays and Saturday from Friday 16th February to 10th March 2007, staffed by PDT planners. The aim was to notify those local people about the planning applications who may not have received a consultation leaflet or give a chance for people to ask questions or make comments. The



exhibitions were located at the following locations and times in the local area:

- Poplar Idea Store, Chrisp Street (Tower Hamlets) on Friday 16th February 2007 2pm-6pm
 - Hackney Central Library, Reading Lane (Hackney) on Saturday 17th February 2007 11am-3pm
 - Stratford Mall, Stratford Shopping Centre (Newham) on Friday 23rd February 2007 2pm-7pm
 - Stratford Mall, Stratford Shopping Centre (Newham) on Saturday 24th February 2007 11am-3pm
 - Eastway Community Centre, Eastway (Hackney) on Friday 2nd March 2007 2.30pm -7.30pm
 - Bow Idea Store, Roman Road (Tower Hamlets) on Saturday 3rd March 2007 11am-3pm
 - Asda, Leyton Mills Retail Park (Waltham Forest) on Friday 9th March 2007 2pm-7pm
 - Selborne Walk Shopping Centre (Waltham Forest) on Saturday 10th March 2007 11am-3pm.
- 26 These locations were chosen as busy public areas near to the Olympic Site. They enabled local people to pick up a leaflet and to discuss the submitted planning applications with planners. There were 8 pop-up stands erected with information about the planning applications. The exhibitions were advertised in the planning application consultation leaflet.

Summary information and leaflets

- 27 Besides the consultation leaflets issued, a document Guide to the applications was prepared and made available for the public

and consultees. This gave a simple overview of the proposals for the Olympic Park. Copies of this were distributed to Host Borough planning departments, public libraries and on request posted to members of the public and organisations.

Posters

- 28 A1 sized posters advertising the applications and consultation period were put up in a wide range of public locations and passed on to Borough Communication Teams for issue to other community locations such as health centres and community centres.

Local meetings

- 29 The ODA PDT attended a number of local meetings upon request including Community Councils, Local Area Partnerships, Civic partnerships and Community forums.

Officers, Statutory and Non-statutory Briefing sessions

- 30 The PDT organised for technical officers from various departments within the Host Boroughs, the LB of Greenwich, LTGDC, GLA and Lee Valley Regional Park Authority to be briefed on the content of the planning applications in a one-day session on the 16th February 2007.

Member Briefing sessions

- 31 On request, the PDT organised and conducted a number of member briefing sessions in each of the Host Boroughs and the ODA Planning Committee on the content of the planning applications.



Statutory Briefing Day

- 32 A second briefing day for the Host Boroughs, the LB of Greenwich and statutory and non-statutory organisations was held on the 18th and 19th April 2007, after the consultation period had ended to discuss issues raised in formal responses and debate the ways to progress forward.

Methods of Publicity and Consultation Round 2

Consultation leaflets

- 33 In order to notify local residents of the amended information, a detailed 11-page leaflet similar to Round 1 was produced by the PDT and hand delivered to around 190,000 households.

Consultation letters to statutory consultees

- 34 Again, standard letters accompanied by hard copies and/or DVD copies of the application were delivered to the Statutory bodies at the commencement of the consultation period (week beginning 8th May). The letters required that the organisation assessed and formally provided comments to the PDT by 15th June 2007.

Consultation letters to Non-statutory consultees

- 35 A standard letter informing consultees of the additional information submitted was sent to the relevant local interest groups and organisations, formally inviting them to view the applications and to provide comments to the PDT by 15th June 2007.

Newspaper notices

- 36 In accordance with the statutory requirements, notices were placed in the statutory sections of local newspapers of the four Boroughs. They again appeared in East End Life, Hackney Today, Waltham Forest Guardian and Newham Recorder.

Site Notices

- 37 Site Notices were posted in 44 separate locations in and around the Olympic Park boundary at the commencement of the consultation period on the 8th May 2007.

Website

- 38 The additional information was put on the ODA PDT web pages enabling visitors to view all the documents within the application online and to submit any comments on the application online.

Travelling Exhibitions

- 39 Instead of the 8 'travelling exhibitions' as from Round 1, a number of surgeries were carried out for members of the public to view the additional information on 17th, 18th and 19th May 2007. Also, specific groups were invited along such as the Eastway Users Group to discuss the content of the new submission. They were staffed by PDT planners and notified local people of the amendments to the planning applications that may not have received a consultation leaflet or give a chance for people to ask questions or make comments. The surgeries were held at Stratford Circus, Theatre Square, E15 1BX at the following times:

- 1st day of public 'drop-in surgery':
6pm-8:30pm



- 2nd day of public ‘drop-in surgery’: 2pm-7pm
- 3rd day of public ‘drop-in surgery’: 10am-2pm

40 This location was chosen as a busy public area near to the Olympic Site. The surgeries were advertised in the planning application consultation leaflet.

Local meetings

41 As with Round 1, the ODA PDT attended a number of local meetings upon request including Community Councils, Local Area Partnerships, Civic partnerships and Community forums.

Officers, Statutory and Non-statutory Briefing sessions

42 The PDT organised key issue negotiation meetings for technical officers from various departments within the five Boroughs, GLA and Lee Valley Regional Park Authority to be briefed on the content of the additional information and for discussion of the main topics. The key headings were biodiversity, waterways, flooding and drainage, energy and waste, transport, permeability and telecoms. These sessions took place from 31st May to 21st June 2007.

Member Briefing sessions

43 As with Round 1, the PDT organised and conducted a number of member briefing sessions on request in each of the Boroughs and the ODA Planning Committee on the content of the additional information.

4.3 Summary of Responses Received

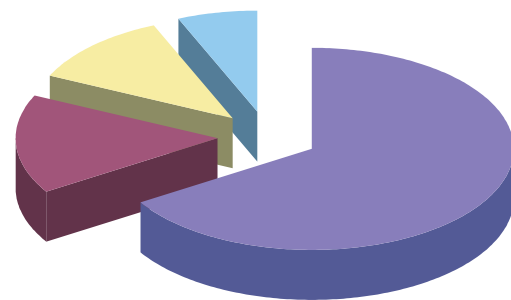
1 This section provides a review and statistical breakdown of the responses received from the both rounds of consultation. A more detailed summary of all responses received (individuals and organisations) can be found in the Appendices. Responses to the comments are included in the relevant sections in Chapter 6.

Round 1 Consultation Responses

Number of responses received

Total Responses Received	
Individuals	184
Non-statutory Organisations	44
Statutory Organisations	32
Planning Authorities	18
TOTAL	278

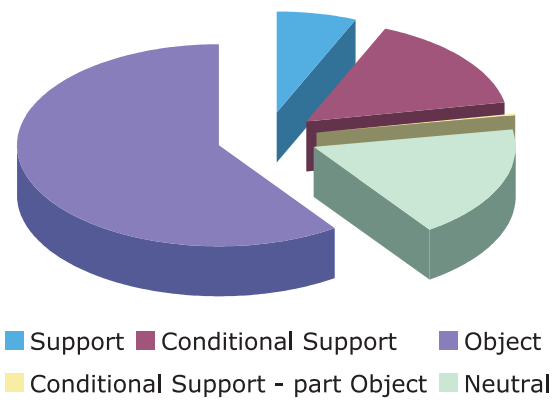
Round 1 - Total Responses Received



■ Individual ■ Non Statutory Organisations
 ■ Statutory Organisations ■ Planning Authorities

Nature of responses	
Support	18
Conditional support	43
Conditional support - part Object	1
Neutral	50
Object	166
TOTAL	278

Round 1 - Nature of Responses



Review of Round 1 Consultation Process

- 2 The PDT reviewed the process at the end of the Round 1 consultation stage. The methods of consultation were considered to be successful and this is shown by the number of responses received (24% more than Round 1 of the 2004 applications by way of comparison) and the range and depth of the submissions. The PDT recognise that organisations and individuals had made considerable efforts to respond within the necessary timescales. The size of the documents meant that the whole of the applications' material was not immediately available on the PDT website. However, it was available for the required period. Given the time available for comment and the availability of all the documents at various venues, the consultation process is considered to have been robust.
- 3 Some problems were experienced with the Round 1 leaflet distribution which led to some addresses not receiving written notification. However, other methods of publicity have meant that the legal requirements have been met. In addition, for Round 2 leaflet distribution a different distribution process was used (direct mailing by Royal Mail) and the specific streets reviewed to ensure that all those who could reasonably be said to be affected received written notification.

Main Issues Raised by Respondent Category - Round 1 Consultation

Individuals

- 4 The majority (63%) of comments received were received from individuals. At the Round 1 stage, the majority of responses covered the issues of the loss of the former Eastway Cycle Circuit and the claimed inadequacy of the proposed Legacy cycling facilities; and secondly, the loss of the Manor Garden allotment site. Particular points included the following views:
 - The proposed cycling facilities in the Legacy Phase are inadequate and fall a long way short of being an adequate replacement for the facilities which have been lost. In particular the proposed road circuit is unacceptable being badly designed and liable to noise and air pollution. There are now no proper off road competition facilities. The loss of Eastway and lack of appropriate interim provision means cyclists in London have now have very limited facilities. This is particularly a problem for the many young cyclists who previously used Eastway and means the Olympic proposals are having the effect of discouraging young people from participating in this growing sport. It is also morally wrong given the previous assurances given that cycling provision lost for the Games would be replaced with facilities at least as good in the Legacy phase. (see also issues raised at Round 2)
 - The loss of allotments is unacceptable and sends the wrong message since allotments are a sustainable way of growing food locally and promote physical activity. The area of the allotments is not needed for building venues.

- 5 RPS comment on behalf of Stratford City Developments and London and Continental Railways – the applications are supported but clarification and assurances are sought on certain issues. There is some overlap between the Olympic and Stratford City sites and any new permission must not invalidate the Stratford City permission and must safeguard the ability to implement it, there should be a joint co-ordination and implementation strategy looking in particular at issues of road access to Stratford City, the scale of any new retail development in the Olympic Park and possible encroachment which could prevent the achievement of the Stratford City open space requirements.
- 6 Bond Pearce on behalf of occupiers of 115-119 Wallis Road – object on the grounds that the proposals would have severe impact on access to clients' site.

Non-Statutory Organisations

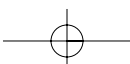
- 7 A total of 196 non-statutory organisations and groups were consulted. The largest numbers of groups responding were related to cycling and were concerned about the legacy facilities for cycling while other groups raised objection to the loss of Manor Garden allotments. In Round 1 a number of consultees raised concerns about the consultation process, the unavailability of documents and the lack of time to comment on such a major proposal
- 8 Other issues raised by individuals were around open space (including the temporary use of East Marsh), transport, relocation of existing residents and the costs of the Games
- 9 The issues of cycling facilities and allotments are discussed at Section 6.11 of Chapter 6.

- 10 Non- statutory organisations which responded in Round 1 with main issues raised were as follows:

- 1) Action and Rights of Disabled People in Newham – documents should be designed for ease of reading, Access Panels should be established and funded, a range of detailed issues is raised and conditions suggested including future consultations, Blue Badge spaces should be provided at all legacy venues, design of Games concourse, internal design of venues, all streets, bridges, venues, parkland, rail infrastructure etc must be fully inclusive and accessible; appropriate signage and lighting must be provided; local access groups should be involved in future developments and on Access Panels.
- 2) British Cycling Federation South Eastern Division – the legacy cycling facilities are inadequate and breach the covenant given by the LDA to provide suitable replacement facilities.
- 3) Catford Cycling Club - the legacy cycling facilities are inadequate and breach the covenant given by the LDA to provide suitable replacement facilities. No alternative facilities have been provided.
- 4) Glendene Cycling Club – similar concerns to groups above. Concern expressed about effect on young people who used the former facilities to build confidence as well as learning cycling skills.
- 5) International Mountain Biking Association UK south east – should be permanent off road cycling facilities equivalent to those lost.



- 6) Lea Valley Youth Cycle Club – similar concerns to other groups. Lack of space for legacy facilities is the result of proposals for other land uses, is so much housing required? Now no facility in inner London for off road cycling, current proposals mean the future of the club is in jeopardy.
- 7) League of Veteran Racing Cyclists – similar concerns to other groups about legacy cycling facilities. Use of green belt land for housing is unacceptable.
- 8) London Cyclo-Cross Association – similar concerns to other groups. Proposals will mean end of competitive mountain biking and cyclo-cross at Eastway.
- 9) Team Economic Energy – similar concerns to other cycling groups.
- 10) Tri London – similar concerns to other cycling groups.
- 11) London Cycling Campaign – potential to maximise health benefits is not being realised, there is an excessive emphasis on motor traffic, the modal share for Games spectators should be 10-20%, cycling should be promoted in Games phase, legacy highways must be designed for cycling, query aspects of the ES transport assessment including the impact of road closures on cycling, minimum London Plan cycle parking standards should be used in legacy developments.
- 12) Epping Forest Conservators – concern expressed about increased traffic and consequent pollution.
- 13) Disabled Persons Transport Advisory Committee – all communications should be fully accessible.
- 14) Eden Local Agenda 21 – object to the loss of Manor Garden allotments which should be incorporated into the Games layout.
- 15) Forest Gate Community Forum – support the Games but has concerns about the impacts of construction traffic and parking and accommodation of workers, inadequate open space, pedestrian link over Stratford High Street should be provided, why is main stadium reduced in capacity and no end user identified.
- 16) Hackney Marsh User Group – unacceptable impact of large buildings and loop road, loss of trees and allotments, objection to the use of East Marsh, land bridge too large, legacy cycle facilities inadequate, loss of trees. Concerns also over security fence, closure of towpaths, telecommunication mast and the river impoundment scheme.
- 17) London Bat Group – surveys have not been done to an adequate standard, there should be substantial mitigation for loss of foraging habitat, light spillage must be minimised.
- 18) Clays Lane Travellers Residents Association – unhappy with consultation on relocation, proposed Major Road site will mean Travellers are blamed for loss of the open space and will not build community cohesion.
- 19) Friends of the Earth – documents were not available for inspection.
- 20) The Friends of Epping Forest – external lighting must be minimised.
- 21) The New Lammas Lands Defence Committee – objects to the loss of Manor Garden allotments, wind turbine and multi storey car park which would visually dominate the landscape; also

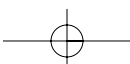


- to the hardsurfacing of East Marsh and loss of trees, the telecommunications mast and landbridge which should be reduced in size after the Games, visual intrusion of security fence, aspects of the proposal would affect the many open spaces in the area, lack of alternative walking and cycling routes and facilities; insufficient improvements to transport to Waltham Forest; noise and dust during construction.
- 22) Thames Gateway London Partnership – high levels of permeability will be required, the reduction in the amount of open space from 2004 undermines the legacy contribution especially in the south of the Park, the loop road should not dictate the form of legacy development, the proposed legacy development areas are crude and detrimental to the function and accessibility of the Park, absence of the warm up track attached to the Main Stadium in legacy precludes its use for major athletic events after 2012, more information is needed on the form and functioning of the Legacy Olympic Park.
- 23) Fundamental Architecture Inclusion – inadequate engagement with young people and involvement with the community generally, concern about lack of bridge across Stratford High Street and uncertain use of development platforms, Park appears fragmented and reduced, Park should have education facilities relating to zero emissions and biodiversity.
- 24) Hackney Environment Forum – objects to loss green spaces at Hackney Marshes and elsewhere, the Games can be built while preserving all these green spaces.
- 25) London Play – concern about lack of green space in the southern part of the site, a play strategy should be developed.
- 26) London Thames Gateway Forum – the demolition of Clays Lane is unnecessary and has destroyed an existing community which included single people on low incomes and student accommodation, there has been a failure to honour relocation strategies, new housing will change the social mix and push up house and land prices, failure to control budgets, public transport is inadequate, Javelin train is designed for long distance, could make better use of existing facilities reducing need for new construction, there is a failure to maintain open space and areas of nature conservation and minimal consultation with allotment holders.
- 27) London Travel Watch – there is little about bus improvements which are important in legacy and for bringing local construction workers to the site, no bus priority measures are identified in the TA, a programme of public realm improvements is needed to encourage walking, river transport is vital for transporting construction materials and spectators.
- 28) London Waterways Commission – concern about the lack of proposals for the waterways, disappointed that water city concept has been removed and other potential uses of waterways not fully explored, lack of specific targets on water freight, concerned about high river walls and low navigation clearance of new bridges.
- 29) Manor Gardens Allotment Society submitted objections and a petition with 6,390 names – object to the loss



of Manor Garden allotments which has detrimental social and environmental impacts and loss of community and amenity for local people, no mitigation for loss of amenity, loss of natural habitats, historic topography and landscape character.

- 30) Open Spaces Society – object to the short term loss of East Marsh.
- 31) Skimmingdish Allotment Society – object to loss of allotments and playing fields and costs and pollution of development.
- 32) Stratford Renaissance Partnership – emphasise the importance of engaging with key stakeholders and of accessibility and connectivity of the area during construction including the Greenway Stratford High Street crossing, social and economic well being of Stratford should not be disrupted, timely preparation of the Legacy Masterplan to ensure sustainable regeneration and establishment of sustainable communities with appropriate housing mix, quality open space and social and sporting facilities, more work is needed on likely massing of buildings and suitability of narrow open space in south of the site.
- 33) University College of London Development Planning Unit – object. Recent evidence suggests regeneration schemes can have negative impact on some ethnic groups; what measures are in place to prevent negative impact on local people.
- 34) University of East London – support proposals, UEL is trying to create 21st century campus in the area, endorses London Borough of Newham's response to protect and maximise legacy benefits, should be access points in the south from Greenway and crossing of Stratford High Street, bridges must be kept in legacy to ensure access from local communities, Park should be designed to hold big events, should be affordable housing and schools in legacy developments.
- 35) Water City Group – concern there is no legacy urban design framework, retention of loop road in legacy would mean legacy development would be inappropriately dictated by road layout, reduction in open space from 2004 and poor quality of space particularly in the south, poor east west links, no coherent strategy for end use of stadia and aquatics centre, velopark too small, opportunities for water use missed.
- 36) Waterden Crescent Residents Group – concern that insufficient sites for travellers secured for relocation, want a choice of new sites suitable and safe for families and not land no one else wants.
- 37) Weald Allotment Holders – object to loss of allotments.
- 38) Wick Ward Councillors (LB Hackney) – endorse LB Hackney comments, concern over creation of barriers to walking and cycling, possible B8 use of IBC/MPC in legacy, multi storey car park should be temporary, concern about construction traffic, location of telecommunication towers, CCHP is overbearing, security fence too close to River Lee Navigation, object to realigned Waterden Road being used as access to Stratford City cutting off Park from Hackney.



Statutory Agencies and Bodies

- 11 The Statutory Agencies commented on a broad range of topics reflecting the number of relevant agencies consulted and the range of their responsibilities. The summaries below give an overview of the issues raised by the agencies; more detailed summaries can be found in the Appendices. Discussion can be found in the relevant section of Chapter 6.
- 12 All the Statutory Agencies indicated their support for the principle of the Olympic Games and expressed their wish to be fully involved in the continuing development process and to work collaboratively with the ODA in resolving issues raised. Many of the responses at Round 1 were requests for further information or clarification. Another common theme was the question of how aspirations in the proposals could be secured in the long term. The main Statutory Agencies and Consultee comments are summarised below:

Greater London Authority

- 13 The GLA raised questions and requested further information on a wide range of issues including air quality, biodiversity (particularly over habitat loss, mitigation and Legacy provision), bridges and connectivity (including the uncertainty over the Greenway bridge over Stratford High Street), the commitment to energy efficiency, the wind turbine and aircraft noise. Further clarification was also sought on the mechanisms for achieving affordable housing and inclusive access. The proposals need to demonstrate a fuller commitment to equality and diversity including in the procurement process.

- 14 The GLA raised a number of additional concerns. These included the means to ensure compliance with London Plan policies, the quality and quantity of open space in the legacy phase and questions over its future management and the scale of improvements to the river corridors which is not as great as envisaged in the 2004 permissions. The heights of some river walls and the loss of Pudding Lane River without (in the GLA's view) adequate mitigation were of concern. Further discussion was requested on a number of technical issues around the Combined Cooling, Heat and Power plant (CCHP) and concern expressed that the proposals do not (in the GLA's view) reflect the Mayor's Waste Strategy. The proposals need to achieve specific and explicit sustainable design and construction standards with robust monitoring commitments.
- 15 Concerns were also raised on transport issues. A policy of parking restraint should be applied in the Legacy Phase and the continued use of the multi story car park in the Legacy Phase for car parking in addition to employment use was considered by the GLA and TfL to be unacceptable. There was concern that, in general, the area would be subject to increased congestion and junction saturation and more work was required on junction capacity with emphasis on the impacts for walkers and cyclists. There should be robust travel plans and funding secured for additional public transport.

The Host Boroughs

London Borough of Newham

- 16 The London Borough of Newham supported the principle of the proposed Olympic Development but raised a number

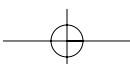


of objections and areas of concern. LBN considered that a Legacy Urban Framework Strategy is required and it is not appropriate to set legacy platform boundaries until such a strategy is in place. The reduction in the quantity of open space compared to the 2004 permissions is unacceptable. Significant additional areas of publicly accessible open space should be provided particularly in the southern part of the site and further information needed to demonstrate that the Legacy Park would have the facilities to become a key cultural destination.

- 17 Concern was raised about east/west accessibility and permeability. Other issues were the viability of legacy facilities, the need to retain unsightly telecommunications masts and lack of information on employment issues. Transport issues include: a direct pedestrian link of the Greenway over Stratford High Street which should be retained in the Legacy Phase, Controlled Parking Zones are needed, cycle and walking routes and inadequate details on servicing.
- 18 With regard to the site preparation application, concern was expressed about hours of working close to residential areas and impacts of noise, dust etc, the need to manage construction traffic and the impact of construction workers on public transport.
- 19 The Council also suggested that sustainability targets should be higher. Socio-economic considerations have in their view been overlooked and concern was also raised over ecology and habitat issues, river use, the reliance on Stratford City community facilities and lack of compensation for loss of designated employment land.

London Borough of Tower Hamlets

- 20 The London Borough of Tower Hamlets supported the proposals in principle but had concerns particularly over the plans for the Legacy development. A lack of urban design analysis for the Legacy period was felt to be a key weakness with an inappropriate network of roads and bridges and more work needed on connectivity with existing communities. The amount of public open space is less than the 2004 proposals and is considered by the Council to be an unacceptable loss of accessible open space with management in the Legacy Phase unclear. Other concerns raised included the telecommunication masts, targets for renewable energy use and carbon emissions should be raised and the potential effect of the CCHP on residential amenity. Targets for sustainable development generally should be more ambitious. There should be a waste management plan for the Games Phase.
- 21 The Council felt that the parking provision in the Legacy Phase is excessive and that a Legacy strategy is required to ensure sports facilities reflect local needs.
- 22 Detailed comments and suggestions were provided on making the best use of waterways and towpaths, the energy statement, transport issues (particularly concerns about impacts on existing transport networks and pedestrians and cyclists) and the Code of Construction Practice (CoCP). Many points in the CoCP are welcome but there is concern about enforceability and the lack of an independent monitoring body.



London Borough of Hackney

- 23 The London Borough of Hackney supported the proposals as a way to assist regeneration but had a number of objections and concerns. The Council raised concern that there was no commitment to a timetable for the Legacy Masterplan making meaningful consideration of Legacy Development difficult. The Council objected to the indicative Legacy layout on the grounds of lack of connectivity and permeability. The Council also objected on the grounds that there is no mechanism for ensuring either the delivery of new open space, or an indication of its quality or accessibility from Hackney.
- 24 On sustainability, the Council believed more measures are needed to achieve a carbon neutral Games and requested further information on energy efficiency, water conservation and waste minimisation. Objection was also raised to loss of landscaping alongside the River Lee Navigation and to the retention of three unsightly telecommunication masts. There was concern about lack of information on the employment uses and the visual impact of the CCHP building.
- 25 Hackney strongly object to the retention in Legacy Phase of the multi storey car park on the grounds that it would encourage traffic generation and is contrary to local and regional transport policy as well as its visual impact.
- 26 Further detailed comments were made on transport issues (trends towards more sustainable transport must be incorporated into transport proposals, more information needed on walking, cycling, the use of Hackney Wick station and traffic management measures); environmental

health issues (proposed hours of working will cause nuisance to nearby residents) and detailed design comments.

London Borough of Waltham Forest

- 27 The London Borough of Waltham Forest expressed its continued support for the Olympic and Paralympic Games. The Council wishes to ensure a lasting Legacy while minimising the short term impacts.
- 28 The Council was concerned about the extent of non-sports buildings and development proposed on Metropolitan Open Land. Objection was raised to the wind turbine without further information and reassurance on its impacts. Other areas of concern were the need to control construction activities, more information needed on the operation of Legacy facilities and the proposed retention of telecommunication masts.
- 29 A major concern of Waltham Forest was that not enough has been done to address concerns over poor transport links from the Borough to the Olympic site. In particular, the Council cited no proposals for the provision of a Chingford/Walthamstow to Stratford rail service or upgrade of Leyton station and no proposals to address increased congestion or improve local transport facilities. Other transport concerns were an over provision of car parking in Legacy Phase and that more information on traffic modelling was needed.

London Borough of Greenwich

- 30 Greenwich Council had no objection to the proposals subject to further consideration of the impacts on transport in Greenwich. The Council considered that the Transport Assessment (TA) did not adequately assess

the cumulative effect of events taking place at the same time in the Olympic Park and Greenwich or take into account the implications of the Olympic route network on traffic congestion in Greenwich. The conclusion of the TA that there would be little transport impact on Greenwich is questioned by the Council.

- 31 The Council stated that the Legacy benefits must be secured by a Section 106 Legal Document or similar arrangement.

Other London Boroughs

- 32 The other London Boroughs were consulted and those that responded were supportive of the principle of the proposals. The main issues raised were transport related including construction transport impacts and employment, training and business. The London Borough of Redbridge commented that more work is needed on Legacy issues and assessment of the impact on other centres in east London and Essex.

Environment Agency

- 33 The Environment Agency (EA) provided a large number of detailed comments at Round 1 relevant to the Environmental Statement. The Agency recognised the potential of the proposals to deliver significant environmental benefits but felt that full details of how this will be achieved were not provided.
- 34 Areas of concern for the EA or where further information was required included the Flood Risk Assessment, incorporation of the full implications of the Water Control proposals at Prescott Lock, the negative effects of bridges on the water environment and a concern that some survey information was felt to be inadequate.

- 35 The Agency suggested that further details of measures to mitigate the effects of development were required. Strategies are needed for the integrated management of surface water and for the efficient use of water. Further detail on the proposed wetlands is sought and the Code of Construction Practice contains inadequate control measures.

British Waterways

- 36 The waterways in the Olympic Park are of strategic importance and provide a unique opportunity for passenger and freight transport, living and recreation. Their use should be encouraged and extended. The key issues are to maintain access to the waters edge, allow for safe navigation and provide opportunities for greater use of the waterways. Detailed comments on landscaping and bank treatments were provided.
- 37 British Waterways were concerned that the application, as submitted, fails to grasp the opportunities to unlock the potential of this unique asset. In particular, the proposals do not clearly show how the site will be organised to facilitate the use of the waterways to transport construction materials and how innovative use could be made of the waterways. There is a failure to provide opportunities for much needed new moorings. There is a need to ensure towpaths have sufficient capacity for increased use.

English Heritage

- 38 The creation of the Olympic Park presents a major opportunity to reinvigorate a large area of East London while also posing a huge design challenge. English Heritage is pleased to see the retention of locally listed

buildings on the site and more of the historic river banks. The Greenway and associated buildings constitute an important heritage asset and proposals such as the West Ham ramp need to respect its setting. The area around Old Ford Lock is also a sensitive location where proposals require sympathetic consideration.

- 39 English Heritage welcomes the commitment to world class architecture and design and looks forward to continuing involvement in the design development of the Park, particularly where it relates to historic assets and the surrounding historic environment.
- 40 Conditions are sought to secure the implementation of archaeological investigations, the recording of all historic structures and the analysis and publication of results.

Natural England

- 41 Natural England is satisfied that the proposals will yield sustainable outcomes for the natural environment and has no objections provided any potential adverse effects on the site's local environment are avoided or appropriately mitigated.
- 42 NE considers that there should be no net loss of habitat or species. The habitat retained during construction is small and fragmented and consideration should be given to the creation of off site habitat creation and management. There is some concern about the loss of wasteland habitat. Natural England welcomes the creation of new wetland areas which should be provided before the Games. Natural England supports the preparation of a Biodiversity Action Plan.

Lee Valley Regional Park Authority

- 43 The Regional Park Authority welcomes the proposals for the Olympic Park but had some concerns to be addressed at the detailed design stage. These included: land to the south of the Main Stadium should be restored to parkland; the importance should be recognised of creating connections from adjoining areas and transport nodes into the Olympic Park; links to the Greenway could be improved and in particular a bridge over Stratford High Street is needed. Pedestrian and cycle access should be secured from the Park into Stratford City. The Authority is also concerned to ensure that the use of waterways is maximised and that safeguarded habitat areas are extended. Conditions should be attached covering the above matters and specifically the provision of cycling and walking routes through the park and connections with adjoining areas and ecological infrastructure
- 44 The detailed design should ensure that the Park is integrated into surrounding development with a public face to the Park with views across it.

Sport England

- 45 Sport England supports the preparation works in connection with the 2012 Olympic Games and believes that the Olympic Masterplan will deliver highly successful games.
- 46 Sport England does make comments regarding the Legacy plans. The replacement cycle circuit should be at least equivalent to the previous facility and ideally should be improved; the current proposals indicate a facility of reduced quality in a smaller area. Provision needs to be made for future community sports needs which

will be in addition to the retained venues and would include new on site clubs and recreational areas within the Park. The future Legacy developments should also include provision for sports and recreation areas. The main stadium should be uncluttered by development to the south which could prejudice its future adaptation and detrimental to providing an iconic community sporting venue.

London Thames Gateway Development Corporation

- 47 The Development Corporation emphasise the significant regeneration benefits of the proposals. In the Legacy Phase, the permeability of the development and the links with existing communities will be critical. The retention of the loop road after the Games would not assist in establishing the necessary connections. Concern was raised about the reduction in open space provision when compared with the 2004 permissions' scheme which would significantly undermine the contribution the Legacy proposals would have in transforming the environment of the area.

NHS London and Newham Primary Care Trust

- 48 The health authorities are committed to engagement with the ODA and other partners to secure the long term health benefits that this once-in-a-lifetime opportunity brings. The issue of funding for future health care provision is raised. The authorities raise concerns that there is insufficient open space provision in the proposals to maximise the health legacy of the Games and further clarification is needed to show that the Legacy facilities are viable and would support regular local use.

Union Railways (North) Limited

- 49 Union Railways (North) Limited – No objections on behalf of CTRL provided conditions require foundation details where relevant.

Thames Water

- 50 Thames Water – Conditions should be attached requiring a drainage strategy and an impact study of the existing water supply infrastructure before development is commenced

Port of London Authority

- 51 Port of London Authority – The use of water to transport materials can help meet sustainability targets and many opportunities exist. It is disappointing that there is little reference to this in the submission. Conditions should require further investigations.

Network Rail

- 52 Network Rail – Committed to successful delivery of the Games. Conditions should cover access to rail assets, maintenance of electricity supplies

Other statutory consultees and organisations

- 53 Other statutory consultees and organisations providing comments were (see appendices for summary of comments):
- Metropolitan Police and British Transport Police
 - London City Airport, NATS and NERL
 - National Grid
 - Highways Agency
 - EDF Energy
 - London Fire and Emergency Planning Authority

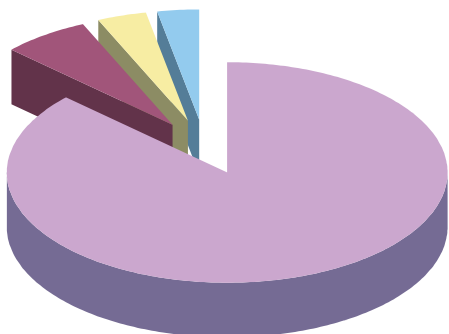
- Transport for London
- London Wildlife Trust
- CABE
- Health and Safety Executive

Round 2 Consultation Responses

Total Responses Received

Individuals	416
Non-statutory Organisations	30
Statutory Organisations	17
Planning Authorities	15
TOTAL	478

Round 2 Total Responses Received

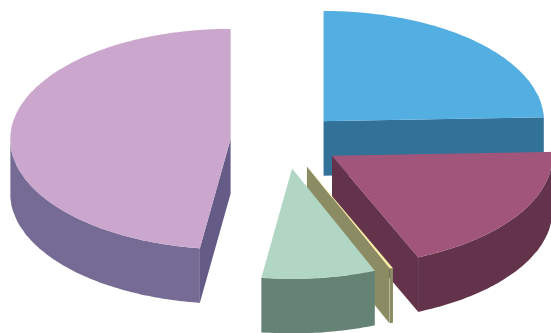


■ Individuals ■ Non Statutory Organisations
 ■ Statutory Organisations ■ Planning Authorities

Nature of responses

Support	117
Conditional support	92
Conditional support - part Object	1
Neutral	40
Object	228
TOTAL	478

Round 2 Nature of Responses



■ Support ■ Conditional Support ■ Object
 ■ Conditional Support - part Object ■ Neutral

Review of Round 2 Consultation Process

- 54 Round 2 was considered to be a successful consultation process. Over 400 responses were received from individuals. For Round 2 leaflet distribution, a different distribution process was used (direct mailing by Royal Mail) and the specific streets reviewed to ensure that all those who could reasonably be said to be affected received written notification.
- 55 The total number of responses in Round 2 was 478 compared with 278 in Round 1, an increase of 62%. This probably reflects greater awareness of the applications as well as the more efficient distribution process. The proportion of responses objecting to the proposals was significantly less in Round 2 with 48% objecting compared to 60% in Round 1.

Main Issues Raised by Respondent Category – Round 2 Consultation

Individuals

- 56 As noted above the response from individuals in Round 2 included more who were supportive of the Olympic Games, conditionally supportive or made neutral comments. Supportive comments included reference to the regeneration benefits and the positive cultural benefits of welcoming people from around the world to London as a vibrant and diverse city.
- 57 Of those who objected, the majority of individual responses in Round 2 raised objection to the legacy cycling provision (see Round 1 and non-statutory organisations below). Other issues raised were the cost of the proposals, loss of open space and allotments, traffic and transport issues and the loss of Kings Yard buildings.

Some ten individuals have written objecting to the demolition of buildings at Kings Yard and in support of the Save Kings Yard Campaign which seeks the retention of these buildings as one of the few surviving groups of pre-First World War yard based industrial buildings which could be re-used.

Non-statutory organisations

58 The comments noted below are in addition to those received in Round 1

59 The Eastway Users Group (EUG) object to the proposals making the following points:

60 The former Eastway facility comprised 24 hectares of Metropolitan Open Land with excellent and varied facilities. It was a unique regional centre, home to a number of clubs and societies with over 200 organised events and 25,000 to 30,000 cycle visits each year. In July 2006 after discussions with the LDA were satisfied with the proposed legacy provision. At that time the proposed legacy provision was for a 34 hectare site to include a velodrome, outdoor cycle speedway circuit, a 1.6 km road racing circuit, international BMX course, BMX freestyle park and cyclo-cross/cross country mountain bike course. An interim facility at Hog Hill was due to open in February 2007.

61 On the basis of these commitments, given to the EUG during the CPO inquiry, EUG withdrew their objection to the CPO.

62 Although planning permission has been granted for Hog Hill, work has not started and so EUG are without a home facility. This is unacceptable and contrary to the agreed strategy of minimal disruption.

63 The 2004 planning permission included the

requirement for a relocation and legacy strategy to provide temporary facilities and legacy facilities to meet the needs of cycle users. The London Olympic Games and Paralympic Games states that the Authority shall ‘...have regard to the terms of any planning permission...’. The Authority must therefore have regard to the terms of the previous consent. In this case the underlying principles of these conditions should be upheld as they were imposed after lengthy and considered discussions with interested bodies and statutory bodies.

64 It is unreasonable and inequitable for the ODA to promote a substantially reduced facility given the history of negotiations and the withdrawal of EUG’s objection to the CPO on the basis of agreement with the LDA on suitable legacy provision. This is a material consideration that should be given substantial weight.

65 The currently proposed legacy provision is entirely inadequate and unacceptable. The area is too small, does not meet minimum standards for events and air pollution represents a health hazard.

66 British Cycling objections are summarised below: (a fuller summary is available at Appendix 9.1)

67 British Cycling (BC) objects to the Legacy Masterplan which fails to provide for an adequate road race facility and does not provide anything like the amount of land that is required to mark out off-road trails of the type previously available at Eastway. The Legacy proposals should be ‘de-coupled’ from the current applications to allow revised Legacy Transformation plans to be drawn up that are more compatible with the obligations of the ODA, LOCOG, LDA and the Mayor of London.

- 68 The ODA Planning Committee must, by virtue of the Olympic Games and Paralympic Games Act, have regard to the previous 2004 permission which included an Eastway Cycle Circuit Relocation Strategy and Development Specification to provide suitable replacement facilities. This permission was integral to London's successful bid. The ODA must be satisfied that adequate provision is made for legacy cycling provision. The result of the 2004 planning process cannot be ignored.
- 69 Cyclists have a legitimate expectation that there will be replacement cycling facilities for those lost due to the closure of Eastway arising from many statements made and documents issued during the past 3 ½ years. These include statements from Lord Coe, Sport England, the 2012 Bid Co, the Mayor of London, and LOCOG
- 70 British Cycling wishes to see that the legacy plans include a suitable road race circuit broadly comparable to the previous Eastway circuit and open land of adequate size to allow for off-road trails of at least 5 km. The legacy element of the application should be rejected unless there are cast iron guarantees that an appropriate Legacy Velopark can be delivered.
- 71 British Cycling Eastern Region and South East Region and Redbridge Cycling Club raise similar concerns to other cycling groups
- 72 Save Britain's Heritage, The Victorian Society and the Hackney Society object to the demolition of buildings at Kings Yard on the grounds that the buildings represent an important survival of a complete yard based works which include an interesting Belfast Truss roof. The buildings were previously shown to be retained and could easily be reused. The Energy Centre could be moved further south where modern buildings are being demolished where more space would be available and Kings Yard buildings could be retained.
- 73 Inland Waterways Association London raise questions relating to Pudding Mill River, Carpenters Lock, river levels and flood risk after the Prescott Lock water control scheme is in place.
- 74 The London Playing Fields Foundation support the proposals
- 75 Youth Empowerment Scheme – support the Olympics but more initiatives are required to engage young people especially from black and minority ethnic groups to engage with all aspects of the development process

Statutory Agencies and Bodies

Greater London Authority

- 76 The Greater London Authority in their Round 2 response recognised and welcomed the efforts of the ODA to respond to and demonstrate compliance with the Mayor's planning policies and requirements. It is noted that broad agreement has been reached on a range of issues including renewable energy, approach to access and design, flood risk, waste hierarchy and use of waterways. The potential for the Games to deliver successful and sustainable regeneration is recognised.
- 77 There remain a number of important policy issues that require continued discussion so that when the applications are referred back to the Mayor for formal direction he can have confidence that Mayoral policy objectives will be met and that the anticipated benefits of the proposals will be

secured for the full range of priority groups set out in the London Plan. These issues include the following:

- 78 Access and inclusive design: The ODA have committed to produce an Inclusive Design Strategy and Inclusive Design Standards to show how the principles of inclusive design and access will be incorporated into final proposals. This should be secured by the Section 106 Legal Document.
- 79 Air quality: Further information is required on the combination of sources which could potentially affect air quality (including more detail on emissions from the CCHP), the use of alternative fuelled vehicles, take full account of the Mayor's Low Emission Zone and full commitment to adopting the GLA's best practice guidance on dust control.
- 80 Biodiversity: On the information currently available there is a risk that the proposals will not provide adequate replacement or a net increase in areas supporting biodiversity. Due to uncertainties about the future landscaping of the park there is a need for conditions to ensure there is an overall net gain in wildlife habitat.
- 81 Connectivity: Any consent should incorporate commitments to provide and maintain connections to the surrounding areas particularly to the north and west and the Greenway connection across Stratford High Street.
- 82 Equality, diversity and social inclusion: The current applications do not fully consider the impacts of the proposals on the Mayor's target equality groups or the health impacts. The ODA should commit to producing Equalities Impact Assessments and Health Impact Assessments as well as information to provide a baseline analysis.
- 83 Energy: The applications are in line with London Plan policies and the Mayor's Energy Strategy. Commitments should be followed through in detailed design and sufficient space should be provided to allow for the development of an energy system to cater for predicted demand at Games and Legacy phases.
- 84 International broadcast centre/media press centre: There should be a restriction on the amount of B1 (a) office floorspace at this location.
- 85 Noise: Further information is required covering additional soundscape analysis of the Olympic park, impacts of over-flying aircraft and the impact of the wind turbine.
- 86 Open Space: Uncertainties remain over the amount of Metropolitan Open Land lost and potential new MOL areas so that definitive maps of existing and potential MOL areas and types of Public Open Spaces should be provided. A commitment to provide a minimum of 110 ha of open space as parkland (as well as its quality and future management) should be secured by conditions.
- 87 Parking: The retention of the 1300 space multi storey car park in legacy is not supported. The MSCP should be designed as a temporary structure or reconfigured to provide employment use with a maximum of 203 spaces to serve the intended employment uses. A policy of parking restraint should be applied to all land uses in legacy.
- 88 Transport: There remain concerns over assumptions about the number of construction workers on site when taken with Stratford City and other major developments. The commitment to moving

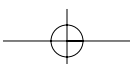
- 50% of construction materials by rail and/or water should be set out in the Section 106 Legal Document with targets and enforcement provisions. Junction improvements should be fully funded and continuously monitored. Further discussion is required on the governance and funding arrangements for the Olympic Park Transport and Environmental Management Scheme (OPTEMS). Continued discussion and a separate legal document will be required for bus service enhancements, More detail is required of how the West Ham ramp would relate to station access arrangements at West Ham and the provision of a western ticket hall. Other transport issues relate to the Travel Plan Strategy, cycling facilities, and the delivery of a link between Victoria Park and the Greenway.
- 89 Strategic Land Uses: Issues raised are the Strategic Employment Locations boundaries, suitability of D1/D2 uses at the retained venues and relocation of strategic rail sites, bus garages, allotments, travellers and waste management sites.
- 90 Waste: The waste management hierarchy and recycling commitments are welcome. Further discussion is required on some details.
- 91 Waterways: The substantial regeneration of the waterways network is strongly welcomed. Concern is expressed and further detail is required in some areas including heights of river walls for example around the main stadium, loss of Pudding Mill River and culverting of Henniker's Ditch and the provision of more detail on potential mooring sites and wharf facilities.
- London Borough of Newham**
- 92 The London Borough of Newham expressed general disappointment that many of its key concerns were not addressed in the further material submitted and some fundamental concerns still stand. It does however remain supportive of the applications and recognises that some concerns can be addressed by conditions. The key concerns are summarised below.
- 93 Uncertainty regarding Legacy 'Development Platforms' and lack of legacy urban framework strategy. The Council remains concerned and needs to be reassured that future development does not compromise the high quality legacy that is required, Since the size of the development platforms has not been reduced the Council would wish to see significant areas of open space within the development platforms which should relate to the Park. It is essential that effective mechanisms are put in place through planning conditions and Section 106 Legal Document to secure legacy requirements over this and other legacy issues relating to bridges, access and the loop road and the engagement with Newham.
- 94 Reduction of Open Space at legacy phase. Although further information has been provided the Council remains concerned about the quantity and quality of open space provided. This is particularly the case in the south of the park where the narrowness of the park limits the openness that is likely to be experienced by users. The park still appears to fill in the space between buildings rather than being a cohesive identity in its own right. The Council would wish to see effective mechanisms in place to ensure that a clear and coherent vision for the use of the legacy park is agreed in consultation with the Council.



- 95 Legacy access. Suitable links taking the Greenway across Stratford High Street and the Great Eastern rail lines should be a requirement of any permission.
- 96 Viability of legacy facilities. Appropriate mechanisms are required to ensure the park is managed to a high standard. Uses for retained venues will need to be appropriate to the park setting. There is concern about the viability of the main stadium without a warm-up track.
- 97 Telecommunication masts. The Council's concerns have not been addressed. The Council would not wish to see any free standing masts.
- 98 Transport. The issue of a Controlled Parking Zone has not been addressed. This should include the construction phase and should be addressed through the Section 106 Legal Document in consultation with the Council. The ODA should fund/provide for reasonable measures to secure the amenity of the borough through the safe and efficient movement of all modes of transport.
- 99 Further information is required about escape routes and test events.
- 100 Transport. The Council remains concerned about the lack of assessment of the cumulative implications for construction worker transport of other construction in the Stratford area. Mechanisms are required to ensure that the surrounding area is not excessively impacted and public transport capacity is adequate. The applicant has not sufficiently addressed the previous concerns raised with regard to cycle parking.
- 101 Construction hours. Newham's concerns have not been adequately addressed. The hours of work normally adopted by the Council should be relaxed with justifications on a case by case basis.
- 102 The proposed Local Employment Training Framework (LETF) should include reference to LOCOG and be secured via a suitable mechanism such as the Section 106 Legal Document.
- 103 Ecology issues have not been fully resolved. Areas of nature conservation areas lost should be replaced and a green chain continued through the site.
- 104 Sustainability issues (CO₂ emissions, SUDS, energy production) should be taken into account through conditions or Legal Document.
- 105 The Council also raises concern over the lack of information on the long term legacy proposals meaning that a proper assessment cannot be undertaken regarding the loss of UDP designated areas such as employment and open space. There is also concern regarding the proposed topography where high land heights will remain close to waterways and this issue could be addressed at reserved matters stage.

London Borough of Tower Hamlets

- 106 The London Borough of Tower Hamlets provided the following response to the Round 2 consultation raising the following issues:
- 107 Commitment to Sustainable Regeneration. The principles of the Legacy Masterplan framework must be established from the outset and the boroughs consulted to ensure the legacy communities are cohesive with the surrounding areas. Urban design and connectivity is one of the most



- important LMF considerations. Tower Hamlets has expressed concern about the alignment of the loop road in legacy. It is recommended that the loop road be given temporary consent with its permanent replacement finalised through the LMF process and the process and programme for this set out in the Section 106 Legal Document. It is recommended that a strategy detailing improvements to the Greenway is submitted. There is currently no clear mechanism for the three bridges within Tower Hamlets to be retained and replaced in legacy. It is essential that any planning permission secures these connectivity routes. With regard to open space, the Council considers that the proposed open space should be of the highest quality and accessibility with a park management plan required. There should also be greater clarity with regard to access to canals.
- 108 Sustainable Environment. Specific conditions and monitoring arrangements are required to ensure that the mitigation measures outlined in the Environmental Statement are effective. The submitted Biodiversity Action Plan goes some way to identifying issues and action in relation to biodiversity but conditions are required to secure mitigation and maximise habitat retention and creation.
- 109 Waterways. A lack of detail suggests a lack of commitment to maximising the potential for waterway use (including the fullest public access to canals) in all phases and particularly in legacy. It is recommended that a commitment to waterborne transport and access during all phases is secured through conditions or Section 106 Legal Document and this should include a waterborne transport and freight strategy. At least 50% of supplies to the CCHP must be delivered by water.
- 110 Renewable Energy and Sustainable Waste Management. Energy efficiency targets should be secured through conditions. A comprehensive air quality assessment is required to justify the ES assessment of minor adverse effect from the biomass boilers and temporary diesel generators. A detailed energy strategy and other details relating to the wind turbine and CCHP should be secured by conditions. Waste management issues have not been properly addressed beyond the construction phase and further information is required by condition.
- 111 Traffic and Transport. There is concern that construction workforce, with other major developments, will put serious pressure on public transport in the borough. Measures to improve public transport should be secured by condition. In legacy, improvements to Mile End interchange should be secured as well as a venue management strategy. The establishment of OPTEMS was welcomed but further detail is required through conditions, to ensure that mitigation measures are funded and constructed. The increased information provided on parking and travel plans is welcome but further information is required concerning implementation, responsibilities and monitoring. In legacy car parking should accord with London Plan policies and there should be a limit on residential parking of 25%.
- 112 Other matters. A legal document is required to secure the use of sports and leisure facilities in legacy. The Code of Construction Practice is considered acceptable and the provisions of the Code and the mitigation measures should be secured through condition.

London Borough of Hackney

- 113 The issues raised by the London Borough of Hackney are as follows:
- 114 Legacy Masterplan Framework - 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.
- 115 Telecommunication masts - The proposed telecommunications masts are visually intrusive and contrary to UDP policies. The mast proposed next to the Lee 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
- 116 Connectivity - 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 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, 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.
- 117 Contaminated Land - 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.
- 118 Nature Conservation - 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.
- 119 Combined Cooling and Heat Plant Station - 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
- 120 Transport - 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.

- 121 Further transport modelling is required for some roads and after details of the Olympic Transport Plan are finalised.
- 122 Further detail is required of evacuation routes and any consequent road network alterations.
- 123 Separate travel plans are required for the construction phase and the Games phase.
- 124 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.
- 125 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.
- 126 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.
- 127 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.
- 128 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.
- 129 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.
- 130 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.
- 131 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.

- 132 Legacy car parking rates should not be included in this approval.
- 133 Details of how the ODA will mitigate the parking impacts of construction workers on surrounding areas are required to be submitted for approval.
- 134 Metropolitan Open Land - 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.
- 135 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.
- 136 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.
- 137 Sustainability - Information on energy efficiency, water conservation and waste minimisation is only available in terms of objectives and target setting.
- 138 Energy Efficiency - Targets for renewable energy use and CO2 emission reductions should be higher. Renewable energy should contribute more than 20% and CO2 emission targets through energy efficiency should exceed 15% above Building

Regulations, otherwise the Olympics will fall well below the best zero carbon developments.

- 139 A condition should be imposed to require woodchips for the Energy Centre to only be transported by water. 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%.
- 140 Water Conservation - Water conservation should receive much greater attention, detailed information and commitments.
- 141 Waste - 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.
- 142 Employment uses - 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.
- 143 It is considered that the legacy multi use sports arena should be restricted to ensure a sports legacy for this building (eg Use Class D2)

144 Conditions and section 106 provisions - Conditions are required relating to air quality, noise, vibration, lighting, monitoring and other pollution related issues during construction.

145 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.

146 The Council sets out issues which it considers should be the subject of a Section 106 Legal Document. 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 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 Waltham Forest

147 The London Borough of Waltham Forest made the following comments in response to the Round 2 consultation:

148 The Council is concerned about the extent of proposed development on Metropolitan Open Land.

149 The Council objects to allotments on land designated as playing fields. If permitted conditions should be imposed.

150 The Council objects to the wind turbine as it needs to be demonstrated that there are not adverse impacts on residential amenity and wildlife.

151 The Council is concerned about potential traffic congestion.

152 Impact of construction should be controlled applying the usual hours of working.

153 The Council wishes to see improved public transport including the introduction of a Chingford Stratford rail service

154 Suitable legacy operators are found

155 Objection to permanent telecommunications masts

156 Object to large car park at Eton Manor in legacy

157 Further traffic modelling is sought in respect of the Leytonstone one way system. Junction upgrade costs should be

redirected to other local transport improvements

158 Concern that public transport improvements from the north are being overlooked. Poor access from the north and little done to improve the situation Upgrade of Leyton station is required.

159 Assurance is sought that all the benefits which would have been secured through the previous permission will be secured.

160 Adequate employment and training arrangements should be put in place.

161 East Marsh must be fully reinstated after the Games

162 Conditions or other mechanisms must be imposed to ensure impacts are minimised including funding for air quality monitoring and transport mitigation.

London Borough of Greenwich

163 The London Borough of Greenwich has no objections to the applications subject to two observations:

164 The Legacy benefits and strategy for involvement of stakeholders should be secured within any grant of permission.

165 Transport improvements and strategy for involvement of stakeholders should be secured within any grant of planning permission

London Thames Gateway Development Corporation (LTGDC)

166 The Development Corporation request the following comments be noted:

167 The LTGDC would like the opportunity to comment on the Construction Transport Management Plan which should commit to 50% of materials to be delivered by rail and water.

168 How, when and where are additional measures on energy and carbon dioxide emissions to be quantified and clarified?

169 The LTGDC would wish to comment when details of permanent bridges are submitted (H10, H14, H16, and F13) and would object if they are not permanent. Where these bridges fall within the LTGDC area applications will be expected to be submitted to the Corporation.

170 The LTGDC wishes to play a full role as consultee in the Construction Transport Management Plan and the Legacy Masterplan.

Environment Agency

171 The Environment Agency (EA) refer to extensive discussions held with the applicant to resolve outstanding issues and as a result are able to provide a comprehensive and positive response. On the Site Preparation application the EA comments in the following areas:

172 Approval of reserved matters including ground levels. Final details of watercourse and wetland design and finished ground levels are required to be approved by condition to take account of further surveys and studies still to be done. A scheme for the management and maintenance of the Park should be agreed by condition and legal document to ensure appropriate permanent management for the watercourses and wetlands. This should take account of the various purposes of the

watercourses (biodiversity, recreation, flood risk etc) to ensure the long term sustainability of the Olympic Park. A condition is suggested requiring a monitoring and validation strategy to assess the actual environmental effects of the development.

173 Flood Risk. The EA welcome the removal of the Flow Constriction Structure which the applicants have confirmed was included in error. Surveys of retained river walls will be required. The temporary construction bridges are acceptable but should be removed as soon as no longer required. Further detail is required of connections to Hennikers Ditch culvert and of emergency access points to the rivers.

174 Environmental Management Plans outlined in the Code of Construction Practice should be subject to approval.

175 Water Management. A comprehensive water management strategy and a surface water drainage strategy should be required by condition. All opportunities to incorporate Sustainable Drainage Systems (SUDS) should be taken

176 On the Facilities and Transformation application the EA has the following additional comments:

177 Approval of reserved matters. Further details will be required and the EA will wish to comment on landscaping, design of bridges, design of buildings and provision of access to waterways and finished ground levels.

178 Flood Risk. The EA request a site wide flood risk compliance report be submitted and conditions to ensure that bridge structures do not encroach into the watercourse. Some concerns remain over the proposed

bridge over Carpenters Road Lock and further discussion is proposed together with suggested conditions. In PDZ 3 a condition is requested which would require the removal of temporary river walls and the creation of a soft landscaped buffer area

179 Biodiversity. Impacts during the Games such as lighting should be removed in the Legacy phase and river corridor buffer zones introduced.

180 Energy Strategy. The EA is satisfied that previous comments have been addressed.

British Waterways

181 For British Waterways (BW) the key issue is that the Olympic proposals should take the opportunities presented to unlock the full potential of the multi-functional waterways. The Design and Access Statement still fails to recognise the value of active waterways. The way forward is through a Waterspace Masterplan which would be a design and planning tool to integrate land and water based activities and promote active waterspaces over all phases of the development. A condition is suggested to secure the Waterspace Masterplan. Detailed comments are provided covering the following:

182 Landscaping. Proposals should not sterilise opportunities for greater use of waterways and should not inhibit navigation or access to the waterway. The 'canyon effect' of the river walls adjacent to the main stadium are a serious concern and should be softened.

183 British Waterways is disappointed that there is no recognition of the positive benefits of the Prescott Lock water control scheme both for excluding contaminants and ecological benefits. The scheme should not

lead to increases in contamination or sedimentation. Increased use of the waterways need not be incompatible with management of the waterways for ecology and biodiversity.

184 The heritage value of the waterways should be integrated with the landscape proposals. Carpenters Road Lock is a historic structure which should be incorporated into the proposals.

185 Flood Risk and Hydrology. The Flood Risk Assessment did not explicitly include the BW water control scheme. Further information is required through conditions regarding Surface Water Discharge outfalls.

186 Concerns remain about bridges and walls around safety and navigation, design, overshadowing of the watercourse and location of abutments and walls.

187 Opportunities to develop walking, cycling, boating and fishing should be taken after the Games. Assessments should be made of the capacity of towpaths and a programme of improvements brought forward.

188 The Prescott Lock proposals represent a significant opportunity to revive inland water freight in London. There must be early commitment to the facilities necessary for water freight use (such as wharves) if waterways are to be fully used to transport materials during the construction phase.

English Heritage

189 English Heritage is pleased to see that the Johnstone Boathouse and sections of Stratford Station are not to be demolished. The demolition of the chimney on the west side of the River Lee Navigation is

regrettable as English Heritage is keen that Fish Island be designated as a Conservation Area. English Heritage is keen to participate in the subsequent detailed development of the scheme.

190 Conditions are sought to secure the implementation of archaeological investigations, the recording of all historic structures and the analysis and publication of results.

Natural England

191 The Olympic Park and its Legacy Phase has the potential to greatly enhance the ecology of the Lower Lea Valley. However, in the short to medium term there will be significant impacts on areas of nature conservation, retained habitat will be fragmented and public access reduced. There is a lack of enforceable commitment to deliver an appropriate quantity and quality of areas to compensate for this loss with a 13.3 hectare deficit in natural habitats which would appear not to fully accord with relevant nature conservation policies including PPS 9.

192 Natural England's position is as set out in Round 1 consultation. A combination of on site and off site measures are required throughout all phases of the project to ensure that ecological sustainability is achieved. These measures should be required by planning conditions and obligations.

193 The Biodiversity Action Plan needs to be developed to include a number of core actions and targets prior to the grant of permission. A definitive amount of wetland and terrestrial habitats should be required to compensate for the loss of nature conservation sites.

194 The Ecology Management Plan required through the Code of Construction Practice should be approved through the planning process and incorporate points raised by Natural England.

195 Natural England is confident that an appropriate number of off site mitigation and compensation schemes can be put in place which should be provided for by appropriate planning obligation.

Lee Valley Regional Park Authority

196 The Lee Valley Regional Park Authority (LVRPA) reiterates its support for the Olympic Games and the opportunities they provide for regeneration. However it has serious reservations about the extent to which the applicants have responded to the concerns of the Park Authority.

197 The proposals contained in the Legacy Transformation application are premature given the large amount of detail still to be determined. There are serious reservations over the following issues which it is hoped can be resolved through dialogue:

198 The limited amount of open space proposed in the south of the Park and linkages to the linear Park proposed for the Lower Lea Valley.

199 Proposals for the Greenway should include a segregated route to link with Victoria Park and across Stratford High Street.

200 Further details of the Framework for the Biodiversity Action Plan

201 Enhancements of pedestrian and cycling routes

202 The transport of construction materials by rail or water

203 The detailed design telecommunication masts and Olympic flame structure. There is concern about the impact of the wind turbine on the attractiveness of Eton Manor as sports venue.

204 Travel plans are required for all venues

Sport England

205 Sport England continues to support the preparatory work in connection with the Olympic Games and in legacy mode it is essential to ensure that the existing population has access to an attractive park that meets their aspirations.

206 Sport England will be determined to ensure that the legacy masterplan provides appropriate community sports facilities to meet the needs of the existing populations and new residents of the development platforms. These will be in addition to the major legacy sports facilities in the retained Olympic venues. Sport England is keen to provide support and guidance to achieve these objectives.

NHS Newham Primary Care Trust

207 Concerns remain that without even an approximate estimate of the scale of housing proposed in legacy phase the impact of the Park in addressing the historical deficit of good quality open space in East London cannot be assessed. Open space will be vital both as leisure space but also to make increased density living feasible. We are in danger of ceasing to see the Park as part of the legacy to East London and instead calculating its contribution to the development of new housing. The need to maximise open space should be at the forefront of plans for the legacy phase.

208 The Local Employment and Training Framework is important to give opportunity to local residents the opportunity to participate in the construction and supply phase of the project.

Port of London Authority

209 Port of London Authority – conditions should be imposed to ensure that the aspiration to transport at least 50% of construction materials by rail and water actually happens. It is disappointing that little has been submitted regarding this.

4.4 PDT Response to Application Comments

- 1 All comments received in writing by the PDT have been formally acknowledged in writing. Summaries of all letters and emails received have been included in the Appendices to this report and the issues raised covered in Chapter 6. We have tried to include responses received after the consultation deadline though they may not all be expressly mentioned.
- 2 All organisations and individuals that commented or registered with the PDT have been advised in writing of the date, location and details of the ODA Planning Committee meeting and how to access this Committee Report.



Chapter 5

Consideration of the
Environmental Statement

Chapter 5

Consideration of the Environmental Statement

5.1 Introduction

- 1 A single Environmental Statement has been submitted to accompany both the Site Preparation and Olympics and Legacy Transformation applications. The Environmental Statement reports on the Environmental Impact Assessment of the proposals contained in each application and is accompanied by a non-technical summary.
- 2 European Council Directive 85/337/EEC (as amended by Directive 97/11/EC) aims to ensure that the authority giving the primary consent for a particular project makes its decision in the knowledge of any likely significant effects on the environment. The procedure set out in the Directive seeks to ensure that there is a systematic assessment of a project's likely significant environmental effects, helping to ensure that the importance of any predicted likely significant effects and the scope for reducing them are understood by the public and the competent authority before it makes its decision on that consent.
- 3 Circular 2/99 'Environmental Impact Assessment' and the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 ("the EIA Regulations"), require that Environmental Impact Assessment is carried out and an Environmental Statement submitted with any application for planning permission where the proposals fall within schedule 1 of the Regulations or where it falls within Schedule 2 of the Regulations and the Local Planning Authority considers that the proposal is likely to have significant environmental effects. The extent and complexity of the scheme of development proposed in the two applications being considered are such that it is clearly above several of the thresholds set out in Schedule 2 of the Regulations, including 3a Industrial installations for the production of electricity, steam and hot water where the site is over 0.5 hectare, and 10b urban development projects, where the area exceeds 0.5 hectares.
- 4 Where an Environmental Statement is required, the applicant can, under the terms of the Regulations, request a 'Scoping Opinion' from the Local Planning Authority in order to ascertain an opinion as to the scope of matters that should be considered in carrying out the Environmental Impact Assessment. No formal scoping request was made of the ODA as Local Planning Authority. However, the applicant carried out an extensive informal scoping exercise that included consultation with the key environmental stakeholders and the Planning Decisions Team. This process and how the views of stakeholders were taken into account has been documented in the submitted Environmental Statement.

The structure of the Environmental Statement

- 5 The Environmental Statement examines the likely significant environmental effects of the project by the following phases of the project:
- Pre-Olympic site enabling and construction phase 2007-2011
 - Olympics facilities completed and the Games Operational Phase 2012
 - Legacy and retained facilities transformation and construction phase 2012-2014
 - Legacy retained facilities operational phase 2014-2021 onwards.
- 6 Following a description of the scheme being assessed and the site and its setting and the main alternatives considered by the applicant, the ES examines the potential for environmental effects on a topic basis, with chapters relating to each relevant topic.
- 7 The Environmental Statement describes the general methodology used to carry out the environmental impact assessment. In order to identify any likely significant environmental effects that the scheme proposed in the applications may have, the ES firstly sets out a baseline for the scheme against which it assesses the likely significant direct and indirect effects of the changes that can be attributed to the proposals. This baseline consists of the development conditions that exist within the Lower Lea Valley Opportunity Area Planning Framework (OAPF) area at July 2006 and consented developments and committed transport infrastructure in the vicinity of the application site and provides the basis for the consideration of any potential for cumulative effects. A seven point scale has been used to describe the significance of any effects identified in the assessment and defined specifically as relevant in each ES topic chapter. The scale identifies effects as:
- Major adverse;
Moderate Adverse;
Neutral;
Minor Adverse
Minor Beneficial;
Moderate Beneficial; or
Major Beneficial.
- 8 In addition to considering the likely significant environmental effects of the scheme proposed, it is also a requirement of the EIA Regulations that there is consideration of the likely significant effects from the scheme in conjunction cumulatively with other development.
- 9 Where likely significant environmental effects are identified by the assessment, it is expected that measures to mitigate those effects and thereby make the scheme acceptable are identified. Where mitigation measures are identified, conditions on any planning permission may be used to secure such mitigation, or where more appropriate such matters may be secured through the Section 106 Legal Document.
- 10 The Local Planning Authority needs to be satisfied that the ES conforms with the EIA Regulations and contains sufficient information to determine whether or not planning permission should be granted, and if so what planning conditions or planning obligations need to be attached to the permission. The Environmental Statement submitted with the February 2007 planning applications has been examined by the Planning Decisions Team with the support of expert consultants where appropriate. It has also been the subject of public consultation alongside the planning applications. A number of views have been expressed, including by statutory environmental bodies consulted, including Natural England, the Environment Agency and English Heritage, and these helped

inform a request for further information under Regulation 19 of the EIA Regulations.

Regulation 19 Request for Further Information

- 11 Where it is concluded that the information provided in the Environmental Statement is incomplete, the Local Planning Authority may, under the procedure set out in Regulation 19 of the EIA Regulations, require the submission of further specified information in order to make the assessment complete, prior to determining the application. Having assessed the information provided in the submitted Environmental Statement and received the views of those consulted on the applications, the Planning Decisions Team concluded that further information was required in order to make the assessment complete. A letter was issued to the applicant on 4th April 2007 requesting further and clarificatory information on a range of matters referred to in the Environmental Statement. The letter is attached in the Appendices.
- 12 On 5th May 2007, the applicant responded to the request with a submission of further information in response to the matters raised in the Regulation 19 letter of 4th April 2007. This was accompanied by submission of minor amendments to the application. The further information and changes were subject to a period of public consultation from 11th May to 15th June 2007. The further information was again subject to assessment by officers in the Planning Decisions Team and their consultants. The views of consultees, including those of the statutory environmental bodies, have also been taken into account. As a result, the Environmental Statement is considered to be compliant in

its assessment of the environmental effects of the proposed development; where mitigation measures are seen to be necessary to overcome likely significant effects of the project those measures have been identified and relevant planning conditions or planning obligations have been proposed to ensure that they are secured as appropriate. The following paragraphs set out the detailed matters that have been considered during this process. The topics assessed in the ES are:

- Traffic and Transport
- Socio-economic and Community Effects
- Townscape and Visual
- Energy and Carbon Emissions
- Microclimate
- Archaeology and Cultural Heritage
- Soil Conditions, Groundwater and Contamination
- Water Environment
- Terrestrial Ecology and Nature Conservation
- Air Quality
- Noise and Vibration
- Electromagnetic Radiation

5.2 Traffic and Transport

Introduction and Scenarios

- 1 A single Transport Assessment (TA) was submitted for the Applications as an Annex to the Environmental Statement. This includes three volumes covering the main text, appendices and figures. As part of the Regulation 19 response, two further volumes were provided.
- 2 The TA covers the four phases of the development by considering scenarios for:

- a) Site Preparation and Construction Works, taking 2008 as the year of maximum HGV traffic impact
 - b) London 2012 Olympic Games and Paralympic Games, with forecasts for the specific summer Games period
 - c) Olympic and Legacy Facilities Transformation, taken to cover the construction period in 2013/14 following the Games and the initial occupation of the Legacy venues
 - d) Olympic and Legacy Facilities – Operational, looking ahead to 2021 when the venues and the IBC/MPC are due to be fully operational in the context of wider regeneration in the Lower Lea Valley
- 3 The TA assesses the development against two 'Baselines'. The first is a "Do Minimum", where only existing land uses and those consented/committed at July 2006 are assumed would occur in the absence of the development. The second assumes a "Without Scheme" scenario that the OAPF framework, including redevelopment of the development site, would progress in the absence of the development but at a reduced level of development.
 - 4 In addition to this, the cumulative effects of the development have been assessed using a With Scheme scenario.
 - 5 The TA included a number of sensitivities testings and the Regulation 19 responses included further sensitivity tests including addressing alternative workforce assumptions (mode of access and numbers); access mode share; and modelling sensitivities. The Regulation 19 response also included clarification on a number of issues and additional information

on highway and public transport assumptions.

Development Context

- 6 The context for the TA is a forecast of continuing development in the local and wider area, with a Baseline development scenario agreed with the Host Boroughs and PDT's advisors derived from the London Plan and the Lower Lea Valley OAPF forecasts. This includes the Stratford City development. For the period to 2012 and 2013/14, this shows minimal changes in employment in the application area as a result of the applications and only modest population growth. For 2021, employment growth as a result of the development remains modest although the catalytic effect of the development is estimated to result in some 7,000 extra jobs in the Lower Lea Valley as whole. The direct population changes to 2021 due to the development are again minimal, but the catalytic effect is estimated to result in wider development resulting in an additional 30,000 residents.
- 7 In looking ahead to 2021, the effects assessed in the TA for these applications include the Olympic Village proposals that will be the subject of a separate application. A consequence is that many of the effects of occupation of the transformed accommodation are included within the effects set out for these applications and to a degree this overstates some of the impacts.

Transport Schemes

- 8 In relation to the assumed transport network available in each scenario, the TA includes the committed transport schemes and in particular the specific Olympics related projects. For the Games period, the

Olympic Transport Plan (OTP) forms the backdrop to the TA. This has recently been the subject of consultation and will be reviewed at intervals prior to the Games. However, with the notable exception of the Javelin Olympics service utilising the CTRL link, most investments are assumed to be in place in both the baseline "without development" and the "with development" assessments. The transport improvements set out in the OTP are critical to achievement of the forecasts included in the TA and act, in effect, as mitigation to the effects of the development.

- 9 Key projects included are:

Public Transport

- Jubilee Line upgrade
- East London line extensions
- DLR extension to Stratford International
- DLR extension to Woolwich Arsenal
- Stratford Regional Station improvements
- Javelin Olympics period service
- North London line service improvements
- Bus service improvements including the Stratford City package

Highways Projects

- East London Transit Phase 1a from 2008
- Greenwich Waterfront Transit by 2012
- Thames Gateway Bridge, in 2021 Legacy
- During the Games:
 - operation of an Olympic Route Network
 - provision of Northern and Southern Transport Malls for coaches and vehicles used by disabled people

- 10 In addition, the highway and public transport improvements associated with the Stratford City development are assumed, by the TA, to be in place.
- 11 While the land uses proposed in the applications are the primary drivers of the effects set out in the TA, the closure of all roads through the development site during the Olympic Construction and Games Phases has a significant local effect in displacing traffic and, more fundamentally, requiring replacement walking and cycling routes. However, the removal during construction of existing employment uses acts to reduce traffic effects in this period. In the Legacy Phase, the new internal road network effectively replaces the existing road network.

Approach to Assessment

- 12 The assessment methodology adopted is a relatively standard approach to evaluating major schemes in London. At a strategic level it uses TfL's LTS model to forecast the underlying changes in travel patterns across London including general growth, changes in travel patterns and mode choice. For local public transport forecasting, TfL's Railplan multi-modal public transport model was adapted for the particular needs of the TA for the development. For local highway impacts TfL's Thames Gateway Bridge model was developed for local use, including new counts, inclusion of a more detailed local network and calibration and validation to local conditions. These two local public transport and highway models are the OPAL models used in the TA. The highway forecasts derived from these models are then input into local junction models covering all perimeter junctions, again calibrated and validated, to assess the very detailed impacts on the local network.

- 13 The validation of models such as the OPAL models in an inner London context has been undertaken. While in a number of respects the OPAL models validated well, in some areas they performed less well. However, it is considered that the models performed well in the inner London context in which they operate. There is a need to consider sensitivities and to recognise the inherent need for flexibility in developing mitigation measures and on-going monitoring. A substantial amount of work on developing and validating the modelling has been carried out since 2004 and the modelling framework is considered to provide a reasonably robust and tested basis to determine the effects of the development and address inevitable uncertainties. Nonetheless some consultation responses have expressed some reservations over the reliability of the forecasts. In particular, TfL initially had concerns over the traffic modelling but these have now been addressed subject to updated junction modelling being undertaken in the light of monitoring and new surveys of actual traffic conditions for any changes to junctions for the period from 2010. The traffic advisor to Stratford City has expressed its concern at the area over which detailed modelling has been undertaken.
- 14 The highway models focus on the AM and PM peak period, with examination of the features of other periods aimed at providing reassurance that they do not exhibit additional difficulties. For the Games period, the peak day in the Olympics is the central focus of the TA. For Legacy events a mock calendar has been created to illustrate potential usage.
- 15 In addition to highway and public transport forecasts, the crowding and pedestrian environment in and adjacent to the Olympic Park has been modelled to provide an understanding of the Games' pedestrian environment and identify any potential concerns.
- 16 The derivation of the impacts of construction and the Games is inevitably unique. For the Olympic Construction Phase, a high level of public transport access by workers at 85% is assumed with limited parking provided and an assumption that measures to deter local parking will be successful. Although not part of the application, the main TA forecasts assume 10% of workers are accommodated on site, but sensitivity tests to this assumption have been provided. The distribution of origins for workers and size of workforce has been examined through sensitivity tests as part of the response to the Regulation 19 letter.
- 17 For the Games Phase, the TA has been informed by the analysis under-pinning the Olympic Transport Plan in deriving factors for the level of travel made in the period of the Games relative to a 'normal' month, with both a summer and Olympics related downturn in general travel anticipated.
- 18 Aside from the Olympic Family,(who are able to park in the 1300 space Multi Storey Car park and some back of house areas) only disabled spectators will be able to park at the Games. All other spectators would arrive by public transport, including coaches and park-and-ride services, or walk or cycle. It is assumed that an effective public transport ticketing strategy is in place to balance arrivals and departures to match capacity of services and stations. Coaches and buses would arrive at either the northern or southern transport mall. Given there remain some uncertainties regarding the park-and-ride services, sensitivity tests have been undertaken to examine the effect of no park-and-ride provision. Again, it is

assumed that measures would be effective to control private parking on local roads. The 'Olympic Family', including officials, athletes, media and sponsors, would arrive by a mix of cars – shared or individual – and dedicated buses.

- 19 As noted, in developing the underlying 'without development' scenarios, the TA has used relatively standard forecasting and modelling techniques. Similarly in developing forecasts for the impact of the development in Legacy Transformation and Legacy Phases, a relatively standard approach is the basis of the TA. Standard London trip rates (or Stratford City assumptions) for employment, residential, servicing and so forth have been used. For venues, however, standard assumptions do not exist and the TA has derived what are called "sustainable" mode share assumptions. Although they may not meet all stakeholder aspirations, compared to most similar existing venues, the TA does indeed assume lower car mode share. These mode shares are related to the public transport accessibility (illustrated by reference to the standard PTAL measurement) of individual venues. For other land uses London Plan or relevant Host Borough parking standards are assumed. For the employment uses of the IBC/MPC, London Plan standards are now proposed although more restrictive Hackney standards were first assessed, and for any residential elements assessed the Host Borough standards are assumed.
- 20 The TA sets out detailed estimates of all significant walking/cycling, public transport and traffic changes against the criteria requested by PDT's advisors.
- 21 Although each Phase of the development is considered separately, in identifying

mitigation proposals some common themes emerge and the approach adopted by the applicant has been to try to develop common mitigation responses that address the issues in all phases of development. However, although the effects are generally small, given the potentially dispersed nature of the effects of the development, the TA highlights the need for flexibility and monitoring and appropriate responses to monitoring are central to the proposals. The majority of mitigation measures require the support and participation of other stakeholders, particularly the highway authorities and TfL.

Construction

- 22 During the Olympic Construction Phase, it is assumed that 8% of workers park on-site, a remote logistics centre is provided and deliveries are managed and timed to minimise impacts in peak periods. The maximum workforce tested is 8,000 (with an additional 3,000 assumed to be associated with Stratford City). Against these assumptions, the general effects of the scheme are small, principally because traffic related to the construction is substantially offset by the reduced traffic as a result of the development displacing existing employment uses. For example, westbound AM peak public transport flows increase by less than 1%. Traffic flows across both a north-south and an east-west screenline are forecast to reduce during construction. Nonetheless despite the small overall changes, there are a number of more significant local effects or potential effects:
- While overall traffic may change little, there will be significant numbers of HGVs and it is assumed that their routing will be managed to minimise adverse impacts. It is envisaged that this would

include a remote Logistics centre and control of vehicles accessing the site but could also include measures to protect local roads.

- Workers' access, from Stratford station particularly, is envisaged would be assisted by shuttle buses and these will need to be accommodated on the highway.
 - A number of individual road junctions are under greater pressure and it is envisaged that measures will be taken to ensure that local users and specifically pedestrians are not disadvantaged. While these are principally perimeter junctions other junctions are identified as possibly needing management and control.
 - Existing pedestrian and cycling routes are lost due to the road closures and alternative routes are proposed including an upgraded Greenway and Lea Navigation towpath.
 - Existing bus services through the development have to be diverted.
 - Achieving high public transport use by workers will require measures to encourage use of public transport and discourage car use. As well as shuttle buses, Travel Plans and potentially parking enforcement or controls are envisaged.
 - Wider traffic effects could result in increased traffic and parking in neighbouring areas and on through routes, which will require management and control.
- 23 The applications include the junction changes required to provide access to the site itself.
- 24 The TA sets out a range of mitigation
- proposals. Under-pinning these are a Travel Plan framework to discourage car use and the Code of Construction Practice. It is proposed that a Construction Transport Management Group should provide the focus for managing construction impacts, operating within a framework set by a Construction Traffic Management Plan. The operation of this is also the subject of part of the recommended Section 106 Legal Document.
- 25 Mitigation measures that are proposed include:
- Footpath/cycle route diversion via an upgraded Greenway, involving a maximum 600m diversion.
 - Measures to maintain effective operation of perimeter junctions, primarily based on signal optimisation with only minor highway alterations and including key junctions such as Bow interchange, Wick Road/East Cross route and the northern access.
 - Traffic calming and management in adjacent local areas as required.
 - Parking and loading restrictions as required in adjacent local areas and on routes close to the site.
 - Shuttle bus operations to provide links to local rail stations for workers.
- 26 With these measures in place the assessment for the Olympic Construction Phase is:
- Walking and Cycling – neutral, with the adverse impact of diversions offset by an improved walking/cycling environment
 - Public Transport – minor adverse due to diversions and extended journey times
 - Highways – minor adverse due to increases in local traffic

Games Phase

- 27 The public transport focus of the Games minimises the highway impacts of the Games, but results in severe pressure on many parts of the public transport network. However the proposals in the Olympic Transport Plan and the summer/Olympic downturn in travel demand are expected to mitigate the effects of the Games. Indeed overall traffic levels are forecast to be lower than typical flows. Spectator access to the Olympic Park will be from the Stratford stations, the northern or southern (together with West Ham station) transport malls and a local walk/cycle access from the west.
- 28 Key to management of the large number of visitors both by road and public transport is a high level of management of the infrastructure and visitors. The proposals include enforcement of parking restrictions, intense management of the highway network and a public transport ticketing strategy. However some of the key elements of the proposals are yet to be fully resolved. This includes access arrangements from the south, involving a satisfactory pedestrian route across Stratford High Street and access from the Greenway to/from West Ham station. These should be the subject of subsequent detailed submissions. The recommended Section 106 Legal Document contains provisions for a Stratford High Street crossing and Greenway improvement measures.
- 29 Despite the measures included in the Games proposals, a number of effects result in the Games period. These include:
- During the Games Phase, the Greenway and the River Lee Navigation towpath will be closed and diversion routes will be needed.
 - Provision is required for the large numbers of cyclists anticipated and to ensure appropriate walking routes are available.
 - High levels of crowding on key rail routes including particularly the Jubilee Line, DLR and the Central Line and principally affecting PM peak and evening operation and expected to increase commuter peak 'spreading'. The DLR towards Woolwich becomes "very crowded" due partly to other River Zone venues.
 - High levels of congestion at local stations, particularly at the close of events that will require high levels of management, and lesser impacts at key central London interchanges.
 - Significant increases in traffic around the perimeter of the Olympic Park, principally affecting perimeter junctions, including Bow Interchange, A12 East Cross route, Stratford High Street and Stratford gyratory, Hackney Wick, along the Olympic Route Network (ORN) and on routes affected by traffic displaced by the ORN.
 - Potential pressure on adjacent local areas due to traffic displaced or visitors seeking parking.
- 30 Although the OTP includes many schemes that have major Legacy benefits, given the relatively short period in which the effects of the Games persist the specific Games period mitigation principally relates to close management and temporary enhancements of the public transport and highway networks. Proposals include:
- A diversion footpath/cycleway via Stratford High Street and Bow interchange and cycle facilities at entrances to the games.

- Cycle facilities in the Transport Malls and at Victoria Park.
 - The Javelin rail service providing services to Stratford International from Kings Cross/St Pancras and Ebbsfleet in Kent.
 - Rail and bus service enhancements, including late evening operation.
 - Management measures to deal with crowding at stations.
 - Priority measures to assist bus services, including the ORN proposals.
 - A potential DLR enhanced service that reduces the impact from “very crowded” to “crowded”.
 - Traffic signal optimisation at perimeter junctions that would aim to be coordinated with construction phase changes.
 - Management of junctions, particularly at peak periods, focused on key access points including Ruckholt Road in the late evening.
 - Enforcement of parking restrictions in the vicinity of the Olympic Park and on routes to it.
 - Potential traffic calming and parking enforcement in neighbouring areas such as Bow and around Victoria Park. This could also assist effective cycle access.
- 31 With the implementation of these measures, the assessment of the Games Phase is:
- Walking and Cycling – minor adverse effect due to diversions, but moderate beneficial effect for Olympic Park spectators and workers .
 - Public Transport – neutral in AM peak, minor adverse in PM peak but of short duration and significant legacy benefits of schemes associated with the Games. There are also minor adverse effects on rail freight during the Games.
- Highway – moderate adverse for the relatively short period of the Games and benefits of measures put in place for the Games potentially moderately beneficial.

Legacy Transformation Phase

- 32 Legacy Transformation will involve demolition and construction activity but on a much lower scale than for the main Olympic Construction Phase and involving fewer HGVs. After completion of the Games, the subsequent transformation will see progressive opening of routes into and through the site. This will restore and enhance existing walking and cycle routes and in general terms restore highway links and create some new permanent accesses to replace temporary provision to Stratford City.
- 33 The TA envisages restricted parking provision, with some 10% of visitors to the Aquatics and Stadium arriving by car rising for daily use to 70% for Tennis and the Velodrome (reflecting the specialised cycles brought by users). Although some of these mode shares may be low by comparison with other venues, consultation has identified significant policy-based concern at providing for this level of car access.
- 34 During peak periods, the Legacy venues will result in only modest increases in public transport use except in the evening peak westbound when a major event occurs and the effects are more pronounced. Changes to highway flows and congestion are also modest but this depends upon achievement of or exceeding the car mode share forecasts in the TA. However, if events occurred simultaneously at a number of venues, the public transport and highway impacts would be more severe.

- 35 The main effects in the Legacy Transformation Phase are:
- Generally limited additional travel demands on public transport and highways.
 - A need for cycling facilities at venues.
 - Some delay before provision of permanent western/northern access bridges at Wallis Road, Monier Road and Stour Road.
 - A need for good public transport access to/through the Olympic Park.
 - A need to manage events to ensure the effects are controlled and particularly the joint effects of multiple events are controlled. These measures would include potential traffic and parking measures and enforcement to protect neighbouring areas as well as event management and overall event coordination.
 - Limited effects on local junctions requiring mitigation.
- 36 These impacts, and those discussed below for the Legacy Phase will also need to be considered in the context of the expected application for the Olympic Village and Legacy residential accommodation.
- 37 Mitigation proposals include:
- Cycle facilities provided at venues and all routes opened up for walking/cycling.
 - A park-wide Travel Plan framework covering all venues and Legacy uses to promote use of alternatives to the car.
 - Review of measures provided for Construction and Games phases to ensure local junctions operate satisfactorily and monitoring to identify any further required measures.
 - Review of parking and enforcement, particularly along routes to/from the Olympic Park, and of local traffic calming schemes introduced for the Games to ensure they meet the Legacy Transformation requirements.
- Potential parking controls which may be required in Bow, Hackney Wick, Stratford High Street area, Stratford-Leyton and possible Bromley-by-Bow and Homerton.
 - An Event Management Plan framework and an event coordination management system to assist in managing the demands of and coordinating events.
- 38 It is also assumed in the assessment that bus services would be “improved in line with proposed uses in the Olympic Park in Legacy”.
- 39 With these measures in place, the assessment of the Legacy Transformation Phase is:
- Walking and Cycling – moderate beneficial effect, with new traffic free routes and an improved environment.
 - Public Transport – minor beneficial effect during events and moderate beneficial effect in day-to-day operations, although these are principally indirect benefits of the associated investment in transport facilities.
 - Highways – neutral effect, with traffic levels little changed from those associated with existing uses.
- Legacy Phase**
- 40 In the Legacy Phase, the TA assesses the transformed venues and IBC/MPC with full occupation in the context of the expected wider 2021 development (including full Stratford City occupation). The new western/northern bridges are assumed to be in place.

- 41 The assumptions regarding access mode (and car parking) and the overall effect of the development is similar to that in Legacy Transformation Phase, with modest changes in use of public transport and highways. Again the main changes are associated with the PM peak when major events occur. Nonetheless the maximum flow increase due to the scheme is 450 pcu (passenger car units) eastbound across a north-south screenline – a 3.3% increase.
- 42 The combination of the development with increased wider development results in further junctions being under pressure and higher public transport flows. However the analysis in the TA indicates that much of this pressure is the consequence of the overall development of which the application is a part rather than the direct result of these applications.
- 43 Since the impacts are similar to those resulting in the Legacy Transformation Phase in 2013/14 the mitigation proposals are also similar. The TA sets out the overall impacts of Lower Lea Valley development and the associated measures that may be necessary. Measures that are envisaged alongside those identified for Legacy Transformation Phase include:
- Provision of the permanent access bridges at Wallis Road, Monier Road and Stour Road.
 - Olympic Park developments designed to maximise “permeability” and walking and cycle access.
 - Monitoring of traffic movements and junctions to ensure appropriate routing and optimisation of signals.
 - Managing, monitoring and control of those off-site junctions forecast to be operating at high levels of congestion including the A12 East Cross Route, A11 and Bow interchange.
- 44 The assessment of the effects of the Legacy Transformation Phase arising from the applications is:
- Appropriate route signage.
 - On-going parking and loading enforcement on routes to and from the Olympic Park and within it.
 - On-going monitoring and management of any CPZ/parking controls and traffic calming.
 - Continued application and development of park-wide Travel Plans.
 - Continued management and co-ordination of events through Event Management Plans.
 - As in Legacy Transformation Phase, improved bus service access to the Olympic Park is assumed.
- 45 The TA identifies a range of mitigation measures but many of these are categories of measure or general descriptions rather than precise schemes. This responds to the uncertainty inherent in the background changes over the extended period of development and in forecasting transport

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and traffic changes in inner London where a wide range of route options is available. A further consideration given is the need to ensure that proposals implemented to deal with the effects of these applications are properly co-ordinated and integrated with measures that may be brought forward in relation to other developments or stakeholder ambitions.

- 46 As noted above, the TA proposes creation of a Construction Management Transport Group (CTMG), Event Management Plans and Travel Plans. In addition an Olympic Park Transport and Environment Management Scheme (OPTEMS) is proposed. Management of OPTEMS would include an OPTEMS Group with members including the Host Borough highways authorities, TfL, LTGDC, PDT and the ODA Promoter. It would be charged with overseeing monitoring and the development of specific measures to address transport issues arising from the development. It would also oversee the implementation of the Construction Transport Management Plan (through CTMG). It would require appropriate access to funding (which is regulated by the recommended Section 106 Legal Document). Levels of funding are not set out in the TA and are matters for discussion and for the Legal Document.

Conclusion:

- 47 Provided that the mitigation measures described in this section of the report are delivered, the scheme applied for in the two applications is considered acceptable in terms of its transport effects. Those mitigation measures are secured through a number of recommended conditions and, where appropriate, through the Section 106 Legal Document to be agreed with the applicant, the heads of terms of which are recommended in this report.

5.3 Socio-Economic and Community Effects

- 1 The Environmental Statement includes a socio-economic assessment of the Lower Lea Valley Olympics and Legacy scheme at Chapter 9 of the ES, Volume 12C. This assessment is divided into four sub-sections:
- Social and Economic
 - Retail
 - Open Space
 - Sports and Leisure.

Social and Economic

- 2 The assessment has taken into account the previous work in this subject area including the relevant elements of the Regeneration Strategy which sits behind the Mayor's Lower Lea Valley Opportunity Area Planning Framework and that carried out for the 2004 Olympics and Legacy Planning Permissions proposals. Reference is also made to existing relevant initiatives that are operative within the vicinity of the application site, in particular the Local Employment and Training Framework (LETF) and the East London City Strategy Pilot. This sub-section assesses the following:
- Economic effects, including business and employment, and
 - Social Effects, including health, environment, community safety, young people, education and skills, equalities and culture.

Baseline characteristics

- 3 Two baselines have been established: the Do Minimum Baseline and the Without Scheme Scenario. The "Do Minimum Baseline" scenario assumes that existing

land uses and those consented/committed at July 2006 are assumed to occur in the absence of the development. The Without Scheme scenario assumes the regeneration activity that would occur without the holding of the Games in line with the Lower Lea Valley Opportunity Area Planning Framework.

4 In addition to this, the cumulative effects of the development have been assessed using a With Scheme scenario.

5 Various indicators have been used to describe the social and economic baseline conditions. These include: Population, Learning and employment, Wellbeing and Economic and Business.

Assessment of Likely Significant Economic Effects

6 The table below is extracted from the ES and summarises the range of direct and indirect likely significant economic effects anticipated from the four scheme Phases:

Timescale	Site Enabling and Construction Phase	Olympic and Paralympic Operational Phase	Legacy Transformation Phase	Games Legacy
	Positive Impacts			
Direct Effects	Improved profile	Improved profile	Improved profile	Improved profile and Development platform
	Construction Employment		Construction Employment	
		Operational Employment		Operational Employment
		Tourism expenditure and jobs		Tourism expenditure and jobs
	Negative Impacts			
	Displacement of existing businesses			Displacement of wider employment
	Positive Impacts			
Indirect Effects	Multiplier Activity	Multiplier Activity	Multiplier Activity	Multiplier Activity
		National Pride		
	Olympic Catalyst and Inward Investment	Olympic Catalyst and Inward Investment	Olympic Catalyst and Inward Investment	Olympic Catalyst and Inward Investment
	Economic Activity and Growth	Economic Activity and Growth	Economic Activity and Growth	Economic Activity and Growth
	Improved labour supply and skills		Improved labour supply and skills	Improved labour supply and skills

- 7 The ES originally assessed a number of socio-economic and community effects which in some areas were superseded by the Regulation 19 response as is described below. The Olympic Construction Phase will require a substantial workforce in order to deliver the Olympic venues and necessary infrastructure and transport improvements. The ES anticipated that the numbers of workers needed will peak in 2007 for site preparation, 2008 for infrastructure and 2010 for transport. 2010 will be the peak year for workers for the construction of the venues and MPC/IBC and landscaping works. The ES considers that the multiplier triggered through direct employment generation will have positive impacts on a wider scale than just the Olympic Park. Taking into account the loss of a total of 190 businesses that will have been displaced within the Olympic Site, supporting just under 5000 jobs, the ES originally assessed that there will be a minor positive effect, with a net employment gain of 979 full time equivalent jobs. The issue of business and other relocations from the Olympic Park site are covered in Chapter 6 of this report.
- 8 During the Games period, the ES originally assessed an estimate of 2,600 full time staff being required in addition to a significant number of volunteers. It was considered that Games will result in the generation of 6,000 temporary jobs and that staging the Games will bring about a wider boost in tourism, leaving a lasting tourism legacy for East London. There may however be a reduction in tourism from UK residents if regular visitors are discouraged from visiting London as a result of perceived increased congestion and service costs in the short term. Indirect effects are predicted through direct employment generation and spending of employees on local goods and services creating positive off site economic and employment effects.
- 9 The Legacy Transformation Phase, with the removal of the temporary venues and facilities and transformation of the Olympic Park to its permanent Legacy mode was assessed to result in the creation of 343 full time equivalent jobs between 2012 and 2013. It is considered that the Olympic Games will bring about increased business interest and investment in the wider Lower Lea Valley and that a targeted training and skills development programme will remain in operation to train local residents with the skills necessary to access employment opportunities. The cumulative effect of the Stratford City development and the conversion of the IBC/MPC to its Legacy uses and release of new development land within the Olympic Site are also considered to have a positive effect on economic regeneration across the Lower Lea Valley.
- 10 In the Legacy Phase, the Olympic venues will be in operational use for their identified long term Legacy uses. It is considered that the level of employment generated will vary, as events and competitions vary in size and scale. It was assessed that a total of 282 full time equivalent jobs will be generated within the Legacy Park for operational venue requirements. In addition, the Legacy transformation of the IPC/MPC and conversion of spectator services into office and retail floorspace were assessed as resulting in creation of a further 4,786 full time equivalent jobs. Long term tourism benefits from the Games Phase are considered likely to continue with the Legacy of the Games attracting visitors to the region, while the site will encourage

investment within the new development platforms.

- 11 In total, the assessment originally considered that a total of 12,678 full time equivalent jobs will be created across the four Phases of the scheme, excluding temporary contractual employment. However, when the loss of employment caused by site clearance activities and additional displacement of employment opportunities from the surrounding areas is taken into account the net employment effect of the scheme was originally assessed as 6,552 full time equivalent jobs. As a result the increase in wholesale, retail, hotel and restaurant, financial services and business services, and health and education jobs will be balanced by a decline in manufacturing, construction, transport and communications and public administration employment. However, this part of the assessment has been reviewed by the applicant as a result of the Regulation 19 request for further information and it has been concluded that the net employment effect of the scheme will be slightly less than previously predicted at 5,013. It is highlighted that the LDA, London Employment and Skills Taskforce (LEST) and other organisations are currently committed to ensuring the employment benefits associated with each phase are accessible to local people. The Local Employment and Training Framework (LETF) set up through LEST is committed to developing a number of initiatives in relation to construction, vocational and volunteer training programmes, employment support, job brokerage services, local SME supply chain support and youth programmes. Chapter 6 examines further Employment and LETF issues.

Assessment of Social Effects

- 12 The table below provides a summary of the likely significant social effects as a consequence of the 4 Phases:

Timescale	Site Enabling and Construction Phase	Olympic and Paralympic Operational Phase	Legacy Transformation Phase	Games Legacy
	Positive Impacts			
Direct Effects	Spend on pre-Games educational/sports programmes/ community outreach	Security	Employment and Economic Effects	Access to Sports Facilities
	Community Pride	Community Pride	Community Pride	Community Pride
	Investment in skills Programmes	Investment in skills Programmes	Transport and Accessibility	Open space
	Volunteering Opportunities	Volunteering Opportunities		Security – Natural Surveillance in design etc
	Employment and Economic Effects	Employment and Economic Effects		Employment and Economic Effects
		Transport and Accessibility		Transport and Accessibility
				Pedestrian/ Cycling facilities
	Negative Impacts			
	Construction Traffic	Transport and Accessibility	Construction Traffic	Displacement of wider employment
	Transport and Accessibility	Disruption to local communities/ businesses	Air Quality	
	Air Quality		Disruption to local communities/ businesses	
	Open space			
	Disruption to local communities/ businesses			
	Positive Impacts			

Timescale	Site Enabling and Construction Phase	Olympic and Paralympic Operational Phase	Legacy Transformation Phase	Games Legacy
	Positive Impacts			
Indirect Effects	Increased interest in sport/activity	Increased interest in sport/activity	Increased interest in sport/activity	Increased interest in sport/activity
	Mental Health	Mental Health	Mental Health	Mental Health
	Feel-good factor	Feel-good factor	Feel-good factor	Feel-good factor
	Community Cohesion	Community Cohesion	Community Cohesion	Community Cohesion
	Community capacity	Community capacity	Community capacity	Community capacity
	Cultural Tolerance	Cultural Tolerance	Cultural Tolerance	Cultural Tolerance
	Negative Impacts			
	Health	Crime/Anti-social behaviour	Crime/Anti-social behaviour	
	Crime/Anti-social behaviour			

13 At all Phases of the Olympic Games, it is considered that community pride will increase across the UK but most particularly in London. This area of London will be showcased to the world during the Games. Sport and physical activity participation is expected to increase through inspiring communities to engage in sport by the provision of excellent facilities and venues. These are direct health effects of the Phases. Indirect effects are likely to be improved physical and mental health particularly to those near to the Olympic Site.

14 During the Olympics Construction Phase and to some extent the Legacy Transformation Phase, it is considered that

there is potential for adverse impacts to affect local people in terms of noise, dust, reduced air quality and disruption. A number of mitigation measures will be in place to try to minimise these impacts through the Code of Construction Practice and conditions that are proposed to be attached to any permission granted. Road closures and bus diversions will be in place causing disruption and inconvenience. Parts of public open space in the vicinity will be restricted during the Olympic Construction Phase and Legacy Transformation Phase but there is availability of alternatives including that at Mabeley Green and upgraded Hackney Marshes. Various pedestrian and cycle routes will be closed or diverted as a consequence of the

construction phase although the Greenway and the River Lee Navigation and its towpath will remain open throughout the Olympics Construction Phase and Legacy Transformation Phase.

- 15 The ES considers that the Legacy Phase will bring about health benefits in terms of new walk-in centre and a one-stop primary care centre in the Stratford City, area, although this is not a part of the scheme being assessed, and the creation of new and upgrading of existing open spaces. It is considered that the new sports facilities will encourage participation in sports and fitness activity helping to improve the health of local people. The Legacy Phase proposals will improve cycle and pedestrian facilities, reducing the need for the car, in turn improving health.

Community Safety

- 16 The ES predicts that there will be an increase in community pride at all Phases of the Olympics and Legacy Development, and it is likely to have a positive impact on levels of crime and anti-social behaviour, increasing community cohesion and cultural tolerance and reducing community perception about levels of crime. The Local Employment and Training Framework (LETF) is designed to engage local businesses and help move local people into employment. This is anticipated to have a minor impact on levels of crime and drawing people away from anti-social behaviour. At the Legacy Phase improved security measures and physical and visual improvements are considered to result in a safer environment.

Young People, Education and Skills

- 17 The ES identifies the inner and outer impact areas considered in the assessment as

having a population profile with a higher proportion of children and young adults than the national average. The ES considers that the scheme will have a major beneficial effect at increasing sport at a national level that will in turn improve opportunities for young people. It considers that local people will be able to benefit from increased spend on skills and education and training with initiatives launched such as Employer Accord and PreVolunteering Programme from London Employment and Skills Taskforce (LEST). Increased community pride and sport participation are anticipated to reduce antisocial behaviour and crime from young people.

Equalities

- 18 The ES identifies the higher proportions of all other ethnic groups than the regional and national rates within the inner and outer impact areas. The increased community pride at all Phases is anticipated to improve community cohesion and cultural tolerance enhancing social interaction between local people and visitors. The ES refers to a nationwide four-year cultural festival or Cultural Olympiad to start post-2008 Beijing Olympics, continuing to the 2012 Games which is estimated to bring about an improvement in cultural tolerance and community cohesion. The Design and Access Statement submitted with this application identifies the measures to be taken to ensure that the Olympic Park and its venues are accessible to all.
- 19 The ODA has also shown a commitment to equality and diversity through stated corporate commitments, including an Equality and Diversity Strategy, a Race Equality Scheme (March 2007) and a Gender Equality Scheme (April 2007). A Disability Equality Scheme is also due to be

published by December 2007.

Commitments set out in these documents address issues such as procurement and employment policy, and the working practices of contractors.

- 20 There is material included within the planning applications and accompanying documents which addresses the likely impacts and benefits of the proposals for priority groups, and the socio economic assessment includes an assessment of the health effects of the scheme. An Access Strategy is also being prepared to provide the framework for the detailed design development across the Olympic Park.

Conclusion

- 21 In summary, the ES considers that there will be a number of beneficial social and economic effects, particularly with an increased interest and participation in sport. It is anticipated that this will lead to significant benefits in terms of health and fitness and overall a reduction in crime. There will be increased employment and volunteering opportunities and there is likely to be increased expenditure on sports facilities, education, skills and participation to benefit the local community.

Retail

- 22 The ES presents a retail assessment of the scheme, assessing the effects of the retail component of the Scheme on the health and viability of retail centres located within a defined area that may be influenced by retail activities on the Olympics Site. Relevant policy and guidance on a local, regional and national scale were taken into account. The retail assessment covers all of the Inner Impact Area and most of the Outer Impact Area. The methodology aims to ascertain

the impact of the Olympics and related retail development on neighbouring town centres generated by retail demand by construction workers and on-site event workers and visitors/spectators and then looks at the cumulative effects of the Olympics Legacy facilities and the Stratford City development. The Stratford City development will provide approximately 140,000 sqm of retail floor space.

- 23 The majority of the retail provision will be temporary and provided within the venues and concourse areas. Predominantly the floor space will be provided to serve the needs of spectators, event workers and volunteers and other visitors to the Site during the preparation phase, the Games themselves and the post-Games clean-up. Most of the retail provision will be within A3 use (food and beverage outlets, cafes, restaurants) and small number of A4 and A5 uses. Conditions are recommended to control and limit these. There is also some proposed A2 use (professional and financial services such as banks and building societies) and A1 use (shops). The uses will be operational during the Games Phase and Legacy Phase and will include food halls, merchandise and ticket sales. The ES estimates that there will be approximately 45,000 sqm of net sales area in the Games Phase and a small amount will be retained in the Legacy Phase reducing the net sales area to 5,600 sqm.

- 24 During the Construction Phase, the primary retail effects will stem from the expenditure of construction workers and related workers on the Olympic Park Site. Surrounding retail centres were assessed with particular notice of Leyton and Stratford town centres. The ES considers that there will be a beneficial impact for neighbouring local town centres with annual retail expenditure likely to rise

dramatically from the year 2007-8. The Assessment estimates that the peak annual retail expenditure off-site in local venues in 2010 to be £2,720,000 spent.

- 25 Approximately 75,000 people are estimated to be employed or operate as volunteers on-site within the Olympics Park during Olympic Games preparation, the actual Games and Post-Games cleanup (an estimated 12-week period). During the estimated 12-week period, it is estimated that £36million will be spent by workers and volunteers. There are estimated to be 250,000 visitors on day 7 which is the peak day and total retail spend is estimated to be £6.25million. The combined floor space for visitors and workers/volunteers needed is approximately 40,000sqm whereas approximately 43,000sqm is to be provided.
- 26 During the Legacy Transformation Phase, it is considered that similar benefits will occur outside the Site in neighbouring town centres as during Olympic Construction and Games Phases with local businesses receiving increased expenditure from visitors and workers. During the Legacy Phase, the retail outlets contained within the Legacy facilities to be retained and operated from 2015 onwards will be designed to solely facilitate the spectators/visitors and therefore will have a negligible impact on neighbouring centres and are likely to give benefits to the local area as other facilities outside the Olympics Site are used.

Conclusion

- 27 In conclusion, the ES considers that there will be benefits to the surrounding retail centres throughout all four Phases of the scheme. It is considered that there will be additional demand for retail facilities to the Stratford area and Lower Lea Valley as a

consequence of the Games that would not have taken place otherwise. It is not considered that the retail provision will be likely to harm the vitality and viability of neighbouring town centres but is likely to bring benefits from increased expenditure. In order to ensure that the positive effect on neighbouring town centres remains positive, the net retail sales area within the Legacy Park venues is limited by proposed condition to the assessed 5,600sqm identified and that this remain ancillary to the use of those venues.

Open Space

- 28 This sub-section of the Socio-Economic and Community Effects chapter of the ES provides an assessment of the effect of the proposals in the application focusing on the Olympic and Legacy Open Space provision, the need for open space at the local level and the resulting effects of the development. Whilst the ES provides a significant amount of information on, and assessment of, the open space effects, further information and clarification was sought in the Regulation 19 letter on the amount, type and function of the proposed open space and the effects of the proposals on Metropolitan Open Land (MOL) and the quantity of this being developed and the quantum of land for future potential for MOL designation.
- 29 Within the Olympic Site, the assessment identifies approximately 90ha of existing open space with a mixture of characteristics, some having amenity and recreational value, some having identified biodiversity value but much also being characterised by derelict industrial premises, fragmented by waterways, railways, roads and pylons. It describes a large part of the site as being unsightly with much of its open

space not publicly accessible, and connectivity across the area and to communities to its east and west is poor. It is intended that the new Olympic Park will provide extensive and attractive open space to form a central, unifying element for the Olympic and Paralympic proposals. It will also provide a link to connect the Lea Valley Regional Park to the site's waterways and parkland through to the Thames to the south. The aim is to create an uninterrupted open space, network of waterways and parkland extending over 20 miles from inner London to the Greenbelt. The Olympic Park's design and layout reflects the aims for the Park in the Legacy Phase, to minimise the extent of work necessary at Legacy Transformation Phase when temporary buildings and significant areas of hard surface will be converted to green space, to create the enlarged Legacy Park.

- 30 The approach to the assessment of open space is based on the quality, accessibility and value of the open space. The baseline has been taken from an open space audit which identifies a total of 92.8 hectares of open space, 70.52 of which is designated as Metropolitan Open Land, 10.8 hectares is identified as publicly accessible open space, while the quantity of open space per 1000 population within the site is identified as 49.03 hectares.

Quantity and quality of open space

- 31 Overall the amount of open space to be created within the Olympic Park is calculated at 109.9ha. This compares to 126ha calculated for the 2004 scheme. Figures for both schemes include open water in line with PPG17 ('Planning for open space, sport and recreation'). Although the current scheme includes less open space than at 2004, that space is within a smaller

site (28ha smaller for the reasons explained above). The information presented suggests that the percentage of the site given over to open space is similar to that in the 2004 permission: open space comprised 46% of the 2004 layout and comprises 45% of the present layout. It is also the case that the 2004 calculation included the open space to be incorporated into the sites to be developed after the temporary Olympic uses were removed. The 2007 application does not seek permission for further development of the 'development platforms' to be created at the Legacy Transformation Phase. There is therefore a realistic prospect that the 2007 figure of 109.9ha will be augmented during the Legacy Phase by the open space to be incorporated into the 'Legacy Communities' development (to come forward pursuant to the Legacy Masterplan Framework, the target timetable for which is the subject of the recommended Section 106 Legal Document), part of which may be created on these platforms.

- 32 Development of the Legacy Communities will be guided by a 'Legacy Masterplan Framework'. If the same proportion of open space were to be the case for the Legacy Communities proposals to follow the current applications as was included in the 2004 scheme, then the total area of open space created post 2012 would be likely to be comparable to that proposed in 2004. The information submitted pursuant to the Regulation 19 request explains that at 2021 the area of public open space will amount to 2.3ha per 1000 population. This compares to the 'Do Minimum' scenario (a baseline consisting of existing, consented and committed development at 2006) of 2.1ha per 1000 population at 2021. This increase provides one element of mitigation for the temporary loss of public open space within

the application site and represents a greater proportion than that sought for example in the Newham Unitary Development Plan of 1.1 ha per 1000 population.

- 33 Some open space will be lost during the Olympic Construction Phase and Olympic/Paralympic Games Phase. The site of the Manor Park allotments will become part of the Park open space. This loss will be mitigated by temporary replacement allotments at Marsh Lane in Leyton (recently granted temporary permission by Waltham Forest Borough Council), and then by permanent replacement allotments in the Legacy Phase at the north east edge of the Site at Eton Manor (PDZ 7). This mitigation will be secured by a proposed condition. Open space and sports facilities at Eastway Cycle Circuit and Eton Manor will also be lost, to the built cycling venues and the hockey and tennis venues respectively, but new facilities will be provided at the Legacy Transformation Phase. East Marsh at the north west of the Site will become a transport mall/coach drop-off area for the duration of the Games. At Legacy Transformation Phase, the football pitches will be reinstated together with new changing facilities.
- 34 The scale of the new open space will allow creation of a variety of environments including wetland areas at enhanced riverside locations, grassland, scrubland and woodland. It is envisaged that these areas will provide valuable habitats for flora and fauna as the Park matures during the Legacy Phase, in addition to its role for recreation, sport and education. Undergrounding of the two powerlines that cross the site and removal of 52 unsightly pylons (which is ongoing work under a separate permission) will hugely improve the appearance of the area and allow the creation of attractive and integrated spaces.

Accessibility

- 35 The existing site is fragmented by a complex web of infrastructure and much of its open space is poor quality and not publicly accessible. The aim is that at Legacy Phase when the Park becomes available for public use, its entire area of new open space will be wholly publicly accessible to existing and new communities. Greatly improved public transport and a network of new cycleways, footpaths and bridges will cross waterways and infrastructure barriers, providing enhanced access to and across the site. The objective is to create a Legacy Park comprising an integrated network of high quality open spaces within the site and connecting to adjoining communities surrounding the site. It is envisaged that the pylons will be removed during the latter part of 2008.

Functionality

- 36 In the Legacy Phase, the Park will fulfil a range of functions, in terms of visual amenity, formal and informal recreational space, sports functions, nature conservation and hydrological functions. In terms of recreation it is envisaged that the Park will include, for example, a variety of children's play facilities, multi-use games areas, climbing facilities, a skate park, running and cycling trails, water based activities and picnic areas. However, the exact details will only be known when a reserved matters application is submitted following relevant consultation with stakeholders.

Metropolitan Open Land (MOL)

- 37 The existing site includes 70.5ha of MOL. 32.5ha of land currently designated as MOL

which will be temporarily developed for other (non-open space) uses during the Olympic Games, will be converted back to open space. This includes land at Arena Fields (PDZ5), Eton Manor (PDZ7) and East Marsh (PDZ15). A total of 15.5ha of currently designated MOL land will be developed for other purposes and not revert back to open space. However, it is argued that the new Legacy Park to be created will be of a quality, scale and function consistent with the London Plan's criteria for MOL designation. Excluding open water, the Legacy Park will include 102.3ha of open space. Designation of this area as new MOL would represent a net gain of 31.8ha of MOL over the current area of 70.5ha. There will therefore be an increase in provision of land suitable for MOL designation at Legacy Phase in mitigation for the loss of MOL land earlier in the development works. Actual designation of land as MOL is the role of the Host Boroughs through the Local Development Framework process.

- 38 Concerns were raised by the GLA and each of the Olympic Host Boroughs in the first round of consultation with regard to the temporary- loss of open space and the potential for a decrease in the openness of existing MOL. A general concern was also the potential for a decrease in the amount of open space when compared to the scheme underpinning the 2004 Planning Permissions. Clarification sought through the Regulation 19 letter has demonstrated that there is potential for the amount of open space to be equivalent to that permitted in 2004, with an increase in aggregate of land that either is or has potential to be designated as MOL.

Conclusion

- 39 With the addition of the further information within the response to the Regulation 19 letter, the ES sets out the temporary loss of open space within the Olympic Construction and Games Phases but demonstrates the phased introduction of the Legacy Olympic Park during the Legacy Transformation Phase, to provide an increase in publicly accessible open space and an increase in the quality of that space that would potentially lead to future increases in MOL designation should the relevant boroughs bring that forward in their future development plan reviews. That increase in quantity and quality comprises the mitigation that is either embedded within the planning application of the development applied for or secured by condition and recommended Section 106 Legal Document planning obligations. These seek to secure the delivery of the quantity of open space identified in the applications, ensure that it meets the London Plan criteria for designation as MOL, and address the quality and appropriateness of landscaping. The recommended S106 Legal Document sets out an agreed process for the Legacy Masterplan Framework and its scope, which should include the relationship between the Park and the development platforms and the configuration of open space within these.

Sports and Leisure

- 40 The ES includes an assessment of the effects of Olympic and Legacy Development on the sports and leisure needs of the UK at local, regional and national level. Various national, regional and local policy and frameworks were taken into consideration

as well as the Five Olympic Boroughs Sports Development Framework written in advance of the decision to award the 2012 Olympics to London. The application includes an audit and mapping analysis of current facilities within the region and study area to update the baseline of existing facilities and reviews the relevant policy including current community, cultural and sporting strategies in order to provide an indication of current and future sporting needs.

- 41 The ES considers the local facilities in each of the Host Boroughs and concludes that there is a cumulative shortfall in provision of sports halls and indoor facilities. It examines the effect of the Olympic and Legacy Facilities on existing sports facilities and the needs for sports facilities nationally, regionally and locally with the findings set out by Delivery Zone. From 2007-2011, during the Olympic Construction Phase, there will be a neutral effect with the 13 playing pitches at East Marsh being in use and replacement pitches will be re-provided at Hackney Marshes through the upgrading of the disused pitches. Work in PDZ15 starts in 2011 at East Marsh. In 2012, the Games Phase, it is considered that the 2012 Olympics will stimulate demand and interest in sport and lead to increased participation. This will be a major principal benefit of the Games.
- 42 The Legacy Transformation Phase will see the Aquatics Centre in PDZ1 being unavailable for around 9 months after the Games while it is converted into legacy use with the removal of temporary seating. The Olympics stadium in PDZ3 will be unavailable for around 18 months in the Legacy Transformation Phase to reduce capacity to 25,000 seats. In PDZ 5 the handball arena and hockey arena will be converted into multipurpose uses in the Legacy Transformation Phase and will be unavailable for around 18 months. In PDZ 6 and 7, the Velodrome, the BMX track and tennis courts will be unavailable for around 6 months whilst converted to Legacy use. In the Legacy Phase, the Aquatics Centre will be used for International, National, Regional and Local events in conjunction with other national facilities such as in Manchester and Sheffield. It will meet local needs in terms of swimming pool provision plus a health and fitness facility. The Olympic stadium will be retained but converted to a 25,000 seat stadium that will accommodate a mix of uses whilst retaining an athletics track to compete with Crystal Palace. The multipurpose arena in PDZ5 when operational should be capable of accommodating indoor multi-purpose sports events. It is considered likely that there will be a negative impact on Herne Hill Velodrome in terms of attracting events away. However the provision of the Velodrome as well as the BMX track being retained will benefit the local area and is considered to enhance the overall provision of cycling facilities within the area. The ES considers that effects the overall operation of the velodrome and associated cycling facilities in legacy mode are 'moderate beneficial'. PDZ 7 will contain two synthetic turf pitches as part of the Legacy sports facilities. One of the pitches will be water-based and suitable for hockey use. This meets the local shortfall of more synthetic turf pitches. Finally PDZ15 will involve the restoration of the pitches by 2013/14 with improved pitch and changing provision. The replacement pitches at Hackney Marshes will be retained.
- 43 In conclusion, the Olympic Construction Phase will bring about a neutral effect with only the existing sports facilities at East

Marsh being in use with some upgrade work on replacement pitches carried out on Hackney Marshes. During the Games Phase the venues will not be available for public use; however, there will be an indirect benefit through increased community pride and increased interest in sport. The Legacy Transformation Phase will see the built facilities being transformed for long-term public use, and some will therefore be out of action while this process occurs after the Games. The pitches at East Marsh will be reinstated and the temporary replacement facilities will be retained. The Legacy Phase is considered to bring about major benefits with various venues open to local people at the same time as providing a facility for national and regional events. The venues are assessed as meeting local demand and it is anticipated will result in an increased interest in sport participation.

Regulation 19 Request

- 44 The Regulation 19 request sought further information and clarification on matters relating to both open space and other socio-economic impacts of the proposed scheme. For open space, the applicant was asked to clarify the methodology used in assessing the effects on open space, on the baseline information used to carry out the assessment and explain how the scheme addressed existing and future open space requirements at each phase. This information was provided and is referred to in reaching the conclusion in considering the ES assessment of open space above.
- 45 For other matters further information was sought on the baseline for future employment on site taking account of the effect of business relocations; a sensitivity analysis of the value of the multiplier effect from construction employment; sensitivity

analysis based on evidence from previous Games on employment from long term tourism and visitor expenditure; provision of further information on how equal opportunities are dealt with in the procurement process, policies and working practices and in terms of the design of the facilities and venues. An update on relocation of business and residents from the site and how these relocations are being taken forward were also requested and has been provided

- 46 Whilst the further information provided has yielded some adjustments in results or figures given in the assessment, these have not resulted in a change to the overall conclusions reached with regard to any identified significant effects. For example the net total full time equivalent jobs figure has been revised down from 6,552 to 5,013, which, whilst being a smaller positive effect, is not significant enough to change the conclusion reached. Information submitted on matters such as equalities and relocations and the LETF are examined in detail in the assessment chapter of this report. The information provided in this respect is considered to be sufficient to conclude that the assessment of the socio-economic effects of the scheme is complete.

Conclusion

- 47 In conclusion, the Environmental Statement taken with the additional information submitted in response to the Regulation 19 request adequately assesses the socio economic effects of the proposals. It highlights that in the Games and Legacy Phases there will be a minor to moderate beneficial effect in the Olympic Site, compared to the scenario without the Games occurring. Temporary and minor

detrimental impacts are likely to occur for the local populations in the form of disruption and noise during the construction phase. Also some businesses have been relocated away from the Olympic Site. The scheme will provide new sporting and leisure facilities together with new opportunities to take part in sport. The hosting of the Games aims to stimulate and promote an interest in sport in order to bring about good health and well-being. During the Olympic Construction Phase, there is a loss of some sporting facilities on the Site including the Eastway cycle facility and East Marsh. Temporary facilities are due to be provided with the upgrading of facilities at Hackney Marshes and provision of cycle facilities at Hog Hill in London Borough of Redbridge. Allotments users will be lost from the Manor Garden Site off Waterden Road; however a replacement site will be located on Marsh Lane in Leyton. There is a temporary loss of open space which will have an adverse impact in the short term; however, this will be mitigated in the long term by securing the implementation of the Legacy Olympic Park applied for in the Facilities and Legacy Transformation planning application.

5.4 Townscape and Visual

- 1 This topic is covered in Vol. 12C of the E S (Chapter 10) with associated appendix (Vol. 12G) and figures and photographs (Vol. 12F). Some supplementary information has been provided in response to the Regulation 19 request (Vol. 5A). It sets out to identify the impacts of the proposed development on the character of the area in which it is located. Since the site of the Olympic Games will be almost entirely cleared of buildings and structures the relevant impacts of the development are principally upon the character of and views from the surrounding communities.
- 2 Lighting is also considered in this chapter in the sense of its impact, but also features in other parts of the ES such as open space and design and access.
- 3 The division of the Olympic Park site into 'islands' means that the location of individual buildings is guided by the size of plot available, their function and capacity requirements and the aim of relating to one another and their setting at a scale appropriate to their context. Many of the proposed buildings will be of a considerable bulk and scale and others not bulky, but tall; these will have a considerable impact on the setting of and views from the neighbouring districts. The large areas of temporary back and front of house accommodation have the potential to create low-level clutter during the Games Phase.
- 4 The solution (mitigation) to creating a harmonious townscape from the built development during the Games is to concentrate on design for the public realm, pulling the park together by proposing a consistent design for bridges, street furniture, temporary structures and landscaping and by turning the constraints of the waterways to positive advantage as a linking feature through the Park.
- 5 The Legacy Transformation Phase will see stadia reduced in scale or re-located, ephemera removed and hard surfaces returned to green space. The proposed Legacy Masterplan Framework, which seeks to plan the future for the development platforms that result from this phase, and will be the subject of separate future planning applications, will determine an important element of the final townscape and landscape of the Olympic Park.

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- 6 Chapter 10 of the ES sets out the policy context, including reference to strategic views, the effects on which are considered to be minimal (the wind turbine may be visible from Westminster Pier), the methodology for the assessment and definitions of receptors.
- 7 The effects upon the character of and views from the surrounding area have been measured by the identification of visual receptors of different types (landscape/townscape, visual, tower and linear) all within 2Km of the site boundary. The assessment describes the character of PDZs and of features such as the Greenway and waterways which cross PDZs and of views around the site and describes the existing light environment.
- 8 Site wide maps showing landscape features and constraints such as existing protected landscapes such as MoL and sites of nature conservation interest (fig 10.1); boundaries of 'landscape character receptors' (similar but not identical to PDZs (fig 10.2); locations of visual receptors; zones of visual influence for each PDZ and for taller features such as the cauldron and wind turbine plus landscape/townscape photographs (Figs 10.3-6) and an aerial photograph of the site.
- 9 The landscape, townscape and visual tables describe the character of each receptor and indicate their degree of sensitivity, then assess the effects upon them of the Olympics and of legacy facilities. These effects fall within the full range from major adverse (Arena Fields PDZ 5) to major beneficial (Livingstone Road PDZ 12)
- 10 A similar table for light sensitive receptors is also provided. On residential properties and on roads, railways and waterways, the effects are generally assessed as slightly adverse or neutral whereas for towers it is slight beneficial.
- 11 The ES sets out the assessment of effects for each Phase of the scheme. During the Olympic Construction Phase it is assessed that against the 2006 baseline many of the identified receptors will experience major adverse effects as a result of the magnitude and on-going nature of construction activities.
- 12 At the Games Phase, seven major receptors are assessed as having a major level of effect, two of these being adverse in nature. These are at Hackney Marshes, East Marsh where there will be a temporary replacement of the grass playing fields with hard surfaced accreditation and checking areas; and at Arena Field and Woods where a permanent major adverse effect is identified as a result of the change from an open raised rough grassland area to that containing the International Broadcasting Centre (IBC) and Main Press Centre (MPC) and associated development. The mitigation measures identified here are that of the design and form of the buildings, the setting back of development from the canal edge, the residential receptors and Eastway, and the retention of the canal side trees and woodland edge to Eastway. The applicant has stated that adverse impacts on East Marsh and Arena Field Woods should be balanced against the reinstatement of East Marsh post Games and the beneficial effects identified at other locations. Moderate or major beneficial effects are identified for locations at Waterden Road, Frigoskandia, Thornton's Fields, St. Clements Wharf and the waterways.

- 13 During the Legacy Transformation Phase moderate to major adverse effects are identified for many Planning Delivery Zones (PDZs) where construction work takes place to remove temporary structures and deliver the Olympic Park in its Legacy form. During the Legacy Phase only one adverse effect is identified, that of the major adverse effect associated with Arena Field and Woods, as discussed above.
- 17 The Energy Centre Flue Stack height is assessed on the basis of the height range, 33 to 48 metres, within which the flue stack is likely to be required in order to meet the technical requirements of the Centre. Theoretical visibility of the flue stack is identified as occurring to the north and south and from the industrial and residential areas of Hackney Wick. The ES considers the flue stack within the overall assessment of the Energy Centre. It identifies a major adverse effect for the residential receptors at the junction of the River Lee Navigation, Hackney Cut and Hertford Union Canal, a minor adverse effect for views from Victoria Park and identifies slight to major beneficial effects for receptors elsewhere. Mitigation is identified in the form of the canal side park and the improved built development forms and setting that will be provided.

Regulation 19 Request

- 14 The regulation 19 request sought further information on any significant landscape, townscape or visual effects which may arise from the proposed wind turbine (in particular considering blade shadow flicker, colour and lighting), the Energy Centre flue stack and the telecommunications masts and any necessary mitigation measures.

Regulation 19 Submission

- 15 In response to the Regulation 19 request, the applicant indicates that most of these items are already covered in the original Environmental Statement but provides more detail on each topic.
- 16 The Wind Turbine will be up to 130m tall and is likely to be most visible from open parks and streets in Leyton. The nearest residential receptors are 300 metres away at Ruckholt Close. The assessment considers that the effects on this and other more distant visual receptors will vary between slight adverse and moderate beneficial. The mitigation identified is that of the Wind Turbine's location resulting in its distance from the nearest sensitive receptor, its light colour and its lack of illumination, except for CAA compliant statutory lighting. Conditions refer to the control of this mitigation and that of shadow flicker from the operation of the wind turbine.
- 18 The scheme includes eleven telecommunications masts. These are primarily addressed within Chapter 6 of this report. The ES identifies mitigation for the effects of these masts as the locations chosen for their siting and the integration of the masts within the overall masterplan for the Olympic Park to ensure that they are sympathetic to their surroundings. Additionally, telecommunications masts are to be shared and size of masts limited as much as possible. A condition is proposed which seeks to minimise the number of masts and consider siting within or on the proposed venues as a priority.
- 19 The particular townscape impacts of features such as telecommunications masts, cauldron, wind turbine and CCHP are addressed elsewhere in chapter 6 of this report.
- 20 The information provided in response to the Regulation 19 letter was also accompanied by information on changes to drawings

which show an increase in the parameters for proposed main stadium both in Games and Legacy mode, including raising the podium level above the River Lea and City Mill River. The ES assessment of this change is that it would not change the impact on receptors significantly.

Conclusion

- 21 This submission is considered satisfactory subject to the recommended conditions and Section 106 Legal Document requirements necessary to ensure that adverse visual impact is mitigated.

Townscape and Visual – Landscape and Trees

- 22 This topic is included within Townscape and Visual in Vol.12C of the Environmental Statement, together with the associated appendix and figures, and in Vol.15, the Code of Construction Practice. The originally submitted appendix and figures have been substantially revised in the Regulation 19 submission, Volume 5C, and the new Code of Construction Practice in Vol. 8 replaces the earlier submission.
- 23 The character of the area (Lower Lea Valley) with its network of waterways, roads and railways means that it is scattered with areas of vacant, neglected, overgrown and virtually inaccessible land. Many are small plots or narrow strips by waterways but together they amount to a significant area of semi-natural vegetation and provide valuable, often linear, habitats. Public open spaces such as East Marsh and Eton Manor are more formal and dominated by specimen trees. There are two groups of trees protected by T.P.O. one on Eton Manor and one around Old Ford Locks.

February 2007 ES Assessment of Likely Significant Effects

- 24 (Chapter 10 Vol. 12C) Townscape and Visual refers only briefly to trees, most of the information being in the appendix. The chapter includes descriptions of 18 'landscape/townscape character areas' and the presence of trees and significant vegetation is a contributory factor in the identified sensitivity of several areas, such as the Greenway and Old Ford Locks, categorised as moderate and of Arena Fields and East Marsh, high.
- 25 The site preparation application will have an unavoidable impact on trees and natural vegetation and major adverse effects are identified at Arena Fields and Eton Manor during this phase of the development, the Games Phase should have no effects on retained trees. The Legacy Transformation Phase could have some further impact, as well as beneficial effects of new planting, as changes to highway layouts and bridges may impact on trees unaffected by the original construction.
- 26 Mitigation is generally seen to be through the retention of trees including large specimen trees and some woodland edge to waterways and through replacement and new planting.

Regulation 19 Request

- 27 The regulation 19 request letter requested 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.
- 28 The following further information was submitted and was contained in Volume 5C

of the May 2007 submission which included the following:

- A complete and updated tree survey with associated plans
 - A new plan showing existing non TPO trees and 'tree areas' which are to be removed as well as those retained (OLY-GLB-ILL-DWG-STW-SPC-IND-001/01).
- 29 The request for details of replacement planting is dealt with in the Biodiversity Action Plan Framework (Vol. 9A) which sets out proposals to increase the number of native trees in the Lower Lea Valley and provide a structure of woodland and scrub to facilitate the movement of birds and animals through the site'. This is considered in the ecology section of chapter 6.
- 30 In addition to the specifically requested information the following relevant information has been provided:
- changes to drawings include amendments to wing wall of bridge L01 (land-bridge from East Marsh) to retain 4 trees;
 - A table (10.3) summarising significant landscape/townscape effects and the proposed mitigation measures, on a zone by zone basis for 4 time periods (2007-11, 2012, 2013-14, 2015-21) including mitigation measures has been added. This indicates major adverse impacts on townscape in every zone during the construction phase and again during the legacy construction phase. The proposed mitigation is, inter alia, the retention of some trees and areas of woodland, mainly around the edges of zones, along waterways and roads.

The Code of Construction Practice (May 2007 submission)

- 31 The revised Code of Construction Practice (Vol. 8) includes commitments on trees which are to be incorporated into all construction contracts. These require contractors to implement the processes set out elsewhere in the ES. The main points are:
- Mark out trees and areas of vegetation which are shown in ES as to be retained and provide protective fencing in line with the tree canopies in accordance with BS5837:2005 before any materials or machinery are brought on site.
 - Not store materials or soil, alter ground levels or plough up the areas within the protected areas.
 - No heavy plant or machinery to be stored below canopy and vehicle movements minimised and matting placed around root zone to minimise compaction.
 - Carry out ground-works within the protected area by hand.
 - Remove lower tree branches to reduce potential damage to them by construction machinery and use qualified tree surgeons for work to tree canopies
- 32 The Code of Construction Practice has been discussed with the applicant and various changes made (there is a current July 2007 version) in anticipation of its further submission and approval which is recommended to be subject to conditions, including to ensure necessary safeguards for protection of trees is in place wherever protection is practicable.

Tree Survey

- 33 This is a ground-level visual survey to identify species, size and general condition but without the detailed examination needed to determine age or internal condition of the wood. The survey identifies a condition category which is applied to each tree (it is explained that A means retention most desirable, B - retention desirable, C - could be retained, R- remove but categories such as A2, B2 etc are not explained). The proposed management for each tree (categories such as fell, crown lift, formative prune, coppice, etc are given for some but not all specimens). A condition is proposed that requires trees to be retained in accordance with the relevant drawing.

Tree Loss at East Marsh

- 34 Concern has been raised during consultation that the temporary use of East Marsh as a coach park and potential loss of trees to build the connecting land-bridge and might have an adverse effect on trees. The Regulation 19 response commits to minimising tree loss, and the replacement of any lost with similar species and the protection of those remaining. A condition requires this to take place in accordance with an agreed management plan.

Conclusion

- 35 In conclusion, further to the submission of revised and further information in response to the Regulation 19 letter, the townscape and visual effect assessment (including in relation to trees) is considered sufficiently complete. The proposals include benefits to the current visual environment of the area and in 2012 and 2021 the majority of effects are assessed as beneficial. Where adverse effects have been identified, subject to the

recommended conditions and revised Code of Construction Practice to be submitted for approval by the applicant, sufficient mitigation can be provided.

5.5 Energy and Carbon Emissions

- 1 Chapter 11 of the ES, Volume 12C, sets out the assessment of the energy use and associated carbon emissions of the project, drawing on associated documents such as the Energy Statement and the Transport Assessment that have been appended to the ES. The ODA's targets, with respect to minimising CO₂ emissions, is set out in its 'Sustainable Development Strategy' and include:

- The Athlete's Village being 25% more energy efficient than current (2006) building regulations;
- Permanent venue structures being designed to reduce carbon emissions to 15% below current building regulation requirements and seek to achieve a BREEAM Excellent Rating;
- Use of a Combined Heat and Power Plant (CCHP) to provide a carbon emissions reduction of 20 to 25% compared to current building regulations and industry standards; and
- Utilising renewable energy to provide 20% of the Olympic Park and Athletes' Village energy demand in the immediate post-Games period.

- 2 Recognition is given in the ES to the significant energy demand during construction, including the embodied energy in the materials used, and the energy used in association with transport throughout all phases of the scheme. The application of the above approach to the reduction of carbon emissions and supply of

energy utilities, includes the proposed Energy Centre at Kings Yard, incorporating the CCHP plant and biomass boilers, gas boilers and chiller plant and the proposed wind turbine with a rated output of 2,000Kw and an annual electricity output of 3,500MWh.

Assessment Methodology

- 3 The assessment of the likely significant environmental effects of the development on energy and carbon emission has used a process of benchmarking the venues against appropriate equivalents, for example for the Main Stadium the benchmarking has been set against the Sydney Olympic Stadium, and Manchester Commonwealth Stadium.
- 4 Energy and CO₂ emissions baselines have been set using a described tailored benchmark approach. Transport related CO₂ emissions have been derived from work associated with the Transport Assessment, while construction related CO₂ emissions have be derived from the GLA Economics Unit indication of annual tonnes of CO₂ emissions per employee of 2.5 tonnes per person year.

Baseline

- 5 The ES identifies the baseline by describing the existing electricity and gas utility infrastructure and supply. It also identifies a carbon emission baseline for 2006 for the application site of 16,158 tonnes. The 2012 without scheme baseline is identified as 10,956 tonnes and for 2021 as 14,647 tonnes.

Assessment of Likely Significant Effects

- 6 Carbon dioxide emissions are assessed for the following:

- 7 For the Olympic Construction Phase, it is assessed during the peak construction year of 2010 carbon emissions as 13,500 tonnes against the 2006 baseline of 16,158 tonnes. The effect is assessed as neutral during the Olympic Construction Phase.
- 8 For the Olympic Games year the energy use has been assessed as being likely to result in a total of 21,131 tonnes of CO₂ emissions, taking into account the energy efficiency measures and renewable energy generation identified as being part of the scheme. It is considered that the wind turbine will account for a reduction of 2200 tonnes and the biomass boiler of 1000 tonnes. Although the assessed CO₂ emissions for 2012 are above the baseline figure, the assessment concludes that the effect is neutral when considered at a London-wide and national scale.
- 9 The building emissions for the Olympic Park in the Legacy Phase have been assessed as likely to be 13,843 tonnes of CO₂ (22,863 tonnes when including the Olympic Village which is not part of the scheme applied for). It is assessed that, when including the factor of carbon emissions reduction from sources such as the wind turbine, biomass boiler and building specific renewable energy generation, there will be a 44% reduction in CO₂ emissions from the above figures and resulting in a neutral effect at a London-wide and national scale.
- 10 Transport related CO₂ emissions are assessed as reducing against or being equivalent to the Do Minimum baseline for each year assessed as shown below, resulting in the effect being assessed as neutral.

ES Table 11.14 Transport Related CO₂ Emissions (1000 Tonnes)

Year	Do Minimum	Scheme
2006	122	122
2012	109	105
2013	n/a	110
2021	133	134

Assessment of indirect CO₂ Emissions

- 11 The indirect CO₂ emissions during the Olympic Construction and the Games Phases are considered to exceed the directly related emissions. In the Olympic Construction Phase, however, these are assessed as being neutral in comparison to indirect emissions from other major UK construction schemes, while for the Games Phase the assessment is again considered neutral on the basis that the Games would have happened at this point in time wherever they were held.
- 12 The indirect effects at Legacy Transformation Phase and Legacy Phase are again assessed as being neutral on a London-wide and national basis.

Assessment of Scheme CO₂ Emissions effects on Climate Change

- 13 The assessment considers that at all Phases the scheme will be a very minor contributor to national and global climate change, with carbon emissions in any one year from the scheme being no greater in total than 25,000 tonnes. The assessment sets this within the context of the London-wide annual emissions figure of 38 million tonnes and that of the identified measures to ensure that the scheme's carbon footprint is minimised. The application does not include any specific proposal to deliver this cumulative benefit.

Likely Significant Cumulative Effects

- 14 The ES considers that the scheme will have a moderate beneficial effect cumulatively with surrounding large projects such as Stratford City, Clays Lane and Stratford Station, through provision of long term energy infrastructure and capacity. A minor cumulative effect is identified in terms of CO₂ emissions assessed as being 0.1-0.2% of the London-wide total.

Regulation 19 Request

- 15 No specific further information or clarification was sought within the Regulation 19 letter in regard to the effects of energy and carbon emissions. However, the Regulation 19 submission also included additional information on the Heat Island effect. This identifies the Olympic Park as having a minor positive benefit in countering the Heat Island effect. The additional information also highlights the energy targets within the ODA Sustainability Strategy, e.g. targets for the permanent venue structures to be 15% more energy efficient than Part L of the 2006 Building Regulations similarly a target of 25% for the Olympic Village. The opportunities to bring materials to site by rail and water transport to reduce transport related CO₂ emissions is also highlighted.

Mitigation

- 16 While the assessment generally concludes that the effects of the scheme on energy infrastructure provision and CO₂ emissions are neutral, this partly depends on the implementation of the measures to maximise energy efficiency and use renewable energy described in this chapter of the ES and the ODA Sustainability Strategy. The delivery of these targets will be secured/provided for by

a combination of conditions and Section 106 obligations, and through the Code of Construction Practice.

Conclusion

- 17 This chapter of the ES in examining the effects of the scheme on energy and carbon emissions concludes that, measured against the 2006 energy and carbon emissions baseline that those effects will be generally neutral in a regional and national context and a significant proportion of energy demand being met by the scheme proposal through CCHP and renewable energy power and heat generation and distribution and the identified levels of energy efficiency. No further information was specifically sought as part of the Regulation 19 request for further information; however, the securing of the identified renewable energy generation and carbon emissions targets and measures through a mixture of conditions and Section 106 Legal Document obligations is considered necessary.

5.6 Microclimate

- 1 Chapter 12 of the Environmental Statement assesses the availability of sunlight and daylight at specific locations around the site including watercourses and public spaces for 2012 and 2021 and the likely significant wind effects on the local environment from tall buildings at pedestrian level and on the navigable waterways.

Sunlight and Daylight Assessment

- 2 There is currently no national planning policy relating to development and its potential impact on daylight and sunlight. Regional policy is contained in the London Plan. The Borough of Newham has some local guidance in its Unitary Development Plan.

Further guidance is found in BRE Guidelines BR209; Site Layout and Planning for Daylight and Sunlight - A Good Practice Guide'.

- 3 The following issues were of consideration in the assessment.
- The potential loss of sunlight availability due to increased shadowing;
 - The potential loss of daylight, reducing the quality of interior light, and
 - The reduction in the quality of natural light on neighbouring sensitive properties.

Sunlight and Daylight Methodology and Assessment

- 4 BRE Guidelines BR209, Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice sets out best practice recommends the assessment of natural light in accordance with two parameters:
- The percentage of Annual Probable Sunlight (the average number of hours a location receives direct sunlight).
 - Vertical Sky Component (the amount of daylight available at a location on a vertical façade relative to the amount of daylight on an unobstructed horizontal plane).
- 5 It also recommends assessment of the Average Daylight Factor (ADF). This assessment is carried out to determine the daylight availability in a room.
- 6 The 2006 baseline was established for the assessment by:
- Construction of numerical models of existing 2006 baseline site for conducting sunlight and daylight analysis;

- Conducting simulations to determine Annual Probable Sunlight Hours at 55 ground and 54 façade target locations surrounding the site;
 - Simulations to determine the Vertical Sky Component at 54 façade locations for the 2006 Site; and
 - Analysis of these elements for the 2006 baseline site.
- 7 The ES considers that microclimatic effects are unlikely to occur during the Olympics Construction Phase, with the assessment being focused on the Games and the Legacy Phases.
- 8 To establish the existing sunlight and daylight of the site and its surroundings three dimensional virtual models were constructed to represent the 2006 situation and the 2012 Olympic development. These models included detailed representation of all existing buildings on site and those outside the site up to a distance of 300m. For the analysis of a 2006 baseline, façades and ground assessments/locations were added to the models on properties surrounding the site.
- 9 Simulations at 55 locations for sunlight and 54 locations for daylight across the Olympic Park were carried out to determine the Annual Probable Sunlight Hours (APSH) and the Vertical Sky Component (VSC). Overshadowing simulations were conducted for 21st September, December, March and 21st June. An assessment based on the maximum proposed building dimensions was carried out on the 2006 baseline and 2012 Olympic conditions to determine whether the minimum levels of sunlight and daylight set out in the guidelines had been achieved.
- 10 The guidelines recommend that the Annual Probable Sunlight Hours should be at least 25% on an annual basis and at least 5% during the winter months of September to March. The analysis shows that the minimum recommended level of sunlight and daylight is achieved at all ground and façade locations that were assessed both on an annual basis and during the winter months.
- 11 A number of façades with the lowest daylight levels were identified and utilised to identify areas that may be sensitive to sunlight and daylight.
- 12 The two tallest buildings to be located on the site are the Olympic Stadium and the Aquatics Centre. Assessments on the possibility of shading from these two structures on neighbouring development were carried out to ascertain any conflict with the guidelines in BR209. There are no existing residential dwellings within 400 metres of the proposed stadium, furthermore its siting and orientation is aimed at limiting any shading impact. Apart from the IBC/MPC there are no other venue facilities within 100m of existing residential properties. No significant effects are identified in the ES.
- 13 The usage of the waterways by the public is expected to be transient as most people will be moving along the waterway by foot, boat or cycle. The exception being those engaged in fishing. Environment Agency and British Waterways have raised concerns with regard to the permanent overshadowing of the waterways. It is acknowledged that the bridges will result in the overshadowing of the waterways with an effect on their ecology. This issue is being examined in this report dealing with Terrestrial Ecology and Nature Conservation.

- 14 Guideline BR209 does not include any criteria for assessing daylight and sunlight availability on the waterways. Existing navigable waterways on the site are overshadowed by existing buildings and vegetation. Assessments on sunlight were carried out at 13 distributed locations near to waterways. From the analysis carried out, it shows that the recommended sunlight is achieved at all waterway locations assessed. Some waterways will be subject to shadowing effects; this includes shadows cast from the Olympic Cauldron. The impact of this structure is likely to have no significant adverse impact.
- 15 The submission of further information as a result of the Regulation 19 letter clarifies the conclusion in the assessment that although there are some adverse daylight and sunlight effects on sensitive receptors when compared to the 2006 baseline, no mitigation will be required as the daylight and sunlight criteria set out in the best practice guidance will be met in implementing the scheme proposed. In order to ensure that this is the case conditions will require an assessment of microclimate in relation to designs for structures when details of these are submitted for approval.
- 16 There is no government guidance or codes of practice for wind assessments which focus on pedestrian comfort and safety. Current Code of Practice for assessment of wind effects on buildings concentrate on wind loading issues. The Lawson Comfort Criteria for pedestrian comfort and safety define an industry standard threshold of wind speed and frequency of occurrence in relation to each category. The comfort criteria are based on the exceedance of the threshold wind speed occurring less than 5% of the time. If predicted wind conditions exceed the threshold of each category the wind conditions are considered unacceptable.
- 17 The London Plan Supplementary Planning Guidance "Sustainable Design and Construction" advises that the creation of wind tunnel effects should be avoided and proposals for tall buildings should be subject to a wind environment assessment. This is to ensure that landscaped and public areas are suitable for a range of general activities for pedestrian such as walking, sitting and standing.
- 18 A purpose designed boundary layer wind tunnel was constructed that included a test section representative of the site from the 2004 scheme. Assessments carried out aimed to ascertain the potential influences on the wind microclimate in and around the site. These influences include:
- i) Downdraughts from the windward façades of significant or exposed buildings;
 - ii) Channelling of low level flows due to massing and layout of buildings;
 - iii) Acceleration of low level flows at building corners and along curved façades;
 - iv) Exposure of open spaces to prevailing winds; and
 - v) Changes in planned usage of the site introducing more wind sensitive activities and increased pedestrian awareness of the local wind microclimate.

Wind Assessment

- 16 There is no government guidance or codes of practice for wind assessments which focus on pedestrian comfort and safety. Current Code of Practice for assessment of wind effects on buildings concentrate on wind loading issues. The Lawson Comfort Criteria for pedestrian comfort and safety define an industry standard threshold of wind speed and frequency of occurrence in relation to each category. The comfort criteria are based on the exceedance of the
- 19 The assessment focused on the following:-
- i) Pedestrian access routes in and around the site;
 - ii) Pedestrian entrances to existing and proposed buildings;

- iii) Recreational areas
 - iv) Navigable waterways; and
 - v) Areas of expected highest wind speeds such as building corners.
- 20 Currently prevailing winds at the site are from the south-westerly and westerly directions although north-westerly winds are also common during late winter and spring. Existing development in and around the site is suburban/urban in nature and wind exposure is typical for a London area. The corners of some of the warehouse buildings may cause accelerated winds but these are limited to the immediate areas.
- 21 Measurements at 128 locations across the model area, at a height of 1.5m were undertaken using a probe capable of measuring fluctuated pressure differences against wind speed. A full range of wind direction increments were taken over a period of time to determine the mean and 3-second gust speeds. Additional ten-year data obtained from the London Weather Centre was also used in the assessment.
- 22 Assessments were made of the navigable waterways at monitoring points. It was found for the baseline conditions measured that about one third of the monitoring points were only suitable for standing over short periods of time; this however improves during the summer months. Generally the current wind environment on the site is considered to be suitable for all general pedestrian activities.
- 23 During the Olympic Construction Phase, wind speeds are likely to increase over a period of time due to the progressive nature of the construction work. Development on site could affect the wind environment. Tall, wide buildings will have a notable effect and likely to cause some increase in wind speeds at pedestrian level. This can be reduced through careful design and the use of appropriate mitigation measures.
- 24 The 2012 Olympic Games Phase assessment is based on the wind tunnel study carried out for the 2004 Olympics scheme. The wind tunnel tests in 2004 showed that the pedestrian comfort conditions within the site would be suitable for strolling, proving access to buildings and in summer for standing or sitting for long or short periods. A number of locations were identified as requiring mitigation measures to improve conditions to be more comfortable. It was demonstrated that mitigation of landscaping, up to 3m deep canopies and porous screening 2.4 m high was proven effective.
- 25 The changes in the design for the 2007 scheme (when compared to the 2004 scheme), including the increased height of the main stadium and Velodrome, were taken into consideration and in general the outcomes of the wind tunnel tests are similar to those in the 2004 scheme. There are four exceptions and these are:-
- i) The increased height of the Olympic Stadium and the Velodrome will result in increased wind speeds in areas surrounding these buildings.
 - ii) The 150m tall Olympic cauldron was not included in the wind tunnel test. The cauldron has a design envelope of a maximum of 50m diameter footprint which is large enough to increase wind speeds around its base. However the circular design will help prevent any downdraught forming which in turn reduces the likelihood of increased winds.
 - iii) The Aquatics Centre with its smaller design envelope and reduced height will

- contribute to improving the wind environment conditions in the surrounding area.
- iv) A number of changes to the location and heights of buildings will result in minor changes to wind speed and comfort ratings. PDZs 4 and 5 include more buildings and likely to result in a mix of more sheltered places and locations of increased wind speed. The inclusion of mitigation measures will ameliorate any increase in the local wind environment.
- 26 The wind effects of the 2012 Olympic Games Phase will range from neutral to a minor adverse effect. Mitigation measures will be included in the detailed design of each building.
- 27 Wind environment conditions during the Legacy Transformation Phase will not be very different from those identified in the Games Phase. The dismantling, relocation, deconstruction and reduced size of a number of the venue facilities are not considered to result in noticeable changes in the wind speed.
- 28 In the Legacy Phase, the wind environment in the Olympic Park is likely to alter. There may be localised increases in wind speeds as buildings with greater density, height and massing are constructed whilst in other areas wind speed will reduce. The future development of the 'development platforms' that remain after the Legacy Transformation Phase will be the subject of separate planning applications and environmental assessment where appropriate. The recommended imposition of conditions requiring the delivery of the mitigation measures at the individual venues will ensure adverse wind environment is not created.
- ### Mitigation Measures
- 29 Further information was requested under Regulation 19 to indicate the likely mitigation measures to deal with wind effects during the detailed design and how the different measures were to be used at the different locations.
- 30 This further information explained that proposed mitigation will be experience based and will be dependent on how the measures are integrated into the detailed design of the individual structures and associated landscaping. Individual locations may require different treatments to be effective.
- 31 A range of mitigation measures are available to limit the potential impacts of down drafts on external and internal wind environments. Pedestrians can be protected from down drafts created by tall buildings by the provision of a canopy.
- 32 Wind funnelling between buildings can be limited or alleviated by the planting of hedges or the creation of similar features at the corners of the building. Local shielding to wind sensitive building features such as entrances, thoroughfares and recreational spaces will be provided. Such protection will include porous fencing 2.4m high. The most appropriate measure will be selected to mitigate against increased wind speed at an identified location.
- 33 The proposed mitigation measures will be secured by condition to ensure that at the detailed design stage of the Olympic venues, these measures have been incorporated into the design or included as part of any landscaping scheme.

Conclusion

- 34 The assessments carried out in 2006 demonstrate that the minimum levels of recommended sunlight and daylight are achieved in buildings that surround the site.
- 35 For the 2012 Olympic Park receptors on the nearest properties were identified. Simulations at ground and façade levels were carried out at locations surrounding and facing onto the site. Shadow plots simulation, sunlight movement and daylight calculations were all carried out to assess in the determination whether the minimum levels of sunlight and daylight recommended are achieved. The data submitted shows that sunlight and daylight levels exceed the minimum BR209 guidelines. Further sunlight and daylight assessments will have to be carried out for any new development in relation to proposals for the Legacy development platforms, which will be determined as part of the Legacy Framework Masterplan and any subsequent planning applications.
- 36 The wind tunnel assessments carried out showed that there will be changes in the wind environment at a number of locations across the site once the Olympic Development is complete. The design of some of the structures will need to include elements that mitigate against any increase in wind speed at pedestrian level, whilst other measures will involve new planting and screening. The detailed design for each venue and zone will provide an opportunity to revisit these issues and clarify the measures taken.

5.7 Archaeology and Cultural Heritage

- 1 This is assessed in Vol.12C of the Environmental Statement together with the associated appendix and figures and in Vol.15, the Code of Construction Practice. Following receipt of the further information request in the Regulation 19 letter, the appendix and figures have been substantially revised in the Regulation 19 Response Vol. 10 A, 10B and 10C and the revised Code of Construction Practice in Vol. 8.
- 2 The character of the area (Lower Lea Valley) and its historical development is largely defined by the network of natural and man-made waterways, and the riverine geology means that there is considerable potential for the discovery of archaeological remains, particularly prehistoric, preserved in the waterlogged ground or buried beneath alluvial deposits. The line of Ermine Street, the Roman road to Colchester also passes across the site.
- 3 The proposed Olympic Park is almost entirely within a designated Archaeological Priority Area. PPG16 'Archaeology and Planning' and Borough development plan policy require an initial assessment of archaeological potential in the form of Desk Top Studies.
- 4 The earth moving and the construction of buildings, roads and bridges to enable the Olympic Games present the potential for a significant impact on buried archaeology but also provides an opportunity to investigate the history of this part of the Lea Valley, recording, preserving or rescuing archaeological finds as appropriate. The Games and Legacy Phase should have little additional impact on below ground archaeology.

- 5 As regards built heritage, there are listed buildings and conservation areas outside the application site but close to its boundaries. Within the site the only formally recognised features of historic interest are five locally listed structures. (Northern Outfall Sewer spanning Marshgate Lane; underpass beneath Northern Outfall Sewer east of City Mill River; Northern Outfall Sewer Bridge spanning Abbey Lane; footbridge spanning City Mill River near its confluence with R. Lea and original buildings at Stratford Station) all of which are to be retained. Fifty other features of built heritage interest have been identified, including Old Ford Lock cottages, King's Yard, warehouses in Marshgate Lane, pill-boxes, Nissen huts, war memorials and the Great Eastern Railway. These will be recorded, as set out in the 45 written schemes submitted with the Regulation 19 further information. More than two hundred areas of waterways' banks, sluices, walls, posts and bridges have also been identified and there is potential for buried waterways features to be found during archaeological investigations.

Baseline, Methodology and Assessment

- 6 Chap 13 (Vol 12C) of the Environmental Statement sets out the policy background relating to archaeology and states that 'where proposals have the potential to affect the historic environment resources a range of generic management measures will be implemented to lessen the degree of adverse effects'. It refers to the Code of Construction Practice where these measures are set out. This chapter provides:
- Baseline information of known historic environment resources collected from published sources, including historic and geological maps and records of previous excavations.
- 7 The effects of site enabling and construction are generally considered minor or moderate adverse. It is acknowledged that some archaeology of high importance will be found and removed, for example, parts of Roman road, evidence of prehistoric wetlands and of human habitation but it is suggested that the overall effect on archaeological resource is minor adverse. As regards locally listed features, there will be minor adverse effects on settings, as
- An explanation of the method of impact assessment, split into 4 time periods from 2007 to 2014 on the assumption that the baseline is likely to change significantly during the progress of the Games and Legacy Transformation developments
 - A short site-wide summary of the history of the area and its potential for finds of archaeological remains from various periods, in general and on a PDZ by PDZ basis.
 - Sets of tables for each PDZ, listing known archaeological sites and resources and built heritage resources and allocating them a relative importance. The majority are considered to be of low or medium importance with a few considered of high importance (e.g. Roman road, Temple Mill, St Mary Magdalene Hospital, City Mill and Abbey Lane footbridges)
 - An assessment of the likely effects of the four phases of the proposed development, zone by zone and site-wide. These are summarised below and the impacts on archaeology and built heritage are, understandably, concentrated in the initial construction phase.

there will be on listed buildings and conservation areas outside the site, particularly those west of the development.

- 8 The Games Phase will have no effects on buried archaeology. The effects are primarily on the setting of buildings and on views and are considered generally minor adverse, because of the large structures involved, with some minor benefits from improved views from the land-bridges.
- 9 The Legacy Transformation Phase would be likely to have some further impact on heritage resources. It should have beneficial effects on the settings of built heritage due to the restoration of open space such as East Marsh and the removal and reduction in size of the venues, but changes to highway layouts and bridges may impact on archaeology unaffected by the original construction.
- 10 The Legacy Phase does not take into account the impact of development of the development platforms, as proposals for these do not form part of planning application, and the assessment of its impact is again a combination of minor beneficial and minor adverse.
- 11 Mitigation is generally seen to be through enabling the investigation of the archaeology within the site and the benefits from the resulting knowledge of its historic development.

Regulation 19 Request

- 12 Whilst the original application provided an acceptable overview of the archaeological potential of the site and an outline of the impact of the development, the supporting details were considered inadequate to allow a proper consideration of the potential

impacts and mitigation. The Regulation 19 requested provision of method statements, desk-based assessments and written schemes of investigation and also to extend the assessment to include Chobham Manor Farm.

In response to the request

- 13 A significant quantity of supplementary information has been submitted. (Vol. 10A and B) and a number of plans have been revised to update or correct the information. (Vol.5B)The Code of Construction Practice, which also includes references to archaeology, has been completely revised and resubmitted (Vol. 8)
- 14 The method statements for archaeology and built heritage which have now been produced continue to be generic, but individual desk top assessments for archaeology for each zone and written schemes for historic building recording and recording individual features have been provided . There is also a written scheme of investigation for archaeological field investigation, which concentrates on methodology for mitigation. Additional archaeological assessment for Chobham Manor Farm (PDZ11) has also been provided.
- 15 The additional information submitted in response to the Regulation 19 request is sufficient to allow proper consideration of the planning application. English Heritage has confirmed that they consider the further information provided to be acceptable subject to securing any necessary further investigation or other mitigation through the imposition of conditions.

Generic Method Statement for archaeology

16 This summarises the general archaeological background of the area and outlines the proposed mitigation works, i.e. trench-based intrusive evaluation with further investigations if significant remains which will be affected by the development are identified; sets out the methodology for individual Desk Based Assessments, including the form reports of results should take, and sets out the overall objectives of the field evaluation.

Desk based assessments' for individual zones

17 These extend and re-configure information previously provided in Chapter 13 of ES. They include detailed geological and historical background and maps and come to initial conclusions about the likely significant impact of the proposed development in that zone and identify structures of built heritage importance which it will be necessary to record. They go on to recommend a two stage field evaluation, and explain what this would aim to identify. The evaluation would comprise, firstly, monitoring of the geotechnical boreholes (made for other purposes) by a geoarchaeologist and, secondly, trial trenches. A method statement for evaluation would be undertaken prior to the latter works taking place.

18 Impacts identified by the Desk Based Assessments vary from zone to zone but can be summarised as:

- Demolition, done with care should not have significant archaeological impact;
- ground preparation and ground lowering: would potentially impact only the upper 0.5m likely to be C19th and later made ground;

- ground raising: unlikely to have any significant archaeological impact unless piling and other structural supports are involved;
- foundation construction: details are unknown but foundation construction has potential to effect archaeology;
- water features: details of depths and extents of reprofiling not known but any excavation will remove archaeological deposits.

19 Mitigation is proposed through appropriate investigation and recording of details to follow field evaluation. Where built heritage structures are to be retained any adverse effect from the proposed development will be on their setting. Mitigation of such adverse effects will be through carrying out appropriate recording.

Written scheme of investigation for archaeological field evaluation

20 The document sets out a range of practical guidance for field evaluation. It also states that no development or remediation which may affect archaeological remains will be undertaken until the mitigation included in the statements has been completed to the satisfaction of the Local Planning Authority and states that results of evaluation will be presented both in individual reports and in a site wide document, submission of these is captured by recommended condition.

Generic method statement for built heritage

21 This sets out a programme for further detailed evaluation of each individual built heritage 'resource' which is to be altered or demolished, followed by a phase of recording and publication of the results in the form of illustrated reports. The recording

is to take place prior to demolition or refurbishment with a watching brief during refurbishments to identify any features of interest revealed during the work. The statement requires a separate Written Scheme of Investigation for each resource.

- 22 Criteria for recording would be in accordance with 'Understanding Historic Buildings Guide to Good Recording Practice E.H. 2006' : Level 1 basic visual record, Level 2 descriptive record, Level 3 analytical record, Level 4 is a comprehensive analytical record (photographs of interior and exterior of each building and site context, surveys of structural elements, drawings, fabric analysis etc.) There is also a fifth category known as a 'photographic survey' which is recommended for buildings which are not under threat. Most buildings affected by the applications are to be recorded to levels 1 and 2 but City Mill Footbridge in PDZ2/3 and WWII defences in PDZ6 will be to level 3 and King's Yard in PDZ4 to level 4
- 23 The document identifies the Lower Lea Valley as one of London's great industrial zones and that its built heritage is significant particularly for its historic and technological place in the development of the area. Detailed recording of individual built heritage resources will be required but a contextual analysis of their contribution to the evolution of the area will also be an essential element of the final site wide archive

Supplementary Written Schemes of Investigation

- 24 45 supplementary written schemes of investigation for built heritage are provided for buildings or sites identified in the desk base assessments These are short documents describing the location of the

feature, stating that the mitigation for demolition or alteration will be by recording the structure and detailing how this will be undertaken and what will be done with the resulting information.

Additional Information

- 25 In addition to the specifically requested information, the following amendments to drawings have been highlighted:
- amendments to proposals for main stadium involving removal of additional areas of river walls and features such as mooring posts on part of the east bank of the City Mill River;
 - confirmation of retention of locally listed buildings at Stratford Station in PDZ 11
 - and of Johnson's Boathouse on the west bank of the River Lee Navigation adjacent to PDZ 5;
 - additional demolition of Nissen Huts in PDZ 1, an industrial building in Marshgate Lane in PDZ 3, WWII pillboxes on the allotment site in PDZ6 and an industrial building and chimney on the west bank of the River Lee Navigation adjacent to PDZ 4; and
 - a table summarising the significant archaeological and cultural heritage environmental effects on a PDZ by PDZ basis for 4 time periods (2007-11, 2012, 2013-14, 2015-21) (table 13.3) including mitigation measures has been added. Overall conclusion is that effects are generally minor adverse.

The Code of Construction Practice

- 26 The revised document (May 2007) includes commitments on heritage issues which are to be incorporated into all construction contracts. These require contractors to

implement the processes set out elsewhere in the ES.

- Making arrangements for archaeological evaluation, excavation and recording and written and photographic recording of heritage buildings and structures which are to be demolished, followed by publication of results.
- Provision of screening to protect heritage sites and buildings on work sites
- Undertaking all archaeological works and historic building recording in accordance with the submitted Written Schemes of Investigation and using suitably qualified investigating bodies
- To prepare further written schemes of investigation and undertake appropriate mitigation if significant remains are discovered
- Making a photographic record of the landscape and waterways as they currently exist, before remediation and further demolition
- Publication of an overall site record and archive to be deposited with English Heritage, Boroughs, Museum of London and National Monuments Record.

27 Also included in the Code of Construction Practice is the appointment of both an Environmental Manager for the whole project and Contractors' Environmental Site Managers, to monitor compliance with the commitments set out above.

Conclusion

28 In conclusion, the assessment of archaeology and cultural heritage effects is considered satisfactory following the submission of further information as part of the Regulation 19 further information.

Mitigation for identified significant effects are primarily in the form of archaeological investigation and recording as development progresses. Specific mitigation measures are identified above and secured by condition and approval of the revised Code of Construction Practice when submitted and approved as regulated by condition.

5.8 Soil Conditions, Groundwater and Contamination

1 The issue of soil conditions, groundwater and contamination is dealt with in Chapter 14 of the Environmental Statement (ES) submitted in February 2007 (Volume 12D). The related Remediation Design Statement which includes the Global Remediation Strategy (GRS) and Site Specific Remediation Strategies (SSRS) is contained in Volumes 8 A-J.

2 This chapter of the ES begins by looking at the relevant legislation, policies and guidance. In particular reference is made to the Environmental Protection Act 1990 (as amended), Planning Policy Statement 23 Planning and Pollution Control, the London Plan and relevant policies in the Unitary Development Plans of the individual boroughs.

3 The main issues covered by the ES are the methods and approach to the assessment of contamination across the site on a Planning Delivery Zone (PDZ) basis, a description of the existing conditions and the identification and assessment of likely effects. The assessment of effects is looked at on a site wide basis, then on a PDZ basis and across the different phases of the development.

4 Previous reports, site investigations and site histories have been used to collect

information on the existing soil and groundwater conditions. In assessing existing conditions the following have also been considered: geology, hydrogeology (how water interacts with the geology), a desk study of unexploded bombs and other ordnance and an assessment of asbestos containing materials. Monitoring of ground water quality has also been carried out. There has been extensive consultation with the main regulatory bodies, the London Borough Environmental Health Officers and the Environment Agency.

- 5 It is clear that, mainly because of the industrial history of much of the site, there is a widespread high level of contamination across the site and that remediation of this contamination is necessary for the development to go ahead. This is an issue which is covered principally in the Site Preparation Application during which period the contaminated land will have to be remediated.

Identified impacts

Construction Phase

- 6 A range of activities associated with the enabling works, site preparation and construction have the potential to effect soils, groundwater and associated contamination. These include, for example, demolition and decommissioning of tanks, pipes etc, temporary waste management activities, risk of exposure to asbestos and other contaminants and risk of spillages or leaks from machinery or vehicles or the transmitting of contamination as a result of the movement of mobile plant. Some activities such as the management of soils contamination are likely to have a beneficial effect while others are assessed as having neutral or minor adverse effects. There is a

generic assessment of the different construction activities across the site followed by assessment on a PDZ basis. Effects are generally identified in those PDZs where the greater amount of construction work will take place particularly close to watercourses.

Games Phase

- 7 The effect on soils and groundwater during the operation of the Games is likely to be limited as the remediation works will have been implemented during the site preparation phase. However, there are potential risks from spillages and leaks and from the effects of residual contamination. These are assessed as minor adverse.
- 8 A number of beneficial effects of the scheme during the Games Phase are noted and assessed as minor to moderate beneficial. These include the coverage of much of the site by buildings and hard surfaces which reduce the risk to human health as possible pathways from contamination to people are removed.

Legacy Transformation Phase

- 9 The Legacy Transformation Phase will give rise to some effects similar to the construction phase though on a lesser scale. These effects are considered to have a neutral or minor adverse effect.

Legacy Phase

- 10 In the Legacy Phase, the major benefit is that the contamination will have been remediated during the site preparation stage. Risks of spillages and leaks remain as does the risk from residual contamination. There are not considered to

be any additional adverse or beneficial effects when compared with the Games Phase.

- 11 In summary, the Olympic and Legacy Development will lead to major beneficial effects in soil and groundwater quality over the whole site by removing existing, widespread contamination. The remediation measures will bring permanent benefits by making the site suitable for future development. It should however be noted that the standard of remediation proposed does not take account of possible future wider Legacy Communities uses which are currently not yet formulated and that further remediation may be required depending on the final Legacy Communities Development. The safeguarding of remediation measures undertaken in Olympic Construction Phase will be undertaken during Legacy Transformation Phase.

Mitigation measures

- 12 The means by which potential new soil and groundwater contamination is to be minimised during construction will be through the Code of Construction Practice (CoCP). This document (Volume 8 of the May 2007 submission) together with detailed Topical Environmental Management Plans (TEMPS) will set out detailed procedures to be followed to manage the remediation and limit the potential for contamination. In particular, the Demolition and Site Materials Management Plan, Construction Waste Management Plan, Water Management Plan and Pollution Incident Control Plan will be relevant to this issue. Planning conditions are also proposed which will require details of construction facilities and assurance on the quality of imported fill material.

- 13 The ES also refers to the measures which will have been undertaken in the design process to address the effects of any residual contamination.
- 14 Planning conditions are also used to regulate the process of remediation of the existing contamination at the site. Proposed conditions require the submission of the following documents:
- Global Remediation Strategy (GRS). This sets out the general site wide strategy for dealing with contaminated land.
 - Intrusive Investigation Method Statement (IIMS). This explains how and where site investigations are carried out to assess the need for remediation.
 - Site Specific Remediation Strategies (SSRS). These documents set out the strategy for dealing with contamination in particular PDZs or sub zones.
 - Remediation Method Statements (RMS). This covers the detail of how the remediation will be carried out.
 - Remediation Validation. These documents validate the remediation carried out in a particular PDZ.
 - Discharge of remediation conditions protocol. Sets out the procedure for discharge of conditions relevant to remediation relevant to the Olympics Site Preparation Application.

Regulation 19 Request

- 15 The Regulation 19 request sought further information on the following issues:
- Identification on a PDZ by PDZ basis of the extent of existing site investigations, details of any further investigations, the principal remediation measures including the standard of remediation.

- More information on sulphate/sulphide content in soil including any measures to address these conditions which can be aggressive to buried concrete.
 - More detail on where contaminants may be migrating into the site and any measures to ensure this does not give rise to significant effects.
 - How materials that cannot be recycled or reused may be recovered on the site. What proportion of the site clearance waste which is to be reused or recycled is to be done on site and off site.
 - Further information on how opportunities for designing out waste and providing new waste infrastructure are to be maximised.
- 16 The applicant's response is set out in Volume 5A of the May 2007 submission. The applicant has provided more detail on the site investigations and procedures for dealing with the existing contamination on the site. The different levels of site investigation data available for different zones led to three levels of SSRS documents being submitted, that is Full, Outline and Preliminary.
- 17 With regard to the standard of remediation proposed, the further information states that: 'the general approach is that remediation should prepare the land to a standard (to be agreed with the Local Planning Authority...) suitable for Olympic development, with the exception of where Olympic end use is retained in legacy or where the definitive legacy end use is known' (Vol. 5A 14.2.4). There is recognition that should the eventual Legacy use be more sensitive in any given location, then further remediation might be necessary at that stage. For example, should a sensitive end use, such as residential, be proposed on a development platform through the Legacy Masterplan Framework and any eventual planning application, further remediation may be necessary in order to make the site suitable for that end use.
- 18 The Remediation Design Statement (Volume 8) sets out the general approach to remediation of existing contaminated land. The approach to remediation will vary between zones and will depend on factors such as the nature and extent of the contamination, the end use sensitivity, amount of earthworks proposed and proximity and pathways by which the contamination could reach watercourses. The method of dealing with the contamination will also vary but will generally be a combination of treating contamination on the site, removing the soil or providing engineered barriers to reduce the risk of contamination risking human health or reaching watercourses and groundwater. Conditions proposed in the Site Preparation permission require details from global strategy to site specific detail and are designed to ensure that appropriate investigations and remediation methods are used.
- 19 . Mitigation measures for sulphate and sulphide contamination will be in the design and specification of proposed below ground works. The cases of cross boundary migration of contaminants are described as well as the strategy for dealing with such cases. A groundwater monitoring strategy will be established to confirm these cross boundary effects.
- 20 Further detail is provided in response to the waste issues. The Construction Waste Management Plan (part of the CoCP) will ensure that waste arising from construction is managed in a sustainable manner,

maximising opportunities to reduce, reuse and recycle material. The issue of waste is discussed further in Chapter 6. The recommended planning conditions and Section 106 Legal Document re-enforce the regulation of recycling of material connected with the Development.

Conclusion

21 The Environmental Statement taken with the additional information submitted in response to the Regulation 19 request adequately assesses the likely significant environmental effects of the proposals on soil conditions, groundwater and the issue of contamination. It also sets out appropriate mitigation measures to be delivered principally through the Code of Construction Practice but also through the detailed design of the proposed development. Conditions are also suggested to the Site Preparation Permission which would provide regulation of construction activities and regulate the remediation process. Compliance with the CoCP can be secured by planning condition and detailed design assessed at reserved matters stage.

5.9 Water Environment

1 Chapter 15 of the Environmental Statement (ES) submitted in February 2007 (Volume 12D) assesses the effect of the construction and operation of the Olympic development on the water environment. A separate Flood Risk Assessment (FRA) was submitted.

2 As part of the Regulation 19 response in May 2007 a Revised Flood Risk Assessment was submitted (Volume 7A of May submission). The original FRA is superseded. In addition, an Outline Water Strategy has been submitted (Volume 9B)

3 The Olympic proposals give rise to a range of effects on the water environment, given the extensive network of waterways running through and on the boundaries of the site. There has been valuable input from the Environment Agency and British Waterways, in particular, in assessing the ES. This section focuses on the ES whilst a further discussion of the relevant waterways issues can be found in chapter 6.

Background

4 The ES describes the relevant policies and guidelines that were taken into account. These include the EU Water Framework Directive, the Government's strategy on flood and coastal erosion risk management Making Space for Water, Environment Agency (EA) publications including the Lower Lee River Flood Risk Management Strategy (August 2006), the Thames Gateway London Partnership commissioned Strategic Flood Risk Assessment (SFRA) for East London and Government advice contained in Planning Policy Statement 25 'Development and Flood Risk'.

5 The ES describes the River Lea system which flows through the Lower Lea Valley and which is characterised through the Olympic site by a complex inter-related series of waterways. Currently these are divided between freshwater watercourses (River Lee Navigation, Old River Lea, City Mill River) and tidal watercourses (River Lea, Waterworks River). This will change with the implementation of British Waterway's Prescott Lock water control scheme which is now under construction and which will mean that the River Lea (north of Prescott Lock) and Waterworks River will also become freshwater, non-tidal watercourses.

- 6 The ES sets out a baseline assessment of the existing situation and identifies the following issues:
- Water resources
 - Hydrology and flood risk
 - Surface water drainage
 - Water Quality
 - Geomorphology
 - Aquatic ecology
- 7 The baseline assessment is that the standard of current flood protection varies and parts of the site could be at risk from overland flooding. The ES looks at the surface water drainage for the area and notes the levels of surface water draining from impermeable surfaces into the river system and the wide range of pollutants which can be associated with urban surface water runoff. The ES also notes the presence of sewer overflow at Abbey Mills Pumping Station which can discharge effluent into the system during storm events. If this is combined with an incoming tide it can potentially have a serious effect on water quality. Water quality assessment is based on Environment Agency General Quality Assessment (GQA) criteria and additional data collected for the ES. Typical GQA assessments are between a D classification ('fair') and E ('poor'). However, these assessments test a limited range of pollutants and are not available for all locations. The overall assessment is that current water quality is poor. The site does not currently include any form of Sustainable Urban Drainage System (SUDS).
- 8 Geomorphology looks at the form of land and rivers and how they change. The ES notes that the extensive history of channel modification by man has resulted in limited diversity and sensitivity of geomorphology.
- 9 The aquatic ecology of the non-tidal systems is generally assessed as being richer than the tidal systems where there is little aquatic vegetation although overall there are only limited numbers of species present. Ecology is dealt with further separately in this report.

Identified impacts

- 10 The following impacts are identified for the construction phase and operation of the Games.

River wall and bridge works

- 11 The ES identifies the potential for a minor negative effect resulting from works in or near river channels during construction. Bridge structures, particularly those with wide spans, will cause shading of the watercourses. The overall effect of bridge construction is assessed as minor adverse for bridges with large deck widths. The ES identifies the encroachment by 1m of the river walls along City Mill River in PDZ 3. This gives rise to an overall minor adverse impact over the medium term due to the reduction in width of channel having the potential to cause increased flows and consequent erosion and on flood risk by reducing the capacity of the watercourse. In other locations (PDZ 1 and PDZ 3) the setting back of river walls gives a permanent moderate benefit as a result of increasing flood conveyance capacity and thereby reducing flood risk.

Culverting and infilling

- 12 Works identified are a new culvert in PDZ 7, the infilling of Pudding Mill River and Bully Point Pond and the culverting of Henniker's Ditch. As with other works, a particular development may have different effects on

different aspects of the water environment. The loss of Pudding Mill River and Bully Point Pond has adverse effects on aquatic ecology. The loss of Bully Point Pond has a moderate adverse effect due to the loss of habitat although in the long term this is compensated for by wetland creation. The loss of Pudding Mill River is minor adverse in terms of loss of habitat although it is noted that it is currently choked with invasive plants with poor water quality. The loss of Pudding Mill River has a moderate adverse effect on flood risk and hydrology.

Wetland creation

- 13 The creation of wetlands in PDZs 5 and 6 is assessed as having a neutral effect on flood risk and hydrology. They will however act as a filter for contaminants thereby contributing to improved water quality and will also result in a moderate beneficial effect for aquatic ecology by providing new and enhanced habitat. The linkages with naturalised river edges and wider habitat corridor will result in increased biodiversity for aquatic and marginal species.

Changes to topography and flood risk

- 14 Changes in topography are identified by zone with some localised minor adverse effects noted. The site preparation works will modify the topography with land levels being reduced in some areas and raised in others. The ES looks at the areas of the site classified as in Flood Zone 3 (using the PPS 25 classification) which are areas most at risk from flooding. The detailed effect varies by PDZ. Taking into account the vulnerability classification from PPS 25 (uses being generally less vulnerable after the Olympic development), the overall assessment is that the Olympic and Legacy proposals will have a beneficial effect on flood risk with all

parts of the proposals satisfying the tests in PPS 25.

Surface water drainage

- 15 The scheme will result in a co-ordinated approach to surface water drainage with separation of foul and surface water drainage and the use of SUDS to improve surface water quality. The ES assesses this as a minor beneficial long term effect.

Water resources

- 16 The ES notes that Thames Water is the statutory undertaker for water supply to the site. The increase in water demand for the duration of the Games is considered minor in relation to water demand over the region as a whole. However, Thames Water considers (in their Round 2 response) that the existing water supply infrastructure has insufficient capacity to meet the additional demands for the development and recommend a condition requiring impact studies and assessment of new additional capacity required.

Cumulative effects

- 17 The ES considers the cumulative effect of other major developments in the vicinity happening at the same time as the Olympic development and also of the British Waterway's Prescott Lock water control scheme, though since that is emerging the baseline assessment does not include that (see further below). The other major developments are unlikely to result in cumulative effects on the water environment. The water control scheme however is likely to result in substantial changes to the water environment throughout the site by making the whole system non-tidal. The water control scheme

is designed to have no increase in flood risk and on this basis the ES concludes that the cumulative effect on flood risk would be the same as the Olympic proposals in isolation. Although the water control scheme will have significant effects on the water environment the cumulative effect with the Olympic proposals is judged to be minor adverse. These effects arise from the risk of release of contaminants during construction and the increased sediment in the watercourse. As the Flood Risk Assessment (FRA) does not fully take account of the details of the Prescott Lock water control scheme, the Environment Agency has requested that the FRA be revised to take further account of the Prescott Lock scheme as further discussed in Chapter 6 of this report.

Legacy Transformation Phase

- 18 The ES outlines the activities occurring during the Legacy Transformation Phase likely to impact on the water environment such as demolition of temporary buildings, downsizing of certain bridges and removal of impermeable surfaces to form open green space. These activities are assessed as having minor adverse or neutral effects.

Legacy Phase

- 19 The ES assesses the effect of the operation of the Legacy Phase operation. Generally the effects are neutral or minor beneficial as a result of, for example, the establishment of habitat and full separation of foul and surface water.

Mitigation measures

- 20 The Environmental Statement refers to mitigation measures included as part of the design of the scheme and to the Code of Construction Practice (CoCP). The CoCP

and associated Management Plans will contain detailed measures to minimise the effect of construction. Section 9 of the CoCP deals with protection of surface and groundwater resources and includes proposals for a Water Management Plan setting out procedures to prevent or limit adverse effects of construction on the water environment. This plan will contain, for example, measures for the drainage and treatment of contaminated effluent, protection measures for various construction activities and water quality monitoring procedures. Further discussion of the CoCP is in chapter 6.

- 21 The ES also refers to the management of wetlands to maintain their ecological integrity and to the planting schemes put in place for watercourse banks. Planting schemes will also enhance habitats and reduce the chance of bank erosion and consequent additional sediment being deposited in the river systems. The recommended s106 Legal Document requires compliance with the Biodiversity Action Plan to be submitted and approved by the local planning authority pursuant to a recommended condition which will be required to contain measures for the long term maintenance and management of habitat areas such as wetlands.

Regulation 19 Request

- 22 The Regulation 19 request was informed by comments made on the submitted application by consultees and in particular the Environment Agency (EA), British Waterways (BW) and the Greater London Authority. The request sought additional information around the following issues:
- The capacity and performance of surface water drainage and collection systems

- (including SUDS and rainwater harvesting).
- The capacity of the existing water supply system to support the proposals together with further information on average estimated peak usage in the Games and Legacy Phases.
 - More information on how water efficiency techniques are going to be used and anticipated water savings.
 - To indicate where water efficiency savings are subject to behavioural variation and potential climate change issues.
 - To submit any updated Flood Risk Assessment with any further mitigation proposals.
 - To provide further information on the likely cumulative effects of the Prescott Lock water control scheme particularly on flood risk, water levels (including bridge clearances) and ecology.
 - To explain the approach taken to bridge design in respect of user safety and navigation.
 - To confirm how opportunities to deliver construction materials by water will be maximised.
- 23 The applicant's response is in Volume 5A of the May submission together with the updated Flood Risk Assessment (Volume 7A) and the Outline Water Strategy (Volume 9B).
- 24 The Outline Water Strategy (OWS) is a new document submitted in May 2007. It provides an assessment of water demand and supply sources during the three phases of Olympic Construction, Games and Legacy Transformation. The study concludes that the supply of potable (that is, drinking) water will meet demand during the three phases. It also sets out water efficiency
- measures which can reduce demand and increase supply such as rainwater harvesting and grey water recycling. The OWS also provides further detail of the principles involved in developing Sustainable Urban Drainage Systems (SUDS).
- 25 The updated FRA has used the most recent information to provide an assessment of flood risk using the best available information and most up to date modelling. The revised FRA concludes that flood extents and depths within the Olympic site would decrease as a result of the works. There is also predicted to be a reduction in flood risk to the south of the site in the Canning Town area. Minor increase in flooding is predicted in two small areas of public open space (Dagenham Brook in Leyton and Wick Woodland in Hackney); however given the open space use of the land the consequences of flooding are not significant.
- 26 Further comment is provided in respect of the Prescott Lock water control scheme. The assessment is that overall the cumulative effect of the scheme and the Olympic development would be minor adverse due to the risk of contaminant release during construction and the increased sediment in the rivers. However, the improvements to surface water drainage will be beneficial. The benefits of wider navigation of the waterways are also recognised. A condition is proposed which requires a scheme addressing the effects of the proposed controlled water levels within the site on the flood regime to be submitted.
- 27 Further information is also provided on bridge design and access during the three Olympic Construction, Games and Legacy Transformation Phases.

- 28 Reference is made to amendments to the design which raise the podium level around the main stadium by 1.8m. It is concluded that these amendments do not change the assessment of effect on the water environment made in the February 2007 submission.
- 29 The applicant's response also states that water transport plays an important role in the ODA's aspiration of delivering 50% of construction materials by sustainable modes. The new Prescott Lock will facilitate river access for large barges. Possible sites for wharves are being pursued by the applicant and will form part of the Waterspace Masterplan required by recommended condition.

Conclusion

- 30 The Environmental Statement taken with the additional information and documents submitted in response to the Regulation 19 request adequately assess the likely significant environmental effects of the proposals on the water environment. Some effects, such as overshadowing by bridges cannot be mitigated but any adverse effects are likely to be offset by other beneficial effects such as the significant areas of new wetland habitat. Other mitigation can be secured through the Code of Construction Practice and related Environmental Management Plans and conditions requiring further details of landscaping, wetland design, details of drainage including SUDS and further refinements to the topography. Delivering the wider sustainability benefits of water use for transporting construction materials can be secured by a condition and/or Section 106 Legal Document obligation as appropriate.

5.10 Terrestrial Ecology and Nature Conservation

- 1 The ecological value of the site and the likely significant impact on this of the Olympic and Legacy developments are addressed in the Environmental Statement (ES) at Chapter 16 of Volume D. The assessment identifies the ecological features of value within the site in terms of habitats and species, and evaluates the effects on these of the Olympic proposals.
- 2 The ES sets out the legislative and policy context, including international, national, London and Borough wide policies and guidance. At the London and local level this includes London Plan and Borough UDP Policies, the Mayor's Biodiversity Strategy, which informs the London Biodiversity Action Plan (BAP), and local BAPs including those prepared by some Boroughs and the Lea Valley Regional Park Authority. The Mayor's Biodiversity Strategy grades Sites of Nature Conservation Importance (SNCIs) in terms of their importance into Sites of Metropolitan Importance (SMIs), Sites of Borough Importance (SBIs), which are further subdivided into Grades 1 and 2, and Sites of Local Importance (SLIs).
- 3 At present the site is predominantly industrial or disused but it includes a network of watercourses and a number of areas of ecological value. The River Lea and River Lea Navigation Cut waterways are designated part of the Lea Valley SMI, and there are four Grade 1 SBI's. These include the Eastway Cycle Circuit and Bully Point Pond, the Greenway and Old Ford Nature Reserve, and the Waterworks and City Mill Rivers and adjacent land. Arena Fields at the northwest corner of the site is a Grade 2 SBI. The location and extent of these sites is shown on maps 9.12 and 16.1 of Vol.12F of

the ES. A variety of habitats and associated notable species are identified in these areas, for example 'wasteland', most widespread in Newham and characteristically inhabited by rare invertebrates and the Black Redstart (which flourished on London bombsites after the war but is now a protected species as development of vacant urban sites reduces its habitat). The site's riparian habitat is of value to wildfowl and wading birds including the Grey Heron. Other notable species on the site identified by surveys include bats, over-wintering and breeding birds, including kingfishers, and Bully Point pond which was found to have localised value for reptiles/amphibians.

- 4 The impact on nature conservation was assessed as follows:

Olympic Construction Phase

- 5 A loss of wasteland habitat as a result of extensive ground works and changes to ground levels is identified in the ES along with a minor to moderate adverse effect on terrestrial invertebrates. A loss of scrub and woodland habitat and marginal vegetation is also identified thereby losing habitat for breeding birds, reptiles and amphibians. Likewise a loss of trees covered by Tree Preservation Orders is identified. The removal of large stands of invasive plant species such as Japanese Knotweed has been identified as a minor to moderate beneficial impact.

Games Phase

- 6 The ES suggests that the scope for new planting will have to be restricted up to and including this phase of the scheme as a result of the large paved areas of concourse required for Games Phase venues. Most planting will have been in and around the

waterways. The ES identifies a loss of 48.8 ha of ecological habitat at this phase when compared to the 2006 baseline of 92.8 ha. Adverse effects will also result from the intensive use of the site during Games time. Minor beneficial ecological benefits are identified in association with enhancement of marginal vegetation and creation of wetland habitat along Lea, Waterworks and City Mill Rivers and at Channelsea River.

Legacy Transformation Phase

- 7 Conversion of large areas of concourse into open space including habitat creation and enhancement along watercourses and along the Greenway will occur during this Phase. The ES identifies neutral through to minor adverse effects due to disturbance to retained and created habitats and associated species through transformation works to buildings, bridges and topography.

Legacy Phase

- 8 The full establishment of a substantial area of open space with an associated increase in biodiversity will occur during this phase with a direct beneficial effect relating to an overall net increase in habitat area. Also there will be enhanced habitat connectivity across the site due to ecological linkage to Hackney Marshes by enhancement of land bridges with planting. The overall impact in the Legacy Phase is assessed minor beneficial for bats, reptiles and amphibians, moderate beneficial for terrestrial invertebrates and neutral for breeding birds. Although there is considered to be an overall 9.2 ha increase in habitat, the ES does, however, identify a limitation in the benefits of this increase as a result of the net overall loss of 13.3 ha of semi natural habitat when compared to the 2006 baseline. A reduction in the area of natural

- and semi-natural habitat (e.g. woodland, trees, scrub, tall ruderal vegetation) is identified, along with a slight reduction in open water area but is compensated for by a larger area of parks and gardens.
- 9 Further information was submitted pursuant to the Regulation 19 request. This included plans showing ecological constraints and areas of ecological interest to be safeguarded (Figures 16.17 and 16.18, Vol. 5A); information on the extent of overshadowing of watercourses by Legacy bridges; and further information on likely effects of the proposed wind turbine on bird and bat populations. The nature and extent of the species surveys is expanded upon, and the strategy to create an ecological corridor from Hackney Marshes to the Thames is further explained. This aim complies with the overarching policy set out in the Lower Lea Valley Opportunity Area Planning Framework, January 2007, to create a 'Water City' through enhancement and extension of the waterway network and associated development of a linear park and ecological corridor along the waterways linking the Lea Valley Regional Park to the Thames.
 - 10 The Regulation 19 response also included an updated Code of Construction Practice (CoCP). This document sets out the measures to be undertaken to mitigate harmful impacts for the duration of development works. It commits to the preparation and implementation of an Ecology Management Plan (EMP), which will secure protection measures in respect of habitats to be retained, and mitigation measures where habitat is to be lost, for example creation of replacement habitat off site. Preparation and implementation of the EMP will be secured by condition.
 - 11 Also submitted as part of the Regulation 19 submission was a framework London Olympic Park Biodiversity Action Plan (BAP). This sets out a framework for how specified habitats and species are to be created and enhanced in the long term Legacy of the new Park to be created. A recommended condition and Section 106 Legal Document together will require submission, approval, implementation of and compliance with a detailed BAP, to include specific enhancement and mitigation measures. The detailed BAP will be prepared in consultation with relevant statutory bodies such as Natural England and the Environment Agency to ensure that the mitigation is appropriate to the habitat loss identified in the ES.

Conclusion

- 12 In light of the further information and clarification provided in response to the Regulation 19 Request, the overall assessment of likely significant ecological impacts is considered to be appropriate. It is recognised that extensive works are required across the site to facilitate the Games and Legacy developments, and that this will inevitably have an adverse effect on the nature conservation value of the site. However, weight should be given to the long term Legacy benefits of the open space and habitats to be created, which will mature over time. It is considered that in respect of ecology and nature conservation matters, the application is acceptable subject to the measures set out in the CoCP being secured by condition and/or Section 106 Legal Document to ameliorate the effects of construction works, and subject to the preparation and implementation of an effective detailed Biodiversity Action Plan to secure the site's ecological value for the long term.

5.11 Air Quality

- 1 The issue of air quality is dealt with in Chapter 17 of the Environmental Statement (ES) submitted in February 2007 (Volume 12D).
- 2 The ES sets out the policy and legal background to consideration of air quality issues. These include relevant European Union Directives, the UK Air Quality Strategy, relevant legislation, Planning Policy Statement 23 and London Plan Policies. It is noted that all or part of the Host Borough areas are covered by existing Air Quality Management Areas.
- 3 The Air Quality chapter assesses three potential sources of material which can affect air quality:
 - Dust from construction and demolition activities
 - Vehicle emissions
 - The proposed Energy Centre
- 4 The ES sets out a methodology for assessing the effects on air quality including consideration of baseline conditions i.e. the current situation, sensitive receptors close to the site, modelling techniques and assessments of the significance of results. In respect of vehicle emissions the submitted Transport Assessment is used to model pollutant concentrations over time.

Identified impacts

Dust from construction and demolition

- 5 The impact of construction activities are assessed over the Olympic Construction Phase, the Legacy Transformation Phase and also the cumulative effect of other major construction projects in the vicinity. The Phase with the greatest potential to create

dust is the Olympic Construction Phase; however the ES identifies only some minor, localised effects. It concludes there are no significant effects. The ES also assesses the effect of construction and demolition activities during the Legacy Transformation Phase and the cumulative impacts with other major construction projects such as Crossrail and the Stratford Station upgrade. In both cases the assessment is that the effects are not likely to be significant.

Vehicle emissions

- 6 The ES uses traffic data from the Transport Assessment (TA) to model pollutant concentrations during the Olympic Construction Phase, the Games Phase, the Legacy Transformation Phase and the Legacy Phase. The TA is dealt with earlier in this Chapter but the figures used to predict emissions are considered sound. The ES estimates changes in the concentrations of the main pollutants arising from vehicle emissions over time. The most relevant pollutants are nitrogen dioxide and fine particulate matter (PM10). In all cases the assessment concludes that there are no likely significant effects.

Energy Centre

- 7 The ES examines the nitrogen dioxide concentrations, sulphur dioxide and particulate emissions from the proposed Energy Centre. The changes in ground level pollutant concentrations at residential properties were assessed as negligible and therefore not significant.
- 8 The London Boroughs of Tower Hamlets and Hackney remain concerned about the impacts on air quality of the Energy Centre. The Environment Agency, which would regulate operation of the Energy Centre,

sought reassurance that the location of the Energy Centre had been taken into account in assessing whether it could operate in compliance with the regulatory regime. Although the nearest existing residential properties are some 150m to the south and not immediately adjoining the Energy Centre, the indicative masterplan shows that Legacy Communities development could be developed in close proximity to the north and south. Based on the ES, air quality effects are not likely to be significant and that is considered to be satisfactory. Further discussion of the Energy Centre can be found at chapter 6.

Mitigation measures

- 9 The mitigation measures referred to in the ES relate to dust from demolition and construction activities. The ES refers to the GLA publication 'London Best Practice Guidance – The Control of Dust and Emissions from Construction and Demolition' and states that this document provides 'a wide-ranging suite of measures which are incorporated in the Olympic and Legacy Facilities Code of Construction Practice (CoCP)'. The CoCP contains specific measures to control dust and emissions such as the complete sheeting of all vehicles carrying spoil and the compliance with the latest European Emission Standards for vehicles and plant. In addition a detailed scheme for dust monitoring, assessment and mitigation will be required for each specific PDZ by condition.

Regulation 19 Request

- 10 The Regulation 19 request sought further information on mitigation measures for control of dust during construction, a cumulative assessment of transport

emissions including stationary source emissions, further information on alternative fuelled vehicles and to identify whether there may be localised effects from the biomass boilers and temporary diesel generators.

- 11 The applicant's response is in Volume 5A of the May 2007 submission. In it, the applicants refer to the updated CoCP which sets out comprehensive dust mitigation measures for the site as whole during construction. Detailed measures mitigating effects on air quality are set out in Section 6 of the CoCP (examples are referred to above). The effects of stationary source emissions will only be measurable very close to the source and the effect on local air quality will not be significant. In response to the request for information on alternative fuelled vehicles, the applicant refers to the provisions of the CoCP for on-road vehicles to comply with the requirements of a future Low Emission Zone (LEZ) as a minimum. The uptake of alternative fuelled vehicles will be a matter for national policy but is likely to be encouraged by the proposed LEZ. Further comment is provided on the biomass boilers and temporary generator use. The biomass boilers will be regulated by the Environment Agency which will impose stringent emission limits. The biomass boilers are part of the Energy Centre referred to above where a further condition is suggested. The further information states that the effects of temporary generators would be localised and not give rise to any significant effects. Nevertheless, the precise numbers and positions of temporary generators during the Games Phase are not known and so detail of temporary power generation provision for each venue should be required by condition together with an assessment of their effect on air quality for that venue. Based on the ES, there are not likely to be

any significant environmental effects.

Conclusion

12 The Environmental Statement, taken with the additional information submitted in response to the Regulation 19 request, is considered to adequately assess the likely significant effects of the proposals on air quality and sets out appropriate mitigation measures. The mitigation will be delivered through the Code of Construction Practice and planning conditions which require work to be carried out in compliance with the Code including the implementation of detailed dust monitoring, assessment and mitigation schemes.

5.12 Noise and Vibration

1 The issue of noise and vibration is dealt with in Chapter 18 of the Environmental Statement (ES) submitted in February 2007 (Volume 12D).

2 The ES sets out policies and guidelines relevant to consideration of noise and vibration. These include Planning Policy Guidance (PPG) 24 'Planning and Noise', relevant regulations and British Standards. The various guidelines for predicting different types of noise and standards for what is considered acceptable are discussed including The World Health Organisation (WHO) standards for indoor and outdoor residential noise limits. The ES explains that the PPG 24 concept of Noise Exposure Categories (NECs) can be used as a guide to assess the situation where new noise sources are introduced into an existing noise sensitive area. Construction noise impacts are assessed using the methodology in BS 5228: 1997 'Noise and Vibration control on Construction and Open Sites'.

- 3 The Noise and Vibration chapter considers the principal noise effects of the project to come from:
- Noise from site clearance and construction activities up to 2012;
 - Noise during the Olympic and Paralympic Games phase;
 - Noise from permanent installations such as the wind turbine and Energy Centre;
 - Demolition and construction works in the legacy transformation phase.
- 4 The ES sets out the methodology for assessing existing and predicted noise levels. The assessment of existing noise conditions is based on noise surveys and computer modelling. Existing noise measurements were taken at locations chosen in consultation with local Boroughs. Thirteen representative noise assessment locations were used around the application site including sensitive residential locations. The survey results indicate that the existing noise environment is typical of a fairly busy urban area with the majority of existing noise sensitive locations subject to relatively high noise levels due mainly to road traffic and rail noise.
- 5 Vibration is not considered to be significant issue although the Code of Construction Practice (CoCP) includes procedures for identifying potential vibration issues and any necessary mitigation.

Identified Impacts

Construction noise in Olympic Construction Phase

6 The effect of construction activities up to the Games phase will be the principal source of noise for surrounding residents and occupiers.

- 7 The ES sets out noise level predictions for 18 locations around the site for the last quarter of the five years 2007-2011 based on Delivery Zones. The results show that the noise levels will vary between the assessed locations and over time as different phases of the construction work are undertaken. At three assessment locations the prediction is of a moderate adverse effect. These are two locations (Leabank Square and Meadow Close) immediately to the west of PDZ 5 and Otter Close south of PDZ 2. At the other locations the effect is assessed as neutral to minor adverse. The 'overall' significance rating for the project is that a minor adverse effect will arise from the construction work.

Games Phase Operational Noise

- 8 The ES assesses noise levels resulting from the Games operations and related activities. These include crowd noise, public address systems and temporary electrical power generators. This section also includes assessment of the Energy Centre and wind turbine. The effects will again be variable but the assessment is that the significance of noise during the Games will be neutral and for a relatively short period of time.

Legacy Transformation Phase Noise

- 9 The Legacy Transformation Phase will entail relatively low level of demolition and construction activity when compared to the pre-Games construction activity. The significance of the predicted noise levels during this phase is assessed as neutral. The operation of the retained facilities is also assessed as neutral.
- 10 The cumulative effect of other major development is also assessed, including Crossrail, but no cumulative likely significant adverse noise effects are predicted.

Legacy Operational Noise

- 11 The ES assesses the effect of noise from the use of the retained venues after the Games. The predicted noise levels together with the likely frequency of major events indicate that the significance of noise from operation of the legacy facilities will be neutral. The events to be held in Legacy Venues will be subject to an event management plan which will include regulation of noise control. These are secured by recommended conditions and the Section 106 Legal Document.

Mitigation measures

- 12 The mitigation measures for the construction period noise effects are contained within the Code of Construction Practice (CoCP). For further discussion of construction issues see Chapter 6. The CoCP contains a wide range of measures intended to mitigate the noise that construction activities inevitably generate. An important mitigating factor is the hours during which noisy activities are allowed which will be controlled by conditions and the procedures under Section 61 of the Control of Pollution Act 1974. Other noise effect mitigation measures include no impact piling without approval and the provision of noise insulation if noise levels are predicted to go above certain limits. The Code of Construction Practice will apply to the Olympic Development and the Legacy Transformation Development.
- 13 The ES refers to specific examples of noise control measures including locating noisy plant as far as possible from sensitive receptors, generators and compressors would be 'sound reduced' models and noisy activities would be timed with regard to local residents. Deliveries to site will be

managed through the Construction Transport Management Plan (CTMP) with identified HGV routes to minimise noise disturbance. The CTMP will be required to be produced by planning condition.

- 14 During the Games, mitigation measures referred to are that public address systems will be designed to minimise audibility outside the venues and temporary power generators will be silenced models with screening so as not to be intrusive.

Regulation 19 Request

- 15 The Regulation 19 requested that noise and vibration issues be included in the summary of likely significant effects and that more information be provided in the Code of Construction Practice setting out measures to avoid, minimise and manage any unacceptable noise and vibration effects. More specific information was requested on the construction and operational noise associated with the wind turbine and the Energy Centre. The further information regarding the wind turbine was requested by the London Borough of Waltham Forest.
- 16 The applicant's response is in Volume 5A of the May 2007 submission. Further technical information is provided on predicted noise from wind turbines with the conclusion that noise from the wind turbine will be well below background noise levels and would therefore not be significant. No further detailed information is provided with regard to the Energy Centre. It is stated that the Energy Centre will be designed to ensure that noise will not be an issue and its contribution to the noise environment has been taken into account. Construction noise for these installations will be controlled through the S61, (Control of Pollution Act, 1974) alongside procedures set out in the CoCP.
- 17 The noise assessment for the Energy Centre will, appropriately, be required as part of the submission of details, when plant specification and design are settled,

Conclusion

- 18 The ES recognises that there will inevitably be some construction noise intrusion from a project of the size of the Olympics and Legacy Transformation. Many of the measurements of noise necessarily average the impacts over time so that certain specific noise events may be noticed. However, the Environmental Statement taken with the additional information submitted in response to the Regulation 19 request adequately assesses the noise and vibration effects of the proposals. The measures set out in the conditions, the CoCP and the use of procedures under S61 of the Control of Pollution Act will, together, be effective in mitigating the effects of noise.

5.13 Electromagnetic Radiation

- 1 Chapter 19 of the ES, Volume 12D, relates to Electromagnetic Radiation (EMR). This is a wave-like pattern of electric and magnetic energy moving together and found in natural sources as the Sun and occurs in many forms including X-rays, visible light, infrared and radio waves. It is associated with electromagnetic fields (EMF's)
- 2 EMR emanates from any wire carrying electricity and the general public are exposed to these fields in their every day life from man made and natural sources. Radio frequency EMR is commonly used for a wide variety of communications from the broadcast of television and radio to radar and mobile phones. Potential implications of the transmission of electromagnetic radiation (EMR) require assessment in the

- EIA in terms of both impact on human health and infrastructure (communications, television and radio reception)
- 3 Various types of communications will be used over the Olympic Park. These include:-
 - Public Cellular Network;
 - Private Mobile Radio;
 - Fixed and wireless Private Data Network;
 - Fixed Public Voice and Data network
 - Cable TV distribution
 - Satellite/ Broadcast Services
 - 4 The main areas of potential health concern relate to the exposure to high voltage overhead power lines and the presence of mobile telephone and WiFi systems. The Radiological Protection Division of the Health Protection Agency has overall responsibility for guideline implementation and investigation for ionising and non-ionising radiation issues. The guidance has been reviewed and the recommended levels for accepted EMF exposure have been adopted by Central Government.
 - 5 Planning Policy Guidance Note 8 (PPG 8) 'Telecommunications' outlines the type of radio interference that may potentially arise from developments.
 - 6 The assessment carried out covers the interference issues caused by the various phases of the development. It also addresses the likely effects of the scheme in relation to the reception of satellite television and radio services in the surrounding area.
 - 7 Terrestrial television services are transmitted from a network of high, medium and low power UHF (Ultra High Frequency) transmitters located around the country. Most London sites receive signals from high power transmitter at Crystal Palace or Croydon. Television analogue signals in the UK are due to be switched off in 2011 or 2012 to be replaced with digital signals. Both the analogue and digital signals follow the same path, but digital technology enables the reception of lower power signals and the near elimination of ghosting effects.
 - 8 Each type of service – radio, terrestrial and satellite TV are transmitted from a different set of radio frequency transmitters. The difference in transmitter location can result in services in the same building being affected in different ways. Radio frequency can be affected by new development as radio signals travel in straight lines. The investigation reported in the ES concludes that there is no indication of any existing significant reception problems in the vicinity of the Olympic Park.
 - 9 The presence of any type of building or tall structure in the line of sight between a transmitter and receiver can block or degrade the quality of received TV or radio signal.

Consideration of assessment

- 10 The ES identifies that during the construction of the Olympic Park and Legacy Transformation phases cranes and other temporary tall structures will cause some shadowing and reflection on TV reception but considers that these will be confined to a small number of households. However as the main buildings take shape the potential for shadowing will increase.
- 11 The Olympic Cauldron at a maximum height of 150m will be the tallest structure in the Olympic Park closely followed by the Olympic Stadium and the Velodrome. All these structures may have an effect on shadowing to terrestrial TV services. The

cauldron is a slim structure, which is considered unlikely to lead to a significant shadowing effect. For the main stadium the shadow created is estimated to extend 8km in the north-east direction. For the Velodrome the shadow is expected to extend 3km. The potential for over 8,500 dwellings to be affected is identified.

- 12 Shadows due to the wind turbine are likely to affect an area to the north-east of the site especially properties within 400m of the site boundary. The turbine will be likely to cause ghosting and scattering of the television signals. Satellite signal to areas immediately to the north of the main venues and the wind turbine are likely to be affected. However, it is considered that the numbers of households affected will be small. Relocation of the satellite receiver on any property would mitigate any adverse effect. A Section 106 Legal Document to mitigate any significant effects is recommended. The effects identified in the Olympic Construction Phase will be the same for the Legacy Phase, namely shadowing, reflection and scattering of the TV and radio signals. Long term mitigation measures implemented during the Olympic Construction Phase are considered to be suitable for the Legacy Phase also.

Regulation 19 Request

- 13 No specific issue was raised in the Regulation 19 letter in respect of Electromagnetic Radiation. A table summarising significant electromagnetic radiation effects and any necessary mitigation measures has been provided. This shows the effects and mitigation already described but also envisages the potential measure of providing digital cable or digital satellite service if other identified measures do not work.

Mitigation Measure

- 14 Mitigation measures to be implemented where it is identified that the proposals in these applications have caused deterioration in the signal could include one or more of the following:
- Improving the receiving antenna. This measure involves the installation of higher gain antenna. This will improve the received signal strength and improve antenna directional response.
 - Relocating the receiving antenna. Relocating the antenna to another point on a building can improve the signal strength.
 - Retuning the receiver equipment. This measure may include realigning, replacing or relocating an antenna.
 - Measures to boost the reception signal itself
- 15 The Section 106 Legal Document sets out a mechanism to further identify the areas potentially at risk, the carrying out of pre and post construction surveys and a mechanism to ensure that any works necessary at any property identified are carried out in order to restore any signal or that the cost of those works are met by the ODA as applicant subject to an appropriate financial limit which is being discussed.

Conclusion

- 16 The ES describes the assessment of potential significant effects of the scheme on electromagnetic fields and non-ionising electromagnetic radiation. A baseline has not been set as this is more appropriate to the pre-construction survey that will form part of the identified mitigation.

- 17 The potential for structures that form part of the scheme, in particular the Main Stadium, the Velodrome and the wind turbine have been identified as being most likely to have a significant effect on radio and television reception. A Planning Obligation within the recommended Section 106 Legal Document will secure a mechanism that will ensure any loss of signal in an affected property resulting from the proposed development will be mitigated.
- 18 The assessment also concludes that there will be a minor beneficial or neutral effect for Electromagnetic Radiation as a result of the removal of overhead high voltage power lines and their under grounding
- 2 The Regulation 19 request also sought further information on the potential for any likely significant effects where cumulative with other developments, with particular regard to the Stratford City development. The further information and clarification provided as a result of the Regulation 19 request examines the potential for likely significant cumulative effects for each ES topic and provides a summary of this. It is concluded that the scheme is unlikely to lead to cumulative effects beyond those already identified within the ES for this scheme or those identified for other schemes. For example, for the Stratford City proposals, where this scheme identifies part of the Stratford City site within its own proposals, it is considered that there will only be a minor influence on the effects identified for Stratford City in the ES for that scheme and that this does not change the conclusions set out in the Stratford City ES.

5.14 Summary of Environmental Effects

- 1 Chapter 20 of the ES provides a summary of the environmental effects identified in the assessment as a whole including the consideration of any potential cumulative effects. The consideration of the matters raised from the examination of the ES, including the request for further information and clarification has been set out above for each topic chapter. However, the Regulation 19 letter of 4th April 2007 sought the presentation of the effects and the identified mitigation in summary for each topic chapter to aid the consideration of the completeness of the ES. The information submitted as a result of the Regulation 19 request has included at the end of each ES topic chapter a summary table identifying any significant effects, any mitigation measures built into the proposal, any other mitigation measures proposed over and above this, and the presentation of any significant effects by reference to the assessment periods used in the ES.

General Conclusion to Assessment of Environmental Statement

- 3 In conclusion, the Environmental Statement received with the planning applications received in February 2007 was considered to require submission of additional information and clarification of particular matters in order to make the assessment complete and enable the determination of the applications. Once submitted, the further information and the clarification provided were examined and it has been concluded that the Environmental Statement is now satisfactory. Where mitigation for particular significant likely environmental effects has been identified conditions to be attached to any permission granted have been recommended or items identified in the Heads of Terms for the recommended S106 Legal Document. These have been recommended in order to

secure the delivery of particular mitigation measures where appropriate.

5.15 Appropriate Assessment

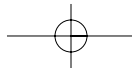
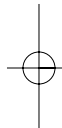
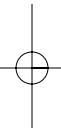
- 1 Regulation 48 of the Conservation (Habitats &c) Regulations 1994 implements the requirement in Article 6.3 of the European Habitats Directive (Directive 92/43/EEC) to carry out an 'Appropriate Assessment' where a plan or project is likely to have a significant effect on a Special Protection Area (SPA) or a Special Area of Conservation. The Directive refers to the need to consider assessment of plans and projects which can then only be implemented once such an assessment has been made. The proposals in the Olympic Paralympic, Legacy and Transformation (Site Preparation and Olympics and Legacy Transformation) planning applications, to construct the Olympic Park, can be considered as a project in terms of the Directive.
- 2 The proposals contained within the Olympic, Paralympic and Legacy Transformation (Site Preparation and Facilities and their Legacy Transformation) Applications, are located quite near to two designated European Sites. These are the Lee Valley Special Protection Area (SPA), 3 km from the application site, and the Epping Forest Special Area of Conservation (SAC), 2.8 km from the site.
- 3 In January 2007, the Planning Decisions Team received an Appropriate Assessment screening request from the applicant. The request set out the range of potential factors that would need to be considered if assessing potential effects on the European Sites identified above. This report concluded that there would be no potential for significant effects either directly or indirectly on those sites from the proposed construction or operation of the Olympic Park. In order to aid the consideration of this screening request, a range of appropriate stakeholders were consulted by the Planning Decision Team, given their relevant organisational expertise. Those consulted were:
 - Natural England
 - Environment Agency
 - London Wildlife Trust
 - Corporation of London
 - Lea Valley Regional Park Authority
 - Greater London Authority
 - Epping Forest District Council
 - London Borough of Redbridge
 - London Borough of Hackney
 - London Borough of Newham
 - London Borough of Tower Hamlets
 - London Borough of Waltham Forest
- 4 As a result of that consultation, the following issues were raised as being issues that required further information or clarification before a screening decision could be reached:
- 5 Air Quality: required clarification of the evidence used to reach the conclusion that the proposed development would add less than 1% more traffic to roads surrounding the Epping Forest SAC;
- 6 Water Flow: required clarification of the information used to concluded that there would be no effects on water flow through the Lea Valley SPA, and
- 7 Combination of Effects: required clarification of which other development schemes had been considered in concluding that the scheme would not in combination with other

projects have any significant direct or indirect effects on the European Sites.

- 8 On 10th May 2007 a response was received from the applicant providing the information sought to clarify the points that were raised in the PDT letter of 4th April 2007. Having reviewed this information in conjunction with specialist environmental consultants, PDT was able to conclude that the project would be unlikely to have any significant effects on the Lea Valley SPA or the Epping Forest SAC on its own or in combination with any other proposal and, as a result, that an Appropriate Assessment would not be required. A screening decision confirming this view was issued on 29th June 2007.



Chapter 5
Consideration of the
Environmental Statement





Chapter 6

Assessment of issues

Chapter 6

Assessment of issues

6.1 Policy Response/Principle and Accordance with Policy

Introduction

1 This section of the report considers the national, regional and local planning policies which are relevant to the consideration of the two planning applications. The section provides a broad policy review, both identifying where the application proposals would be in accordance with relevant policies and where they would represent a departure from the adopted Development Plans. The sections which follow this one assess in further detail the relevant policy considerations for the particular issue being considered.

National

2 Planning and wider national and local government policy appropriate to the location of and proposals for an Olympic Park for the 2012 Olympic and Paralympic Games can be said to focus on several key areas.

3 The Olympic Games and Paralympic Games Act 2006 enshrines at the national level a commitment to facilitate the holding of the 2012 Olympic and Paralympic Games and the delivery of the Olympic Park as the main location for Games venues. This is a commitment reflecting Government national policy. Section 5 (5) (c) of the Olympic Games and Paralympic Games Act 2006

also requires the Local Planning Authority in particular to have regard 'to the terms of any planning permission already granted in connection with preparation for the London Olympics'. The 2004 Olympics and Legacy planning permissions are particularly relevant in this context. The relevant provisions of the 2006 Act must be given significant weight.

- 4 The ODA as Local Planning Authority is also, however, subject to the same duties as any other Local Planning Authority and must determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise. Planning and Compulsory Purchase Act 2004 S.38(6) consideration in relation to Section 5 of the 2006 Olympic and Paralympic Games Act would therefore constitute a material consideration.
- 5 The Government's Sustainable Communities agenda also identifies the London Thames Gateway as one of the main and early focuses for accommodating the demand for growth in both homes and employment, with the opportunity to provide for significant regeneration in some of the most deprived parts of the Region. The proposals in the planning applications being considered lay the foundations for a significant element of that long term plan for change through the provision of infrastructure, the creation of the Olympic Park itself, by laying the foundations for the longer term Olympic Legacy Communities development and acting as a catalyst to the wider regeneration of the areas surrounding the Lower Lea Valley and beyond.
- 6 The focus in the proposals for the Olympic Park and Games venues on sustainable development meets national Government Policy aims reflected in planning guidance

such as PPS1 but also wider policy aims, for example, emerging from the 'Stern Review: the economics of climate change, 2006', the Energy White Paper 2003, 'Our Energy Future – Creating a Low Carbon Economy' and the draft addendum to PPS1 Planning and Climate Change. This can be seen reflected, for example, in the location of the Olympic Park, its accessibility to and enhancement of public transport, the inclusion of an energy centre with biomass boilers and a district heating, cooling and power network, and the setting of renewable energy and efficiency targets. The wider incorporation of flooding and sustainable drainage, waste water recycling and sustainable waste management, amongst others, is also demonstrated in the applications and the further information provided, which, where appropriately secured, will ensure that the development as a whole will be policy compliant and designed to be resilient in terms of climate change.

- 7 The national planning policies identified in a number of other Planning Policy Statements (PPS's) and Planning Policy Guidance Notes (PPG's) can be seen as being fulfilled by the proposals in the application. While the application proposes no housing, the indirect effect of the application and the wider Olympic Park and Legacy proposal will result in construction of the Olympic Village in conjunction with separate proposals at Stratford City and Clays Lane (if and when granted), resulting in an increase in supply of market and affordable housing. The potential for housing delivery in the Legacy Phase will be explored through the Legacy Masterplan Framework process. The encouragement of industrial and commercial economic development in PPG4 is addressed in the Legacy uses identified for the IBC/MPC and the
- 8 Other areas of national planning policy which are positively met by the application proposals include that of PPG13 'Transport', given the proximity of the proposed Olympic Park to existing and planned public transport hubs such as Stratford Regional and Stratford International Stations and the public transport improvements that are planned to increase network capacity by 2012. As do the general improvements in connectivity with and between the surrounding communities that will result following the Legacy Transformation Phase. PPG17 'Open Space, Sports and Recreation' is also positively addressed by the introduction of significant sporting venues, publicly accessible and well connected open space and the creation of the Olympic Park as a nationally significant visitor and tourist destination.
- 9 A key element of national Government Planning Guidance is the focus on redevelopment of previously developed sites

economic effects of the delivery of the Olympic Park and venues, while the planning objectives in PPS6 'Planning for Town Centres' will be met by ensuring that retail, commercial leisure and other uses appropriate to town centres will be restricted by condition to ensure that such uses associated with Legacy venues remain ancillary to those venues and do not expand to potentially harm surrounding town centres. The guidance with respect to minimising the visual intrusion from new telecommunications masts, contained within PPG8, will be met by a condition which ensures that any that cannot be sited within buildings are minimised in number, sensitively located with respect to local amenity and only provided for a temporary period.

to accommodate the need for new development. PPS23 Planning and Pollution Control emphasises the positive requirement to clean up contaminated land in order to bring it back into beneficial use in this context. The industrial history of much of the Lower Lea Valley, including the Olympic Park, has resulted in significant need for remediation of contamination and the application will result in a significant level of environmental clean up of contamination, watercourses and invasive plant species such as Japanese Knotweed.

- 10 PPS1 emphasises national Government Policy in terms of delivering social cohesion, including ensuring health and well being and making provision for physical activity. The provision of new public open space and in sporting and community venues in the post Games Legacy Phase, meeting wider policy objectives that seek to increase physical activity and provide accessible facilities and more widely, improves quality of life for those who will live in and around the application site in the future..
- 11 The proposed Olympic Legacy Park providing 102.3 ha of public open space that would meet the relevant policy criteria for Metropolitan Open Land (MOL) designation will help to meet the national policy objectives of in PPG2 (Green Belts), particularly that of providing opportunities for outdoor sport and recreation. This needs to be balanced against other policy issues relating to the openness of land already designated as MOL, which is explored further below.
- 12 While these applications propose a loss of employment land designated in development plans, as discussed in more detail below, the Legacy use of the IBC/MPC and the employment and economic gain associated with the wider Olympic venues in the Legacy Phase meet the objectives of PPG4 (Industrial and Commercial Development and Small Firms), in encouraging business development within the Olympic Park and promoting wider economic growth through mixed use development. The proposed integration of mobile/wireless telecommunications within the Olympic Park meets Government objectives set out in PPG8 (Telecommunications), while proposed conditions will help to ensure that the longer term Legacy provision of such apparatus within the Park will meet objectives for ensuring that equipment is well designed to minimise its visual impact.
- 13 The objectives of maintaining and enhancing biodiversity set out in PPS9 (Biodiversity and Nature Conservation) are addressed within the application through the proposals for the waterways and open space within the Olympic Park, and secured in the long term through the detailed design and implementation of the scheme in line with a Biodiversity Action Plan, with elements to be secured both through proposed condition and obligations in the S106 legal document. The proposals for a wind turbine and the inclusion of a biomass boiler in the Energy Centre help to meet objectives set out in PPS22 (Renewable Energy), while the proposed standards of design and noise control and attenuation measure will help to ensure that the proposed development meet the policy objectives in PPG24 (Planning and Noise). PPS25 (Development and Flood Risk), is considered through the submitted flood risk assessment and the proposed geomorphology of the park, with further work to ensure that details for venues, landscaping and other structures meet the requirements of this PPS. Proposed

conditions will aid the incorporation of sustainable drainage and other flood and land drainage considerations in order to meet the objectives of avoidance and reduction of flood risk.

- 14 The proposals can, therefore, be said to meet a range of national Government planning and wider policy objectives. A number of more detailed issues arise from consideration of regional and local planning policy, as set out below. How these matters have been addressed and, where necessary, where mechanisms have been identified to deal with them are dealt with elsewhere in the report. The most significant issue that can also be said to be an issue of principle is that of the impact of the development on designated Metropolitan Open Land.

Departure from the Development Plan – Loss of MOL

- 15 Metropolitan Open Land (MOL) is designated as such in the Local Development Plans of three out of the four Olympic Host Boroughs (Hackney, Newham and Waltham Forest). It should be noted that MOL designation has equivalent status to Green Belt and so is covered by guidance in PPG2 Green Belts. The loss of openness that will occur as a result of the Olympic Park Proposals (in some cases permanently in the Legacy Phase) raises a significant policy issue and it is for this reason that the applications have been advertised and will be considered as departures from the adopted Development Plans. Re-provision of high quality open space after the Games in 2012 with a character of openness and permanence is seen as the necessary mitigation for this loss of openness. The hosting of the Olympic and Paralympic Games and the

significant regeneration benefit that would result is in itself considered to constitute the very special circumstances which would allow for an ‘inappropriate’ form of development within MOL in this case. In this respect there is the potential for each affected Host Borough to be able to continue the MOL designation beyond 2012 or where no such designation has existed before, to make the new designation..

Regional

- 16 Regional planning policy is largely contained within the London Plan. This, however, is intrinsically linked to the wider spatial strategies that are expressed within RPG9 and RPG6 providing regional guidance for the South East and East of England respectively. The draft regional spatial strategies produced by the regional assemblies for these regions are also relevant as they will update and replace these RPG’s. The proposals for an Olympic Park and its Legacy uses contained within these applications fit well within this wider spatial structure which sees Stratford and the Lower Lea Valley as a key location within two major growth corridors the Thames Gateway and that of London – Stansted – Cambridge. The applications proposals in conjunction with the separate but linked Legacy Masterplan Framework process have the potential to secure a significant element of the growth proposed in these corridors in the long term to meet economic and housing and other community needs and to do so in a sustainable manner.

London Plan (including early alterations and the proposed further alterations)

- 17 Much of the relevant policy in the London Plan, and in the proposed further alterations to it, are focused on the delivery of

sustainable regeneration within East London and the need to achieve high quality development with a minimal environmental impact. This is further amplified within the East London Sub Regional Development Framework (May 2006) which sees the potential for such benefits for East London to be substantial. The applications present proposals for an Olympic Park Development that will perform to the sustainability criteria set out in the ODA's Sustainability Strategy and so include proposals for significant reductions in carbon emissions, the use of a CCHP fed district heating, cooling and power network and renewable energy generation. Other policy issues that have been raised in the GLA Stage 1 report such as the need to deal with waste in compliance with policy, meet or mitigate open space, biodiversity and other policy issues are addressed by the conditions proposed to be attached to any permission and the mechanisms identified in the Heads of Terms for the S106 Legal Agreement. The London Plan is supportive of a London Olympic bid based upon an east London location. Proposed early and further alterations reflect a post-bid winning position of moving from an in-principle support to one which identifies the benefits which should result from the London Olympics.

Lower Lea Valley Opportunity Area Planning Framework (January 2007)

- 18 The Lower Lea Valley Opportunity Area Planning Framework (LLV OAPF) sets out the Mayor's guidance on the regeneration of the wider Lower Lea Valley of which the Olympic Park site is a part. The proposals in the application address many of the elements of the vision set out in the OAPF in the way that the application proposes to clean up and restore many waterways and
- introduce future connectivity across the Valley in this location. The prime factor, however, is the way in which the applications set the scene for the long term Olympic Legacy following the 2012 Games. The applications, therefore set the scene for the Legacy Masterplan Framework to take forward but are not in themselves designed to deliver the long terms regeneration goals set out in the LLV OPAF document except in respect of the provision of the Park and the Legacy sports venues, remediation of land and provision of key infrastructure to support future Legacy Communities development. A key exception to this is where the development of the Olympic Park will leave a significant long term provision of transport, energy, water and waste infrastructure, with policy targets secured through conditions and the recommended section 106 legal document.

Supplementary Planning Guidance to the London Plan

- 19 Relevant supplementary planning guidance published by the Mayor and providing further guidance on the policies within the London Plan is considered to be addressed by the proposals in the applications. The aims of the Sustainable Design and Construction SPG (May 2006) can be seen as met by the ODA commitments to relevant energy and other sustainability targets which will be secured appropriately through proposed conditions and obligations in the S106 legal document. The Olympic Park in its Legacy form will be at the heart of East London Green Grid as proposed in the draft East London Green Grid SPG (November 2006). The Land for Transport Functions SPG (March 2007) provides guidance on securing the best possible approach to ensuring that sufficient land is made available for transport

purposes within and associated with new development. The location of the application site close to international and regional transport interchanges and in increasing general access and connectivity for transport helps to meet these objectives, this is also aided by associated contributions to the improvement and upgrading of public transport services, including Stratford Regional Station that are not directly part of the scheme applied for but do help to mitigate identified transport effects.

- 20 The guidance provided in draft SPG, Planning for Equality and Diversity in London and the Accessible London, Achieving an Inclusive Environment (April 2004) are addressed within the submitted Design and Access Statement and the Inclusive Design and Access Strategy, alongside the inclusion of Inclusive Design Principles within an obligation in the S106 legal document. Equalities impact assessments will be carried out by the ODA during the business case planning for each venue.

Relevant Mayor of London Strategies

- 21 The Mayor's Spatial Strategy, the London Plan, is considered in detail in this report. The proposals in the application also address a range of matters relevant to other Mayoral Strategies, although many of these issues are addressed also through assessment of the scheme against planning policy at a regional and local level. The accessibility of the location of the Olympic Park and the transport mitigation measures associated with the scheme are within the scope of the Mayor's Transport Strategy. The inclusion of an Energy Centre, renewable energy generation and district heating and power networks are relevant to

meeting the objectives of the Mayor's Energy Strategy, while the setting of a carbon target for the scheme helps meet the objectives of the Mayor's Climate Change Action Plan. The Olympic Games and the proposed Legacy will be a significant contribution towards the economic objectives in the Mayor's Economic Development Strategy. The technical solutions that will be secured through compliance with proposed conditions and S106 planning documents in terms of controlling noise, minimising water use and the achievement of biodiversity objectives will be achieved in the detailed design of the venues and park as these emerge and so will be secured by conditions and obligations in the S106 legal document, but will have relevance to achieving the objectives in the Mayor's Biodiversity, Ambient Noise, Water and Waste Strategies.

Other Regional Plans

- 22 The Thames Gateway Interim Plan in setting out a broad strategic public policy framework for the Thames Gateway sees the Olympic Games and the development of the Olympic Park as a key element in driving forward implementation of regeneration objectives. The proposals within the applications are an integral part of the overall Olympic project, with the Legacy Masterplan Framework process secured through an obligation in the S106 legal document helping to secure a long term regeneration process within the Lower Lea Valley. The Lea Valley Regional Park Plan (2000) is addressed through the proposal for a significant integrated public open space providing formal and informal leisure and recreation opportunities and the potential to achieve integration with waterways and enhancement of biodiversity.

Local

Borough Planning Policy (UDPs & Emerging LDF Development Plan Documents)

- 23 The adopted Unitary Development Plans for Hackney, Newham and Tower Hamlets predate the London bid for the 2012 Olympic and Paralympic Games and do not specifically, therefore, contain policy references addressing the potential of the London 2012 Bid/now Games. However, emerging Development Plan Documents, where published for consultation by those Boroughs, refer to the Olympic Park proposals and making the most of the Games and Legacy proposals in seeking to achieve a range of policy objectives. Whilst the emerging policy situation supports the delivery of the Olympic Park and its Legacy, the proposals considered in this report do encompass some policy issues common to each Host Borough, particularly where protected employment land, open space or Metropolitan Open Land designations exist.
- 24 As with London Plan policy, the achievement of physical and social regeneration in this part of East London is the overriding theme in adopted and emerging development plans. The Legacy Masterplan Framework process will, alongside emerging development plan documents, Core Strategies and Area Action Plans being produced by the Host Boroughs, set the scene for the long term development proposals in and around the Olympic Park and help to contribute these wider regeneration aims. The identification in this report of a mechanism for securing the LMF process and the linkages in this process to the emerging Host Borough development plan work will ensure that there is a coordinated, partnership approach to bringing forward these aspects

of the Legacy Phase of the London 2012 Olympics. This will help to provide some certainty that proposals for the development platforms that remain following the post Games removal of temporary venues and structures will accord with new and emerging planning policy.

London Borough of Newham

- 25 As was the case in the permitted Olympics and Legacy Planning Applications of 2004, the proposals within the Facilities and Legacy Transformation Application depart from several policies within the adopted Newham Unitary Development Plan.
- 26 A significant proportion of the site within Newham is designated as a Principal Employment Area. The EMP4 'Marshgate Lane Area' is designated for general industrial and warehousing use. As a result the proposals are contrary to employment policies EMP1, EMP4, 5 and 6. However, the reduction in size of the proposed Olympic Park since the 2004 planning application has reduced the amount of employment land required, leaving some areas around Cooks Road and the southern end of Marshgate Lane outside of the application site and remaining in their current employment uses. Whilst some employment is being lost through relocation of businesses away from the application site, the subject of a separate Compulsory Purchase Order, the applicant has demonstrated that the proposals are likely to create a similar level of new employment in the long term.
- 27 An area of Metropolitan Open Land (MOL) is designated within the application site at Temple Mills and alongside the River Lea to Carpenters Road. The proposals are, as a result, contrary to Policies OS2, OS3, and

OS7 although a significant proportion of this area would be returned to parkland or other compliant use at the Olympic Legacy Transformation stage. The enhancement of the retained MOL will also help to meet the requirements of Policy OS4 in terms of increasing access and restoring damaged or derelict ground. In the Legacy Phase it is expected that there will be an overall increase of publicly accessible open space in Newham, with a potential for an increase in MOL designated land.

- 28 The designated Site of Nature Conservation Importance eq5 Stratford Marsh (area adjoining Knobbs Hill Road and on the northern banks of the City Mill River), also identified for creation of a mixed woodland and grass area, would be affected by the construction of the stadium and main concourse area. This will be contrary to policies S14, EQ9 and EQ10. While it is acknowledged in the application that a loss will occur this is assessed in the Environmental Statement and mitigation is proposed to compensate for this loss, with mechanisms identified for securing mitigation primarily through the Biodiversity Action Plan secured by the recommended conditions and planning obligations in the section 106 legal document.
- 29 The loss of the Manor Garden Allotments is contrary to Policy OS13. However, the Facilities and Legacy Transformation Application proposes the establishment of new allotments within the Olympic Park during the Legacy Transformation Phase and temporary provision of allotments has been secured close to the Olympic Park.
- 30 The Site Preparation Planning Application will result in the loss of housing at the Clays Lane Housing Cooperative Estate and the provision made at the adjoining travellers site.

This is contrary to both Policy H2 Retention of Residential Accommodation and Policy H12 Accommodation for Travellers. In both cases, relocation of residents and travellers living in this location has been pursued separately from this planning application through a Compulsory Purchase Order and the re-housing of residents elsewhere. In the case of the travellers, an alternative site has been secured by the London Development Agency nearby. No permanent residential accommodation is proposed in the applications being considered. However, a separate planning application has been submitted proposing new residential accommodation at Clays Lane that will initially form part of the Olympic Village. That application is being re-worked by the applicants at present and will fall to be determined at a later date. Proposals that emerge for the Legacy development platforms also have the potential for inclusion of residential accommodation through the Legacy Masterplan Framework process.

- 31 Whilst some significant local policy issues are raised, as described above, it is considered that the proposals are otherwise generally in accordance with or do not generally run counter to a range of policies set out in the Newham UDP, particularly those that focus on regeneration and environmental improvement, in addition to those that seek new and improved leisure, recreational and cultural facilities for the Borough.

Hackney

- 32 The part of the proposed Olympic Park that falls within the London Borough of Hackney are subject to both employment and open space policies in the adopted Unitary Development Plan.

- 33 Arena Fields Recreation Ground, in the western corner of the application site south of the A12 and Eastway and is designated as Metropolitan Open Land and Green Chain and part of an Area of Special Landscape Character, as is East Marsh to the north of the A12. The remainder of the area to the borders with Newham and Tower Hamlets are subject to designation as a Defined Employment Area and a New Development Area for employment. The Facilities and Legacy Application proposals in this area are characterised by the IBC/MPC and associated multi-storey car park and handball arena during the Games and as car parking, employment space, a multi-use sports venue, a playing field for Gainsborough School and development platform in the Legacy Phase. Land at East Marsh will be temporarily used for coach parking during the Games and restored to its current MOL compliant use afterward. That temporary use is contrary to Policies OS4 and OS7 but is partly mitigated by the temporary re-provision of the sports facilities on adjacent open space during the Olympic Construction and Olympic Games Phases.
- 34 The permanent loss of Metropolitan Open Land, Green Chain and Area of Special Landscape Character at Arena Fields is contrary to policies ST9, ST41, EQ21 and OS1. The development of the IBC/MPC buildings can be seen as compatible with the requirements of Policy E5 (Retention of Sites and Floorspace within Defined Employment Areas) in retaining employment based uses on the site during the Games and in the Legacy Phase with the reconfiguration of the structures for employment uses, compensating for any loss of current employment uses. The Legacy development platform use will be defined through the separate Legacy Masterplan Framework process but has the

potential to introduce non-conforming uses into the Defined Employment Area, unless amendments are made to the development plan as a result of the LDF process. Overall loss of employment is expected to be mitigated by creation of a significant number of new jobs in the long term. Mitigation for the loss of open space is found within the creation of the wider Olympic Park and the provision of connectivity across the Lea Navigation and the River Lea to provide suitable access to this. A total of 34ha of open space would be delivered within Hackney in the Legacy Transformation Phase of the development.

- 35 While some of the proposals in the application that fall within Hackney are contrary to current development plan policy, the long term creation of new employment uses and revitalised and better connected open space can be said to overcome these issues to some extent. Whilst some policy issues are raised, the proposals are generally in accordance with or do not generally run counter to other relevant policy in the Hackney UDP whilst the long term Legacy Development on and surrounding the Legacy development platforms will emerge as part of the Legacy Masterplan Framework process, which in itself will need to have regard to updated planning designations and policy as these are produced and adopted.

Tower Hamlets

- 36 That part of the application site that falls within Tower Hamlets is the subject of an Industrial Employment Area in the Unitary Development Plan, whilst the waterways are designated as part of the Greenchain. This southern element of Planning Delivery Zone 4 is within the area known as Fish Island, while Planning Delivery Zone 14 is

- safeguarded for the implementation of Crossrail and contains a rail head and aggregate handling facility.
- 37 The proposal to construct and operate the Energy Centre in the north of this area is broadly consistent with the Industrial Employment Area designation. However, the remainder of the part of Fish Island within the application site would be used for the Basketball Arena and associated operational areas, with an element of the open space concourse area. These uses are not in conformity with the adopted development plan. However, the Leaside Area Action Plan, which has reached its 'submission' stage and so carries some material weight, identifies this area as 'Fish Island East' and allocates this for residential development, a primary school and other social and community facilities, including new public open space along the River Lea. The Legacy Transformation element of the application proposes the removal of the Basketball Arena and operational structures leaving a development platform and a 5ha element of the Legacy Park alongside the River Lea. The creation of public open space in legacy matches this proposal. The proposals in the Olympics and Legacy Transformation application will leave a clear development platform following the Legacy Transformation Phase. The future types and mix of uses will be determined by the final adopted form of the Leaside Area Action Plan, the Legacy Masterplan Framework process and any future planning applications that result from this.
- 38 The area of Planning Delivery Zone 14 proposes temporary use for an accreditation and checking area during the Games and a return to its current rail based use following this. As a result there would be no long term effect on the current Crossrail safeguarding direction that applies to the site.
- 39 Whilst it can be concluded that much of the land subject to the proposals in the applications as they affect Tower Hamlets do not comply with the land use designation within the adopted development plan, there is a potential for the delivery of development in the Legacy Phase consistent with the new emerging Area Action Plan. Whilst some policy issues are raised, the proposals being considered as part of these applications are otherwise generally in accordance with or do not generally run counter to existing development plan policy.

Waltham Forest

- 40 The key parts of the proposals within Waltham Forest are the proposed sports venues for training and Paralympic tennis and archery, with accreditation and checking area and an element of the park/concourse. A wind turbine and a telecommunications mast are also proposed within the Eton Manor Site (PDZ7). This would be transformed into a hockey and 5-a-side football venue and an indoor and outdoor tennis centre. The wind turbine would remain in the Legacy Phase whilst the telecommunications mast would be removed. Allotments would also be provided adjacent to Temple Mills in Legacy as a permanent replacement of those being displaced by the construction of the Olympic Park.
- 41 The proposals will result in the loss of open space through the construction of the permanent venues and consequent loss of openness in designated Metropolitan Land, Playing Fields and Green Space and so be contrary to Policies SP1, ENV4, ENV5 and ENV20 of the Waltham Forest adopted UDP. The proposals would result in a loss of approximately 5 ha of the designated open space in Legacy. Policy SP15 seeks the retention of existing sites in recreational and

leisure use but also welcomes the provision of new facilities. Policy ENV18 seeks retention of existing allotments. Whilst the provision of allotments can be said to improve on the level of long term allotment provision within Waltham Forest, it should be noted that these are intended to provide a permanent replacement for private allotments lost within the London Borough of Newham.

- 42 Whilst the consequent loss of openness is contrary to policy, the Legacy uses proposed are to some extent consistent with a MOL designation, i.e. those that consist of outdoor sports pitches, re-provided open space and allotments. The loss of a proportion of open space within Waltham Forest is partly mitigated by the provision of access to the wider Legacy Park and the provision of improved connections to that park and the venues and facilities that will be retained in it in Legacy Phase. On balance, whilst it is acknowledged that the proposals for land within Waltham Forest do result in a loss of existing playing fields and the loss of an element of openness as associated with its MOL designation, this can be said to be mitigated by the provision of new sports facilities and inclusion of this land through improved connectivity, with the wider Legacy Olympic Park and so be seen as acceptable in this broader context.

Conclusion

- 43 The proposals set out in the Site Preparation and Olympic and Legacy Transformation Planning Applications raise several policy issues that can be identified as making them a departure from the adopted development plans. In particular the loss of openness in part of the site both in the Olympics Construction and Games Phases and, to a
- 44 In considering the balance of issues that are raised by the planning applications it is important to set this in the context of the Olympic Games and Paralympic Games Act 2006, which requires consideration of the proposals set out in these applications to have regard to the Olympic planning permissions granted in 2004. This includes
- lesser extent following the Legacy Transformation Phase, is the most significant of these. The loss of areas of protected employment land in three Host Boroughs is also of significance as a departure from the appropriate development plans, as is a loss of housing related to Planning Delivery Zone 10. Nevertheless, it is appropriate to judge the proposals in the light of their wider national, regional and local significance, both in terms of the potential to create regeneration and environmental improvement within the site and in its wider vicinity and that the hosting of the Olympic and Paralympic Games constitutes a set of very special planning circumstances. The provision of a significant and publicly accessible open space, and new sports and leisure facilities also add to the case for the proposals meeting strategic planning policy goals at a national, regional and local level. Where the application of detailed policy requirements have raised matters for mitigation during the process of considering the applications, such mitigation is secured by suitable recommended planning conditions and planning obligations as appropriate. Given the scale of the development applied for and the timescale over which it will be delivered, the Legacy Masterplan Framework and subsequent master outline planning application will set out the wider long term legacy context for the Olympic Park and its surroundings in parallel with new and emerging planning policy at the national, regional and local levels.

recognition that the 2004 permissions established the principle of the Olympic Park development as acceptable on land included in the site at that time. Given this and the policy matters discussed above, it is considered that on balance the benefits of the proposed development outweigh the disbenefits of the proposals, including the temporary and permanent losses of designated employment land and housing within some parts of the site and the loss of openness in some areas designated as Metropolitan Open Land. It is considered that, whilst there may be some individual losses as a result of these departures from policy, these are outweighed by the overall long term gain that will accrue to areas and communities surrounding the proposed Olympic Park, to East London and beyond. On balance, therefore, the principle of the proposals in the Site Preparation and the Facilities and Legacy Transformation applications are, from a policy context, considered to be acceptable.

6.2 Introduction to the Assessment of Issues

- 1 The following Sections of this Chapter of the report set out the planning issues, which have been identified during the consideration of the applications:

Section

- 6.3 Regeneration and Legacy Masterplan Framework
- 6.4 Design and Access
- 6.5 Connectivity, including Bridges and Loop Road
- 6.6 Integration
- 6.7 Construction
- 6.8 Principal Structures
- 6.9 Transport
- 6.10 Open Space Assessment

- 6.11 Relocations
- 6.12 Energy and Waste
- 6.13 Telecommunications
- 6.14 Waterways and Water Environment
- 6.15 Security and Policing
- 6.16 Ecology Assessment
- 6.18 Employment and Training
- 6.19 Other matters
- 6.20 Human Rights Considerations

- 2 These issues have been brought together from:

- The examination of relevant planning policies set out in Chapter 3, and in Section 6.1 of this chapter.
- The results of two rounds of consultations, which are highlighted and summarised in Chapter 4, but also set out in more detail in Appendix 9.1.
- The assessment of the environmental impacts, submitted with the applications and supplemented by a Regulation 19 submission, with more consideration of the Environmental Statement set out topic by topic in Chapter 5.
- PDT's own assessment of the proposals, with appropriate technical and expert advice.

- 3 The considerations below consider material considerations and look at what planning mechanisms may be available to address issues raised at the appropriate Phase of development and in the delivery of any mitigation measures.

6.3 Regeneration and Legacy Masterplan Framework

Introduction

- 1 The hosting of the 2012 Olympic and Paralympic Games provides a unique opportunity to help regenerate a substantial area of East London. The significant regeneration benefit derived from hosting the Games has been a consistent theme in support of the 2004 Olympic planning applications, fundamental to London's winning bid in 2005 and accepted by the Secretary of State in the confirming of the Compulsory Purchase Order in 2006. Consequently, it is a key part of the provisions of the Olympic and Paralympic Act 2006 (Section 5 (5) (b) states that the ODA as Local Planning Authority shall have regard, in particular to the desirability of maximising the benefits to be derived after the London Olympics from things done in preparation for them,) and is an important part of PDT's assessment of the planning application proposals.
- 2 Section 6.1 of this report confirmed the extent of the national, regional and, where applicable, local policy support for the Games. It highlighted that the redevelopment of the Olympic Park site is a key component of the sub-regional regeneration strategy for the Lower Lee Valley (the Lower Lea Valley Opportunity Area Planning Framework), which is one of the identified Opportunity Areas in the London Plan and a strategic priority for regeneration. The principle of the large-scale redevelopment which would result from the Olympic Development is, therefore, consistent with national and regional regeneration policy and embedded within the wider strategy for the Lower Lee Valley. It has also been established by the 2004

planning permissions for Olympic development.

- 3 Given this broad national and regional policy support, the consideration of the regeneration benefits which would be generated by the two submitted planning applications is set out in overview. The mechanism and process for the production of the Legacy Master Plan is particularly notable.

The benefits of the application proposals

- 4 The regeneration benefits arising from the hosting of the Games essentially comprise two principal components. The first of these is an initial element which delivers remediation of the site, provision of key infrastructure, including the facilities retained in the Legacy Phase, environmental enhancements and areas prepared for future development. These elements are effectively proposed and captured in the Site Preparation and Olympic and Legacy Facilities planning applications which are the subject of this report. These proposals then provide the infrastructure capacity and context for a subsequent 'Legacy Communities' development which it is envisaged will see significant land use change around the retained venues and within the site.
- 5 The mix, type and quantum of new employment, residential and community facilities development in the Legacy Phase are not included as part of the submitted planning applications. This is to be informed through a separate masterplanning process called the Legacy Masterplan Framework (LMF). This approach is proposed in the Commitment to Sustainable Regeneration (CSR) document which supports, but does not form part of, the submitted planning

applications. The CSR states that the LMF is to be prepared by the LDA (working in conjunction with the ODA, the Host Boroughs and other stakeholders) and the process for its preparation is set out below.

- 6 Key regeneration benefits which would be secured from the submitted Site Preparation and Olympic and Legacy Facilities applications include the following:
- The remediation of contaminated land within the site for beneficial use;
 - The development of new utilities infrastructure which has been designed with a capacity to serve both the Games, Legacy Transformation and an OAPF-based Legacy Communities development phase;
 - Transport provision and enhancement within the site, including new roads, pedestrian and cycle routes, including a significant improvement to the Greenway, new bridges and improved public transport accessibility;
 - An increase in the quantity and improvement in the quality and accessibility of public open space following Legacy Transformation, including the provision of allotments and sports pitches;
 - Enhanced quality of the water-side environment within the site;
 - An increase in the quantity and enhanced quality and management of ecology habitats within the site;
 - The development of a significant new sports and leisure hub centred around the retained main stadium, aquatics centre, velopark, multi-use sports venue, new public open space, hockey and tennis facilities;
- 7 Some of the beneficial effects of these elements are also highlighted in section 5 which considers the environmental assessment of the proposals and in the subsequent parts of section 6 which assesses particular planning issues in detail.
- 8 In combination, the highlighted regeneration benefits are likely to act as a catalyst for future investment and development, not only within the site, but elsewhere in the Lea Valley. Indeed, the preparation for the Games has already resulted in substantial public investment in the Lower Lea Valley by way of infrastructure projects such as the power lines undergrounding and committed transport improvements, for example Stratford Station capacity improvements. The Olympics project has also had the effect of accelerating some development on the adjoining approved Stratford City scheme, particularly with respect to the construction of the Olympic Village accommodation, and its conversion in the Legacy Phase to some 4,500 new dwellings with associated community infrastructure.
- 9 In terms of key stakeholders, the GLA, Host Boroughs, London Thames Gateway Development Corporation and other statutory agencies have confirmed their in-principle support for the applications based upon the lasting change and regeneration
- Employment generation in all phases of the development, from construction through to legacy transformation, including the conversion of the IBC/MPC to B Class employment uses; employment training initiatives to assist local communities in accessing the employment opportunities generated by the proposals.
 - The creation of remediated, serviced plots for future development.

benefits that would be generated by the proposals. In terms of local resident and community response, whilst this has included a mix of support and objection, the latter has largely focused on particular issues of concern, such as the loss of allotments, or facilities proposed for cyclists in Legacy, rather than an objection in-principle to the Olympic Games. Those supporting the proposal have identified the socio-economic and regeneration benefits which would result from the Olympic Games. Where, in-principle objections have been raised by local residents these have doubted the potential socio-economic benefits of the Games, expressed concerns at the amount of change within the site, including loss of existing housing and environment and have stated that regeneration would have happened anyway, as well as identifying non-material issues such as the cost of hosting the Games. Specific issues around loss of housing and the economic benefit of the Games and its Legacy are addressed in detail in subsequent sections. On the issue that regeneration would have happened anyway, it is acknowledged that the area has seen signs of investment in terms of new development at the fringes of the site (Stratford High Street and Fish Island being examples) and planning permission has been granted for Stratford City. However, the scale of change proposed is substantial, in particular the investment proposed in infrastructure to support development in Legacy. Furthermore, as indicated above, the Olympic Games will have the effect of accelerating certain approved development, such as the housing on Stratford City, which would, in that particular case, assist in meeting London's projected need for new housing.

Legacy Masterplan Framework

- 10 The separation of the envisaged Legacy Communities Development from the Site Preparation and Olympic Facilities proposals enables the preparation of a robust masterplan (the LMF) in consultation with local communities, partners and key stakeholders, without being unduly constrained by the challenging programme for the delivery of the Olympic facilities infrastructure (in time for the test events in around 2011). It is intended that the LMF is to be produced by Spring 2009 in order that an outline planning application can be submitted as soon as possible thereafter to enable the Legacy Communities Development to proceed as soon possible after the Legacy Transformation Phase and this is the subject of a recommended Section 106 document provision.
- 11 Separating the Legacy Communities development from the current planning applications also has the benefit of allowing the LMF to appropriately respond to up-to-date planning policy and with effective engagement, enabling it to inform as well as respond to emerging national and regional policy and local development frameworks. Finally, the separation of the LMF from the current planning applications allows time for effective community consultation and stakeholder engagement and allows for more accurate business planning work to be undertaken with respect to the envisaged Legacy Communities Development.
- 12 The key challenge in separating out the consideration of the envisaged Legacy Communities Development from the Olympic and Legacy Facilities and Site Preparation proposals is to ensure that the current two applications do not compromise

- the sustainable and efficient development of the Legacy Communities proposals. It is acknowledged that the design development of the Olympic Park facilities has been based on this principle. With the range of measures proposed by PDT officers, following extensive discussion and negotiation with both the applicant and key stakeholders, which include, for example, a section 106 obligation concerning the production of the LMF and target timetable for submission of an outline planning application for Legacy Communities development pursuant to it, it is considered that the application proposals would not unacceptably compromise future Legacy Communities Development.
- 13 The key issues relating to the relationship between the application proposals and their impact on planning for Legacy Communities, which PDT has sought to deal with to resolve identified concerns are, in summary, the use of conditions and Section 106 document to secure appropriate access into and across the Olympic Park following the Legacy Transformation Phase, suitable integration with adjoining communities and the review of the position and alignment of the Loop Road, and a requirement for the LMF to look at specific issues associated with connectivity and permeability.
- 14 The Commitment to Sustainable Regeneration document which supports, but does not form a part of the submitted planning applications, sets out the ODA and particularly the LDA's commitment to achieving the delivery of the Legacy Communities development within the Olympic Park. The document sets out a 'route map' for the preparation of the Legacy Masterplan Framework including the timescales for production, a proposed system of governance and proposals for consultation.
- 15 The purpose of the LMF is that it will provide the context and parameters for subsequent Legacy Communities planning applications, setting out an overall vision, an identification of the quantum, mix and type of Legacy Communities development, including the social facilities necessary to support new development, detailed neighbourhood based masterplans, and a delivery and implementation plan.
- 16 The target timetable for production of the LMF is as follows:
- Summer 2007 – establishment of Governance and working group structures;
 - Autumn 2007 – initial visioning events held;
 - Year 2008 – preparation and community engagement on the contents of the LMF;
 - Spring 2009 – Final Legacy Masterplan Framework.
 - End of 2009 – Submission of master outline planning application pursuant to final LMF
- 17 The governance structure has been established, with a Ministerial/Mayoral level decision-making executive with representatives from the Host Boroughs, GLA, LTGDC, central Government Departments and the ODA and LDA. This is supported by a working group of senior officers from the same organisations.
- 18 Whilst the Commitment to Sustainable Regeneration (CSR) document sets out the steps proposed to be taken to secure the production of the LMF, PDT officers have secured through the proposed 106

document, commitments regarding the content of the LMF. The recommended section 106 legal document contains provisions that the LMF will be produced and promoted by the LDA (necessary given that the CSR document does not form part of the planning application material) and governs the LDA using reasonable endeavours to submit a master outline planning application based upon the LMF, for the Legacy Communities Development for the whole of the Olympic Park (the CSR currently does not confirm that a single comprehensive masterplan application would be submitted) by the end of 2009. The recommended section 106 legal document also provides that the LMF considers the following issues and concerns:

- The provision and location of open space and landscaped areas within the proposed development platforms;
- Olympic Park Legacy management;
- Permeability across and through the Olympic Park;
- Permanent pedestrian and vehicular bridges across the Lea navigation;
- The character of the park/development boundary edge relationship and connectivity issues;
- A sustainable waste and energy strategy;
- Realignment and relocation where appropriate of the proposed Loop Road;
- The role that watercourses will play in terms of long term transportation and recreation opportunities;
- Relationship of Legacy Communities development with the retained venues; and
- Community, health and education facilities to serve Legacy Communities development.

- 19 The recommended section 106 legal document also requires the LDA to promote the LMF both through the Borough Local Development Framework process and in respect of alterations to the London Plan. As indicated in section 6.1, this has the benefit of allowing the LMF to be consistent with up-to-date planning policy, can inform emerging policy and hence, can provide some certainty with respect to the development proposals which are brought forward as Legacy Communities development.
- 20 With the obligations secured in the recommended 106 document, PDT officers consider that the commitment to produce an LMF for the Legacy Communities Development is in the interests of good planning and would accord with best practice guidance including CABE's guidance in 'Creating Successful Masterplans' and policy guidance contained within PPS1 and PPS3. The recommended section 106 obligation with respect to the LMF process also ensures that the current application proposals would not unduly compromise the Legacy Communities Development.

Conclusion

- 21 The submitted planning applications would have demonstrable regeneration benefits within the site and would stimulate development activity in the wider Lower Lea Valley area. The proposals would be consistent with national and regional planning policy which seeks to promote and secure sustainable development in strategically important locations and would fulfil the requirement of section 5(b) of the Olympic Games and Paralympic Games Act 2006 which seeks to maximise the benefits to the Olympic Park area and the Host

Boroughs to be delivered after the 2012 Games.

- 22 The separation of the Legacy Communities Development from the current application proposals is beneficial to the extent that it enables the preparation of a robust Legacy Masterplan Framework for the site, in particular it allows for sufficient time to engage with key stakeholders and the community regarding the proposed vision and detailed proposals in accordance with good planning practice.
- 23 PDT officers have sought provisions in the recommended Section 106 document to govern the production of the LMF. PDT officers also consider that the designed-in flexibility of the proposals to adapt in the Legacy Transformation and Legacy Communities Phases and the measures used in the conditions and Section 106 document to enable change to accommodate Legacy Communities development, means that the application proposals would not compromise Legacy Communities development at the site to an unacceptable degree. Indeed, PDT officers consider that the proposed development would result in a framework of infrastructure at the site which would stimulate and support the Legacy Communities Development.

6.4 Design and Access

Introduction

- 1 Key issues to be considered in this section are those which have been identified by the host Boroughs, the LVRPA, Thames Gateway Development Corporation, GLA and PDT, by CABE, British Waterways, English Heritage and by a number of interest groups and local people. The issues

relate mainly to permanent buildings and structures and the Legacy Transformation and Legacy Phases of the development.

- 2 The comments made include:
- That proposed Olympic and Legacy infrastructure such as the Loop road and large buildings such as the IBC/MPC and proposed development platforms would be barriers to movement into and across the Park
 - the amount and arrangement of legacy open space
 - the visual impacts of large buildings and structures
- 3 These matters are referred to in this section but also considered in subsequent sections, particularly dealing with connectivity and permeability; integration and development platforms and open space.
- 4 There are detailed comments on access from the GLA and from Action and Rights for disabled people in Newham. These relate to all Phases of the development including the Games and Paralympics operational phase. The points made include:
- All development to show a commitment to inclusive design
 - The need for an Inclusive Access Strategy
 - The need for individual venue access plans
 - The continued role for formal Design Panels

Context

- 5 A number of changes have been made to the Olympic and Legacy Masterplan since planning permission was first granted in

2004. The changes have been driven particularly by opportunities to maximise Legacy benefits; changes to venue requirements and changing sustainability, security and deliverability requirements.
- 6 The Planning Explanatory Statement sets out the principal changes to layout and content of the proposed Olympic Park, which led to the need to make a new planning application. These are:
- moving International Broadcast Centre and Main Press Centre from Pudding Mill Lane (PDZ8) to Hackney Wick (PDZ5) and using the Pudding Mill Lane area for coach parking and security facilities
 - volleyball facilities no longer required
 - moving Velodrome and BMX south from PDZ 7 south to PDZ6
 - including a temporary Fencing Hall in PDZ6
 - moving Paralympic tennis and archery to Eton Manor (PDZ7) and retaining and adapting these for legacy sports use
 - moving basketball stadium south from PDZ 5 to PDZ4
 - using part of the Stratford City development as temporary athletes accommodation and reducing the size of the Olympic Village within the Park itself (PDZ10)
 - incorporating new land at Chobham Farm PDZ11
 - revisions to temporary coach/security facilities at Fish Island (PDZ14) and West Ham (PDZ12)
 - more sustainable energy production, including introduction of a wind turbine (PDZ7) and revised proposals for an energy centre with biomass facility at Kings Yard (PDZ4)
- 7 These changes, re-arranging the venues and facilities and making use of the Stratford City development, resulted in a reduction in the overall area required for the Games. The revised Masterplan also refined the Olympic infrastructure to support transformation of the area in Legacy.
- 8 As a result the site is considered to offer sufficient space to accommodate the Olympic venues and facilities in a manner which would deliver a compact, safe and accessible environment. The background to the changes and how the design principles have sought to meet the requirements of the IOC are included in the Design and Access Statement.

The Design and Access Statement

- 9 The Design and Access Statement (DAS), is a global accompanying document for both the Site Preparation and the Olympics and Legacy Facilities application and will also inform the detailed applications which will follow the masterplan. However, it does not form part of the applications themselves, being a supporting document.
- 10 The appendices to the DAS contain detailed policy context, the masterplan development process (details of consultation and stakeholder liaison since 2003, including that from IOC which led to changes to the design of the Olympic Park) and a stand-alone Access Statement.
- 11 Revisions have been made to the original Design and Access Statement in response to the Regulation 19 request and the supplementary information submitted includes clarification of Legacy open space proposals and potential for designation as Metropolitan Open Land; minor amendments to the Loop road alignment

- and approach to Legacy highways infrastructure; clarification of bridges over waterways, particularly those over River Lee Navigation; amendments to the parameters of the main stadium and of bridges in PDZ3 and amendments to gradients in the Olympic Park.
- 12 There are also two relevant supplementary publications on design, also not forming part of the application: Design Principles for the Olympic Park, published Jan 2007 and Designing for Legacy, published June 2007.
 - 13 The Design and Access Statement sets out the ODA commitment to good design and equality of access in accordance with regional and local plans, Government guidelines such as PPS1 (Delivering Sustainable Development), CABE Guidance and the police initiative Secured By Design, and lists eight basic design commitments. These include preparation of briefs; selecting designers according to ability and quality; producing designs which suit the practical, functional and operational requirements of the Games and encouraging cost effectiveness through standardisation and off-site prefabrication.
 - 14 It describes the site and its current context. It describes that the character of the Lower Lea Valley is more built-up than the northern part of the valley and predominantly industrial with vacant sites. It describes how the network of waterways, transport and utilities infrastructure sever the site from its surrounding area, and the relatively few crossing points limit movement through and within the area, particularly for pedestrians and cyclists. It points out that there are a number of open spaces, some public areas of amenity and recreational value, such as East Marsh and Eastway, and others fragmented and inaccessible. It also emphasises the importance of waterways to the character of the area and their current rather neglected appearance.
 - 15 The Statement highlights the intention to use the Games as a catalyst for regeneration and how this has influenced the choice of location.

Design principles

- 16 Changes were being made to the 2004 permitted Olympic scheme during the formulation of the Olympic bid, including fencing and removing baseball venues. However, a further revision followed the July 2005 success of the bid and the subsequent review of the proposals, which was undertaken in response to the IOC recommendations. The review sought to:
 - improve integration with Stratford City;
 - deliver enhanced legacy benefits from the investment in the Games and optimise legacy conversion;
 - improve compactness of the Olympic Park and reduce the land required, responding to issues raised by businesses and limiting the extent of Compulsory Purchase where agreement could not be reached with landowners. (A CPO was made in November 2005 and confirmed in December 2006 following a public inquiry);
 - improve security;
 - provide additional renewable energy;
 - refine Olympic infrastructure, including bridges, to be more cost-effective and time efficient in Legacy transformation;
 - give more consideration to maintenance and management of legacy facilities, including their location, scale and arrangement; and
 - improve cost effectiveness.

- 17 In response to these requirements, three overall design principles have been devised to guide the design process and development of the Olympic and Paralympic Games and inform the development of Legacy Communities. These are:

Fit for Purpose

- 18 The amount of development and the building parameters for venues and their ancillary accommodation is determined by required seating capacity; relevant 'field of play' requirements; spectator sight lines; safety; equality of access; structural engineering requirements and deliverability, together with the requirements of the London 2012 Organising Committee and International Sporting Federations. CABE, whilst supporting the masterplan in principle, has expressed some reservations concerning the ability of quantitative parameters to ensure quality of design of venues, infrastructure bridges and other permanent features. They recommend that conditions should seek provision of clear development principles and that design briefs for individual buildings are essential. LB Hackney has similar concerns. These are dealt with below.

Value for money

- 19 To provide facilities with a long-term role with a Legacy purpose relevant to local, regional and national needs and to transform the area wherein the Olympics are just a temporary feature into public open space; sports and leisure facilities; homes and employment. Value for money should also be sought through sustainable design, construction and delivery – re-using structures, infrastructure and materials, and building utilities sized to cope with anticipated legacy requirements. The GLA

has commented on re-use of buildings being a desirable outcome.

Identity and character

- 20 A spectacle using form, scale, materials and light is proposed using the unique qualities of the site including open space, waterways, and natural habitat to ensure a spectator experience during the Games and to give a sense of place to the Olympic Park. In Legacy it is proposed to transform the Park into a sequence of places and spaces connecting to existing communities and include distinctive legacy communities informed by neighbouring built form. Matters concerning Legacy Communities are the main concern of most respondents.

Design Process

- 21 The design concept is explained as a series of layers, the overall Olympic Park, the open space within the Park, the site-wide elements and four main development components referenced as the Stadium Park, the Aquatic Centre and Environs, Hackney Wick and the Sports Park.

Olympic Park

- 22 The aim is to create a compact and identifiable Olympic precinct containing as many venues as possible, to create a critical mass of activity and facilitate security. Access would be from north, south, east and west and a north/south circulation spine, the main concourse, would follow the River Lea through the centre of the site, linking the northern and southern transport malls and spanning roads, waterways and railways en route. This is logical and represents good use of space.

- 23 The location of venues has taken into account the need to provide space for the anticipated numbers of visitors and to facilitate access from the main public transport hub, at Stratford. Consequently the large venues - main stadium, aquatics and basketball - are in the south and the smaller venues, velodrome, fencing, hockey etc, in the north. Venues have been grouped to allow shared support facilities, placed out of public view behind the stadia and as much external public space in the concourse area as possible.
- 24 The encircling of the Park by a loop road is designed not only to provide rear servicing for the venues, separated from the pedestrian precinct, but also to act as a secure area around the edge of the Olympic Park, just inside the security fence. In the Legacy Transformation Phase and Legacy Phase this is to be transformed, with links to existing streets and strategic highways. The location of this road is appropriate to the needs of the Games but its Legacy form needs to be carefully considered to ensure that it maximises the integration of the new neighbourhoods and leisure facilities with surrounding communities. The importance of re-configuring the road network is an issue raised by neighbouring Boroughs, other bodies and individuals in consultation. These issues are considered and addressed in detail in the Connectivity and Permeability section of the report.
- Open space within the Park**
- 25 In the Games Phase much of the more densely developed southern section will be hard surfaced, to deal with the visitor numbers. There will be landscaping alongside the concourse and along the routes from the entrances, such as the 'Greenway', plus larger, informal, open spaces in the north of the Park. In the Legacy Phase, sections of the concourse will be removed, the materials re-used elsewhere and the gaps used for landscaping and tree planting.
- 26 Where possible, existing trees and habitats are retained in the proposed development but many need to be removed because of the remediation works, the scale of the new venues and to allow bridges to be built. New planting and habitat creation will initially be concentrated at the edges of the concourse and around the waterways but the Legacy Transformation Development will introduce further planting within the new park. The continuity of approach to planting throughout the site is to be ensured through the production of an Urban Design and Landscape Framework which confirms the applicant's commitment to high quality design and identifies the unifying park-wide design and landscape elements. This is secured by condition.
- 27 The development of the serviced platforms for Legacy Communities will require additional open space and community facilities proportional to its needs. Ensuring that development of these areas complies with the open space standards set out in Borough UDPs and the London Plan was brought up in consultation and will be a component of the Legacy Masterplan Framework . This is an issue raised by the Host Boroughs and is considered in further details in the Integration and Connectivity sections of this report.
- 28 Consistent designs for bridges, street furniture, lighting, landscaping, temporary structures and art is to be used to create an integrated and organised structure to the Olympic Park, some of which can be carried through to the Legacy Park. The

importance of public art is raised by LB Hackney and two individuals. As far as possible, permanent items will be placed in such a way as to avoid the need to relocate them in the Legacy Transformation Phase, although lighting will be reviewed to remove temporary floodlights and reduce illumination to levels appropriate to the new character of the park and to mitigate any impact on light sensitive animals. This is particularly important along wildlife corridors represented by waterways and the Greenway. Relevant conditions require the submission of public realm lighting details and an Urban Design and Landscape Framework which will set out unifying themes and design principles for the site.

interest to the flat areas left by removal of venues/back of house.

Site-wide development components

- 29 Principles informing the design of components relating to the whole of the site are individually addressed. These include site preparation and remediation of contaminated land already underway as a result of advance applications
- 30 Design principles for the modification of topography are to: provide the most accessible environment possible; minimise import and export of materials; minimise need for further remediation after the Games; overcome barriers caused by existing infrastructure; relate to Stratford City and other surrounding areas; provide flood mitigation and meet the needs of both the Games and Legacy. CABE have commented that further details of topographical conditions across the site are needed to demonstrate that the concourse and crossings are robust enough.
- 31 The only works needed at Legacy Transformation Phase should be where bridges are reduced in size and to add
- 32 Riverworks are proposed to repair, remove or construct river walls. The aim is to create an attractive green corridor and protect natural habitats, with a naturalised river in the north of the park and a more formal effect in the south. The design has been informed by both practical and aesthetic considerations to: introduce flood mitigation measures; prevent contamination; minimise maintenance; take account of the new Prescott Lock scheme and other requirements of British Waterways; create wetlands and enhance the visitor experience.
- 33 Some further works will be carried out after the Games, in particular in PDZ3 to reduce the high vertical river walls required by the main stadium in Games mode in response to British Waterways' concerns about the height difference between the water level and stadium concourse (some 10m difference).
- 34 British Waterways has concerns that the DAS does not recognise the multi-functional value of waterways and their primary purpose as navigable rivers or articulate the differences between various waterways. Issues relating to waterways are discussed in the Waterways section.
- 35 Foul drainage proposals are to be designed to be adoptable by Thames Water and surface water drainage to use Sustainable Urban Drainage Systems, with permeable surfaces and ponds. These details are required by recommended conditions.
- 36 Utilities infrastructure is to be sized to service Legacy Development or with capacity for expansion built in, and utility

corridors follow main roads to minimise change in legacy transformation. Energy efficiency is an underlying criterion of the development and buildings are to be designed to utilise natural light and ventilation and minimise heating and cooling requirements. Renewable energy is to be generated by a Combined Heating and Cooling Plant in PDZ 4 and a wind turbine in PDZ 7.

- 37 Design of utilities structures, such as sub-stations, will reflect their intended life-span. It is proposed that a common architectural language and materials palette will be developed for those which are to remain as permanent structures. The Urban Design and Landscape Framework will set out the common approach to these structures.
- 38 To meet telecommunications demand during the Games, eleven masts are proposed, of which seven are intended for retention in Legacy. This proposal is of concern to several consultees including the Host Boroughs in terms of the effect of the masts on the townscape of affected zones. The PDT's proposed approach to telecommunications masts is considered in the Telecommunications section of this report.
- 39 Highways are an intrinsic part of the design for the Olympic Park, in particular the figure-of-eight 'Loop Road' around the site; proposed to be a two lane one-way system with five lanes at drop-off areas. The traffic and transport aspects of this are considered in the relevant part of this report.
- 40 In design terms, the choice of vehicle access points to the Park has been dictated by the existing road transport network, and the scale and location of the loop road by the transport requirements of Games and Paralympics, and their need for secure and convenient access between entry points to the Park and the back of each venue. Where possible the road makes use of existing transport corridors, for example following parts of Carpenters Road, Waterden Road, Eastway and the mainline railway, but most of the road, such as the stretch running along the east bank of the River Lee Navigation, is new.
- 41 As noted by a number of consultees, the Loop road clearly fulfils the needs of the Games and as such, is not an issue during the Games Phase. However the design of Legacy Phase highways is the subject of a considerable number of objections, from British Waterways, the Host Boroughs, Hackney Marsh User Group, Lammas Lands Defence and local people. Some aspects, such as re-instating the through route along Carpenters Road from Hackney Wick to Stratford, have not been subject to adverse comment but other parts of the route, particularly the canal side road through PDZs 4 and 5, are of particular concern.
- 42 The provision of a satisfactory Legacy road network from the skeleton of the Olympic layout will need to be addressed. The roads should continue to serve both the retained venues and connect to Stratford City and must offer access to and within Legacy Communities. They should also provide links to existing neighbourhoods, such as Hackney Wick and Leyton, whilst avoiding undue impact on the proposed public open space, creating 'rat-runs' through residential areas or acting as barriers to pedestrian and cycle movements into and across the site.
- 43 The Loop road, which will be already designed to adoptable standards and contain utilities, forms a major component

of the proposed new network, with the addition of local roads to serve the venues and new communities. The general response from the Host Boroughs, London Thames Gateway UDC and local residents is that this is not acceptable and that the Loop road should not prejudice the appropriate urban design of the Legacy Communities Development. This issue, together with proposed mitigation measures, is considered in detail in the Site Connectivity section of this report.

- 44 Function and locations of all the proposed bridges are detailed in 6.5 below. As regards design principles, their parameters in Games Phase are based on projected visitor numbers and many footbridges are designed to be reduced in scale as part of the Legacy Transformation Phase. Conversely, highway bridges may need greater capacity after the Games, so will be designed on that basis to avoid the need for later modifications.
- 45 The detailed design of the bridges is not formulated at this stage but the main principle in the DAS is that the bridges should be a seamless extension of the concourse, integrated with the landscape of the park and that, where appropriate, they would share a common design language. The PDT supports this in principle. It is also noted that permanent footbridges would be designed to a higher aesthetic standard than temporary ones. English Heritage and British Waterways are concerned that the design of bridges should be sensitive to context, for example the existing townscape value of Old Ford and Carpenter's Locks, and PDT support the view that a common design language should not be interpreted as a uniform appearance. The recommended condition requiring the production of an Urban Design and Landscape Framework will ensure that a common approach to bridge design is ensured.
- 46 The DAS emphasises the role bridges will play in the Legacy network of footpaths, cycle ways and trails within and beyond the Olympic Park. The north-south parkway along the River Lea is a clear benefit, which helps to deliver the extension of the Lea Valley Regional Park to the Thames envisioned in the Mayor's Blue Ribbon Network and East London Green Grid Framework and the Lower Lea Valley Opportunity Area Framework produced by the GLA, LTGDC and LDA.
- 47 East- west routes are less clear. The only complete pedestrian/cycle way is the existing Greenway at the southern end. Otherwise the only facility in the early Legacy Phase is along roads, A12 in north and Carpenters Road in the centre. This is an issue raised by all the Host Boroughs, GLA, LVRPA, LTGDC and individuals concerned about access by existing communities to the new park and leisure facilities and about provision of clear routes across the park from Hackney Wick to Stratford and from Leyton to Bow.
- 48 Supplementary information in the recent submission confirms that the footbridge F13 by Gainsborough School will be built as a permanent structure and retained in Legacy and that three permanent bridges will replace the temporary Olympic structures across the Hackney Cut to Hackney Wick and Fish Island. The potential removal of all three temporary bridges pending replacement with permanent structures is a major concern of the Boroughs and the conditions and/or recommended section 106 legal document will contain provisions to provide the retention or

temporary provision of at least two bridges pending the development of permanent bridges in Legacy.

- 49 Connectivity to adjacent neighbourhoods and permeability within the site will depend upon good design of the envisaged Legacy Communities. There is also a need for serviced development platforms to include through routes from the outset, even if only in a temporary form, to facilitate movement through the area until such time as the plots are built out. Connectivity is an issue raised by all Boroughs, the GLA, LVRPA, CABE and many other bodies and individuals and is discussed in the Connectivity and Permeability section of this report.
- 50 The design criteria for the common domain (concourse) are spectator safety; ease of access; security; servicing of venues and preservation of natural corridors. As with many of the other elements of the Olympic Park design process, practical concerns dominate during the Games Phase. However the suitability and adaptability of the public realm for Legacy use has been incorporated into the proposals, showing how the hard-surfaced concourse can be transformed into public walkways and cycle paths proportional in scale to their long-term function.
- 51 Ancillary accommodation such as accreditation checking areas, spectator support services (such as toilets and cafes) and back and front of house will be designed to meet the need of the Games. Although their appearance will be subject to prior approval by the Local Planning Authority, most of these areas will be removed after the Games so their appearance will not have a lasting impact on the urban design of the area.

Small area development components

- 52 This section explains and justifies the components of the development proposed in the Games, Paralympic Games and Legacy Transformation Phases in each of four sub areas of the Olympic Park. The zones used for temporary, ancillary purposes such as parking and accreditation are not included as they are adequately covered by the site-wide considerations above. The four areas described are the Stadium Park, PDZ 3 and 4 and 8; the Aquatics Centre and Environs, PDZ 1 and 2 plus part of Stratford City in PDZ 9; Hackney Wick, PDZ 5 and Sports Park, PDZ 6, 7 and 15.
- 53 The proposals are considered in terms of amount of development and land-use, scale, layout, landscape and appearance, setting out the reasons for the final arrangement of the components of the development.
- 54 The descriptions of each area, including location and existing uses; the proposed land uses in Games and Legacy; overall landscape principles and the parameters for principal buildings and structures and the design approach to them are also referred to elsewhere in this report.

Stadium Park

- 55 The applicant has confirmed that the minimum size and scale of main stadium and basketball arenas for the Games and Paralympic Games are determined by technical requirements set by the IOC and sporting federations but that the final scale will be determined by the design process, working within the requested parameters for the venues and associated back and front of house accommodation. The size of the

Energy Centre, as noted in section 6.8 of this report, is based on the capacity required to heat the Olympic Park and Stratford City and cool the Olympic Park. In the Legacy Phase the amount of transformed development is guided by the need to create a cluster of facilities with long-term viability which will sit comfortably within the future anticipated Legacy Communities Development.

- 56 As regards layout, the main stadium is to be the central focus of the Park, with the Olympic Cauldron nearby. The site was chosen because it was both large enough and as close as possible to the main transport hub at Stratford, with secondary access from the south entry point from West Ham Station. The central position means that ten of the bridges proposed in the Park impact on this area, to link together PDZs 3 and 4 and to give access to other zones containing the accreditation areas, athletes' warm-up area and main concourse. The Energy Centre (CCHP) as noted at section 6.8 of this report is sited on the industrial complex at King's Yard, to be in the optimum location to serve the energy demands of the Games and Legacy development. Heritage, visual and environmental Issues raised regarding the CCHP are covered elsewhere in Sections 5 and 6 of this report
- 57 In the Legacy Phase, the main stadium, together with the Aquatics Centre in PDZ 2, will remain as the focus of the retained leisure facilities. Apart from the energy centre, sub-station and office building in the north, PDZ 4 will become available for Legacy redevelopment as will most of PDZ 8 and the area south of the main stadium, which will be cleared of back-of-house accommodation. This latter designation is of concern to consultees LTGDC, LBN, LVRPA

and individuals who wish to see that at least part of this development platform be used to enlarge the open space corridor, which is narrower here than in the north of the park. This will be addressed in the Legacy Masterplan Framework (which is the subject of part of the recommended section 106 legal document).

- 58 As mentioned earlier, and described in chapter 5 of this report, much of the landscape of the Stadium Park will be a hard surfaced concourse during Games and Paralympics, designed to maximise accessibility. In the Legacy Phase, the landscape of this area is planned to be more 'urban' than in other parts of the park as it will still be accommodating large numbers of visitors. A 'green amphitheatre' is proposed at the confluence of the City Mill River and the Lea, near to the retained Olympic Cauldron at the northern end of PDZ 3. The rising ground levels from here northward to the land bridge over the North London Line will allow views over the park and beyond. The Lea Valley Regional Park Authority has expressed concern about the visibility of the cauldron from the north. Such a structure is required to accommodate the Olympic flame during the Games and as such, is a necessary piece of Games infrastructure. The Cauldron is proposed to be retained in Legacy, though reduced in scale, as a lasting symbol of the Games. Given its location at the more 'urban' setting of the southern part of the application site, such a structure would not be incongruous. Detailed design of the Transformed cauldron is required by condition and it is at this later stage that any concerns of the Lee Valley Regional Park Authority can be appropriately addressed.
- 59 The detailed appearance of the proposed buildings will be the subject of reserved

matters applications. However, some design principles have been established. The main stadium will be in an elevated position and bounded on three sides by waterways. The topography and geography allow a building to be designed which the public would access around the west/north/east quarters, benefiting from the attractions of the waterways and parklands, whilst the servicing, accessed from the loop road next to the Greenway south of the stadium would be kept separate at the rear. The stadium is likely to be made up of a combination of permanent and temporary components to enable an appropriate capacity and landmark appearance during the Games but allow adaptation to its smaller Legacy mode to be carried out as quickly and easily as possible.

- 60 The basketball venue is temporary and will be overlooked from the nearby land-bridge. It is suggested that the design will seek to blend into the surroundings perhaps by using a green roof. This is something advocated by the Environment Agency and LB Tower Hamlets and would be welcome for its benefits to the sustainability and biodiversity of the development. Detailed design including sustainable measures is to be secured through relevant conditions which secure reserved matters for each venue.

The Aquatics Centre and Environs

- 61 The Aquatics Centre, comprising a permanent swimming pool and a temporary water polo venue will be the first venue to be seen on arrival from the principal entrance to the Park from Stratford. The entrance piazza, with its temporary, partly covered, accreditation and sponsors' hospitality facilities, will be located on part of the Stratford City site in PDZ 9, to take advantage of an elevated position overlooking the Park.
- 62 The scale of development in Games phase reflects IOC requirements and as the site is split, by the Waterworks River, into two plots. The aquatics venues and their back of house accommodation would occupy most of PDZ1. However, PDZ 2 would be entirely laid out as landscaped concourse, with six bridges providing links between the Aquatics Centre and the Main stadium.
- 63 PDZ1 is bisected by the principal pedestrian route from Stratford to the main stadium (bridge F10). This has determined the proposed footprint of the venue, which reflects the shape of the site, with part of the building underneath the walkway. The design process is already underway and initial illustrations show a building with a sinuous curved roof and a significant element of glazing, Ancillary accommodation is designed to sit under the outward sloping walls during the Games in such a way that it can be removed in the Legacy Phase to reveal the shape of the permanent building.
- 64 As with the main stadium, this venue will be reduced in size after the games to a scale commensurate with viable long-term use. There have been concerns expressed by Boroughs and local people regarding the nature of the legacy swimming facilities, in particular their desire by to see provision for recreational as well as competition level swimming. Discussions are ongoing with Boroughs about the future management and nature of the legacy swimming facilities in relation to recreational facilities.
- 65 As with the Stadium Park the landscape in this area will be dominated in Games Phase

by hard surfacing but this will be reduced and softened in the transformation stage. Legacy development is envisaged to occupy a significant proportion of this area. This would include the accreditation and sponsor areas in PDZ 9, the front and back of house and temporary water polo stadium over most of PDZ 1 and also some of the open area at the south of PDZ 2.

- 66 The Host Boroughs have expressed concerns about the amount and scale of Legacy development around the retained venue, as its form is expected to be similar to Stratford City, and to the reduction in scale of the central open space (see above). It is felt that high density development extending to the river edge could physically dominate the park and waterways and reduce their amenity value. In response, as noted (open space), the interface between built development and public open space and the inclusion of additional open space within the new developments will be addressed in the design process for Legacy Communities pursuant to the LMF.

Hackney Wick

- 67 The area in the north-west of the Olympic Park is currently split roughly into an eastern area of open space by the canal, Arena Fields, and the western and southern industrial area around Waterden Road. The Olympic and Legacy proposals reverse this so that the built-up area is on the west and the open space on the east, where it would form part of the main concourse. Waterden Road would disappear during the Games, but the Olympic concourse follows its line for much of its length.
- 68 The sports facilities consist of temporary, uncovered hockey pitches west of the main concourse and a handball arena in the south, in the area currently occupied by the East Cross Centre. The arena would be converted after the Games to a multipurpose sports hall, with an area of Legacy Development replacing the associated back of house area between the sports hall and the canal. The hockey facilities would be relocated to the Sports Park and their vacated site form part of the principal legacy open space with its proposed informal character.
- 69 The north of the Olympic Park contains the smaller scale, often open air, venues and the concourse narrows and the associated open space expands as it progresses northward. The venues in the Hackney Wick area are seen as part of the cluster in the Sports Park, see below, which will draw visitors away from the more congested southern concourse and can be housed in demountable buildings which can be adapted or removed quickly and easily to provide new public open space. This is a reasonable approach based on lower expected visitor numbers and the longer travel distances from public transport.
- 70 The main element of construction, however, will not be sports venues but more traditional buildings, which are to be permanent. Located in the north west of PDZ5, where the A12 crosses the Hackney Cut will be a substantial office building (MPC), to serve as a press centre during the Games and a broadcast centre (IBC) with two levels, each up to 12m floor to ceiling. This complex, which includes a multi-storey car park, incorporating a press accreditation checking facility during the games; a temporary broadcast tower and satellite compound, and two telecoms masts, together with the loop road running between the buildings and the canal would

represent a significant change to the character of this area, from open space to something very urban in character and different in scale to the residential estate on the opposite bank of the canal.

- 71 CABE has concerns about the location and scale of the buildings (see Principal Structures section of this report). LB Hackney also has concerns about the bulk of the building in legacy and consider that there should be green links through the new employment area to the park. LB Hackney, local councillors and two individuals have concerns about the positioning of the construction fence and crowd control barrier, beside the canal where it will be visually intrusive and damage an area of nature conservation value.
- 72 The reason for the location of this complex is the proximity to both the public highway and the Loop road. This would allow the press direct access to a dedicated accreditation area and on to the venues. Its function is a form of 'back-of-house' so this site also follows the general principle of keeping the ancillary buildings behind the venues and away from the concourse. Justification for retaining the IBC/MPC is to make effective use of the Olympic infrastructure and buildings to provide a viable employment area. The location of the building is therefore appropriate in terms of the site layout. Given the substantial investment in the building, complete removal during Legacy Transformation would not be appropriate. Re-use of buildings is supported by the GLA and consistent with relevant national and regional policies which promotes the re-use of buildings as a key element of sustainable development. The prominent position, however, requires a sensitive approach to change in Legacy Transformation. A commitment to design quality is provided for through the 106 legal document and this appropriately addresses the concerns raised by CABE and others about a parameters based approach to the proposals. The impact of this building on local amenity and wider views are dealt with in the Principle Structures section of this report.
- 73 The appearance of the IBC/MPC will be ameliorated for the Legacy Phase. The security fences would be removed, as would the viewing tower. The loss of the green buffer is unfortunate but will be mitigated in Legacy, when new landscaping will be a condition of transformation of the MPC building. The elevations of the building are also likely to be altered to enable conversion to office industrial and warehouse premises. The covered links between the studio blocks, which make them read as a single large bulky building during the Games, are likely to be removed and this should enable public routes through the complex. This will be addressed in the Legacy Transformation.
- 74 The temporary satellite compound would be replaced by a playing field for Gainsborough school, reached by a replacement for the existing footbridge across the canal. LB Hackney are concerned to ensure that the bridge is provided, with access for the public as well as the school, and that once across the canal the retention of the loop road would be not only an unattractive frontage to the canal but also a barrier to access to the playing field and the rest of the park. Conditions are recommended regarding provision of the bridge and playing field, and the redesign of the Loop road will be part of the Legacy Masterplan Framework.

75 The retention of the multi-storey car park is an issue both because of its likely appearance and because of the quantity of parking it offers, which is in excess of the standards included in Borough/ London development plans. LB Hackney considers that it should be temporary or designed to be converted to employment use. It is acknowledged by the DAS that the car park has a prominent and visible position and it is suggested that it could make an architectural statement. Details of design will be a reserved matter, secured by condition, a requirement of which is to submit proposals for its partial conversion or removal in Legacy. Legacy parking issues are covered in detail by the Transport section of this report and visual aspects are addressed in the section on Principal Structures.

Sports Park

76 This is the northern part of the site, already used for recreational open space at East Marsh football pitches, Eton Manor Sports Ground and Eastway Cycle Circuit. The proposal is to provide temporary or adaptable Olympic facilities which allow most of the area to be returned to its previous use, but with better facilities and linkages, creating a sports 'quarter' within the legacy open space. The improvements include a new clubhouse/changing rooms at East Marsh and retention of pedestrian bridges over busy roads which will link the new parkland to the existing Lea Valley Regional Park. The Legacy uses also include a new site for the allotments relocated from Manor Gardens to enable the Games, a matter which is discussed in section 6.10 and 6.11 of this report.

77 The western edges of PDZ 6 and 7 would be laid out with a green edge to the River

Lea, bordering the northern section of the concourse. Moving north along the gradually rising concourse the temporary Fencing and BMX venues and the permanent velodrome are set in a row along the east side of the path, with extensive back of house served by the loop road at the rear. This ancillary area is designated for Legacy Communities Development after the Games. Moving over a bridge across the A12 into PDZ 7 the athletes' training area is reached, comprising temporary structures which can be adapted to host events during the Paralympic Games. There is also a permanent wind turbine and an accreditation area associated with a vehicular entrance to the Park. The concourse terminates in the land bridge over Ruckholt Road which serves the northern entrance to the Olympic Park in the transport mall, situated temporarily on the pitches of East Marsh.

78 The only significant and permanent structures proposed in the area are the velodrome and the wind turbine. The velodrome is scaled to meet the requirements of the relevant sports bodies and set on a raised area where it is intended to act as a landmark, both in Games and Legacy Phases, marking the northern limit of the Legacy Park.

79 The bases for placing the above uses in this area are several. It locates the athletes' training area and the Legacy sports facilities conveniently close to the Olympic Village and to the residential area the village will become; the cluster of proposed uses will draw visitors away from the more congested southern concourse and help crowd control and, the proposed sporting activities, some of which are in the open air, can be housed in demountable buildings which can be adapted or removed quickly

and easily to restore public open space.

This is considered an appropriate approach to the layout of this area, in the transition zone between the heart of the Olympic Park, where there will be a concentration of future redevelopment, and the open space of the Lea Valley Regional Park which stretches away to the north.

- 80 Various concerns have been raised by consultees to specific aspects of the development. One is the width of the retained land bridge to Hackney Marsh in the Legacy Phase, raised by the LB Waltham Forest Hackney Marsh User Group and the Lammas Lands Defence Committee. This bridge has been sized to incorporate a significant landscaped element so as to make for a high quality pedestrian/cycle environment. As such, it is considered to be an appropriate design response in accordance with relevant policies which promote appropriate pedestrian and cycle access in new development.
- 81 The same bodies and another individual have commented on the proposed security fence, which they feel would be visually intrusive and prevent the use of the site as a pedestrian route between Hackney and Leyton. The Marsh is to be enclosed at the latest possible date before the Games commence and reinstated during Legacy Transformation. During the Legacy Phase continued public pedestrian access to the outer edges and the pedestrian bridge will be ensured by condition.
- 82 The siting of the wind turbine is of concern to LB Waltham Forest and Lea Valley Regional Park Authority; but the justification for the location of the turbine is to maximise its efficiency. This is considered in more detail in the Principal Structures section of this report.

Sustainable design

- 83 As noted above, sustainable development is embraced by the Olympic proposals and the Sustainable Development Strategy sets out the ODA's priorities. The objectives are minimising carbon emissions; efficient use of water; reduction of waste; use of environmentally responsible materials; protecting and enhancing biodiversity; avoiding pollution of air, water, noise or land; prioritising walking cycling and public transport, inclusive design, employment creation, promotion of health and of inclusion. Reference is made to how these objectives are addressed by the application and there is an undertaking to bring forward further details to support the reserved matters and to, for example, aim for BREEAM 'excellent' status in the permanent venues.
- 84 The GLA is concerned that the scale of demolition after the Games is wasteful and that the temporary venues should be adapted for Legacy use. They suggest that rather than constructing temporary buildings, events could be held in existing London stadia. Some of the temporary facilities, such as those in PDZ 7, are in fact to be retained in adapted form and the applicant is pursuing options regarding the relocation of other temporary venues to other areas of the country.

Access to the development

- 85 A summary of the location of access and egress points to the Park and how access by all means of transport will be managed during all phases, from construction to legacy. This includes mention of the diverse elements of transport to and within the Olympic Park, from construction travel plans and ticketing strategies to the Olympic Road

network, bridges and parking and mobility scheme. These are the subject of a detailed Transport Assessment submitted with the Environmental Statement and the Olympic Transport and Travel Plans, prepared under separate legislation, and are discussed in sections 5.2 and 6.9 of this report.

Equal and convenient access

- 86 The applicant has stated that the nature of the site means that there are unique inclusive design issues associated with the Olympic and Legacy transformation proposals. For example, the inherent nature of the proposed Park means that travel distances between transport and points of entry (150m east and north, 240m south) are far greater than the recommended best practice 50m distance. It confirms that the Olympic Masterplan has been developed in accordance with the principles of inclusive design defined by CABE, to be inclusive, responsive, convenient, accommodating to all, welcoming and realistic, and that an Inclusive Design Strategy will inform the development and management of the Park. The recommended section 106 document commits the ODA to inclusive design principles in relation to the Development.
- 87 The constraints presented by the topography and fragmentation of the land have been addressed in the design, primarily by the manipulation of the landform to minimise travel distances and gradients, to minimise their impact on accessibility. The approach is based on a strategy of Legacy usage as well as the Games themselves. In relation to Legacy Transformation, work is currently being carried out to develop strategies on, inter alia, level access to future residential and community facilities; easy access routes around the Legacy park and car parking for disabled people. The recommended section 106 document commits the ODA to inclusive design principles in relation to the Development.
- 88 Pre-application stakeholder involvement on access matters has included an Interim Access Panel, made up of specialist representatives from Boroughs, the GLA and bodies from the disabled community. The panel has reviewed drafts of the access statement and their comments on matters such as gradients, surface treatment, lighting, signage, handrails, toilets and street furniture have been addressed in the current Statement. Two new Access Panels, one for transport and one for built environment, have recently been set up by the ODA to replace the interim panel and give technical input to the evolving design.
- 89 Reference to some specific topics such as signage, spectator support areas and street furniture are made in the Design and Access Statement, but these are covered in detail in the appended Access Statement.
- 90 The PDT has raised a number of issues about the details of the Access Statement and these are similar to concerns received from the GLA and from Action and Rights of Disabled People in Newham.
- 91 The GLA responded to the first round of consultation with comments indicating where further information was needed and where conditions or agreements might be required. This included detailed advice on access terminology, toilets, signage and way finding and concerns regarding blue-badge parking, gradients and the changes in levels at concourse/venue interface. The GLA was represented on the Interim Access Panel and these concerns reflect those raised at meetings of the panel. These comments were available to the applicant

- and informed the revisions to the Access Statement.
- 92 In response to the second round of consultation the GLA states that it has been advised by the applicant that they propose to prepare an Inclusive Access Strategy and Inclusive Design Standards, in consultation with the GLA Access officers.
- 93 In recognition of this, the GLA comments that it maintains concerns regarding the matters previously raised but that it expects that these will be addressed in the Strategy and Design Notes. There was also concern that the proposed new Access Panels have not yet been set up by the ODA – these have since begun to meet.
- 94 The GLA therefore requests that the Inclusive Access Strategy and Inclusive Design Standards should demonstrate and incorporate the following principles for both Games and Legacy developments; which should be secured by a s.106 agreement:
- 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.
- 95 The GLA states that 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).
- 96 The Access Statement which accompanies the application is designed to support the outline planning application and to demonstrate commitment to delivery of an Olympic Park designed on the principles of inclusive design. It does not cover detailed design information and the intention is to update the Statement as detailed design develops. As advised by the GLA, separate or supplementary statements will be sought to deal with each of the proposed Olympic buildings, the public realm and legacy alterations. The recommended section 106 document commits the ODA to inclusive design principles in relation to the Development.
- 97 The Access Statement takes as a starting point the requirements of the 2004 planning permissions that the principles of inclusive design be fully integrated into the detailed development (including working to best practice rather than minimum standards) and incorporates both relevant planning guidance and policy and Disability Discrimination and Human Rights Acts principles. It explains the aim of inclusive

design, which is to create a user -friendly environment easy to use for everyone, be they parents with young children, the elderly or the temporarily disabled as well as those with permanent disabilities.

- 98 As mentioned above, the Statement acknowledges that the topography and location of the Olympic site present a challenge to provision of an accessible environment and that gradients and travel distances are the main issues. This is supported by the pre-application input from members of the Interim Access Panel and the responses to PDT consultation. The GLA, London Ambulance Service, Action and Rights of Disabled People in Newham and an individual commented on the long walks and long bridges involved and the need for lifts, buggies, seats and toilets.
- 99 The response made to the first of these issues is not to attempt to provide a flat site but to use the shallowest gradients the constraints of the site and elements such as the need to bridge existing roads and railways allows and to introduce rest areas to break up the distances.
- 100 The target maximum gradient for main routes within the network of permanent paths (those likely to be retained in Legacy) is 1:21 and on the main concourse 1:60 or less. Some bridges give rise to steeper than recommended gradients and several amendments have been made in the revised submission to make these as shallow as possible. These include raising land-bridge L03 across the North London Line, to reduce gradients around the basketball venue in PDZ 4, and reduced gradients around bridges H05 and F09 (between PDZ 1 and 2) and L02 (over the A12)
- 101 As regards pedestrian travel distances, good practice recommends that a drop off be within 50m of a principle venue entrance. The unusual nature of the Olympic development, in particular security concerns but also the desire for a pedestrianised campus means that private vehicle drop-off points cannot be allowed within the Park during the Games. A mobility scheme is proposed to assist visitors from the entry points to the venues and mitigate the impacts of the relatively long distance within the Olympic Park.
- 102 The Mobility Scheme would including a shuttle bus on the Loop road and, on the concourse, adapted 6-seater electric vehicles and wheelchairs and electric scooters on loan. A point raised in consultation is that a similar scheme should be sought for the Legacy Park to ensure all members of the community can continue to enjoy the area.
- 103 There will also be regular seating areas and more comprehensive rest areas along the concourses. Rest areas will include facilities such as seating, toilets and refreshments for both humans and for assistance dogs. Also information points with audio and visual information. The locations of these areas have yet to be decided and will be developed bearing in mind the requirements of the Legacy Park.
- 104 The variety of means to improve access for the less able within the Park is considered to be satisfactory, certainly for the period of the Olympics and Paralympics. However, although in the Legacy Phase, the restricted access will be replaced by public roads and on-site disabled parking a modified version of the mobility scheme, to serve the new public open space would be desirable. The PDT will seek to ensure this is considered pursuant to the inclusive design principles set out in the recommended section 106 legal document.

- 105 The parking and transport needs of less able visitors have been considered as part of the Olympic Transport Plan, dealt with elsewhere in this report. The proposals, briefly, are that, outside the Park boundary, a total of 550 disabled accessible parking spaces will be included in the north and south Transport Malls and, within the Park, 6% of the spaces in the multi-storey car park in PDZ5.
- 106 The long distances from public transport or car park to the entry points, particularly in the south remain a concern. Mitigation is proposed by provision of regular seating areas. Locations will come forward as reserved matters. The possibility of extending elements of the mobility scheme to routes such as the Greenway should be investigated. The PDT will seek to ensure this is provided pursuant to the inclusive design principles set out in the recommended section 106 legal document.
- 107 Outside the scope of this application improvements to provide step-free access at local stations are also being planned
- 108 Another challenging issue is the venue/concourse interface. The potential interface is complex and has led to proposals such as an external lift to negotiate the 5m change in levels between the concourse and back of house at the Athletes Training /Paralympic Archery Area in PDZ 7. The design team for each venue will be required to ensure that, as far as possible, an inaccessible edge between the concourse and venue is avoided. The individual planning applications for the venues will also be required to ensure that their internal layout accords with the principle of inclusive design. The PDT will seek to ensure this is provided pursuant to the inclusive design principles set out in the recommended section 106 legal document.
- 109 Other matters covered by the Access Statement include undertakings on communication aids; street furniture; the avoidance of 'clutter' on the concourse; avoidance of glare from lighting; sanitary accommodation suitable for all visitors including those of diverse faith groups; signage and way finding, including the use of tactile paving and colour, and seating areas set back from the main pedestrian flow. These topics were all the subject of draft 'design notes' drawn up in consultation with expert bodies and reviewed by the Interim Access Panel and, although many of the topics have been incorporated into the Access Statement, the PDT will seek to ensure this is provided pursuant to the inclusive design principles set out in the recommended section 106 legal document.
- 110 The Design and Access Statement sets out high aspirations as to how the principles of inclusive design will address the specific needs of the disabled. Conditions or section 106 obligations are recommended to ensure that these key matters, such as best practice, individual venue Access Plans and maintenance of Access Panels to advise and monitor the proposals, are incorporated in the final proposals both for the Olympic Games and into the Legacy Phase.
- 111 The DAS concludes with details of the ways in which quality design and access will be delivered and monitored through a series of documents and management arrangements. These are:
- Commitment to Design Quality
 - Appointment of Design Champion
 - Ownership and management of the infrastructure, landscape and buildings by the ODA to ensure adherence to the masterplan

- Design Guidelines –to be produced by ODA design Team and which should include Inclusive Design Standards
- Design through Procurement - alternatives to architectural competitions; Design Review Panel run by CABE and Mayors Advisory team Design for London; Olympic Parklands Expert Advisory Group – yet to be set up; Access – new panels now set up; Sustainability, Inclusion and Diversity Panels – to be set up
- Principles of Management - Olympic Parkland Governance Group – interim group to be set up - planning, funding, delivery and management in legacy; principles for legacy management including collaboration with boroughs; LVRPA; sporting bodies and the private sector

112 The Design and Access Statement fulfils the requirements of the Planning Act and PPS1 in supporting the proposals in the Olympic and Legacy Transformation applications. It does not ensure quality design and access by itself but sets out the principles and concepts which will be used when the proposal is developed, which is reasonable at this outline stage.

113 The measures recommended in the conditions and legal (s106) document set out below, in particular the provisions governing preparation of a Legacy Masterplan Framework, Urban Design and Landscape Framework, Waterspace Masterplan, Inclusive Access Strategy and Inclusive Design Standards, should ensure that the relevant parts of the statement are adhered to as appropriate. In particular, through the recommended Section 106 document, the ODA is committed to ensuring that the principles of inclusive

design are integrated into the detailed design of the Development as designs and applications for approval of reserved matters come forward including by:-

- ensuring that standards of best practice in inclusive design inform and advise design (such standards to be agreed by the ODA Built Environment Access Panel) and are taken to the ODA Access and Inclusion Forum for consultation;
- development designers and users working together to deliver the best reasonably practicable solutions for achieving inclusive design;
- the preparation of individual access plans for each Games Venue and Legacy Venue and consultation on these with the Built Environment Access Panel;
- the ODA working with key stakeholders providing expert advice through the ODA Built Environment Access Panel and the ODA Accessible Transport Consultative Panel;
- the production implementation and effectiveness of the approach specified in this Schedule to be monitored and reviewed at least annually through the ODA Built Environment Access Panel until the end of the Legacy Transformation Phase;
- the Principal Access Officer will ensure the issues of inclusive design will inform the considerations and recommendations of the Design Review Panel.

Conclusion

114 Relevant national, regional and local planning policies require new development to be of a sustainable, inclusive and high quality design. The Design and Access Statement submitted as part of the suite of

documents in support, but not part of, the planning application has appropriately set out the rationale for the design and layout of the Olympic site, how it is sufficiently flexible to accommodate change in legacy transformation and Legacy phases, how it has had regard to its context and how high quality and inclusive access will be secured through the detailed design process. The issues raised by CABE and others with respect to the limitations of a parameter based approach are acknowledged, but PDT considers that it has appropriately addressed this by securing in both relevant conditions requiring the submission of site wide design guidance (Urban Design and Landscape Framework) and a detailed list of information to support reserved matters submissions for the venues (including sustainable and inclusive design), together with 106 obligations which deal with the ODA's commitment to high quality development and best practice standards in inclusive design.

6.5 Connectivity and permeability

Introduction

- 1 Although to some extent also design and access issues, the principal issues to be considered in this section are those which have been identified by all of the four Host Boroughs, the LVRPA, the Thames Gateway Development Corporation, the GLA, British Waterways, CABE and PDT regarding access into and through the application site. Local residents and interest groups have also identified issues associated with bridges, the Loop Road and access across the Olympic site in Legacy. The issues identified relate mainly to PDZ's 3, 4, 5 and 7 and to the Legacy Transformation and Legacy Phases of the proposed development.

- 2 The key concerns expressed include:
 - That key pieces of proposed infrastructure, principally the proposed Olympic Loop Road and large buildings, together with the proposed development platforms would act as a barrier to movement into and across the Olympic Park;
 - The provision of bridges across the River Lea Navigation in the Legacy Transformation and Legacy Phase;
 - Greenway access across Stratford High Street during Games and Legacy Transformation and Legacy Phases;
 - Access from the Greenway into Victoria Park and into PDZ3 in the Legacy Transformation and Legacy Phases;

Context

- 3 One of the stated design objectives for the development is to address the lack of permeability and connectivity across this part of the Lea Valley. Delivery of improved permeability across the site and connectivity with its neighbours is proposed through the suite of bridges, roads, and footpath/cycleways contained within the planning applications. The infrastructure provision varies over each Phase of the project and is summarised below:

Olympic Construction Phase

- 4 The Site Preparation application proposes the erection of seven temporary construction bridges (standard "Bailey" styled modular, over deck structures). The bridges will connect in to the construction road, essentially the early version of the Olympic Loop Road created as part of the site preparation works. All of the seven temporary bridges are to be removed prior to the Olympic Games Phase.

- 5 The Site Preparation application also proposes the Olympic Loop Road to link and serve the various Planning Delivery Zones across the site. The road will be constructed to a minimum width of 6-7.3m and have a maximum width of 11.8m. In the main this Loop Road runs around the outer edge of the application site. This road is proposed to remain into the Legacy Transformation and Legacy Phases.

Olympic and Paralympic Games Phase

- 6 The Olympic and Legacy Facilities application proposes:
- Seven temporary bridges (four foot bridges, two highway bridges and one under bridge);
 - Five permanent land bridges;
 - Five permanent highway bridges;
 - Fourteen permanent footbridges of which two will be converted to highway bridges after the Games; and
 - Four permanent under bridges.
- 7 During the Olympic and Paralympic Games Phase, 35 bridges will be located in and around the site.
- 8 The provision of seven new highway bridges aims to provide vehicular crossings over waterways and railway lines during the Games. Five of these bridges will be retained permanently, whilst three of these bridges will cross the Lea Navigation, connecting areas on the western boundary of the Olympic Park. These are proposed to be delivered in the Legacy Phase.
- 9 Three under bridges are proposed to provide highway connections under existing infrastructure. Two are located in the north of the Olympic Park, one providing a north-south crossing (U01) beneath the A12 and another (U05) forming part of the Olympic Road where it passes beneath the land bridge over the A12, close to the Velodrome. The third under bridge (U02) is located beneath the Greenway/Northern Outfall Sewer. This under bridge will provide a connection between the western access accreditation point and the Main Stadium.
- 10 A further two under bridges for pedestrian use only form part of the application. U03 (a temporary under bridge) located beneath the Great Eastern railway is for emergency egress and limited access from the south into the Park. The second of these pedestrian bridges is adjacent to West Ham Station and will provide a route for spectators from the station to the West Ham Ramp on toward the Olympic Park.
- 11 The scale and parameters of all land bridges, bridges and under bridges have been modelled to meet operational crowd and traffic requirements during the Olympic and Paralympic Games, with a peak of some 250,000 spectators. Detailed crowd flow simulations and evacuation assessments have been undertaken to determine the required bridge capacities for the Games. High crowd flow demands during the Games require bridge widths which exceed general requirements.
- 12 Three temporary footbridges will cross the River Lea Navigation for emergency egress during the Games. These are temporary bridges to be used for only for the evacuation of spectators in an emergency. The installation of the bridges will result in the temporary closure of the canal. The provision of ramps on either side of the bridges will link into the towpaths providing level access for pedestrians and cyclists.

- 13 A permanent footbridge (F13) also crossing the River Lee Navigation will also be built during the construction of the Olympic Park. The parameters of this bridge have been established and will allow access across the canal for Gainsborough school and users of the western footpath. The western bank towpath currently only serves local residents and is not continuous. The issues of public access and ensuring school security are to be resolved through further detailed design work which is the subject of a specific condition.

Legacy Transformation Phase

- 14 During Legacy Transformation Phase, a total of 31 bridges will be retained:-
- Five permanent land bridges;
 - Ten permanent highway bridges, comprising five retained highway bridges, the conversion of two footbridges and the provision of three road bridges over the River Lea Navigation (though the latter would only be delivered with the first Legacy Communities development);
 - Twelve permanent footbridges; and
 - Four permanent under bridges.
- 15 Bridges identified for reduction will have temporary components adjacent to the permanent construction elements included in the construction of these bridges. The temporary elements will be removed in the Legacy Transformation Phase. Bridges removed in the Legacy Transformation Phase total eight.
- 16 Three new permanent highway bridges across the River Lea Navigation will be provided to replace temporary bridges T08, T09 and T10 removed post Games. These permanent bridges (H10, H14 and H16) will

be designed to be a local Distributor Road for vehicles, pedestrians and cyclists.

- 17 Highway Bridge H10 located within Hackney will link into the existing highway of Wallis Road which connects to Hackney Wick station. This will provide a direct link between the Legacy employment space and the multi use sports arena in PDZ 5 and communities at Hackney Wick. Bridges H14 and H16 situated within Tower Hamlets will provide connections between Fish Island and the Olympic Park.

Movement into and across the Olympic Park in Legacy

Legacy bridges

- 18 Concerns have been raised by the four Host Boroughs that the development proposals in the Legacy Phase fail to deliver the level of connectivity required to achieve successful integration with existing communities. For the Boroughs of Hackney and Tower Hamlets, linkages into neighbouring communities of Hackney Wick and Fish Island and direct access to the Park are of key importance in the Legacy Phase.
- 19 Whilst the principle of the four new Legacy Phase bridges is welcomed by Hackney and Tower Hamlets, there is a concern about when these bridges would be delivered. At present, it is envisaged that these would be delivered as part of the initial packages of Legacy Communities development, pursuant to the proposed Legacy Masterplan Framework, rather than as a commitment in the planning application. Only the proposed footbridge linking Gainsborough school with its proposed playing field in PDZ5 is proposed to be delivered following Legacy Transformation.

- 20 Whilst this timetable for the delivery of the Legacy bridges is generally considered to be acceptable, as it is appropriate to test the location of the bridges in relation to the land use and connectivity issues which will be developed through the Legacy Masterplan Framework, the transport assessment basis for the retained Legacy venues relies on the provision of all four of the Lea Navigation bridges. Again, whilst reasonable to assume that these would be delivered as part of the early phases of Legacy Communities development, nevertheless both PDT and the Boroughs of Hackney and Tower Hamlets are keen to ensure that this is secured. A condition is therefore proposed.
- 21 In the reasonable absence of any clarity from the applicant as to the detailed Legacy Transformation programme, particularly with respect to the opening of retained venues, it is also appropriate, and in accordance with relevant policies which promote pedestrian and cycle access to new development, that the at least suitable interim provision is made following the end of Legacy Transformation, as soon as the open space and retained venues are operational.
- 22 Following discussion with the relevant stakeholders, it is considered appropriate that at least two temporary pedestrian and cycle bridges (one serving Hackney Wick, the other Fish Island) are made available to allow access to the transformed retained venues and Olympic Park, pending the implementation of any planning permissions on the Legacy platforms within the Olympic Park. A condition is proposed which, secures this provision. In addition, conditions are proposed for the Gainsborough school footbridge link which require the submission and approval of the final design of these bridges. The recommended 106 legal document obligation with respect to the Legacy Masterplan Framework provides for the LMF to specifically address the provision of the permanent Legacy bridges over the Lea Navigation.
- 23 As such, it is considered that the proposed conditions and 106 obligation would appropriately address the concerns of consultees on this issue and would be consistent with the approach to resolving this issue as identified by the Boroughs in their round two consultation response.
- ### Loop Road and buildings
- 24 The Host Boroughs have expressed concern that the Loop Road would both represent a barrier to movement across the site, particularly its proposed route along the western part of the development within PDZ's 4 and 5 and in addition, would not generally be appropriate in terms of the urban design of Legacy Communities Development (principally as a barrier to movement into and out of the site). These concerns have also been raised by the Hackney Marsh User Group, The Lammas Lands Defence and two local residents. The Boroughs have acknowledged that the Loop Road is required for the Games Phase and have raised no objection to its location and form during this period. However, a temporary permission for the Loop Road has been suggested in order that the Legacy alignment and condition for Legacy can be determined at a later point, in light of the LMF proposals.
- 25 The applicant is unwilling to accept a temporary planning permission on the basis of the considerable public expenditure dedicated to the provision of the Loop Road and the dependence on it to service the

- retained venues. A temporary permission would add uncertainty to the access arrangements for the retained venues which in turn would be potentially problematic for the business cases of retained venues and their Legacy use.
- 26 The PDT is sympathetic to the Borough comments, but also acknowledges the issues raised by the applicant regarding a wholly temporary permission for the Loop Road. The principal concern relates to the proposed route of the Loop Road along the canal side in PDZ's 4 and 5. All parties have identified that the appropriate forum for the discussion of the urban design principles for the Legacy Communities development, including the alignment of the Loop Road in these Zones, is through the LMF process. The recommended 106 legal document provides for the LMF to address the issue of Loop Road realignment and relocation as part of the Legacy road network and it is therefore envisaged that the proposed outline planning application for Legacy Communities Development to be submitted prior to the end of 2009 in accordance with the recommended section 106 legal document will deal with this issue. This approach is considered satisfactory. The LMF and outline planning application for Legacy Communities Development should be produced prior to the end of 2009 and will therefore, provide a clear approach to the location of bridges and any re-alignment of the Loop Road in PDZs 4 and 5 into Legacy Phase. Whilst it is appropriate to leave this design consideration to fall as part of the LMF work, securing the appropriate re-alignment of the Loop Road in PDZ's 4 and 5, and the landscape or other treatment of those elements of the Loop Road no longer retained is to be secured by recommended conditions. This ties this process to the Legacy Transformation
- Phase and the occupation of the retained IBC/MPC and main stadium buildings.
- 27 In respect of buildings, the principal concern is that of the large IBC/MPC structures. This substantial building is proposed to be broken down into smaller elements during Legacy Transformation Phase which would allow for the slotting of footpaths and cycleways through Zone 5 and into the Olympic Park. An illustrative arrangement for such an approach has been included within the package of drawings in the application. As above, the section 106 legal document provides for the LMF to consider the relationship between the retained venues Legacy Communities development and this would include this issue.
- 28 Generally, a comprehensive network of footpaths, cycleways and trails has been incorporated in to the urban design and landscape of the Olympic, Paralympic and Legacy Transformation Masterplans, and this will be relied upon to form the basis of detailed submissions for approval for the Legacy Transformation Phase (the details and provision of which are secured by conditions requiring highway details for Legacy Transformation to serve the retained venues. New north-south and east- west routes will deliver high levels of connectivity to existing and future communities to the park and its waterways. The 106 agreement provides for the continued accessibility of routes (including pedestrian and cycle routes) across the site during Legacy Transformation Phase insofar as practicable.
- Stratford High Street**
- 29 The principle of a Greenway link across Stratford High for the Games Phase is incorporated within the Olympic and Legacy Facilities planning application. Options for

this link (in particular whether it is at grade or as an over-bridge) are currently being prepared by the applicant team and are intended to be submitted as part of the package of further reserved matters details. However, the principle of a link across the High Street does not, at present, include provision for the retention of that link in Legacy. This is of concern to the LB Newham, the LVRPA, the Thames Gateway UDC and the GLA.

- 30 To address this issue, it is proposed that the s.106 legal document requires the studies for the High Street crossing to consider and design for a safeguarded crossing route in Games, Legacy Transformation and Legacy Phases and, subject to obtaining the requisite consents, to construct and maintain such routes. It is considered that this approach is satisfactory.

Greenway to PDZ3 and Victoria Park

- 31 Whilst a number of consultees have welcomed the principle of the proposed upgrading of the environmental quality of the Greenway, two particular issues have been identified. The first is that of ensuring a direct and safe route from the Greenway to Victoria Park for the Games phase and into Legacy, as raised by LB Tower Hamlets, the other is access from the Greenway to PDZ3 in Legacy.
- 32 It is acknowledged that securing satisfactory access to Victoria Park via the Greenway is an important part of the cycle and pedestrian accessibility of the Olympic Games. The proposed s106 legal document requires the applicant to commission a feasibility study regarding connections along the Greenway to Victoria Park, consult with relevant stakeholders, including the Boroughs and the Metropolitan Police and

implement the necessary improvements prior to the Games Phase and then in the Legacy Transformation and Legacy Phases.

- 33 Regarding access into PDZ3, temporary proposals are shown which provide access into this Zone from the Greenway during the Games Phase, but not retained following Legacy Transformation. The significant changes in level between the Greenway and the southern part of PDZ3 does make it challenging to achieve a permanent solution, without more understanding of the envisaged Legacy Communities development proposed for the development platforms directly to the north of the Greenway in PDZ3. As such, it is proposed that this aspect of improving access from the Greenway will need to be appropriately considered through the LMF and any Legacy solution delivered as part of the Legacy Communities Development. The s.106 legal document obligation with respect to the preparation of the LMF provides for the issues of permeability and connectivity to be specifically addressed and this is considered satisfactory on this issue.

Other connectivity issues

- 34 The LB Waltham Forest and the LVRPA have suggested that access into the site from the north and east could be improved. The applications propose significantly enhanced provision from the north of the site in the form of land bridges crossing Ruckholt Road and the A12 (East Cross Route) which will provide direct access from PDZ15 (Hackney) to PDZ 7 (Waltham Forest) and into PDZ 6 (Newham). These bridges allow direct access from Stratford City to Leyton and Walthamstow. Ensuring integration with the existing Stratford City development will allow for links from Leyton,

via the latter development, into the Olympic site. Access from further north is to a varying degree, limited by the location of existing infrastructure, including rail lines and depots, which restrict future options for improved connectivity with the LVRP. However, the issue of improved access from the north via the LVRP will be an issue to be suitably considered as part of the LMF process. Permeability and connectivity are issues which are to be provided for in the LMF as provided for by the recommended section 106 legal document.

- 35 Regarding access to West Ham station, whilst provision is made within the applications for a connection between the station and the Greenway, the final form and location of the connection into the station has yet to be resolved. It is proposed that a condition on the Olympic and Legacy Facilities recommended permission requires the details of such provision to be submitted, approved and implemented prior to the Games Phase. Any solution should be compatible in the Legacy Phase with a subsequent permanent access that can be brought forward by developers of adjacent sites or TfL.
- 36 Three letters from local residents considered that some of the land bridges should be reduced in the Legacy Phase and the Environment Agency considered that unnecessary bridges should be removed in the Legacy Phase. The GLA and the London Waterways Commission both raised the issue that the bridges will have to be designed to allow navigational use of the waterways. Details of these bridges will be submitted as part of future reserved matters applications. Such detail will need to include the clearance height of the bridges over towpaths and waterways.

Conclusion

- 37 Relevant local and regional planning policies seek to achieve a high level of connectivity and permeability in new development. . The application generally accords with the policy requirements in the Games Phase, subject to relevant conditions and the recommended section 106 legal obligation (it is acknowledged in chapter 5 of this report that during the Construction Phase there would be an adverse impact upon access through the site).
- 38 The recommended section 106 obligation will appropriately allow for the provision of key access routes, including across Stratford High Street, for Legacy Transformation and provide that the LMF should identify suitable routes and solutions with respect to the Legacy Communities development. The LMF production should identify re-alignment and relocation of Loop Road; location and delivery of the permanent bridge connections over the Lea Navigation; connectivity and permeability issues generally; Stratford High Street and links to Victoria Park.
- 39 Conditions will cover West Ham Station; temporary provision of two bridges over the Lee Navigation at the end of Legacy Transformation; provision of Legacy phase bridges over the River Lea Navigation; the realignment of the Loop Road in PDZ 4 and 5; design details of all bridges are to be submitted and approved by the LPA, including that relating to Gainsborough school.

6.6 Integration and Development Platforms

Introduction

- 1 The principal issues to be considered in this section are those which have been identified by the Host Boroughs with respect to the development platforms proposed in the Olympic and Legacy facilities application and issues regarding integration with the Stratford City development. The latter issue relates to specific Zones where there is an overlap with the Stratford City development, in particular PDZ6, 9 and 11. The development platform comments are site-wide in scope and relate to Legacy Transformation and Legacy Phases.

Stratford City integration

- 2 The applicants have been discussing with the Stratford City developers, who support the principle of the development, specific highway access matters in relation to the application proposals. These matters include a number of access and infrastructure coordination and integration issues. The ODA and the Stratford City developers are working towards a satisfactory resolution of the issues of concern outside of the planning application process. The issue of overlap is to be dealt with by condition or section 106 obligation in respect of removing temporary Olympic-related development not required in the Legacy Phase from the overlap areas prior to the end of the Legacy Transformation Development.
- 3 The condition or Section 106 obligation to be imposed on the carrying out of the development pursuant to these applications will be mirrored by a commitment in any grant of current Stratford City development

planning applications not to carry out development which does not accord with the Olympic Development during that time. In addition, where there are transport junction improvements to be undertaken and/or funded partly by both of the Olympic and Stratford City developments, the recommended Section 106 Legal document provides for the OPTEMS (Transport) Group to liaise with the Stratford City Developer (and similar Stratford City STIG (Transport) Group) to deal with these issues.

- 4 The Stratford City developers have also raised some other concerns which relate to transport modelling, retail floorspace, leisure use and the Loop Road
- 5 Regarding transport modelling, the issue of concern expressed is whether Stratford City retail generated Saturday transport peak has been adequately assessed. Following discussion with the applicant, PDT considers that the applicant has undertaken robust testing of the transport impact of the development. The evening peak is the period where the development would have most effect and measures are proposed which would mitigate this impact. Such measures would also mitigate impact on the Saturday retail peak.
- 6 In terms of retail floorspace, the likely impact in both Games and Legacy Transformation Phase has been assessed in the ES. The main concern of the Stratford City Developers relates to the amount of retail floorspace (in Use Class A1-A5 covering the range from shops to cafes and restaurants) and ensures that it is ancillary to the primary use of the Retained Venues to the sport for which it was constructed, with the exception of the handball arena, which is to become a multi-use sports venue.

- 7 Regarding the Loop Road, the provisions of the relevant conditions and/or Section 106 legal document will ensure that a temporary replacement western access into the Stratford City development is provided.

Development Platforms

- 8 All of the four Host Boroughs and Sport England have questioned the status, size and the implications for Legacy Communities Development implied by the proposed development platforms which are shown as being for approval in the Olympic and Legacy Facilities application. These issues have been focused on by the PDT.
- 9 The development platforms are essentially the areas which remain for redevelopment following Legacy Transformation. No specific land use has been applied for at this stage. The future use of this land is to be determined within the LMF and effectively, the development platforms will be remediated, serviced development plots. Whilst the consultees acknowledge this, and support the identification of areas for future redevelopment, their principal concern is that the boundaries of the development plots would actually define the built edge of future development, leaving little or no room for the landscape setting of any development, consideration of relationship with the retained venues, or provision of open space to serve the needs of Legacy Communities development. The applicant and the LDA have confirmed that this is not the intention and have acknowledged that it would be appropriate to secure by way of an obligation in respect of the LMF in the proposed section 106, which provides for the LMF to address in particular:

- The provision and location (including where appropriate within development platform areas) of open space and landscaped areas (including allotments and/or community gardens, play areas and outdoor sport and leisure facilities and pitches;
- The character of the park/development boundary edge relationship and connectivity issues;
- The relationship of the development envisaged by the LMF and the retained venues;
- Community health and education facilities to serve the LMF development.

- 10 These provisions, together with the requirement that a masterplan outline application will be submitted on the basis of the LMF, are considered to appropriately address the concerns regarding the future form and location of development on the proposed development platforms. The extent and location of the development platforms on the drawings to be approved allows comfort to be given that a sufficient area exists for redevelopment within the Olympic site to deliver the likely capacity for new homes and employment floorspace identified in the Lower Lea Valley OAPF, including provision for open space and suitable community facilities.

Conclusion

- 11 Relevant regional and local planning policies seek to ensure that new development would not compromise existing or proposed development. The requirements on the ODA to:
- remove the temporary Olympic-related development not required in the Legacy Phase from the overlap areas prior to the end of the Legacy Transformation Development; and

- to provide for the OPTEMS (Transport) Group to liaise with the Stratford City Developer (and similar Stratford City STIG (Transport) Group) to deal with junction improvements where the ODA and Stratford City Developer need to contribute to such improvements

are considered sufficient to ensure satisfactory co-ordination with the Stratford City Development. The ODA, LDA and Stratford City Developer will discuss access arrangements to (i.e. outside of) the Stratford City Site where land is controlled by the LDA or ODA, outside of the planning process.

- 12 Relevant policies also require new development to take into account context and make provision for its setting and supporting open space and community facilities. The obligations in the recommended section 106 legal document with respect to the production of and key issues to be addressed in the LMF for the development platforms as part of the wider site considerations, ensures policy compliance and addresses the concerns of consultees on this issue.

6.7 Construction

Introduction

- 1 The Olympic and Paralympic Games construction phase is a very large, complex construction project taking place over a five year period. After the Games Phase, further large scale construction work will take place to transform the Olympic venues and, under separate applications to come forward, it is envisaged develop the Legacy Communities. Such a project will inevitably create a wide range of impacts during these Phases and any planning permissions
- 2 The applicants have submitted with the applications a Code of Construction Practice (CoCP) which applies to both the Site Preparation Application and the Facilities and their Legacy Transformation Application. This section begins with a general description of the CoCP and then discusses specific topic areas.
- 3 The CoCP initially submitted with the application has been subject to significant discussion with the applicant and has been revised to include more detail on protection measures and on the process for subsequent approval of related documents. The content of the CoCP will continue to be the subject of negotiation and discussion until its final approval. The version of the CoCP included as an Annex to this Committee Report, therefore, represents where these negotiations have reached at this point in time.
- 4 Consultation responses on the issue of construction impacts were received from the host Boroughs, the GLA/TfL, some local groups and individuals. The Boroughs are concerned to ensure that construction impacts on residents are minimised and

granted should incorporate appropriate measures to mitigate the various effects of construction. The impacts of construction will vary across the site and with time over the construction period. The most sensitive areas from a human receptor perspective will be those towards the edge of the site where there is an interface with residential or commercial occupiers. Sensitive locations include those adjoining residential areas of Hackney in PDZ 5 and some residential areas of Newham to the south of the site. Commercial occupiers and residential occupiers slightly further from the site may also potentially be affected.

particularly raise the issues of construction traffic, traffic and parking on local roads, hours of work and noise and dust impacts. Further reference to responses received is made below.

General Description of the Code of Construction Practice

- 5 The Code of Construction Practice (which has since its submission been subject to review and amendment with the aim of it being in a form which when submitted pursuant to a recommended condition, would be likely to be acceptable to PDT) sets out a series of objectives and measures to be applied throughout the relevant construction Phases to maintain satisfactory levels of environmental protection and limit disturbance from construction activities. It covers all the activities related to the construction including demolitions, earthworks, deliveries, materials and waste removals and other engineering and related work. The provisions of the CoCP are intended to be incorporated into the contracts for the construction of all works defined in the planning applications.
- 6 The CoCP is a general document which envisages the preparation of more detailed Environmental Plans. The number of these additional documents has been reduced in the revised CoCP as more detailed information has been included in the main document. The additional documents are of two types:
 - 7 Firstly, Topical Environmental Management Plans (TEMPs) to cover the following:
 - Construction Transport Management Plan. This Plan will cover the management of construction traffic and the construction workforce including construction traffic routes and travel plans.
 - Construction Waste Management Plan. This Plan will manage construction waste arising from the development and aims to maximise the reduction, reuse and recycling of waste material.
 - Water Management Plan. The Plan will set out the site wide approach to surface water and foul water drainage and water supply during the construction phase.
 - Ecology Management Plan. The Plan will include measures to protect retained habitat, adjoining areas of nature conservation interest and procedures for the translocation of notable species.
 - Pollution Incident Control Plan. This Plan will cover measures to be adopted in the event of a pollution incident including the release of hazardous material or fire.
 - 8 Secondly, Project Environmental Management Plans. These plans would be for each major work area, usually corresponding to Planning Delivery Zones. The Project EMP will set out how the contractor intends to manage construction and how the requirements of the CoCP and the TEMPs referred to above will be delivered for that particular zone or work package.
 - 9 As submitted, the Code of Construction Practice envisages that all the Environmental Management Plans would be prepared by the ODA applicant and issued following consultation with relevant stakeholders. However, it is considered that the TEMPs listed above should be the subject of detailed approval by planning condition. This would allow for open scrutiny of the TEMPs by the relevant consultees through the planning process. A recommended condition requires the Code of Construction Practice to be formally submitted for approval before the

development is commenced, but that this is based upon the draft which has been the subject of negotiation with the applicant, the content of which is largely acceptable but not finalised as described earlier. Relevant conditions proposed for the recommended Site Preparation permission require the submission of the individual TEMPs for approval. However, the Project EMPs do not need to be controlled by condition since they cover material that will already have been approved in the CoCP and TEMPs.

Community Liaison

- 10 The CoCP includes arrangements for local community liaison. These include notification of occupiers of adjoining properties who may be affected by site works before they take place, proposed regular communication meetings with major stakeholders and local communities and the setting up of a telephone line to deal with enquiries or complaints. The telephone line now operates 24 hours a day, seven days a week. The Newham Primary Care Trust raises the issue of monitoring the impact that the construction has on resident's health. Community liaison meetings could include the Primary Care Trust and be a forum for raising concerns.

Construction Issues

- 11 Some 15 individuals raised matters relating to construction and the Code of Construction Practice. The issues raised including the noise and dust created by construction and concern about construction traffic, parking and the capacity of the roads to cope with construction traffic. These matters are addressed below. The Metropolitan Police raise issues of security. The proposed perimeter fence provides for a secure site with the applicant being

responsible for operational matters to control entry to the site.

Working hours

- 12 Following discussion with the applicant, the definition of 'normal working hours' has been amended to accord with those hours normally agreed by the Host Boroughs for major developments. These are: Monday to Friday 08.00 to 18.00, Saturday 08.00 to 13.00 with no working on Sundays, Bank or Public Holidays. Half hour 'start-up' and 'close-down' periods are allowed at the beginning and end of the day for activities creating no disturbance. Discussions are ongoing in relation to these hours and any update will be reported to the Committee in an update report.
- 13 A proposed condition also requires that no work which would create noise measurably above the ambient level at any noise sensitive premises (which would include residential uses) shall take place outside those hours unless agreed by the relevant local authority under section 61 of the Control of Pollution Act. The relevant authority would be the Environmental Health departments of the boroughs. Additional conditions on the Site Preparation recommended permission sets maximum noise levels at residential and educational buildings and requires the submission of a noise monitoring strategy. Similar conditions are included in the Olympic Facilities application.
- 14 Concern regarding working hours was expressed by the London Borough of Newham and the other host boroughs, New Lammas Lands Defence Committee and the Forest Gate Community Forum and is relevant to the concerns of individuals about noise and disruption referred to above. The

Code of Construction Practice as originally drafted set out working hours which were unacceptable as 'normal working hours'. This definition of 'normal working hours' has now been amended as noted above and conditions recommended, subject to ongoing discussions, which control noisy working near residential properties.

- 15 It is recognised that the size of the project and the necessity of meeting construction deadlines means that longer hours than the 'normal' hours will need to be worked. These will be agreed between the contractor and the relevant local authority in advance. Much of the site is some distance from sensitive uses which could be disturbed. In those circumstances, where no disturbance would be caused, there should be no reason why longer hours cannot be worked. This approach is endorsed by the Boroughs' Environmental Health Officers.
- 16 The applicant, however, remains concerned that the condition as presently drafted will imply a restriction in hours which if imposed could lead to significant project delay. The ODA would prefer a condition allowing a longer working day as 'the norm' and less need to obtain advance dispensation. PDT officers are satisfied that the condition proposed, coupled with the establishment of good working relationships and a clear process under the Control of Pollution Act with the Borough Environmental Health Officers will provide a workable solution to allow the project to proceed efficiently. As a response to the applicant's concerns, the PDT is proposing that an Environmental Forum is proposed and secured through the 106 legal document. This Forum, comprising EHO's, the applicant and the LPA, is proposed as a mechanism which would enable the expeditious consideration

and determination of remediation and other related environmental issues arising in the Construction Phase, so as not to unduly delay the programme for the development of the site.

Public access

- 17 During the Olympics Construction Phase and Legacy Transformation Phase, highways crossing the site will be permanently closed. Towpaths, footpaths and cycle paths across the site will also be closed except for the Greenway and the towpath on the eastern side of the River Lea Navigation. Five individuals and the New Lammas Lands Defence Committee specifically raise the use of the River Lea Navigation towpath and its importance as a cycling and pedestrian route and the importance of publicising diversionary routes and request a condition to ensure it remains open. This towpath will remain open during construction and is outside the construction phase perimeter fencing so that a specific condition is unnecessary

Construction transport

- 18 The impacts of construction related traffic is a particularly important issue as the potential impacts can be considerable. It is of particular concern to the Boroughs and Transport for London but was also raised by individuals who were concerned that the existing roads could not cope with the additional traffic and by Forest Gate Community Forum. The London Cycling Campaign points out that Carpenters Road and Temple Mill Lane are important cycling routes and queries the ES assessment of alternative routes. It is considered that the measures outlined below will address the concerns expressed bearing in mind also the requirement to maximise the amount of

- construction material which is transported by rail and water. It is inevitable with the size of the site that some disruption will be caused to direct transport routes. The Greenway provides a traffic free alternative route to Carpenters Road. The London Borough of Redbridge suggests limiting the hours that construction vehicles use the highway. Hours of delivery will be a matter through the Construction Transport Management Plan. One individual queries whether local roads need to be closed. Only roads passing through the site are proposed to be closed and there has been extensive publicity to inform residents of closures and alternative routes.
- 19 The Code of Construction Practice provides for a Construction Transport Management Plan (CTMP). One of the recommended conditions requires the approval of this Plan before the development commences. The Plan will cover a comprehensive range of transport related construction issues. Issues of particular importance which will be covered by the CTMP include HGV haulage routes, hours of delivery and workplace travel plans. The Olympics Construction Transport Management Group has been set up with terms of reference which include the review of the CTMP and includes representatives of Transport for London, the Metropolitan Police and the Host Boroughs. However, final approval of the CTMP will be through the PDT.
 - 20 The CTMP will identify routes for large construction vehicles travelling to and from the site. The intention will be for construction vehicles to use major roads and avoid local roads. The point of entry for all heavy goods vehicles is likely to be from the A12 Lea Interchange at the north of the site. This is the point of entry approved for HGV routes under the 'enabling works' planning applications.
 - 21 Hours of delivery and the management of delivery vehicles will be set out in the CTMP as required by condition. The objective will be to avoid disturbance to local residents and businesses while achieving efficient handling of deliveries. Avoidance of peak traffic hours may be another consideration. Deliveries to site will be managed and controlled through a delivery booking system with marshalling points to hold delivery vehicles until required on site. The details and location of marshalling areas would have to be agreed through the CTMP. It will also be necessary to establish a mechanism to avoid large vehicles parking in adjoining borough roads close to the site. The submission of parking enforcement measures are also required by condition.
 - 22 The CTMP will also include details of workplace travel plans covering the construction period. The travel plans will be designed to minimise the use of the private car as a means of accessing the site for construction workers and all other staff having to attend the site. The Travel Plans as part of the CTMP require the approval of the Local Planning Authority before the development begins.
 - 23 Sustainable transport modes; the ODA aspires to transport at least 50% of construction materials by weight to the site by sustainable modes as set out in its Sustainable Development Strategy (water and or rail, also by full lorries and fewer larger vehicles). The importance of this issue is emphasised by British Waterways, the Port of London Authority and the GLA. The London Wildlife Trust suggests that increased use of the waterways could have an ecological impact. This aspiration is captured in the recommended 106 obligations, where reasonable endeavours are to be used to seek to achieve this target. British Waterways indicate that

increased use of waterways need not cause ecological damage. The environmental benefits of using water against road transport must also be considered.

Noise and Vibration

- 24 The Environmental Statement identified noise during the construction phase as an effect which could give rise to moderate adverse effects in certain locations. The Environmental Statement is discussed in Chapter 5 which also sets out in summary the mitigation measures proposed. Mitigation is to be achieved by the measures set out in the Code of Construction Practice and by planning conditions.
- 25 The New Lammas Lands Defence Committee and some individuals specifically raised the issue of noise. Concern was also raised by Newham Primary Care Trust that the adverse effects of noise are mitigated. These concerns are addressed by the measures set out below which include measurable limits imposed by condition and the requirement to submit the noise monitoring scheme.
- 26 Proposed planning conditions set out the normal working hours and require that any activities likely to be audible at noise sensitive premises (such as residential uses) taking place outside those hours should be the subject of consents under section 61 of the Control of Pollution Act. Applications under this procedure are made to the Environmental Health departments of the relevant Local Authority. The Code of Construction Practice sets out the circumstances in which a section 61 consent would be required including any proposed night-time working, any Sunday or Public or Bank Holiday working, any
- working at any time where the noise predictions or measurements exceed certain values or any work involving impact piling though the condition SP0.043 does not allow impact piling without the prior written approval of the LPA.
- 27 A recommended planning condition requires the submission and approval of a noise monitoring, assessment and mitigation scheme (which may be submitted on a zonal basis). This will identify the location of noise sensitive locations, the noise parameters to be measured and the circumstances when continuous noise monitoring may be required.
- 28 Planning conditions also state that noise levels at residential and educational buildings shall not exceed set limits except with the prior written approval of the Local Planning Authority. Further conditions are suggested which set out the circumstances in which noise insulation measures to residential properties such as double glazing would be installed and where night-time working results in certain noise levels being exceeded residents may be re-housed while the work is carried out.
- 29 The Code of Construction Practice sets out the noise control measures to be used to minimise the noise levels. This include careful selection of plant and construction methods, use of site enclosures and temporary stockpiles to provide noise screens, choice of routes for transport of construction materials and programming of work likely to be noisy with regard to local residents. The CoCP includes details of best practice measures which the contractors are required to follow including the fitting of effective exhaust silencers, switching off engines when not being used and the housing of noisy equipment which is

required to run continuously in suitable acoustic enclosures in compliance with the relevant British Standard. The requirements of planning conditions referred to above, such as the working hours and the need for noise monitoring, are also incorporated into the Code of Construction Practice. The CoCP includes details of what the noise monitoring scheme should contain.

- 30 The building of the Olympic and Paralympic Games will inevitably create noise. However, the detailed measures contained within the Code of Construction Practice and the planning conditions and obligations provide clear and enforceable safeguards to protect the amenities of adjoining and nearby occupiers and mitigate the potential impact of noise and vibration to sensitive receptors adjoining the site. It should also be recognised that many of the provisions of the CoCP are designed to protect the health and safety of construction workers on the site.

Construction lighting

- 31 Any construction lighting will be designed so that it does not affect the amenity of adjoining residents. Lighting will be designed in accordance with guidance issued by the Institution of Lighting Engineers and the CIE (International Commission on Illumination) report providing guidance on limiting the effect of outdoor lighting.
- 32 Proposed conditions require the lighting to be in compliance with the guidance referred to above, to avoid disturbance to adjoining occupiers and minimise light pollution. It is recognised that this is a significant consideration from a nature conservation aspect also with regard to minimising disturbance to bat populations. This issue

has been highlighted by the London Bat Group and others and would be covered by the Ecology Management Plan which is required to be submitted for approval.

Air Quality

- 33 The Environmental Statement (ES) identified dust from demolition and construction activities as a source of potentially adverse environmental effect. A further potential impact on air quality comes from exhaust emissions which include the exhaust emissions from construction related activities.
- 34 The concern about dust from construction activities was raised by some individuals and by the New Lammas Lands Defence Committee. Newham Primary Care Trust also referred to the need to mitigate the effects of air pollution on local people. The London Borough of Waltham Forest suggests section 106 funding should be sought for air quality monitoring. Operators of Spitalfields Market on Ruckholt Road also raise concern about dust and its potential adverse effect on their operations. The London Borough of Redbridge also refers to measures to limit air pollution. These concerns are considered to be satisfactorily addressed by the provisions of the Code of Construction Practice and by the monitoring scheme which is required to be submitted and the recommended Section 106 document provision concerning Borough services funding. The applicant is also required by condition to submit proposals for and carry out air quality monitoring.
- 35 Planning conditions are proposed which require the submission of a dust monitoring scheme and relate to emissions from vehicles and plant. A condition is recommended requiring the submission of a

dust monitoring, assessment and mitigation scheme for all construction activities. The scheme is required to identify sensitive locations for monitoring dust, the arrangements and frequency of monitoring and arrangements for reporting the results of monitoring to the Local Planning Authority. The requirements of this condition are also incorporated into the text of the Code of Construction Practice.

36 Planning conditions relate to emissions from vehicles and plant. Condition requires that all vehicles and stationary plant must comply with the latest emission standards, namely Directive 98/69/EC of Euro III and, from 1st January 2008, Euro IV. Any exceptions to meeting these standards must be agreed by the Local Planning Authority. Condition requires that all diesel powered machines must run on ultra low sulphur diesel fuel.

37 In addition to planning conditions, the Code of Construction Practice contains a series of practical measures which all contractors will be required to adopt. Contractors will be required to follow the guidance contained in the best practice guidance 'The Control of Dust and Emissions from Construction and Demolition' published by the GLA and London Boroughs in November 2006. The Code of Construction Practice sets out measures which include:

- Solid boundaries on site boundaries.
- No burning of waste except by exception (e.g. potentially knotweed stems as some burning was agreed as part of the enabling works application as the most effective way to eradicate Knotweed)
- Plan site layout so dust generating activities are as far from sensitive locations as possible.
- Hard surface on site construction routes.

- Wheel washing at all exits and damping down of construction routes.
- Complete sheeting of all vehicles carrying spoil or other dusty material.
- Measures to avoid dust during demolition including wrapping buildings to be demolished.
- Minimising dust generating activities.
- Enclosure or covering of material or debris piles.

38 The Code of Construction Practice includes detailed measures for managing the risk of asbestos release during demolition works. It is likely that some industrial buildings to be demolished may contain asbestos. The measures in the CoCP will ensure compliance with relevant regulations and Health and Safety Executive guidance. The issue of asbestos and other potentially harmful contaminants was raised by the New Lammas Lands Defence Committee. The Code of Construction Practice contains appropriate procedures to minimise these risks.

Contaminated Land

- 39 An important part of the site preparation work will be the remediation of contaminated land. Details of how this will be carried out will be contained in the series of documents submitted to comply with remediation conditions. These include a condition dealing with the procedures to be adopted if unexpected contamination is found during the remediation works. A summary of the remediation process is provided in the chapter dealing with the Environmental Statement (Chapter 5).
- 40 After the remediation works have been validated, the Code of Construction Practice outlines a 'permit to dig' system to ensure

that works in connection with new buildings, roads etc do not put at any risk the remediation works already undertaken.

- 41 The Code of Construction Practice outlines a range of measures to ensure that the construction activities do not result in contamination of land. These measures, including those specific to particular Delivery Zones, will be contained in the Zonal Environmental Management Plans. These measures include:

- Appropriate controls and procedures for the handling and transport of potentially contaminating materials such as diesel fuel.
- Procedures for dealing with the removal of tanks and potentially contaminating material.
- Procedures for removal of any piling or piled walls.
- Preparation of health and safety assessments for the various tasks with appropriate working methods.
- All emissions and discharges will be subject to licence conditions and authorisations in conjunction with relevant regulatory authorities.
- Procedures for the management of stockpiles of material to minimise the risk of the migration of contaminants.
- Procedures for dealing with any radioactive waste.

- 42 A planning condition requires evidence of the origins of any imported soil to ensure that new contamination is not introduced.

Waste Management and Recycling

- 43 The policy of the ODA is to minimise the amount of waste produced in the demolition, remediation and construction

phases of the development. A Demolition and Site Clearance Materials Management Plan has been produced. This requires contractors to carry out a pre-demolition and clearance survey to produce targets for the amount of material which can be reclaimed or recycled based on the industry best practice. A condition requires the development to be carried out in accordance with this plan.

- 44 The Construction Waste Management Plan (CWMP) is one of the Topic Environmental Management Plans referred to in the Code of Construction Practice. This plan is designed to manage construction waste during the construction phases. It will contain measures to minimise waste, maximise re-use or recycling, procedures for dealing with waste and segregating different types of waste as well as target setting and performance measurement. A condition requires this plan to be submitted to and approved by the Local Planning Authority. Contractors will be required to produce Site Waste Management Plans in accordance with the CWMP and best practice guidelines issued by the Department of Trade and Industry.

Ecology

- 45 The Code of Construction Practice envisages the production of an Ecology Management Plan dealing with issues of ecology in relation to construction. A condition requires the submission and approval of this plan. The Ecology Management Plan will identify the areas within the site of nature conservation interest which are to be retained and sets out measures to safeguard these areas. These include the moving of species from existing habitats which will be lost (such as Pudding Mill River) to suitable areas away from the site.

- 46 Suitable planning conditions specifically require that the trees and habitats shown to be retained on the submitted plans are safeguarded during construction work.
- 47 Natural England have raised concern about the delivery of an appropriate quantity and quality of nature conservation areas to compensate for the loss of habitat and suggest on site and off site measures are required throughout all phases to achieve ecological sustainability. The London Wildlife Trust point out that habitats that take time to develop or historic fragments cannot be easily colonised. Areas of some ecological value will be lost during construction. The impact of this loss has been assessed in the EIA, with appropriate mitigation measures identified. In the long term (Legacy Transformation Phase) new habitats will be created to compensate for this loss. In the short term (Olympic Construction Phase) the applicant will deliver mitigation via a sequential approach to habitat creation, with first on-site proposals being pursued, but if these cannot be secured satisfactorily at the application site, then offsite provision will be pursued. Such an approach has been developed in agreement with Natural England. The EMP in the CoCP will identify suitable on-site habitats. The recommended s.106 agreement suitably provides for off-site provision where on-site is not possible. As such the ecology impact in the construction phases will be suitably mitigated. Ecology issues are dealt with further in elsewhere in this chapter and in Chapter 5.

Protection of Surface and Groundwater Resources

- 48 The Code of Construction Practice provides for a Water Management Plan (WMP) as one of the Topical Environmental

Management Plans. This is also required by a proposed condition. The WMP will contain procedures to prevent or limit the impact of construction on rivers and the water environment generally and will be produced in consultation with the Environment Agency.

- 49 The areas covered by the Water Management Plan will include:
- Measures to protect ground and surface water from pollution.
 - Precautions when constructing new or diverted watercourses, bridges etc to control and limit any adverse impact on the watercourses.
 - Water quality monitoring procedures.
- 50 The Code of Construction Practice contains general provisions regarding drainage. Relevant consents will be sought and discharge into a watercourse would only take place with the relevant consents.
- 51 The Code of Construction Practice also contains measures to minimise flood risk during construction and ensure works are compliant with the Flood Risk Assessment and Water Strategy submitted with the applications. A Flood Risk Compliance Procedure (FRCP) will be developed which will require contractors to carry out work in a way that is safe and manages flood risk. The FRCP will be prepared with advice from the Environment Agency. Formal reports on flood risk will be prepared every three months which will review works in respect of flood risk and identify key issues over the forthcoming three months.

Archaeology

- 52 The Code of Construction Practice notes that archaeological Written Schemes of

Investigation have been prepared in respect of all Delivery Zones. Detailed programmes of archaeological works are defined in the Written Schemes of Investigation and will be carried out by qualified staff. In some zones archaeological work has been carried out under the provisions of the 'early work' applications. A condition requires that the Site Preparation work is undertaken in accordance with the relevant schemes of investigation.

- 53 This approach is consistent with the comments of the Greater London Archaeology Advisory Service.

Pollution Incident Control

- 54 A Pollution Incident Control Plan will be prepared following consultation with the relevant statutory bodies including the Health and Safety Executive, Fire Authority, Environment Agency and Local Authority (Emergency Planning). The Plan will include guidance on the storage and use of hazardous materials as well as procedures to be adopted in the event of a pollution incident.

Other construction issues

- 55 Network Rail raise the need to retain access to rail assets during construction and maintenance of electrical supplies. This is covered by condition (Any demolitions should not endanger the safe operation of the railway).
- 56 The question of the enforceability of the Code of Construction Practice was raised by the London Borough of Tower Hamlets. The CoCP sets out internal procedures to ensure compliance. However, the Code and the various TEMPS are required to be approved and adhered to through planning

conditions and so are ultimately enforceable through the planning system. The terms of the CoCP are also incorporated into all construction contracts.

- 57 Forest Gate Community Forum raise the issue of the accommodation of construction workers. This application does not include proposals for on site accommodation and a condition states that no sleeping accommodation shall be provided without the approval of the Local Planning Authority. A separate application would be required.
- 58 EDF Energy point out the need to carry out any work in the vicinity of powerlines in accordance with Health and Safety Executive Guidance. An informative is suggested to remind the applicants of the need to comply with this guidance.

Conclusion

- 59 The Code of Construction Practice has been substantially amended from the document originally submitted in February 2007 and the May 2007 version has been improved upon. The document now contains detailed information on a comprehensive range of issues in relation to construction and related activities and is consistent with best practice in the construction industry and with that produced for other major construction projects. The Code of Construction Practice also reflects Borough policies and the London Plan by, for example, seeking to minimise the effects of development on local residents and maximising the reuse and recycling of waste material. The CoCP attached to this report, therefore, reflects the current status of the ongoing negotiations at this moment in time. Discussions and negotiations will continue over the period until the CoCP is submitted

for approval and the subsequent discharge of planning conditions.

- 60 The number of further plans to be produced has been reduced to four key Topic Environmental Management Plans covering the construction effects in relation to transport, waste, water and ecology. Conditions require that these plans and other further details (such as the noise and dust monitoring schemes) must be submitted to the Local Planning Authority for approval before the development is commenced. Further planning conditions are proposed and noted in the sections above which reinforce the measures set out in the Code of Construction Practice. The combination of the Code of Construction Practice, recommended planning conditions and section 106 obligations ensure that the environmental effects of the construction are properly mitigated as far as reasonably practicable.

6.8 Principal Structures

Introduction

- 1 The issues to be considered in this section relate to the principal buildings and their proposed context. The issues have been variously raised, inter alia, by a range of statutory consultees, including the four Host Boroughs, the GLA, Sport England, the LVRPA, the LTGDC, CABE, the Environment Agency and British Waterways, and also from interest groups, local residents. PDT officers have also raised some of these issues.
- 2 The issues raised relate to the Olympic, Legacy and Legacy Transformation Phases and relate to particular PDZs. Each pertinent issue relating to the relevant structure is set out below. Where specific consultee comments are relevant, these are identified as part of the analysis. It is important to note that only the parameters and not the detailed appearance of the venue buildings is being applied for at this stage. As such, the issues to be considered largely relate to those of scale, height and impact on views and surroundings rather than the detailed appearance of the buildings and their context.

Aquatics Centre PDZ 1

- 3 The Aquatics Centre will be sited at Zone 1, and defined during the Games Phase by the Waterworks River on its south west boundary, the Loop Road and the Stratford City site to its north east, and the Loop Road and Great Eastern Line to the south east.

Olympic and Paralympic Games Phase

- 4 The Aquatics Centre will be a major and distinctive sporting venue for swimming and aquatics uses, sited in a pivotal position at the main entrance to the Park from Stratford City across Stratford City Bridge. The Aquatics Centre will comprise two separate covered buildings located under and to the north and south of the Bridge. The main Aquatics Centre will be the larger southern building which will accommodate two 50m pools and have a capacity of 20,000 seats. North of the Bridge, a smaller temporary building will accommodate two 33m pools and have a capacity of 5,000 seats. The main building will host the swimming, diving, synchronised swimming and water polo final events. The temporary building will host the water polo preliminary events.
- 5 An important element of the Games masterplan is the linking of Stratford City,

Stratford International and Regional stations, and the existing Stratford Town Centre to the central concourse. The Stratford City Bridge will carry spectators from an accreditation area within the Stratford City site, over the northern end of the main Aquatics Centre building and over the Waterworks River to join the main concourse in Zone 2, from where they can easily access the Main Stadium and the north of the Park. The design of the Aquatics Centre will be integrated with the Bridge. The northern end of the main, larger building will support the Bridge across Zone 2 between the Loop Road and the Waterworks River. The Bridge will be a minimum of 40m and a maximum of 91m wide to cater for an extremely high pedestrian footfall.

- 6 Two pedestrian bridges would cross the Waterworks River to the main concourse, one sited north of the Stratford City Bridge and one to the south.
- 7 The setting of the Aquatics Centre at Games phase will predominantly comprise hard surfaces forming BOH and FOH areas. The BOH area (25,575sqm) will occupy areas at the northern and southern ends of the Zone and along the north east perimeter, a layout largely dictated by the linear nature of Zone 2 and the need to minimise the distance to facilities. The FOH area (18,370sqm) will be located at the remaining area immediately north and south of the venue and on the area fronting the river.

Legacy Transformation Phase

- 8 The Aquatics Centre will be transformed following the Games to create a multi-faceted Legacy venue with community recreation facilities and elite training facilities for swimming, diving and water polo. The

temporary water polo venue will be removed and the main permanent building will be reduced in size, retaining the two 50m pools and including a health and fitness centre. Temporary seating will be removed leaving a permanent seating capacity of 2,500 with the option to expand to 3,500 seats for main competition events.

- 9 The Stratford City Bridge will be reduced in width to a minimum of 15m and a maximum of 50m wide at Legacy Transformation. The pedestrian bridge south of the Stratford City Bridge would be reduced in width and used for vehicular traffic, enabling a road link to be constructed over the Waterworks River between the Aquatics Centre and the Main Stadium.
- 10 The area previously occupied by the water polo building and most of the northern portion of the Zone will be transformed to serviced and remediated land for future development. The southern part of the Zone encompassed by the Loop Road would be similarly transformed to a development platform and would incorporate the vehicular link to the Main Stadium. A parking area would be sited on the Aquatic Centre's east side adjacent to the Loop Road. A civic space/concourse would be sited in front of the venue, linking to the Stratford City Bridge and extending up to the strip of green space which will run adjacent to the River.

Issues

- 11 The following are considered to be the main issues in respect of the Aquatics Centre:
 - Townscape/Appearance of the building and its setting;
 - Connectivity/Permeability: How accessible will the venue be to existing and proposed communities?

- Use and management of the building during the Legacy Phase.

Townscape

Olympic and Paralympic Games Phase

- 12 The Aquatics Centre will form a gateway building at the main entrance into the Olympic Park. It will be the first venue which spectators will see when entering the Park from the accreditation area in Stratford City. In conjunction with the Main Stadium, it will generate a sense of enclosure for the main concourse between the venues in Zone 2.
 - 13 The detailed design of the Aquatics Centre will be considered at reserved matters stage. However, illustrative section drawings were submitted with the application which show the intention to create an impressive and distinctive main building with a curving, sinuous roof form. The detailed design of the venue is understood to be at an advanced stage, and it is likely to be one of the first buildings to be submitted for reserved matters approval. It will be strongly integrated with the design of the Stratford City Bridge. The design of the temporary water polo facility will respond to the architectural language of the main building. Detailed design of the bridges will be finalised at reserved matters stage to ensure a high quality, integrated appearance.
 - 14 Detailed control over the design and appearance of the hard surface of the FOH area, and of perimeter enclosures can be secured by condition.
- ### Legacy Transformation Phase
- 15 The reduction in scale and transformation of the Aquatics Centre will be considered in detail at the reserved matters stage. The detailed design for the Legacy form of the building is at an advanced stage. The amended building would continue to provide a distinctive presence, creating a striking threshold between Stratford City and the Olympic parklands. Its design will be closely linked to the revised design and reduced scale of the Stratford City Bridge, which will also be considered in detail at reserved matters stage.
 - 16 A substantial proportion of the Zone to the north and south of the Aquatic Centre will be converted to development platforms. This will in due course be developed as part of the Legacy Communities development in the context of the Legacy Masterplan Framework. Control will be exercised by legal document or condition to ensure that in the interim period this area is appropriately landscaped and secured to avoid a detrimental appearance. Detailed design and layout of the Legacy Community development to take place on the development platforms will take place in the context of the Legacy Masterplan Framework to ensure that it is of a high quality and enhances the Stadium's setting.
 - 17 The remainder of the Zone will provide the venue's new concourse and new car park, and parkland areas. Conditions can ensure that the landscaping of the new concourse is high quality, and similarly that treatment of the car park at the rear of the building is appropriate.
 - 18 The parkland area to extend along the river will provide an attractive setting to the venue, integrating it with the adjacent river and wider Park. The detailed layout and planting of this area will be determined at reserved matters stage, but the Design and Access Statement indicates it will comprise lawns, scattered trees and species rich

grassland. The recommended s.106 legal document and conditions require submission and implementation of an Urban Design and Landscape Framework incorporating the principles of a Biodiversity Action Plan (BAP). The BAP will specify habitats to be created and will be prepared following the Framework BAP document submitted in response to the Regulation 19 request.

- 19 The aquatics building lies on/adjacent to the principal bridge connection into the site from Stratford City (and related links to Stratford Regional and International stations). This bridge link is retained in Legacy and as such there would be good accessibility both to the new residential and commercial community to be developed within Stratford City, but also to Stratford Town centre. To the west it connects through the retained pedestrian concourses which will link to the retained main stadium and to the main north-south landscape route in the open Legacy Park to the north. Such good connectivity ensures that the facility will be highly accessible from the development platforms within the park which are to be subject of Legacy Communities development. The retained Loop Road, which adjoins the building, will ensure a suitable level of access for servicing. Conditions on the recommended permission seek to limit car parking to that consistent with London Plan standards.
- 20 During Legacy Transformation, it is intended that an element of 'leisure water' is to be provided within the building to ensure it meets local leisure need. The 'leisure water' component will be subject to further discussion with the Host Boroughs and other relevant stakeholders and will be worked up as part of the business case and detailed design for the transformed venue.

Relevant conditions require the provision of details and approval of such leisure water facilities to be included as part of the detailed design of the transformed venue. This should cover public access and subsidy, opening hours and events and the management arrangements for major events (national/international competitions), including car parking.

Conclusion

- 21 The Aquatics Centre will be the first venue seen by spectators arriving from the main entrance to the Park across Stratford City Bridge. Its scale will provide a suitable gateway feature which will be closely integrated with the Bridge and with the river, parkland and Main Stadium on its western side. Its position adjacent to the main concourse and adjacent to Stratford City will ensure it is highly accessible by public transport and from elsewhere within the Park. At Legacy Transformation Phase the water polo building will be removed and the main building reduced in size and capacity. Design quality and detail is to be secured by relevant conditions on the recommended planning permission.
- 22 The aquatics building is located at a highly accessible location within the site, with a high PTAL and adjoining the new retail, leisure, commercial and residential uses in Stratford City zone 1. It is also suitably accessible by foot and cycle from the rest of the Olympic Park. The proposal would therefore, accord with relevant policy, in particular PPG13 and PPG17 in that it would be highly accessible by public transport and walking and cycling modes.
- 23 In the understandable absence of the detailed proposals for the Legacy operation of the transformed venue, the PDT is

recommending a condition which covers provision of details and approval of the leisure water component. This is considered to be in accordance with relevant national, regional and local planning policies which seek to ensure that new leisure facilities meet local community need.

The Main Stadium – PDZ3

Olympic and Paralympic Games Phase

- 24 The Main Stadium with the Olympic Cauldron to its north (the structure to support the Olympic flame) will be located at the heart of the Olympic Park in Delivery Zone 3, which is effectively an island site bounded by the City Mill River to its east, the River Lea to its west and the Great Eastern Railway line on its southern boundary. The Stadium and Cauldron will act as the central focus of activity during the Olympic Games and Paralympic Games. The Stadium will be connected to the rest of the Olympic Park via footbridges. Two pedestrian bridges will link across to the main concourse and across the River Lea to the west. The main footbridge into the Stadium site from the concourse will align directly with the Stratford City Bridge to give direct and easy access across the rivers from the Aquatics Centre.
- 25 Areas around the building will mainly comprise hard surface circulation and concourse areas and enclosed temporary operational facilities. Warm-up tracks will be located to the south of the Stadium beyond the Greenway. During the Games Phase the warm-up tracks will be linked to the stadium via a temporary high level walkway over the Greenway. Two permanent telecommunications masts are proposed to the south east and south west of the Stadium.
- 26 The requirements for the Stadium have evolved from the Olympic requirement for a maximum seating capacity of 80,000 seats to accommodate the Opening and Closing ceremonies and the field of play needs of the major athletics events.

Legacy Transformation Phase

- 27 The Stadium will be transformed following the Games to provide a permanent venue and the main focus of the Legacy facilities. It will reduce in size from 80,000 seats to up to 25,000 seats to create a venue suitable for both sporting and leisure uses. Back of House areas will be converted to serviced land for future development while the Stadium concourse and circulation areas will be converted to parkland and gardens, preserving certain required routes along the Park and to the surrounding existing and proposed communities. The warm-up tracks will be removed and returned to use as a commercial rail head.

Issues

- 28 The following are considered to be the main issues in respect of the Stadium:
- Townscape/Appearance of the building and its setting;
 - Connectivity/Permeability: How accessible will the venue be to existing and proposed communities?
 - Use and management of the building during the Legacy Phase;
 - Loss of warm-up area following the Legacy Transformation Phase.
- 29 Clarification on the last two points in particular has been sought by Newham, Sport England, Thames Gateway Partnership and the Water City Group as well as three individuals.

Townscape

Olympic Games Phase

30 The Stadium will be located on comparatively elevated land (PDZ3 topography will vary from some 14.5m AOD at the north to some 6.5m AOD in the south) within the fork formed by the two waterways and at the heart of the Park. Together with the Cauldron it will act as a main reference point for visitors. It will provide a landmark at the principal entrance into the Park via Stratford City Bridge with Canary Wharf and the City as a backdrop. It is a necessarily large structure, given its status as the principal venue in the Olympic Park. The parameters applied for are a built footprint of between 63,600sqm and 81,000sqm, a floorspace of between 109,440sqm and 121,600sqm, and a height of up to 90m. The ES, however, confirms that although substantial, the stadium would not have an adverse impact on any strategically important views or the setting of locally visually sensitive areas such as Conservation Areas.

31 A Back of House area (39,900sqm) would be sited on the building's southern side, containing temporary operational facilities and bounded by the Loop Road. North of this will be the Front of House area (31,500sqm) for pedestrian movement and spectator facilities. During the Games period therefore, much of the area venue's setting will comprise hard surface circulation and concourse areas. Detailed control over the design and appearance of hard landscaping and perimeter enclosures for the Games Phase will be exercised by condition.

32 The detailed design of the Stadium will be determined at reserved matters stage, Illustrative section drawings accompanied

the application showing the intention is to create an impressive landmark stadium. Recognising that the Stadium will undergo a major change at Legacy Transformation Phase, it is anticipated that substantial elements of the building will be temporary. Its form is likely to combine a mix of temporary and permanent architectural components and that the building will be 'dressed' for the Games, with the use of colour and lighting to accentuate its role and position in the Park. During the Games, the Stadium's east, west and northern facades will address the concourse areas, whilst the southern façade will face the enclosed Back of House area. The Design and Access statement accompanying the application states the applicant's commitment to high quality design (the detailed measures to achieve this are identified in the Design and Access section of this report). Such a commitment is captured in conditions regarding the Urban Design and Landscape Framework and the recommended section 106 legal document. The reserved matters for the main stadium and all of the buildings will need to demonstrate conformity with the design principles established through the UD&L Framework.

33 The Olympic Cauldron will be located north of the Stadium at the confluence of the City Mill and Lea Rivers. This will be a piece of public art of between 70m and 150m high at the heart of the Park, providing an architectural statement and a lasting memento of the Games. Detailed design of this will be considered at reserved matters stage.

Legacy Transformation Phase

34 During the Legacy Transformation Phase the reduction in scale and capacity of the Stadium will require innovative architectural

and engineering solutions. Detailed design will be considered at reserved matters stage

- 35 Detailed design of the Legacy bridges will also be considered at reserved matters stage to ensure a high quality and integrated appearance. The four footbridges across the adjacent rivers, including the main bridge aligned with the Stratford City Bridge, will be reduced in width and used for both pedestrians and cyclists.
- 36 During the Legacy Transformation Phase, the Back of House area south of the Stadium will be largely converted to serviced and remediated land for future development. This development platform will in due course be developed as part of the Legacy Communities development in the context of the Legacy Masterplan Framework. Control will be exercised by the recommended section 106 legal document to ensure that in the interim period this area is appropriately landscaped and secured to avoid a detrimental appearance. Detailed design and layout of the Legacy Communities development to take place on the development platform will take place in the context of the Legacy Masterplan Framework.
- 37 The Games Phase civic areas and concourse will be converted to parkland and gardens providing an attractive setting to the Legacy Stadium and integrating it with the adjacent waterways and wider Park. The detailed layout and planting of this area will be determined at reserved matters stage, but the Design and Access Statement indicates it will include lawns, taller grasslands and scattered trees. A condition will require submission, implementation of and compliance with an Urban Design and Landscape Framework incorporating the principles of a Biodiversity

Action Plan (BAP). The BAP will specify habitats to be created and will be prepared following the Framework BAP document submitted in response to the Regulation 19 request.

Use and Management

- 38 Concern has been expressed by Newham and Sport England amongst others that there is a lack of clarity about which end users will inherit the venues during Legacy Phase, and they request that long term management regimes need to be put in place.
- 39 It is intended that this issue is addressed by way of the recommended conditions and the provisions of the recommended section 106 legal document. A condition can ensure that detailed arrangements for the transfer, management, funding and maintenance of all venues are approved by the Local Planning Authority. The recommended section 106 legal document provides that the LMF will require preparation of an Olympic Park Legacy management plan.
- 40 Whilst the application seeks use of the Stadium for both D1 and D2 uses, a recommended condition limits the uses to those which have been assessed for EIA purposes.

Loss of warm-up area

- 41 The warm-up area located to the south of the Stadium beyond the Greenway will be returned to its present use as a commercial rail head during Legacy Transformation Phase. Concern has been expressed, including by Thames Gateway London Partnership, that the absence of this facility will be detrimental to effective use of the Stadium during the Legacy Phase.

- 42 Where competitive events to be held in the Legacy Stadium require separate warm-up facilities, it is expected that these will be provided within the retained sports facilities within the Park or through the provision of temporary facilities.

Conclusion

- 43 The Main Stadium will form the centrepiece of the Olympic Park at both Games and Legacy Phases. At Games Phase its scale, and location will ensure it is both a striking visual focus within the Park, and extremely accessible from nearby railway stations and from other parts of the Park itself, including from the Aquatics Centre and the main concourse. At Legacy Phase it will be reduced in scale and capacity but will remain the principal retained venue, the future use and development of which will be the subject of later planning submissions to the PDT.

Basketball Arena and Energy Centre PDZ4

- 44 The principal structures in PDZ4 are the Basketball Arena, south of the loop road, and the Energy centre comprising a Combined Cooling, Heating and Power (CCHP) plant, a large electricity sub-station and two general support buildings, all located at the north end of the zone between Carpenters Road and the North London Railway.

Basketball arena

- 45 Centrally placed in the widest part of this triangular zone, and likely to be ovoid in shape, the proposed basketball arena is a covered venue containing a single court surrounded by raked seating. The arena itself would be a maximum size of 138m

long by 109m wide by 29.4m high but it would be surrounded by ancillary front and back of house development extending across most of the southern sector of this zone.

- 46 Construction of this venue requires the demolition of two relatively modern industrial estates. The arena is one of the temporary venues so, following its use for wheelchair rugby and wheelchair basketball during the Paralympic Games, it will itself be demolished and the site prepared for Legacy Communities development.
- 47 The consultation process has raised no specific comments about this building, which is understandable given its temporary nature. Consultees' concerns regarding this part of the zone relate to Legacy – road and footpath layouts, bridges, the amount of land which will be dedicated to new public open space and the scale and function of new development. These concerns are principally considered in the Design and Access, Connectivity and Open Space sections of this report. There have been no objections from the displaced businesses, most of whom are being relocated.
- 48 The basketball arena is close to the River Lee Navigation, the canal which forms the western boundary of the Olympic site. It would therefore be visible from the residential area of Hackney Wick and the industrial area of Fish Island in Tower Hamlets, as well as from nearby roads, railways and the Greenway. However, due to the relatively small scale of the proposed structure its visual impact would be limited, particularly when viewed in the context of the larger main stadium, and, as it is to be temporary, there would be no long-term adverse impact arising from the proposal. A proposed condition of the Olympic and

Legacy Facilities planning permission requires the removal of all temporary structures by the end of the Legacy Transformation Development.

Energy centre

- 49 This proposal is located on King's Yard, a site in the north-west corner of the zone bounded by the railway, the River Lee Navigation and Carpenters Road. There is an existing complex of industrial buildings on the site, built between 1903 and 1908 as a factory for Clarke, Nicholls and Coombs Ltd. (Clarnico) a well known confectionery making business. In recent years it has been occupied by a variety of small businesses.
- 50 The proposal involves part redevelopment and part conversion of the existing buildings. The Site Preparation application proposes the demolition of two out of three of the main building ranges and of five ancillary buildings whilst the three-storey building located by the canal, known as the 'starch department,' is to be retained.
- 51 The Olympic and Legacy Facilities application proposes a new building which will house the gas-fired Combined Cooling Heat and Power plant at this location. The proposal, in outline, is for a large building, the parameters of which extend to some 42m in width, 82m in length and 20m in height. It would also extend up to 15m below ground. The plant would require a chimney stack/cooling tower containing a number of flues, the parameters of which extend to up to 48m above ground level.
- 52 The size of the building is determined by the capacity required to provide heating and cooling to the Olympic Park and legacy development and heating to Stratford City. It is designed to have sufficient area to allow future upgrades and increased capacity as Legacy Developments are built out. The plant would be a modular unit to which further modules could be added or new technology introduced. Given the outline nature of the application, no details of the design and appearance of the new building have been submitted at this stage.
- 53 The retained 'starch department' building is a pitch-roofed range of Edwardian date, built in load-bearing brick but with an internal steel frame to support the floors. Sited at right angles to the road it is 9m high to the eaves and 12m to the roof ridge. The application proposes the retention and conversion of this building to house biomass boilers, wood-chip storage and a visitor centre. The physical alterations include building an annex on the west side, over-sailing the canal towpath by between 3m and 9m.
- 54 A significant number of comments have been received raising issues regarding this structure.
- 55 Objectors to the demolition of the buildings because of their architectural and heritage interest include SAVE Britain's Heritage, Heritage of London Trust, Victorian Society, Hackney Society, Marylebone Society, C20M community organisation, local ward Councillors and 10 individuals. Points raised included:
- that the buildings are an unusual survival of the transition of cast-iron to steel framed structures, of historic value and that there are so few heritage buildings in this area that these should be retained;
 - that the buildings are suitable for conversion to a new use (suggestions include a small business centre, residential, offices and a heritage museum);

- that there is plenty of development land being created by the demolition of less worthwhile buildings, such as the modern estates south of Carpenters Road, so it should not be necessary to demolish Kings Yard;
 - that the extant 2004 planning permission locates the energy centre in the south of the Park and retains King's Yard for use as a visitor facility with food outlets; and
 - that retaining buildings with architectural and historic interest and local significance is a positive part of regeneration schemes maintaining a link with the past and adding variety to the townscape.
- 56 In response, it is acknowledged that Kings Yard comprises a locally interesting group of buildings and the retention of the best of the old fabric can indeed make a positive contribution to the creation of a new urban area.
- 57 As regards statutory heritage designations, the buildings are not protected from demolition by listing or by location in a Conservation Area. The complex is of local historic interest but English Heritage has assessed the buildings against the criteria in PPG15 and has concluded that they are not of sufficient significance in a national context to merit statutory 'listing'.
- 58 The English Heritage report advises that the site has an interest in the local context, as an example of industrial buildings which exhibit up-to-date structures for their time, relating to the use of steel and cast-iron frames and the survival of relatively rare 'Belfast' roof trusses. However other examples of these features exist, including examples in listed buildings. The report also says that the buildings work well as a group fitted into a tight site and are of social interest, because Clarnico employed large numbers of women and was known for looking after its workers well, but that they are not of sufficient interest, nor so innovative in the national context, as to justify listing. English Heritage recommends that the buildings are fully recorded, and the written schemes for historic building recording which have been submitted do include King's Yard. This is secured by relevant conditions on the recommended permission.
- 59 Regarding conversion of the building to alternative uses, PDT has no reason to doubt that the buildings could reasonably accommodate alternative uses. However, the local planning authority can only consider the merits of the proposals applied for and whether these satisfy the provisions of the relevant Development Plan policies. As confirmed above, the buildings do not merit statutory listing and are not within a conservation area. As will be highlighted below, no suitable alternative sites have been identified to accommodate the CCHP. It is therefore a balance between the loss of buildings which are of local merit and meeting the sustainable energy needs of the Legacy and Legacy Communities development, which as explained elsewhere in this report is in accordance with national and regional planning policy.
- 60 As regards the availability of alternative sites, the current application is based on the more compact Olympic Park and on the associated revisions to the locations of many of the venues, resulting from the extensive review of the Olympic Masterplan which followed the successful bid (see Design and Access section of this report). The 2004 approved site for the CCHP, in PDZ 1, is no longer available as it is being used to locate the 'head- house' in

connection with the undergrounding of power-lines. King's Yard was considered to be the most appropriate alternative location for the CCHP given the revised location of centres of power demand, such as the IPC/MPC, during both the Games and Legacy.

- 61 Some consultees raise concerns relating to environmental issues such as air quality and noise. In particular LB Hackney and LB Tower Hamlets express concern about possible impacts on residential amenity, considering that there is a lack of detailed information about potential noise, and LBTH and the GLA consider that there is a lack of detailed information on emissions.
- 62 On noise issues, construction noise in general is considered to have the most significant impact, followed by short-term nuisance during the Games period. In terms of operational noise, the Regulation 19 response confirms that the CCHP will be designed so as to ensure compliance with BS4142 'complaints unlikely' assessment. CCHP operational noise is included in the assessment of the simultaneous operation of all retained venues, which concludes that there would be a neutral impact, making a less than 0.1 dBLeq contribution to the predicted levels. A condition of the Olympic and Legacy Facilities planning permission requires details of the CCHP, including noise and emissions to be submitted and a further condition requires that Noise levels for installed plant do not exceed those likely to cause complaint as assessed under BS4142
- 63 As regards emissions, the scale of the energy centre means that it will need a licence from the Environment Agency; this will impose conditions limiting discharges. The Regulation 19 request sought
- identification of any localised air quality effects from the biomass boilers and temporary diesel generators. The response is that the ES assessment was 'worst case' with stand-by boilers in operation. Also that emission limits likely to be imposed by the EA licence could be met with a 20m chimney but that as the proposed boilers will have a 48m chimney it will benefit from additional dispersion and further reduce any localised effects at ground level. It is assessed that the only residential area likely to be affected by emissions from diesel generators is Hackney Wick and that any minor temporary effects would not be significant. As mentioned above a condition requires submission of details of emission from the CCHP as a reserved matter.
- 64 Other comments relate to the visual impact of the new buildings. LB Tower Hamlets and LB Hackney point out that this is a prominent location and that they have concerns about the impact of the CCHP building in general, which will dominate the retained building when viewed from the west, and to the chimney in particular, for which extremely wide parameters are requested. Both wish to be involved in consideration of the design of the building.
- 65 The Design and Access Statement acknowledges that this prominent position within the Olympic Park and close to established areas west of the canal requires a sensitive approach and suggests that the scale, form, appearance, materials, and colour palette should reflect its forward-looking and dynamic function and its role as provider of sustainable energy. An approach to design which treats this site with the importance it merits, both in undertaking a sympathetic restoration of the Starch Building and in producing a new building of quality, worthy of the new

sustainable technology it represents, will be required. Detailed design will be secured through conditions.

- 66 The main view of the building is from on and across the canal and it is unfortunate that an extension is proposed here, where it would obscure the original elevation and require users of the towpath to pass under the building. There is concern that whilst the submitted drawing for approval shows this extension as 9m high, level with the eaves and therefore subsidiary in scale to the main building, this represents only the minimum height parameter rather than the 12m maximum which is being sought. An extension on this larger scale would be likely to obscure the whole of the original building and could involve the removal of the roof structure which is part of its character. It is a generally accepted design guideline that extensions to existing buildings, and particularly to heritage buildings, should be generally subsidiary in scale and height in order not to harm the appearance and setting of the original structure (see LBTH UDP policies DEV 1, DEV31). A condition is therefore recommended that the extension should not be higher than the eaves of the original building.
- 67 Another point raised by objectors is a concern that the site is too small for the energy centre, particularly if it needs to be expanded to serve Legacy Communities. The way the building has been scaled to allow for increasing demands is covered above. It is also suggested that the location, although by the canal, is not ideal for delivery of large quantities of biomass fuel, because the large barges normally used for this purpose may not be able to navigate Old Ford Locks. The relatively short length of canal frontage and the absence of any details as to how deliveries would actually

take place across the public towpath is also highlighted. British Waterways, however, supports the proposal in principle and has not identified any technical reasons why servicing cannot be achieved in this case. A condition of the Olympic and Legacy Facilities planning permission requires a Waterways Masterplan and a further condition requires submission of details of proposals to transport materials by water, including proposals for construction of wharves and other handling facilities; to comply with policies such as 3C.24 and 4C.14 of the London Plan. Specific details of (un)loading arrangements at the CCHP will also be conditioned.

Conclusion

- 68 The CCHP proposal raises a number of complex issues. The loss of the existing buildings, whilst regretted, is justified in this instance. The energy centre is fundamentally important to delivering a sustainable Games and Legacy and its provision meets London Plan and national planning policy guidance. The King's Yard site represents the most suitable location for the energy centre within a more compact Olympic Park. On balance therefore, the loss of the local historical interest which these buildings represent is outweighed by the sustainable benefits which would be enabled through developing the energy centre at this location.
- 69 In design terms, the proposal would be a permanent building, in a prominent location, and the nature of the use is one which demands a large functional building. However, there are examples where such buildings, making a feature of their scale and solidity, have in due course become landmarks. The ODA has confirmed that it is committed to delivering high quality design

(Design for Legacy document) and this commitment, together with the conditional requirements (Reserved Matters and Design Framework) and Section 106 planning obligations provide a robust framework to deliver this in this case, in accordance with the provisions of PPS1 and policies DEV 1, 2, 6, 47 of LBTH Development Plan and 4B.1, 2, 6, 9, 10 and 4C.20, 28 of the London Plan.

Support Building

- 70 Also on the site of King's Yard, but not functionally part of the energy centre, is a proposed permanent building (SSB13) fronting Carpenters Road (loop road during the Games). Long and narrow, its maximum dimensions would be 12m wide by 75m long by 24m high. Designed as an office building, with parking, this is initially to be used in connection with the Games but the application also seeks a change of use of the building to employment uses within B1 B2 and B8 as part of the Legacy Transformation.
- 71 The application is in outline, with no details as to the appearance of the building or the arrangement of the uses within. As the proposal equates to a building of at least 6 storeys, part of its function will be to screen all but the chimney stack of the slightly lower energy centre behind. As Carpenters Road will be re-opened after the Games to serve once more as a main route through the area the building will be very visible and a high standard of design is therefore, essential. This will be dealt with as a reserved matter.
- 72 The provision of parking space for the building is an issue which needs to be addressed, particularly in the Legacy Phase. No details of the proposed parking provision

in the Legacy Phases are provided in the outline application. In accordance with the approach proposed with regard to the IBC/MPC Legacy Phase use, a condition is proposed which would limit parking to that in accordance with London Plan standards for employment uses.

- 73 No comments have been received relating to the principle of this particular building other than the general objections to the redevelopment of King's Yard considered above.

Spectator Support Building

- 74 A similarly scaled but temporary building (SSB12), also intended for use for ancillary administration purposes during the Games, is proposed on the site immediately east of SSB13. This does not involve the King's Yard site. Up to 12m wide by 90m long by 20m high this building will be removed after the Games and the site prepared for Legacy Development. No comments have been received regarding the proposal and, as with the basketball venue, its impact will be short term.

Electricity Sub-station

- 75 A permanent structure to be located immediately south of the railway, on the cleared site of a relatively modern building at 132 Carpenters Road, the sub-station as proposed is another long and narrow building which, by its nature is likely to be utilitarian in appearance. Initially described as up to 14m wide by 80m long by 9m high, the recent supplementary information includes amendments to the parameters to increase the potential height of the building to 16m at the west end, to allow for roof mounted cooling equipment.

76 Although it would be lower and less bulky than the energy centre, this building will be visible from the road and it is not known at this time what, if any, Legacy Communities Development may take place around it. No comments have been received regarding this proposal and design will be dealt with as a reserved matter. Although not part of the energy centre as such, its function, form, design and location mean that it will be read as part of the group of utility and employment buildings in this part of the Olympic Park. The design of this and the other new buildings in this location needs to consider the group aesthetic and ensure that they are not simply a piecemeal collection of unrelated structures.

International Press and Media Broadcast Centre (IBC/MPC) PDZ 5

77 The IBC/MPC is proposed to be sited in the north west of the Olympic site, to the east of the River Lea Navigation in the London Borough of Hackney. The proposals are described in summary form in Chapter 2. The relocation of the IBC/MPC to this site from the Pudding Mill Lane area in PDZ 8 is one of the principal changes from the 2004 planning permission. Full details and rationale for the layout changes to the scheme since 2004 are set out in 6.4 dealing with the Design and Access Statement.

78 The provision of the IBC/MPC and its location in this part of the Olympic site is in principle welcome. High quality and extensive media facilities are clearly essential during the Games and their adaptation after the Games to permanent employment uses makes good use of the buildings and provides long term replacement employment uses for the loss of employment land elsewhere on the site.

This proposal is also in accordance with the designation of this part of the site as a Strategic Employment Location in the Lower Lea Valley Opportunity Area Planning Framework.

79 The Centre is to be built on the area formerly known as Arena Fields which is designated as Metropolitan Open Land (MOL) in the Hackney Unitary Development Plan (UDP). Further discussion of policy issues and the question of replacement MOL land can be found at 6.10 dealing with open space. In this location, the principle of building on MOL land is acceptable as an exception to the usual policy on the basis that significant areas of new open space will be created after the Games on land to the east of the IBC/MPC. 6.10 dealing with open space includes figures of existing and proposed open space. The very special circumstances required, in accordance with PPG2, to allow the construction of the Centre in MOL, are considered to have been met.

Townscape and visual issues

80 The proposals are submitted in outline with detailed design and appearance as reserved matters. Proposed dimensions are shown as parameters so that it is possible to assess the general scale of the building. The detailed appearance of the building will be likely to change in the Legacy Transformation Phase although the general scale and amount of floorspace will be very similar. The townscape assessment therefore applies to both the Games and Legacy Transformation Phases.

81 The IBC/MPC is a very substantial complex providing a minimum 120,000sqm of floorspace. CABE suggest that the scale and layout of the proposal is not necessarily

the best one for the Legacy Transformation and the need to integrate the development into the existing community. There is objection from an individual over the scale of the building and its impact on the outlook from nearby residential property and a further individual objection on the grounds that further conference space and media centre is not required. PDT agrees that it will be a design challenge to successfully break up the scale and mass of this building during Legacy Transformation. The CABE comment is essentially one that will need to be addressed at the reserved matters stage. The impact on adjoining occupiers is dealt with below. The detailed uses in Legacy Phase are not fixed and conference and media uses may not form part of them. The media accommodation is a requirement for the Games Phase.

- 82 The parameters are for a complex with a maximum length of 361m and maximum width of 255m. The maximum height of the main area would be 28m with a broadcasting viewing tower of up to 46m at the southern end. It is located on the edge of the Olympic site with a sensitive interface with mainly two storey housing in Hackney Wick on the other side of the Lea Navigation. A photomontage which includes an impression of the scale of the building is provided in the applicant's additional information submitted in May 2007 (Volume 5B Fig 10.48).
- 83 In townscape terms, PDT acknowledges that a building of the scale proposed is substantial and would clearly represent a major change from the outlook currently experienced by residents at the moment. However, PDT considers that a building of this scale can in principle be accommodated at this location as part of an area which will be characterised by other
- large structures and areas of open space. This is true both during the Games and in the Legacy Transformation Phases. The future character of the Legacy Communities development platforms will be established through the LMF, one of the key issues of which will be the consideration of the relationship between the retained venues and the Legacy Communities development (this is provided for in the recommended s.106 legal document regarding the production of the LMF). Much will depend on the detailed design proposals which will need in particular to take into account the observations of CABE as well as breaking down the extensive width and scale of the complex, as indicated on the illustrative Masterplan and will also be informed by the mix of employment uses developed within the venue in the Legacy Phase (the details of which are secured by condition).
- 84 The Environmental Statement (ES) assesses the effect of the proposals on residential areas to the west of the Lea Navigation as major adverse. In part this is because of the loss of the existing open outlook enjoyed by residents across Arena Fields. This adverse effect has to be weighed against other major beneficial effects in townscape terms of development in other parts of the zone. The nearest houses are some 48m from the building and separated by the River Lea Navigation and the proposed Olympic loop road. It is unfortunate that the existing buffer strip between the canal and the former Arena Fields could not be retained. However, the size of the proposed building and the distance between it and existing housing means that its direct impact on residential amenity is, on balance, unlikely to be detrimental and would comply with relevant London Borough of Hackney Unitary Development Plan policies in this respect.

Legacy uses

85 In the Legacy Phase the IBC/MPC is transformed to provide employment floorspace of at least 120,000sqm gross in Use Classes B1, B2 and B8. This covers the full range of business uses, general industrial use and storage and distribution uses. The principle of new high quality employment floorspace is welcomed. The need for flexibility in the permitted uses is recognised although there are concerns over the potential for certain types of employment use. A general industrial use in the whole complex or in parts close to residential property could give rise to concerns over residential amenity. The London Borough of Hackney raises concern over the lack of detail of how the uses might be apportioned and the possibility that the permission could allow a regional warehouse or similar use immediately adjoining the trunk road network to operate with potentially low employment densities. In considering these concerns the designation of the site as part of a larger Strategic Employment Location in the London Plan and the GLA comment that there should a restriction on B1a (office use) needs also to be taken into account. A condition is suggested which will limit the B1(a) office component to 51,000 sq.m net, which is consistent with the EIA and TA assessment and with the London Plan policy approach. The remaining 51,000 sq.m net floorspace is to be limited to research, light industrial, general industrial and warehouse use in accordance with a mix and balance to be approved by the LPA. The GLA also comments about the need to ensure that the design allows for a range of employment uses and not just office type uses. This can be addressed at the detailed design stage.

86 The site will in the Legacy Phase be a suitable one for the scale of employment floorspace envisaged in terms of servicing, access and transport links. Transport investment in and around the site will improve public transport accessibility in the area and support a balanced range of B class uses. The assessment of car parking for Legacy uses including the IBC/MPC is in the Transport section of this report.

87 The back of house area which includes the satellite compound during the Games Phase is transformed in the Legacy Transformation Phase to an area of open space with the intention that a playing field for Gainsborough School (on the west side of the canal in Hackney Wick) can be provided with access by new footbridge F13. This is a welcome and significant legacy which will improve facilities for the local community. This is secured by condition.

Multi-storey car park (MSCP) PDZ 5

88 Immediately to the north of the IBC/MPC complex the application proposes a multi-storey car park (MSCP). An assessment of the MSCP in terms of parking justification in the Legacy Phase is found in the Transport section of this chapter.

Townscape and visual issues

89 The MSCP would not cause any significant effect on residential amenity or sunlight or daylight loss as the end of the building only would be facing residential properties and the position of the building has been amended so that it would now be some 80m from the nearest property.

90 In townscape terms, it will be in a visually prominent position being on the northern

edge of the Olympic site and immediately adjoining Eastway. It will also be clearly visible from the A12. Objections were made by the Hackney Marsh Users Group and the New Lammas Lands Defence Committee to the visual intrusion of the building and the way it would be visually dominant. The scale is large with a particularly long elevation alongside Eastway. The Design and Access Statement submitted with the application stated: 'it is envisaged that this building could be designed to form an architectural statement working within the landscape, defining the northern boundary of the site.' It is accepted that a building of this scale could be satisfactorily designed for this location; however it will remain a challenge to design a building which is functional but not over dominant in this prominent location. The partial conversion of those parts of the multi storey car park not needed for parking in the Legacy Phase could potentially improve the appearance of the building in the Legacy Phase. The strategy for conversion of the building or partial removal in Legacy Phase is covered by a condition.

Legacy uses

- 91 In the Legacy Phase coach parking will remain but the conditions covering legacy parking provision will mean that the car parking element will reduce. This will give an opportunity to convert parts of the building to other commercial uses in the Business Use Class or remove any temporary Games only parking provision).

Handball Venue/ Multi Use Sports Venue (MUSV) PDZ 5

- 92 The proposed handball arena is sited to the south of the IBC/MPC and at its nearest point would be approximately 90m east of

the Lea Navigation. It would have a maximum height of 29m and have a capacity of 10,000 spectators. This venue is proposed to be retained after the Games and transformed into a multi-purpose sport and recreation venue.

- 93 The principle of the siting of the handball venue in this location is acceptable and its retention as a multi-purpose sport and recreation venue is welcome as a significant legacy for the use of local people.

Townscape and visual issues

- 94 A structure of the proposed scale in this location is unlikely to give rise to any serious townscape or visual issues in principle during the Games Phase given that the building will stand alone within the Olympic Park. The detailed design offers an opportunity for a high quality permanent building. A challenge for the detailed design will be to propose a design which can be integrated with the proposed Legacy Communities development indicated for areas to the west, south and east of the arena.

Legacy uses

- 95 The proposed legacy uses are proposed to be those within Use Classes D1 and D2. Class D1 (non-residential institutions) includes use as a place of worship, health centre, education, museums and exhibitions and non-residential training. Class D2 (assembly and leisure) includes use for sports and leisure uses, concert halls, and cinemas. There is no indication at this stage about the management of this venue.
- 96 The likely impacts of the legacy uses are the impact on surrounding residential occupiers of events attracting the venue's spectator

capacity (particularly if evening events) and related access and transport issues. A permanent bridge proposed (H10) would give access to the venue from Wallis Road in Hackney Wick. Parking for the venue is currently proposed to be in the multi-storey car park. The closest residents to the venue are likely to be those occupying the legacy communities' areas which are indicated to be close to the venue. It is recommended that a condition be attached requiring the submission of a noise report to show how the detailed design and management of the venue in the Legacy Phase would minimise noise from within the venue causing disturbance to nearby residents. It is also suggested that operation of this venue be restricted until the hours of operation have been agreed with the Local Planning Authority.

- 97 The London Borough of Hackney has suggested that the use be restricted to ensure a sports legacy for this venue, for example Use Class D2 only. However, Class D2 includes non-sporting uses such as concerts so the use would have to be restricted further to achieve the objective of a sports only venue. Such a restriction would be difficult to justify and would not change the potential residential amenity issues. In PDT officers' view it is more important to secure a multi-use which makes effective use of the venue for the wider community. An individual has suggested that this venue might not be used after the Games and could become like the Millennium Dome has been for some years. The comparison is not considered to be appropriate given the much smaller scale of the MUSV and its location in what will be a new sports and recreation centre of regional significance.

Hockey Venues PDZ 5

- 98 The proposed two hockey venues are intended for the Games Phase only and would be removed as part of the Legacy Transformation Phase. The site of the hockey venues would be incorporated into the main area of public open space. The main hockey venue would have a capacity of 15,000. It would have maximum length of 155m, maximum width of 123m and maximum height of 20m. The secondary hockey venue would have a capacity of 5000 and maximum dimensions of 118m (length), 112m (width) and 14m (height).

Townscape and visual issues

- 99 The hockey venues are sited in the north east of PDZ 5 to the south of the A12 Lea interchange. They will be stand-alone temporary structures and in this location the proposed scale is acceptable in principle subject to consideration of the detailed design, the submission of which are required pursuant to condition on the recommended Facilities and Legacy Planning Permission. The Environmental Statement confirms that there would be no adverse townscape impact from these temporary venues.

Velodrome, BMX and Fencing venues PDZ6

- 100 In the Olympic Games and Paralympic Games Phase, Planning Delivery Zone 6 will contain a Velodrome, BMX venue and Fencing venue, a transport mall and various back of house facilities. The three venues will lie in a linear arrangement, each facing the concourse in order for ease of spectator access and efficient use of back of house facilities. Access to these facilities will be from the northern access point at the Temporary Northern Coach drop off.

101 In the Legacy Transformation Phase, the BMX and fencing venues will be dismantled. A Legacy BMX track is proposed (uncovered) at a location adjoining the velodrome, the maximum built floorspace of which is proposed at some 3,900 sq.m. The Velodrome will be retained with no change in dimensions or capacity or use (that as a velodrome falling within Use Class D2).

102 The parameter drawings submitted for approval show that provision is made for an open space and outdoor sports facilities in the area at the north of PDZ6 and at the south of PDZ7, connected by a land bridge. The area identified for outdoor sports use on the parameter drawings is proposed to accommodate legacy road and off-road cycle facilities, though no specific length of circuit is proposed for approval at this stage (though an indicative 1 mile road circuit is shown).

Velodrome

103 The Velodrome will be a permanent venue at the centre of the Legacy Velopark to the North of PDZ6. It will be a covered venue for cycling will have a minimum built footprint of 12,693 sqm and maximum built footprint of 16,193sq. The maximum physical parameters will be up to 162m long, 127m wide and 58m high. The Velodrome will be at an elevated position and located on the site of the former Eastway cycle circuit. The parameter drawings propose an oval-shaped building which is largely generated as a response to the shape of the track. The building will contain a maximum of 6,000 seats and have a field of play of 6,000sqm, meeting the Olympic requirement. Various facilities associated with the use such as changing facilities and storage rooms will be contained below the seating bowl. The Velodrome will also facilitate the Paralympic

Cycling event, with no change in the parameters of the building proposed.

104 The scale of the proposed velodrome building would not have an adverse impact on its immediate setting or on strategically important views. It would not have an adverse impact upon local conservation areas. Its position, at an elevated part of the Olympic Park would afford it a prominence appropriate to its setting adjoining the A12 and at this part of the LVRP. Detailed design is to be considered at reserved matters stage (captured by relevant condition) and the applicant's commitment to high quality design is the subject of a provision in the proposed 106 legal document.

105 In Legacy the velodrome will be the central element of a velopark including the relocated BMX and new road and off-road cycle facilities which adjoin it. One of the principal issues raised in objection to the application proposals is the suitability of the proposed cycling facilities in Legacy (this issue is also coupled with the interim replacement provision for those lost at the Eastway cycle circuit, which is covered in more detail in the Relocations section of this report). Essentially, the main points of objection are:

- Insufficient space proposed within the site;
- Inadequacies of the facilities for on and off-road cycle circuits;
- Limited consultation on velopark proposals;
- Regard should be had to the 2004 Olympic planning permissions

106 Objections have been received from British Cycling and its regional membership in London, and the South East, the Eastway users Group, a number of cycling groups

and individuals as detailed in the Appendices to this report. British Cycling though is clear in its support for the Olympic and Paralympic Games competition facilities and the masterplan in general, save for the Legacy cycling proposals.

- 107 In terms of the issue of insufficient space, the objectors have stated that the approximately 7 hectares proposed in the application for the velopark, is significantly less than the 24 ha which contained the former Eastway cycle circuit and the 34 ha in the LVRPA VeloPark Document produced in 2004 by the LVRPA. This lack of space, it is claimed, would not therefore allow for provision of a road and off-road circuit which would be comparable to the former Eastway circuit. Particular concerns relate to the potential length (inadequate), layout (tight turns and bends as the circuit is fitted around the velodrome) and quality of amenity (adjoins and crosses the A12) of the road circuit (shown illustratively on the submitted drawings) and that the facilities for off-road would not be dedicated to cycling use (as occurred at Eastway) and would be too small if constrained to the velopark area.
- 108 The applicant has in response, confirmed that at this outline stage, no detailed proposals for the layout and design of off or on-road facilities are presented. These details will be submitted through reserved matters. The applicant though considers that an appropriately designed circuit, following guidance produced by the Eastway Users Group and British Cycling, can be achieved. The applicant has confirmed that the Legacy Park would accommodate a range of sports activities, greater than at the former Eastway site and that, as such, the provision and management of in particular, off-road cycle facilities, will need to be balanced with other formal and informal recreation activities. The applicant has also identified that the facilities at Hog Hill (the interim cycle circuit provision during Olympic Construction and Games phases) would when combined with those proposed at the site in the Legacy Phase, represent an enhanced and improved cycling offer for East London.
- 109 PDT has carefully considered the objections raised on this issue. Relevant policy guidance at PPG17 on new and replacement sports provision confirms that this should be at least as accessible to current and potential new users and at least equivalent in size, usefulness, attractiveness and quality. The aim is to achieve qualitative improvements to sports and recreation facilities.
- 110 On the basis of this guidance, and in the context of an essentially outline proposal with some fixed parameters, PDT considers that the proposed Legacy cycling facilities would improve accessibility for users as a result of the improved pedestrian, cycle and vehicular routes into and across the site and the uplift in public transport accessibility resultant from Olympic related transport improvements. The attractiveness and quality of the Legacy facilities would also improve on the basis of the additional facilities proposed (BMX and velodrome) which were not previously at the Eastway circuit) and the increased parkland setting for the new development. It is though acknowledged that any cycle circuit route would be near the A12, but it is considered that the impact from this main road could be suitably mitigated through the detailed design, landscaping and topography of any new circuit.
- 111 In terms of usefulness, the concerns of the user groups are noted, but again, this is

considered to be largely a matter for detailed design. The applicant has confirmed that relevant cycle circuit design guidance will be used as the basis to prepare future detailed planning submissions. The PDT would consult with British Cycling, the LVRPA, Sport England and other relevant statutory and non-statutory interest groups, in addition to public notification, on the reserved matters and any other conditional submission for the cycle circuit facilities. This will allow for any technical concerns about the detailed design to be considered.

- 112 In terms of off-road facilities, the conflict with other users of the park (i.e. not having a dedicated area for off-road cycling) is acknowledged. This issue, together with the size of the Legacy cycling facilities, is where the relationship of this proposal with the proposed facilities at Hog Hill is pertinent. The latter facility will provide for a dedicated off-road circuit and at 18 hectares, when combined with the 7 hectares at the application site, would represent a comparably sized replacement for Eastway. Quantitatively and qualitatively given the dedicated BMX and velodrome facility, the combination of Hog Hill. Though see below in relation to funding uncertainties, and the application proposals in the Legacy Phase would represent an overall enhancement of the regional and local cycle facilities in east London in the judgment of PDT officers.
- 113 In terms of Hog Hill, which has a permanent planning permission, whilst the LDA is providing funding and support for its set up and initial operation, it is intended that the London Borough of Redbridge would operate and maintain this facility into the Legacy period. The PDT has not been able to secure a commitment from the LDA to providing funding for Hog Hill into the Legacy Phase and as such, whilst there is no reason to believe that Hog Hill will not be funded, maintained and operated by LB Redbridge beyond Legacy Transformation Phase, such off-site provision cannot, in planning terms, be reasonably relied upon. As such, PDT is proposing a condition which requires the provision of a Legacy off-road cycle track to be provided within the site (the details of which are to be submitted to and approved), unless appropriate alternative provision has been made. This allows for proposals to be brought forward either within the site or elsewhere, such as Hog Hill, nearer to the end of the Legacy Transformation Phase. This is considered to be satisfactory.
- 114 Regarding consultation and engagement with the cycle groups and users of the Eastway circuit, as far as the PDT is aware there has been significant discussion with the LDA regarding the Hog Hill site and engagement with the ODA on the proposed Olympic masterplan. It is understood that there will be further rounds of engagement on the detailed design process and there will be the PDT's own statutory consultation process on the reserved matters details. In terms of consultation on this application, PDT did engage specifically with the EUG at round 2 in particular.
- 115 In terms of the weight to be given to the 2004 Olympic and Legacy, inter alia, planning permissions, the objectors refer specifically to Section 5 of the London Olympic and Paralympic Games Act 2006, which states that: 'In discharging functions by virtue of this section the Authority shall have regard, in particular ...
- (c) To the terms of any planning permission already granted in connection with preparation for the London Olympics'

116 In particular, the objectors are referring to the Grampian condition attached to the 2004 Olympic and Legacy Planning Permissions which required an Eastway Circuit Relocation strategy, the specifications of which were to include Legacy provision 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 legacy cycle circuit. The objectors' contention appears to be that this section of the Act essentially requires the ODA as LPA to secure the same provisions on cycle facilities as contained in the 2004 planning permissions.

117 PDT considers that section 5 (5) (c) of the 2006 Act is one of a range of material considerations, albeit one which should be given particular weight, and that regard, in particular has to be had to all of the issues in 5 (5) (a)-(e) which is reproduced in chapter 3 of this report. In addition, all of these provisions have to be balanced with a number of factors which were not pertinent in 2004, including:

- The conclusions of the CPO public inquiry which examined in detail the issue of relocations and the making of the Order by the Secretary of State;
- Other planning permissions and infrastructure consents subsequently granted, such as Stratford City and the power lines undergrounding;
- Progress made on site acquisition and relocations by the LDA;
- Revisions to the Olympic and Paralympic masterplan and site area, as a result of winning the bid; on the basis of increased security, sustainability and design criteria and objectives (including using the residential elements of the

Stratford City permissions for the majority of Olympic village, and minimising the amount of land to be compulsorily acquired).

118 As such, PDT considers that, whilst significant, the weight to be given to 2004 Olympic planning permissions does not on this issue outweigh other relevant considerations which are considered to, on balance, outweigh the concerns of objectors in relation to this issue.

119 On balance, PDT considers that the benefits in terms of an improved cycle offer and safeguarded off-road provision are such to outweigh the objections raised.

120 In terms of other representations: eight letters of support were received for the Velodrome that welcomed the chance for indoor cycling to be brought to London. Lea Valley Youth Cycling Club and British Cycling Eastern Region also welcome the retention of the velodrome.

121 One individual consultation response highlighted concerns about the long-term sustainability of the Velodrome in that it may fail to attract numbers of visitors and may become a 'white elephant'. Another 13 responses comment that the velodrome would not replace the open air cycle circuit of Eastway and object to the fact due to the building size, will limit the other cycling facilities. One response highlighted that the velodrome would not serve local people. Another 2 responses criticised the velodrome for being car dependant and requiring specialist equipment. Individuals from South East Region of British Cycling and British Cycling Federation South East Division as well as 4 individuals comment that the velodrome will shadow the cycle circuit. All these issues have been carefully

considered and are responded to by the other material considerations taken into account as part of the response above.

BMX venue PDZ 6

122 The BMX venue is to be located in the northern section of the PDZ6, to the South of the Velodrome. This will be an open air venue and is a temporary structure for the Olympic and Paralympic Games. The BMX venue will have a built footprint of minimum 9,695 sqm and maximum 13,873 sqm; it will have a maximum length of 150m, width of 124m and height of 16m. The maximum capacity of seating will be 6,000 seats with the field of play at a maximum of 3,000 sqm. The BMX venue will be a flexible structure with tiered seating built into raised topography.

123 The proposed scale of this venue would be acceptable in principle, subject to consideration of the detailed design, the submission of which is required pursuant to a condition on the recommended Facilities and Legacy Planning Permission. The scale of the proposal would not have an adverse impact on its setting or in wider views.

Fencing venue PDZ 6

124 The proposed fencing venue is intended for the Games Phase only and will be removed as part of the Legacy Transformation Phase. The fencing venue will be located south of the BMX venue. It will have a minimum built footprint of 14,250sqm and maximum built footprint of up to 18,426sqm. It will have a maximum length of 166m, width of 111m and height of 33m. The Olympic requirements for the Fencing Hall are for 8,000 seats with the field of play requiring multiple competition pistes with dedicated seating as well as warm-up pistes.

Circulation concourses are also required to ensure suitable crowd movement. The Back of House facilities will be shared with the BMX venue in order to optimise efficiency. The Fencing Hall will have its own Front of House facilities. In the Paralympic Games, the Fencing Hall will facilitate Wheelchair Fencing and Judo competitions.

125 It will be a temporary structure and in this location it is considered that the proposed scale is acceptable in principle. A structure of the proposed parameters in this location would not give rise to any adverse townscape or visual issues in principle during the Games Phase. The venue will be subject to the detailed design being submitted which are required pursuant to a condition on the recommended Facilities and Legacy Planning Permission.

Training facilities, Wind turbine and Hockey/tennis centre PDZ 7

Training Facilities

126 During the Olympic Games, this Planning Delivery Zone will contain the training facilities for swimming and gymnastics. It will host the tennis and archery events for the Paralympic Games. The areas are required for warm-up and for training purposes, outside the specific competition venues. The temporary venues during the Games Phase will comprise lightweight demountable structures.

127 The Paralympic tennis competition will take place in a purpose built facility with 3 show courts holding a total of 8,000 seats and 6 competition courts plus 4 warm up courts. The 13 tennis courts are designed to be close together in order to share facilities. They are located in a north-south orientation in order to minimise glare and shadow on the courts.

The Paralympic Archery event will take place on clear platforms used during the Olympic Games phase for athlete training facilities. PDZ7 contains a cluster of Paralympic facilities and will be closely located to disabled parking facilities on East Marsh.

- 128 The scale of development proposed within this zone is not considered to have an adverse impact on its context or wider setting. Planning permission is being sought in outline, with only floor areas and minimum built footprint being applied for. In total the Eton Manor site will accommodate Olympic training facilities with a maximum floorspace of 62,215sqm.
- 129 These venues will be stand alone temporary structures and in this location the proposed scale and parameters are acceptable. Consideration of the detailed design is captured by the reserved matters condition on the recommended Facilities and Legacy planning permission. The Environmental Statement states that there would be no adverse townscape impact from these temporary venues.

Legacy uses

- 130 This zone will contain hockey and tennis venues as well as allotments for the relocated Manor Garden Allotments Society, the wind turbine and part of the cycle circuit that extends from PDZ6. The land bridge will remain enabling connectivity to the rest of the Legacy Park. The Applicant aims to closely integrate the appearance of the Legacy Indoor tennis and Hockey Centre with surrounding parklands.

Hockey Pitches & Tennis Centre

- 131 The hockey centre will be located on the transformed Paralympic Archery field. The

principle of the siting of the hockey venue in this location is acceptable as a significant legacy benefit for the use of local people. Synthetic hockey pitches are identified in the socio-economic assessment as being of need for the local communities. The principle of developing on Metropolitan Open Land and playing fields is covered in section 6.1 of this report. It is envisaged that the hockey pitches could also accommodate 5-a-side football pitches. It will have a maximum capacity of 5,000 spectators. The hockey venue will have a maximum length of 134.1m and width of 119.2m with 3,800 seats. The hockey stand seating and ancillary uses will be a maximum of 107m long, 84m wide and 18.5m high with 1,200 seats. The legacy hockey and 5-a-side football venue will have maximum physical parameters of 109.7m long and 75.9 m wide with no seating provided.

- 132 The tennis centre will be located to the south of the wind turbine and to the north of the cycle circuit. It will add significantly to the local tennis offer and hence appropriately responds to local need as identified in the ES socio-economic section. Consideration of the impact of these new facilities on open space and MOL in PDZ7 is considered in the Open Space section of this chapter. It will be formed by transforming the Paralympic tennis area to form six indoor tennis courts and six uncovered tennis courts. The indoor tennis provision will have a minimum footprint of 3,800sqm and maximum footprint of up to 5,035sqm. It will have a maximum length of 107m, maximum width of 84m and height of 18.5m. It will include ancillary uses including cafes, retail, administration and a service yard. The outdoor tennis provision will be an uncovered sports and entertainment venue including tennis and

ancillary uses with physical parameters of 96m long and 107.4m wide.

- 133 PDZ 7 lies approximately 300metres from residential properties. The proposed hockey and tennis centre would not, however, have a detrimental effect on the amenities of these properties. The Eton Manor Site has a long history of being used for sport and the potential for intensification of such activity as a result of the proposal is considered acceptable. The use will be predominantly during the day and the details of any flood lighting and boundary fencing to be erected would be used would be appropriately assessed under the condition for reserved matters. Hours of operation and the details of the proposed operation and management of the facility in Legacy is to be controlled through a condition which requires the submission of a Legacy Management Plan for each venue.
- 134 The scale and prominence of the buildings is appropriate for its location adjoining the A12 and within the context of the other retained sports venues in this part of the site, principally the velodrome. The proposal would not be detrimental to the setting of any views or to local context. Design quality is the subject of provisions in the s.106 legal document.

Wind Turbine

- 135 The LB Waltham Forest, GLA, and the LVRPA have raised a number of issues regarding the proposed wind turbine, principal of which are:
- Noise impact;
 - Shadow flicker;
 - Visual intrusion.
- 136 Letters from two local residents have also raised concerns that the wind turbine will be an eyesore, a threat to local wild life such as bats and birds and if permitted conditions be imposed requiring full details of it noise levels, flicker, colour and lighting. Its removal once it is no longer required was also requested.
- 137 Concerns about the provision of the wind turbine were also raised by the GLA and NERL safeguarding, with the GLA wanting appropriate noise limits.
- 138 The wind turbine is proposed to be installed to the north of the Zone. The wind turbine will be up to 130metres in height and include a maximum rotor span of 47metres. It will have an ancillary sub-station and the generating equipment will be incorporated into the turbine tower. The applicant has confirmed that the wind turbine plays an essential part in the delivery of the 20% renewable energy target (covered in more detail in the Energy and Waste section of this report). As such, it represents a tangible symbol of the sustainability of the development at both Games and Legacy phases.
- 139 In terms of noise impact, the ES concludes that background noise in this part of the application site, particularly from traffic on the A12, is such that that the effect of the wind turbine would not harm the amenity of local residents. The ES has assessed this location as being the most suitable within the site against a number of amenity and technical criteria, including access to the grid (and the efficiencies gained in terms of operation/production) and the relatively limited number of residential dwellings between 300m and 400m away.

- 140 Regarding shadow flicker from the rotating blades, an assessment of the turbine has been estimated for 2009 with the shadow flicker impacting on the local residents to the north-east of Eton Manor sports ground (within approximately 500metres of the proposed location for 50 hours per year (during sun setting conditions). It will also impact residential properties to the east of Eton Manor sports ground up to 750metres from the location for 10 hours per year. As stated above, the proposed siting of the turbine has been assessed as being the most appropriate against a range of criteria and whilst this impact on local amenity is regrettable, it can be appropriately mitigated by switching off the turbine at times when the shadow flicker may occur (largely during the parts of the year when the sun is lowest in the sky). This is technically feasible, without being of detriment to its overall generation capability. In order to capture the details of the mechanism for managing this process, a condition is proposed which requires a wind turbine management framework, which will set out in detail how the necessary mitigation is to be achieved.
- 141 Regarding visual intrusion, the ES identifies that it is likely to be most visible from open parks and streets in Leyton. The nearest residential receptors are 300 metres away at Ruckholt Close. The Environmental Statement considers that the effects on this and other more distant visual receptors will vary between slight adverse and moderate beneficial. As stated above, it has been reasonably demonstrated that there are no better alternative locations for the turbine within the application site. A turbine of some 130m in height will be prominent, but will be part of an area of substantial change and set within a context of substantial sports and infrastructure structures. The turbine would not adversely affect any strategically important views and any localised amenity impact is considered to be outweighed by the sustainable energy generation benefits which would result from the turbine.
- 142 Other matters which have been raised include TV reception interference and any adverse impacts upon birds and bats. The proposed s 106 legal document makes provision for before and after reception surveys and the implementation of any appropriate remedial work to resolve problems of TV interference caused by any of the proposed structures. In terms of bats and birds, the ES concludes that the impact is unlikely to be adverse.
- 143 London City Airport, the CAA and related air traffic organisations (NATS and NERL) have raised no objection to the proposal, subject to being consulted on detailed design.
- 144 On balance, it is considered that the impacts of the wind turbine can be appropriately mitigated through conditions on the recommended planning permission which will control shadow flicker and the detailed design and appearance of the structure.

Conclusion

- 145 The proposed principal structures would represent a substantial level of new built intervention in this part of the Lea Valley. Whilst many of them will be highly visible, the proposals are not either collectively or individually, considered to have a significant adverse effect on any strategically important views nor would they significantly adversely affect the local context. In townscape terms, they will have many benefits from the existing site appearance. As such the proposals would satisfy the provisions of relevant national, regional and local planning

policies which allow only for suitably scaled facilities which are appropriate to their context to be permitted.

146 Particular consideration has been given the impact of the proposals on King's Yard and in terms of the residential properties near to both the IBC/MPC and the wind turbine, and the other items set out in this section of the report above. Where necessary, suitable mitigation measures are secured by relevant condition and provided for in the section 106 legal document. On balance it is considered that the proposals are of a suitable scale for their context. Where there would be harm, in the case of the loss of locally interesting historic buildings at King's Yard, the benefits derived from the sustainable energy production are considered to outweigh the loss of some of these buildings in this case. Appropriate detailed design and a commitment to high quality are the subject of provisions in the relevant conditions and recommended 106 legal document.

6.9 Transport

Introduction

- 1 Section 5.2 of this report summarises the transport analysis undertaken by the Applicant and presented in the Transport Assessment (TA) and Regulation 19 response. This identifies the impacts in some areas as positive but otherwise generally minor, with increased pressure when major events occur in the Legacy Phase and the potential for moderate adverse impacts during the Games. These mostly minor overall effects reflect the position that the Applications broadly replace existing land uses with activities that generate similar levels of transport use both during the Construction phases and Legacy Phase, but with higher levels during major events while improving underlying conditions through renewal, upgrading and additional facilities.
- 2 Nonetheless there are a significant number of transport issues that need to be addressed. Some of these are to ensure that the proposals put forward by the Applicant are indeed achieved. The key issues that arise from the analysis presented are:
 - Ensuring public transport access meets the needs of the Development in each Phase and that other users are not significantly inconvenienced
 - Security of delivery of the required transport improvements
 - Maximising access for pedestrians and cyclists and achieving good connectivity across the Olympic Park in Legacy
 - Further measures to maximise use of more sustainable access modes, including Travel Plans
 - Addressing the impacts of Construction, including high levels of HGV access, delivery hours, workforce access, use of sustainable modes and necessary road closures
 - Addressing the local impacts of changes in traffic levels, particularly on priority road users, and dealing with potential pressure on local streets and parking
 - Determining an appropriate level and location of car parking
 - Uncertainties arising from the modelling and assumptions made
- 3 Key to many of these issues is the deliverability of the applicant's proposals and the provision of adequate funding to address areas of mitigation. In addition arrangements are needed to ensure the

transport proposals are effectively managed and appropriate future decisions taken during development and beyond on mitigation and operational issues.

- 4 The consultation on the planning applications has identified a similar range of concerns, although inevitably these are often expressed in more specific terms. Some 35 different organisations commented on transport issues, in addition to comments from over 40 individuals. These are set out in summary and in detail in Chapter 4 and the Appendix 9.1. Key consultation responses have been summarised to include:

- A general desire from the host Boroughs and GLA/TfL to see minimal if any parking provision for spectators at Legacy venues and in particular concern at the retention of the Multi-Storey Car Park (MSCP);
- A desire for good connectivity across the Olympic Park and particularly to the west where the proposed timescale for provision of permanent bridges is uncertain;
- A concern to see specific public transport improvements including improved rail and/or bus access from Waltham Forest and desire to see station improvements, including at Hackney Wick, Leyton and Maryland;
- Concern over traffic impacts on local roads and the potential for increased parking on local roads by cars associated with the Development or its construction;
- Concern that the Development should not prejudice future decisions on Legacy Communities uses and the appropriate Legacy Communities internal transport networks;

- 6 The following sections deal with the key issues above and the proposed response to them.

Public Transport

- 7 Although the Applications do not themselves include major changes in transport arrangements, they have provided a catalyst to major improvements in provision in and to and from Stratford. These include the provision of new station facilities at Stratford, upgrading of the Jubilee line, extension of the DLR to Stratford, North London line improvements, extension of the East London line and the other projects within the Olympic Transport Plan. While these provide particular benefits during the Games their greatest benefit will be in Legacy serving not just the development site but more fundamentally a wider area around Stratford with benefits extending across East London. Accompanying these long-term improvements, for the Games period additional services are proposed to help meet the objective for the Games that the only spectators arriving by car would be disabled people. These include the Javelin service providing direct links to Kings Cross/St Pancras and Ebbsfleet in Kent, dedicated park and ride services and coach facilities in the Northern and Southern Transport Malls.
- 8 During construction bus services affected by road closures will be diverted and arrangements for this and appropriate funding is being agreed between TfL and the ODA. A satisfactory resolution to this is sought and funding either is included within the Section 106 document or, as being sought, under a separate legal Agreement between the ODA and TfL.

- 9 For the Games period, the implementation of the Olympic Transport Plan projects is key to minimise any adverse transportation effects of the Development. These projects are predominantly being implemented by third parties and assurances have been sought from the ODA that there is a reasonable expectation that the OTP will be delivered. A letter from the OTP Group has confirmed the OTP proposals and provided assurance that they will be implemented and the ODA's assumptions are well founded. The OTP is not simply a programme of infrastructure projects. It includes service enhancements that will be particularly important for late evening travel, public transport ticketing and information that aims to both achieve zero car access by spectators (except disabled spectators) and help manage crowding by directing spectators to particular stations and Games entrances.
- 10 Additional projects that are needed to provide satisfactory access during the Games include an access to/from West Ham station and a safe and effective pedestrian crossing of Stratford High Street, both of which are necessary to create the full southern access to the Games. It is proposed that both of these are the subject of conditions on of any permission. In relation to the access to West Ham station, its provision in Legacy cannot be justified to serve the Development but it may be necessary to serve future development sites close to the station. In developing the proposals for Games access, the Applicant will be required to demonstrate that the works facilitate and do not compromise future permanent provision.
- 11 Despite the measures proposed, the public transport network will be under significant pressure during Games, with the DLR and Jubilee line both very busy and crowded.
- However the levels of crowding are considered acceptable given the short duration of the Games. The Games coinciding with lower summer background levels of travel offsets the impact of Games visitors.
- 12 In Legacy Transformation, the pressure on the public transport network is reduced and although the high profile Games specific arrangements will not be in place crowding even during events is less of a concern. Event management plans will be required to address transport issues including local pressures and the need for additional services or more intensive management. This would include Travel Demand management measures and address potential pressure points such as Pudding Mill Lane DLR station that is of concern to TfL. Alongside this, the general transport arrangements are considered acceptable subject to the requirement that appropriate bus services are provided into the Development, good bus facilities are incorporated into the Development, safe and attractive routes are provided to local stations, including Hackney Wick. These will be secured through, respectively, the terms of the Section 106 document OPTEMS provisions or separate legal agreement, as being a part of the Development itself.
- 13 Although a number of consultation responses have sought further public transport improvements, the changes in transport use as a result of the Development generally do not justify making them a requirement of the permission. Nonetheless in finalising bus service changes with TfL (which would be added to the improvements already envisaged as part of the Stratford City permissions) some of the links sought may be brought forward.

Walking and Cycling

- 14 The policies of the Host Boroughs and the London Plan and Mayor's Transport Strategy all place an emphasis on walking and cycling. The Applications generally make good provision and make a number of significant improvements. The new road and pedestrian/cycle networks will be more suitable for cycling and walking and have the potential to provide good connectivity. These are points also made by the London Cycling Campaign, British Waterways as well as the relevant planning authorities. Nonetheless, there are a number of aspects that need to be secured.
- 15 During the Construction Phases, road closures result in the loss of through routes and diversionary routes are required. Key to this is use of the Greenway, which requires improvement to make it a safe and attractive route for pedestrians and cyclists. This is an integral part of the Development proposals and is subject to proposals in the recommended section 106 legal document.
- 16 During the Games, provision for cyclists is made in the Transport Malls and on Greenway. A western entrance for Pedestrians and cyclists is envisaged from Victoria Park. This requires good cycling facilities in the park and a safe and attractive route linking Greenway to Victoria Park. This is proposed and will have an important Legacy role in assisting walking and cycling. The provision is made in the recommended section 106 legal document.
- 17 In the Legacy Phase, internal connectivity in and across the Olympic Park needs to be established. Illustrative drawings submitted with the applications set out options for this but since subsequent development may affect routing, no firm details are provided.
- 18 The Application proposes temporary Games-time western bridges which would be removed after the Games but it gives no timetable for their replacement. These bridges are important in giving connectivity across the Site and particularly to ensure that Hackney and Tower Hamlets have good access to the Park, venues and local employment opportunities. A condition is proposed to ensure the provision of temporary pedestrian and cycle access bridges across the River Lee Navigation until permanent bridges are provided. The latter are also to be covered by a condition which requires delivery, if not done so through early Legacy Communities development.. This is a particular issue, together with general connectivity, raised in consultation.

Legacy Parking

- 19 The Applications include the proposal for the Games and Legacy for a 1300 space multi-storey car park (MSCP) with limited integrated coach parking for 30 coaches. However, no detailed proposals for other parking at each venue have been submitted. During the Games, it is recognised that parking needs to be provided to meet the requirements of the Olympic Family – including the officials, competitors and press and media. During the Olympic Construction Phase limited car access is envisaged and it is proposed that a planning condition sets out processes for any approval of parking in the Olympic Construction Phase.
- 20 Although not specifically applied for, the TA and the Regulation 19 submissions have

indicated the levels of parking envisaged for the Legacy Phase. The parking needs of day-to-day operation, operational requirements during events and the need for any spectator parking at events all need to

be considered. Following discussions including TfL and the local Boroughs, reduced day-to-day and spectator mode shares have been put forward by the Applicant. These proposals are:

ODA Estimate						
Day-to-day		Event Operational ¹			Spectators	
Parking Spaces	Car Mode Share	Parking Spaces		Parking Spaces	Car Mode Share	
		Sports	Other Event			
Aquatics ²	Up to 227	40%	111		130	10%
Tennis	77	40%	n/a		n/a	
Hockey	102	24%	72		469	25%
BMX	13	25%	38		25	20%
Velodrome ³	211	70%	181		223-446	20%
Multi-Sports ⁴	134	40%	186	234	741-852	20%
Stadium	55	10%	314	240	926	10%
Total	819					
IBC/MPC						
Commercial ⁴	130-220					
Total	949-1039					

- 1) For Event Operational, space required for media, etc is expressed in car equivalents. The Operational figures include provision for disabled people at the venues.
- 2) Revised visitor numbers for the Aquatics has suggested parking estimates up to 227 cars compared to the figure of 62 proposed in the TA
- 3) Velodrome users require transport for specialised cycles, which requires a high level of vehicle access by participants in day-to-day use. It is not expected that sufficient parking would be available adjacent to the Velodrome and BMX,

- 4) No specific parking is associated with the Multi-Sports Venue or IBC/MPC that would both use part of the MSCP
- 21 As assessed in the TA and subsequent discussions, the Applicant has put forward a level of parking as set out above for each requirement. It is envisaged by the Applicant that parking for event spectators would only be permitted in the MSCP, with venue parking reserved for users of those venues. Consequently total available spectator parking for all venues as proposed would be

for a little under 1,000 cars, meaning that if there were multiple events then the parking envisaged above for each venue would have to be reduced pro-rata.

- 22 In considering these proposals, there are no relevant standards for venues that can be applied apart from the London Plan policy that seeks to minimise parking in such applications. Hence, with the exception of the commercial uses of the IBC/MPC that comply with the London Plan, it is necessary to judge the applications against the broader policy context.
- 23 The Applicant considers that the proposals they have put forward are challenging and include lower levels of parking than the comparators they have put forward. Indeed the overall provision envisaged would only be sufficient to meet the proposed need of one of the largest venues and other day-to-day needs at any one time. Nonetheless against the background of a ‘car-free’ Olympic Games in the same venues and other possible London venue comparators, any spectator parking except for disabled people could be considered excessive. The Host Boroughs and TfL have generally accepted the levels of parking put forward

for day-to-day use and event Operational needs but have sought an approach of zero spectator parking at all venues.

- 24 In addition to concern over overall parking, specific concern has been expressed over the use and scale of the MSCP. A risk is that even if sections of it are reserved for specific event parking that it would not be sufficiently controlled and be used for general parking.
- 25 On balance, given the policy thrust of the Boroughs and the London Plan, it is proposed not to agree any spectator parking for any venues. It is proposed that a Condition should be placed on the total parking across the Development and parking venue by venue should be based on the higher of day-to-day needs and the event Operational Requirements set out above. The exception to this is the Aquatics where the latest day-to-day figure is well over three times the TA figure. This uplifted figure is not considered to properly represent the profile of the higher overall attendance now forecast by the Applicant, and the Operational figure is proposed to be the limit set. This results in the following parking figures:

Proposed Parking Limits		
	Proposed Parking Spaces	Of Which Reserved for Events
Aquatics	111	
Tennis		
Hockey	179	
BMX		
Velodrome ¹	224	
Multi-Sports ²	234	100
Stadium	314	259
Total	819	359
IBC/MPC Commercial ²		
	220	
Total	1282	359

- 1) It is not expected that sufficient parking would be available adjacent to the Velodrome and BMX, which would also use space in the MSCP
 - 2) No specific parking is associated with the Multi-Sports Venue or IBC/MPC that would both use part of the MSCP
- 26 Based upon these figures a Condition is proposed limiting total parking in the Legacy Phase to 1282 car park spaces. The use of the MSCP would be for the Multi-Sports Centre and IBC/MPC (a combined total of 454 cars), together with providing for any shortfall in Velodrome/BMX venue parking. A condition is proposed limiting the use of the MSCP in Legacy to this figure, together with coach parking for 30 coaches and requiring that the areas not consequently needed for parking can be either converted to other uses or are temporary parts of the structure. In the parking areas for the Main Stadium and Multi-Sports Venue areas as highlighted in the table above would be restricted for use only during major events (259 and 100 car equivalent spaces respectively).

Construction

- 27 As noted above, the road closures associated with the Construction Phases (and Games) requires diversions that particularly affect buses, pedestrians and cyclists. The numbers of HGVs serving the site is substantial but the analysis does not indicate that this is in itself a major concern. However it is important that HGVs are properly managed to ensure they use designated routes as far as possible away from residential properties and operate at less congested times. Together with the Code of Construction Practice, a Construction Transport Management Plan (CTMP) to be approved by the PDT will provide the Framework within which such

issues are managed. The CTMP will also incorporate the requirement for Travel Plans to encourage use of public transport walking and cycling. Shuttle bus services are proposed to ferry workers from local stations, but their detailed arrangements will need to be approved. The operation of the CTMP will be overseen by a Construction Transport Management Group (CTMG) that includes the ODA, the local Boroughs, MPS, TfL and the PDT. This is also monitored by the OPTEMS Group discussed below.

- 28 The way in which the workforce reaches the site will significantly affect the traffic impacts. The ODA is required to carry out monitoring of access mode and car parking to assist in taking any action to address any unexpected impacts, through the CTMG.
- 29 The TA has assessed the Construction impacts on the basis that no use is made of rail or water. A number of consultees have expressed a concern that rail and water use should be maximised. It is proposed that a condition should be imposed requiring details of proposals for using rail and water to be submitted for approval.

Highway Network

- 30 As noted in section 5.2, the highway impacts are based on what is considered a robust modelling approach in the complex inner London traffic context which is being assessed. The approach has been used to identify junction concerns that are enabling Boroughs to be fully involved in developing solutions to the forecast impacts.
- 31 The greatest long-term impacts forecast are associated with the full Legacy Communities proposals that are expected will be brought forward in later applications, rather than being the consequence of these

applications. Indeed, with the exception of the junctions providing access to the site, most traffic changes are small and are not expected to require major highway works with in many cases signal optimisation being likely to be sufficient to address any concerns. Nonetheless during the Construction phases (particularly due to diversions as a result of road closures), during the Games (due to high levels of demand and priority given to Olympic related traffic) and in the Legacy Phase (principally during events) a significant number of junctions that may require action have been identified.

- 32 Alongside this, a number of areas have been identified as discussed in Chapter 5.2 of this report where through traffic or on-street parking as a result of the Development might become a problem. Indicative generic measures have been identified that would deal with these concerns. These measures will be used to deal with the range of concerns expressed by some consultees such as:
- Congestion, delays or safety concerns at individual junctions
 - Delays to buses and provision of bus priority
 - Additional traffic in local streets
 - Development related parking in local streets
- 33 However, given the need to agree appropriate strategies with the Host Boroughs and the uncertainties in forecasting traffic changes it is important to retain flexibility both as to the precise way in which to tackle an issue and to ensure any unexpected concerns can be addressed promptly. It is proposed that the Section 106 document includes an appropriate financial provision that enables the expected

effects to be dealt with and that includes sufficient contingency to address potential additional requirements.

Olympic Park Transport and Environmental Management Scheme (OPTEMS)

- 34 The ODA proposed in the TA the creation of a Group to oversee decisions on, funding allocation and management of the programme of transport mitigation measures. This is the OPTEMS Group. Provisions governing the operation of the OPTEMS Group are to be included in the Section 106 document.
- 35 OPTEMS Group membership would include the ODA, LDA, Host Boroughs, affected Adjoining Boroughs, TfL, TGDC and the PDT. Its principal function would be to consider reports of monitoring information and proposed measures to deal with concerns prepared by the ODA and to agree an annual OPTEMS Strategy of programmed measures for submission to and for the approval of the PDT. Subject to PDT's approval it would determine how the Section 106 fund allocated to OPTEMS mitigation measures should be used against criteria that the measures were reasonably attributable to mitigation of effects of the development. The level of OPTEMS funding is being finalised in discussions with the applicants. A dispute resolution process is envisaged so that differences can be resolved on whether a traffic problem is caused by the Development, though statutory discretion to the extent it cannot be fettered would be unaffected. The analysis in the TA provides identifies areas where attention is needed and the type of measures that might be implemented, with the key role of OPTEMS being to consider how to address these issues and any others arising in relation to the development.

OPTEMS would also oversee the work of CTMG and receive a regular report from it, which will ensure consistency of approach and integration of activities.

- 36 The OPTEMS Group is designed to have a continuing role to the end of the Legacy Transformation Phase, in order to complete and undertake the proposals set out in the application to mitigate the effects of the development proposed. PDT propose a S106 obligation requiring that in the event that mitigation measures have not been carried out by the end of the Legacy Transformation Phase, the LDA will continue the administration of OPTEMS for the purposes of completing such measures. The provisions of the section 106 legal document will regulate operation of the OPTEMS Group into the Legacy Phase as appropriate.
- 37 The structure of the OPTEMS Group is similar to the Stratford Transport Investment Group (STIG) or the Boroughs Consultative Group for the Thames Gateway Bridge, in respect of which LB Newham is a member.
- 38 Transport for London have made a number of observations on the potential way the OPTEMS Group may function and the measures which are within its remit and which may need dealing with separately. The details are being finalised and will be reported on prior to Committee as appropriate.

Other Transport Issues

Access for disabled people

- 39 The Applications put a particular emphasis on ensuring good accessibility both during the Games and in Legacy. To assist in this, a number of groups are being established

and Accessible Transport is a key part of the ODA's Equalities Corporate Commitment.

Travel Plans

- 40 The ODA includes detailed proposals for Travel Plans in all phases of the development. In addition to their initial introduction, in all Phases it will be important for monitoring to take place so that the Travel Plans can be fine-tuned to achieve low car access. During Construction, Travel Plans will be part of the CTMP and during the Games they are a part of the Olympic Transport Plan. In Legacy Phase they will be secured through condition with a Travel Plan required for each venue and other development and a site-wide monitoring and co-ordination role.
- 41 Events and Parking Management Plan Coordination Framework and Venue Event and Parking Management Plans: The impacts of major events can be substantial and multiple events will need to be co-ordinated. This will need to address all transport and other impacts including parking, highway and public transport impacts and integration with Travel Plans. In developing Plans for specific events any needs for additional transport services such as enhanced late night services or park-and-ride services would be addressed. Event and Parking Management Plans for each venue will be secured through the recommended section 106 document.

Modelling and Assessment

- 42 As discussed in section 5.2, new modelling has been carried out and a full validation process undertaken. In addition to wide area modelling, the perimeter junctions, which are the junctions most affected by the Development, have been modelled using

detailed local junction models. Nonetheless modelling can never be absolutely precise. Some consultees have expressed concern at whether the modelling can be relied upon. It is considered that the analysis is robust given the sensitivity analysis undertaken and recognising the inevitable uncertainties in forecasting not just of the effects of the Development but also London wide transport changes to 2012 and beyond. Through OPTEMS, the traffic and travel changes will be monitored and any necessary additional or updated modelling can be secured.

Stratford High Street Crossing

- 43 As noted above, a safe and effective pedestrian crossing of Stratford High Street at the Greenway is vital during the Games. A high quality crossing in Legacy has been sought in a number of consultation responses. Since the appropriate crossing for use during the Games has yet to be determined, a feasibility study to assess the potential for a crossing in Legacy and a requirement to bring forward an appropriate option has been included in the Section 106 document for consideration by PDT at around the same time as proposals for the Games-time crossing.

Loop Road

- 44 A number of consultation responses have expressed concern that the Loop road arrangement within the site for the Games may not be compatible with the envisaged Legacy Development. It has been argued that the Loop road (and pedestrian routes) should only be granted a temporary permission so that it does not pre-judge subsequent development. Given the expenditure required on these roads and the dependence on them of the Legacy

Transformation development it is not considered appropriate to grant temporary permission adding uncertainty to access to the Legacy Venues. Should the Legacy Masterplan suggest that highway changes are appropriate then this can be considered at that time, and a condition is recommended which is the submission of details and delivery of a realigned Loop Road in PDZ4 and 5 to the opening of the transformed main stadium and IBC/MPC in Legacy.

Stratford City

- 45 Provisions in the Section 106 document provide for the OPTEMS Group to liaise with the Stratford City Developer (and similar Stratford City STIG (Transport) Group) to deal with junction improvements where the ODA and Stratford City Developer need to contribute to such improvements is considered sufficient to ensure satisfactory co-ordination with the Stratford City Development. The ODA, LDA and Stratford City Developer will discuss access arrangements to (i.e. outside of) the Stratford City Site where land is controlled by the LDA or ODA, outside of the planning process.

Conclusions

- 46 The Games provides a catalyst to major investment in transport infrastructure which will provide significant benefits across East London. In addition the Development will renew and upgrade road and pedestrian/cycling facilities across and through the site creating improved connectivity and conditions for walking and cycling.
- 47 During the Games the transport networks will be under pressure, particularly public

transport, but this is not unusual during major events and is not long lasting. At other times the effects are generally minor. Conditions and the provisions of the proposed Section 106 document and any separate legal Agreement with TfL for bus services address the concerns that arise from these impacts.

- 48 The OPTEMS proposal and associated funding (which is being finalised) for mitigation provides an appropriate mechanism to ensure effects and potential effects are monitored and suitable solutions developed and implemented with the necessary flexibility. This will enable the key concern over traffic impacts on the local network and adjoining areas to be addressed.
- 49 The Applicant's proposals for Legacy Phase car parking is not accepted and it is considered that no provision should be made for car parking for spectators attending major events. Conditions are proposed to restrict parking accordingly.
- 50 With the Conditions and Section 106 obligations in place, it is considered that the transport impacts of the Development will be satisfactorily regulated and that the public transport schemes associated with the Games will bring significant benefits to East London.

6.10 Open Space Assessment

Introduction

- 1 The principal issues in respect of open space, including those identified by the four Host Boroughs centre around the size, quality and accessibility of the proposed open space provision in the Legacy Phase, and how this will be secured. The ES

assesses that during Olympic Construction and Games Phases there would be an adverse impact resulting from a temporary loss of open space. Whilst there would be a beneficial impact following the Legacy Transformation Phase, the principal issues raised by consultees relate to the following:

1. Quantity.
2. Quality: i) Layout;
ii) Connectivity;
3. Metropolitan Open Land;
4. Management and Funding.

- 2 A wide range of bodies have expressed concern on these issues, including the following: the GLA, CABE, London Thames Gateway Development Corporation, Natural England, Sport England, Lea Valley Regional Park Authority, London Playing Fields Foundation, London Play, University of East London, Newham Primary Care Trust, Water City Group, Lea Valley Youth Cycling Club, British Cycling Federation, Tri London, New Lammas Lands Defence Committee, Forest Gate Community Forum, Hackney Environment Forum, and Team Economic Energy. In addition 25 individuals made representations. Many of the comments also relate to the issues surrounding Eastway Cycle Circuit, Manor Garden allotments, and the temporary loss of East Marsh which are addressed in other relevant sections of this report.

Quantity

- 3 The Olympic Site as it currently stands includes approximately 90ha of open space. Much of the 90ha is poor quality, arising from the industrial character of its historic use, and the dominating presence of electricity pylons. Much of the site is also inaccessible, due to fragmentation by the numerous waterways, roads and railways

which cross it. Rather than creating a coherent network of open space there are poor links both within the site and to surrounding areas, including Hackney Marshes to the north and Victoria Park to the west.

- 4 The intention is that the new Olympic Park will provide extensive and attractive open space to form a central, unifying element for the Olympic and Paralympic proposals. It will also help to provide a link to connect the Lea Valley Regional Park to the site's waterways and parkland through to the Thames to the south.
- 5 The present Olympic Site is smaller in area than that proposed in 2004. This reduction in site area is based upon the utilisation of the Stratford City planning permission to provide the majority of the Olympic village; a review of the site security, the reconsideration of the location for the Games venues in light of sustainability, urban design and crowd control issues; and a minimisation of the compulsory purchase of businesses and land. This has resulted in a Site area of 246ha, compared to 274ha in the 2004 scheme.

- 6 One of the main concerns of the Host Boroughs is that the amount of open space to be provided under the present scheme falls short of that to be provided by the 2004 permissions. The 2004 consents were calculated to contain 126.7 ha of open space. The present scheme is calculated to contain 102.3ha of open space. The proportion of the Site given over to open space is broadly similar; however in each case: open space comprised 46% of the 2004 site and 41.5% of the present Site. The proportion of the site comprising open space increases to some 45% (110 ha) if additional space comprising the main stadium is counted. LB Newham has commented that this amounts to a smaller proportion of a smaller site being open space and remain of the view that the proposed area of open space is deficient. They state that without knowing the quantum of residents within the Legacy Communities development, it is difficult to estimate the open space required in the future, so that development of the Legacy platforms may exacerbate an existing open space deficiency within the Borough. LB Newham therefore recommends the area of open space should be equal to that provided by the 2004 approval and should adhere to a standard of 1.1ha per 1000 population.

	2004 Planning Boundary Lane, ha	Legacy Open Space, ha	% of site
Total	273.7	126.7	46%

	2007 Planning Boundary Lane, ha	Legacy Open Space, ha	% of site
Total	246	102.3	41.5%

- 7 However, in response to this it should be noted that the open space estimate for the 2004 scheme was for the entire site, including those areas to be developed at the Legacy stage. It also included the Olympic Village open space in Stratford City

which is now outside the application site. The present application does not seek permission for development of the 'development platforms' to be created at the Legacy Transformation Phase. Development of these areas, to form

'Legacy Communities', will be guided by the Legacy Masterplan Framework (LMF), which is the subject of part of the recommended s.106 legal document and prepared in partnership with the Host Boroughs. Therefore, the present, 2007 open space figure of 102.3ha is likely to be augmented during the Legacy Phase by the additional open space which will come forward as an integral part of these new Legacy Communities. The recommended legal document requires the LDA to prepare and promote the LMF, which will be specifically required to address the provision and location of open space within the development platforms. It is estimated that if the same proportion of open space is assumed for the present Legacy proposals as was included in the 2004 scheme, then the total area of open space created post 2012 is likely to be comparable to that proposed in 2004. The Boroughs will have involvement in the preparation of the LMF, which will have regard to the open space standards set out in the Borough's existing and emerging Development Plan documents.

- 8 The fact that the proposed development does not secure exactly the same as the 2004 Olympic planning permissions is not, in any event, the over-riding consideration. Whilst the 2004 consents should be given particular weight, and the PDT has had particular regard to these, they do not themselves outweigh other considerations. As has been explained elsewhere in this report, a number of changes have been made to the masterplan and a number of events have occurred since 2004, all of which are to be weighed in the balance. Fundamentally, the applications propose a quantitative and on the basis of the objectives set out in the Biodiversity Action Plan framework and Design and Access

Statement (not part of the planning application but a supporting document) a qualitative improvement in the open space provision at the site and hence would satisfy the guidance in PPG17 and the relevant Development Plan policy provisions.

- 9 In terms of Newham's 1.1ha per 1000 population standard, the information submitted pursuant to the Regulation 19 request explains that at 2021 the area of public open space in the 'Inner Impact Area' will amount to 2.3ha per 1000 population. This compares to the 'Do Minimum' scenario (a baseline consisting of existing, consented and committed development at 2006) of 2.1ha per 1000 population at 2021. The Inner Impact Area is defined as a buffered area 1km from the boundary of the Lower Lea Valley Opportunity Area Planning Framework, and is used to take account of the fact that a large open space such as the Olympic Park will have a wider catchment area than the Olympic Site itself. During the Legacy Phase, therefore, there will be a greater amount of public open space per 1000 population than compared to the Do Minimum baseline.
- 10 In terms of a mechanism to ensure that the stated 102ha of open space/parkland is provided, a condition is recommended to state that at least this amount shall have been provided and available for public use at the conclusion of the Legacy Transformation Phase. It also requires such provision to be consistent with the criteria for MOL (see below for detailed consideration of this issue).
- 11 The scheme will provide a greater quantum of open space in the Legacy Phase than at present (90ha at present). On balance, therefore, the proposal represents a significant enhancement of the open space

environment in the Lower Lea Valley and thereby accords with the relevant Development Plan policies.

- 12 Following review of the further information submitted pursuant to the Regulation 19 request, Tower Hamlets consider that the most favourable outcome for the Borough will be to ensure that the open space to be provided is of the highest quality and is accessible to surrounding communities. This is secured by relevant conditions and provided for in the 106 legal document obligations relating to the LMF production, provision of legacy bridges and routes into and across the site.

Quality

- 13 The second main concern of the Boroughs is the quality of the open space to be provided. This concern focuses principally on two issues: layout and accessibility/connectivity.

Layout

- 14 LB Newham, in particular, has expressed concern that the southern end of the Legacy Park (defined as the area south of the CTRL Box) will offer poor quality space due to being squeezed by substantial areas of surrounding development platforms. It should be recognised that the narrower areas at the southern end of the Park are part and parcel of the overall design approach, which contrasts the larger more expansive open space at the northern end of the Park with the more linear areas adjacent to the waterways and main venues at the southern end of the Park. LB Newham's concern is that the open space here would be unduly constricted and result in narrow areas which would only serve as a setting for built development rather than

form a cohesive area of parkland with its own identity, where Park users could experience a sense of openness. LB Newham notes that the character of this southern end of the Park will be reliant on sympathetic development of the adjacent development platforms, particularly in PDZ2 and 3, and state that they wish to see additional open space within these platforms to widen the Park in this location and improve its quality.

- 15 Whilst acknowledging that the linear character of the proposed open space, which would be some 30m in width adjoining the watercourses, forms part of an appropriate variation in open space and landscape condition across the Olympic Park, the PDT does share some of the concerns expressed. However the PDT is of the view that the most appropriate mechanism to consider and plan for the future open space requirements within the development platforms in PDZ's 1, 2 and 3 is the LMF. The proposed 106 legal document provides for the production of the LMF and that the issue of open space provision within the development platforms is one of the key issues which it will address. The PDT considers that this is a satisfactory way of addressing this issue.
- 16 It should be made clear that the boundaries of the development platforms shown on the submitted plans should not be considered as hard, built-up edges to the Legacy Communities Development. As stated in the Integration section of the report, the LMF will guide development of these areas to ensure that adequate open space is provided within them and that the transition between development platforms and the open space of the Park is sensitively treated.

Accessibility/Connectivity

- 17 The Host Boroughs and a number of other respondents have expressed concern that the Park will not be overly accessible, and that the development platforms appear to provide a barrier cutting off links to the Park from surrounding existing communities. They stress the need for integration and highly permeable connections to local communities during the Legacy Phase. There is particular concern at the potential barrier effect of the Olympic loop road, and a particular lack of connectivity to Hackney Wick and Tower Hamlets to the west. There is also a concern raised regarding the need to ensure that the Greenway has uninterrupted access across Stratford High Street to provide a direct and desirable thoroughfare and a link to connect back to the Greenway. These issues are all considered in detail in the Connectivity and Permeability section of this report.
- 18 In terms of quality, the PDT is proposing to capture the applicant's aspirations for high quality design through the 106 legal document and conditions which require the submission of an Urban Design and Landscape Framework and detailed landscape proposals. On the basis of the drawings and supporting planning application details, PDT considers that the use of planning conditions and the legal document can suitably provide for appropriate qualitative uplift in open space at the site.

Metropolitan Open Land (MOL)

- 19 Metropolitan Open Land is a designation unique to London and protects strategically important open spaces within the built environment. MOL has the same status as Green Belt in terms of protection from

development and serves a similar purpose. It performs three valuable functions:

- Protecting open space to provide a clear break in the urban fabric and contributing to London's green character.
 - Protecting open space to serve the needs of Londoners outside their local area.
 - Protecting open space that contains a feature or landscape of national or regional significance.
- 20 A number of areas currently designated as MOL will be temporarily developed for other uses. These include East Marsh (temporary transport mall and accreditation), Eton Manor (Olympic training area), and Temple Mills/Eastway Cycle Circuit (temporary cycling and fencing venues). Some 32.51ha of designated MOL will be temporarily developed for other, non-open space uses but will revert back to open space during the Legacy Transformation Phase.
- 21 A total of 15.5ha of currently designated MOL will be permanently developed for other uses and would be unlikely to retain its MOL status in any future review of MOL status as part of the production of Local Development Frameworks by the Host Boroughs.
- 22 The applicant has stated that the new open space to be provided at Legacy will be of a quality, scale and function consistent with the London Plan criteria for MOL designation. Policy 3D.9 of the London Plan states as follows:

'The Mayor will and Boroughs should maintain the protection of Metropolitan Open Land (MOL) from inappropriate development. Any alterations to the boundary of MOL should be undertaken by

Boroughs through the UDP process, in consultation with the Mayor and adjoining authorities. Land designated as MOL should satisfy one or more of the following criteria:

- Land that contributes to the physical structure of London by being clearly distinguishable from the built-up area.
- Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism which serve the whole or significant parts of London.
- Land that contains features or landscapes of historic, recreational, nature conservation or habitat interest, of value at a metropolitan or national level.
- Land that forms part of a Green Chain and meets one of the above criteria

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

- 23 The responsibility for designation of MOL lies with the Boroughs through the adoption of their LDF documents. The ODA as LPA has no plan making powers. The PDT can ensure delivery of open space in Legacy which, in its opinion, would meet the criteria for designation as MOL but it cannot guarantee the MOL designation. That is for the Host Boroughs to consider and confirm. The PDT though can require that the proposed 102 hectares of open space be provided at the site in accordance with the approved drawings and be in a form which would satisfy the MOL criteria.. Following careful consideration of the proposals submitted with the applications, the PDT considers that the open space typologies

proposed would be capable of meeting MOL designation. On the assumption that all of the new open space is suitable for designation and would be so designated (though the later cannot be guaranteed) there would be a net increase of 31.8ha MOL over the existing provision.

- 24 Waltham Forest have commented that although they have no objection to the Legacy sports facilities to be provided at Eton Manor they object to the adverse impact on the openness of MOL here arising from the proposed allotments, the car parking shown sited between the allotments and the sports facilities, and the provision of a telecommunication mast and associated equipment. They also object to the visual impact of development ancillary to these uses including security fencing and sheds associated with the allotments.
- 25 It is accepted that there will be a loss of openness as a result of permanent structures and car parking. However, that loss of openness should be seen in the context of an overall gain in publicly accessible open space throughout the Site and an overall increase in land with the potential for designation as MOL. The allotments to be created at Eton Manor at Legacy are in principle an appropriate MOL use, and the area will also contain open air hockey and tennis facilities. It is therefore considered the area will have the potential to comply with the tests set out in London Plan policy 3D. It should also be noted that the area's public accessibility will be enhanced through its linkage to the rest of the Legacy Park by the northern land bridge. Details of the design and appearance of allotment related structures and fencing is to be controlled through a condition which requires these to be approved by the LPA.

- 26 In terms of the telecommunication mast, a condition is proposed which would only allow erection of the mast for a temporary period until Legacy Transformation, but only after it can be demonstrated that no other options for siting exist, including where it is not possible to incorporate equipment into the permanent new buildings. If this is the case and a mast needs to be erected at Eton Manor, this will be for the Games period only and the same condition will require the mast's location, design and appearance to be the subject of further approval.
- 27 The development on land designated as MOL not for the purposes identified above, would constitute inappropriate development, contrary to government guidance in PPG2 Green Belts and relevant Development Plan policies. In this case, it is considered that the hosting of the Olympic and Paralympic Games and the regeneration benefits that would result from this, combined with the creation of a larger and more contiguous area of open space and improved linkages with the Lea Valley Regional Park are considered to satisfy the very special circumstances required to justify inappropriate development of MOL, in accordance with PPG2. Although there will be a loss of openness and function in some of the designated MOL during the Olympics Construction and Games Phases, an overall increase in land with potential for designation as MOL is proposed and such land is secured, as far as reasonably possible, by condition.
- 28 LB Newham and other respondents have expressed concern that appropriate and effective mechanisms are put in place to ensure a clear and coherent vision and effective long term management of the Park. Along with the Greater London Authority, they wish to see a Park Management Plan put in place which should be developed in consultation with partners and stakeholders.
- 29 The recommended section 106 legal document commits to production of a Legacy Park Management Plan to secure a clear vision and effective management of the Park in the long term. In addition, a recommended condition requires submission and approval of detailed arrangements for the transfer, management, funding and maintenance of all retained venues and the public realm within the site, prior to commencement of the Legacy Transformation Phase.
- 30 LB Newham wishes to see the Park become a key cultural and visitor destination, incorporating both regional and local facilities incorporating places to play, educate, promote physical activity and hold events. These aims can be taken forward through the proposed Legacy Park Management Plan and through the detailed design of the Park in Legacy.
- 31 In addition to the Boroughs, a substantial number of bodies, including Forest Gate Community Forum and Hackney Environment Forum amongst others, and a considerable number of individuals have expressed concern regarding open space provision. These concerns centre principally on the size, quality and accessibility of the open space to be provided, particularly at the southern end of the Site, and loss of MOL. In terms of MOL it is considered the very special circumstances test of PPG2 is met both by the development, it being required for the hosting of the Olympic and Paralympic Games and in the longer term by virtue of the overall increase in land with

Management

- 28 LB Newham and other respondents have expressed concern that appropriate and effective mechanisms are put in place to ensure a clear and coherent vision and

potential for designation as MOL (from 70.5ha to 102.3ha), which will be secured by condition.

item for inclusion in the LMF in the recommended section 106 legal document provisions.

Conclusion

- 32 The proposed development would follow Legacy Transformation result in an increase in the quantity and improvement in the quality and accessibility of open space within the site. Whilst there would be a loss during the Olympic Construction phase; this is more than adequately mitigated by the amount of new provision proposed in the Legacy Phase. The hosting of the Olympic Games and the substantial lasting legacy which would result would constitute very special circumstances to allow for the inappropriate development of MOL in this case.
- 33 Whilst the applications propose a lesser amount of open space than that included in the 2004 Olympic planning permissions, there would still be an increase in the amount of open space provided at the site in Legacy and together with improvements in the quality and accessibility of this space, would outweigh concerns about the proportion of the site given over to this use.
- 34 The quality of this new space will be secured in the 106 legal document and by conditions requiring approval of an Urban Design and Landscape Strategy and a Biodiversity Action Plan; by conditions requiring the detailed design of the park; and by the terms of the legal document which will require preparation of a Legacy Masterplan Framework. The LMF should directly address issues of permeability and provide for key routes into the park following Legacy Transformation. A suitably planned relationship between parkland and the development platforms is also set out as an

6.11 Relocations

Introduction

- 1 This section considers the planning issues related to the relocation of existing occupiers of the site, either in interim, pending re-provision at the site in the Legacy phase, or in full. Letters of representation have been received from a number of the individuals or groups affected by the proposed relocations and these are identified, together with the key issues, in the relevant sections below.
- 2 The public inquiry into the compulsory purchase of the land within the site considered in detail the planning issues associated with the relocation of existing occupiers of the site. In confirming the CPO in December 2006, clear principles were established regarding the weight to be given to the impacts associated with relocation when weighed against the benefits which would be derived from the hosting of the Games.

Context

- 3 The LDA has undertaken the task of site acquisition, land assembly and the relocation of occupiers from the application site. The LDA has stated that it has attempted to secure, as far as possible, land interests through negotiation and to achieve the successful relocation of occupiers. The LDA used Compulsory Purchase powers to assemble the land within the application site when required and in cases where agreement could not be

reached with landowners. The Compulsory Purchase Order (CPO) was made on 16 November 2005 and a public inquiry was held between May and August 2006. The CPO was confirmed in December 2006. The majority of occupiers were to have moved from the site at the beginning of July 2007.

Former Eastway Cycle Circuit

- 4 The former Eastway Cycle Circuit is located just South of the A12 and to the East of the River Lea. The Eastway Cycle Circuit Site, which was being used by cyclists under landowners permission, ceased use as a cycle facility in November 2006 to allow for early enabling works to commence at the site.
- 5 The LDA has undertaken to provide a replacement cycle facility pending the provision proposed in the Legacy Phase in the planning applications. The LDA has worked with the owners and operator of the Eastway Cycle Circuit, the Lea Valley Regional Park Authority (LVRPA) and the cycle users to put in place alternative arrangements for the operation of its services. The initial favoured option by the LDA was at Rammey Marsh in Enfield, which, had it been acceptable to the users, could have been provided within a shorter timescale. However, after consultations with the users, there was agreement that a location within the LB Redbridge, at Hog Hill, would be preferable in terms of the facilities which could be provided.
- 6 The Hog Hill facility has been given planning permission and will provide a relocation site which is approximately 8km from the location of the former Eastway circuit. The facility comprises some 18 hectares and is of sufficient size to provide for both on and

off-road circuits and for mountain biking. The facility is proposed to be managed and maintained by the London Borough of Redbridge following initial investment of funding to establish the facility by the LDA. It is intended that the LB Redbridge will permanently manage, fund and maintain the facility into the Legacy phase.

- 7 The Hog Hill facility is unfortunately not due to be opened until late 2007. Temporary interim provision at a location in the Royal Docks was pursued and planning permission obtained by the LDA in April 2007. However, the LDA no longer intends to implement that proposal. The LDA has worked with British Cycling on other options for the interim enhancement of cycling facilities including the funding of events and support for other venues in London and the South east.
- 8 PDT has received a number of representations on the issue of the replacement provision of cycle facilities both in interim and in Legacy. This includes objection from British Cycling and its regional membership in London and the South East, the Eastway Users Group, a number of cycling groups and individuals (186 responses were received in round 1 and round 2 regarding cycling as detailed in the Appendices to this report). The principal objections relate to the proposed re-provision of facilities within the Olympic application site in Legacy. These issues and objections are considered in detail as part of the assessment of the proposed velodrome and related facilities in the Principal Structures section of this report.
- 9 The comments regarding interim provision are largely those related to the length of time taken to develop the Hog Hill site. Whilst it is acknowledged that this was

- accepted as being known when Hog Hill was identified as the preferred option, nevertheless there is frustration that there has been a gap in continuity of provision which will last for approximately 12 months.
- 10 The work undertaken on interim provision by the LDA has been pursued in connection with the CPO and any commitments given or identified as part of that process. Given the progress made in terms of identifying a site, obtaining planning permission and making available LDA funding for the proposal, it is not considered appropriate to attempt duplicate that process through this planning permission. It is already appropriately dealt with through the CPO process.
 - 11 Regarding permanent provision, the PDT has been unable to secure longer term funding from the LDA for the Hog Hill site, in particular during the Legacy Phase. The combination of facilities at Hog Hill and those proposed at the application site in Legacy would represent both a qualitative and quantitative improvement in cycling facilities, sufficient to satisfy relevant policy guidance. In the absence of securing provision off-site, in particular for an off-road facility, the PDT is proposing a condition which requires Legacy provision of such a facility within the application site, unless a suitable alternative is identified. This is considered to suitably secure an appropriate on-site replacement provision for that of the former Eastway circuit.
- remediation, significant earth re-profiling and construction of Olympic concourse and parkland. The extent of the earth reprofiling is such that the allotments cannot remain at its current location during the Olympic Construction Phase nor would it be possible to maintain a safe access for users. During the Games Phase, the site would lie within the ticketed zone also making access impractical.
- 13 The LDA has identified an alternative site in consultation with allotment holders, at Marsh Lane in Leyton which is 1.5km from the current site. This was granted planning permission by London Borough of Waltham Forest on 12th June 2007 and it is estimated that the Site will be ready by September 2007. The permission is for a temporary allotment facility until 31st December 2014, in order to coincide with the anticipated timescale for the provision of permanent allotments within the Olympic Park on the Eton Manor Site (PDZ7).
 - 14 Whilst the new site on Marsh Lane is being prepared, a limited number of allotment holders will have restricted access through Waterden Road to their existing plots in order to remove produce and possessions until the end of the current growing season, i.e. the end of September 2007.
 - 15 In terms of consultation response, forty eight individual responses were received objecting to the loss of the Manor Garden allotments, questioning why they need to be moved. A number of organisations have also objected on these grounds including Hackney Marshes Users Group, Eden Local Agenda 21, Skimmingdish Allotment Society, New Lammas Lands Defence Committee, Manor Garden Allotments Society, Weald Allotment Holders Association, Hackney Environment Forum,

Allotments

- 12 The Manor Garden Allotments are located east of the River Lea and west of the former Eastway Cycle Circuit with access from Waterden Road. The allotments must be relocated from the current site in order for

London Borough of Tower Hamlets and London Thames Gateway Forum. Many of these consultation responses refer to the proposals contradicting PPS1. Manor Gardens Allotment Society submitted objections and a petition with 6,390 names that objects to the loss of Manor Garden allotments which has a detrimental social and environmental impacts and loss of community and amenity for local people, no mitigation for loss of amenity, loss of natural habitats, historic topography and landscape character.

- 16 In response, the PDT acknowledges that the loss of the existing Manor Garden allotments is an emotive issue, given its long history. In planning terms the sustainable benefits derived from locally grown food are also acknowledged. However, in line with relevant local planning policies on allotments, in this case replacement provision is being made both in interim at the temporary site in LB Waltham Forest, and in terms of the re-provision within PDZ7 in Legacy. The detailed design and final size of provision in Legacy Phase will be determined through subsequent reserved matters submissions, but the new allotments will be at least equivalent in terms of site size and facilities. Relevant conditions require provision before 31st December 2013.
- 17 The location for the allotments has been chosen on the basis of the characteristics of the use, the need for a dedicated area of land not shared with other open leisure uses) and means of access and availability of car parking to service the allotments. Whilst it is not in the same location within the site, in any large development project of the scale and complexity of that proposed in this case, there will regrettably be some occasions when there may have to be solutions which are not fully acceptable to those involved. The PDT has considered the matter carefully and has concluded that it is neither practical nor safe for the allotments to remain in their current location during all phases of the Games, including Legacy Transformation. Officers consider that the LDA has sought to provide alternative allotments both off-site in interim and then back within the application site within a reasonable distance of the present Manor Garden allotment site, and that this forms an acceptable solution in the context of the development as a whole.
- 18 Regarding other responses, the London Wildlife Trust welcome the net gain of allotments provided within the Olympic Park as there will be opportunities for biodiversity within and around the allotment site. Two individuals also welcome the provision of allotments in the Legacy Phase.
- 19 A number of responses refer to inadequate consultation with allotment holders in terms of re-provision in the Legacy Phase. This has been carried out by the LDA pursuant to the CPO process and is not a matter material to the consideration of these applications.
- 20 Two individuals comment on the unsuitability of Marsh Lane as a temporary relocation site. This has been appropriately assessed by the London Borough of Waltham Forest planning committee in June 2007 and is not for the PDT to comment upon.
- 21 The London Borough of Waltham Forest objects to the provision of allotments within their Borough as a replacement provision on playing fields. They have requested that if they are permitted in that location then certain conditions be added to a permission

in regard to the allotments, seeking for further information on fencing, materials, types of buildings and position of communal compost and heaps. The loss of playing fields at Eton Manor is more than off-set by the improvement to both the quality and quantity of sports, leisure and open space provision which would result from the proposed development. It would satisfy the tests of relevant policy guidance regarding new sport, leisure and open space provision. The provision of allotments would be consistent with the current MOL designation of the playing fields. Conditions are proposed which require the submission of the details of ancillary structures, boundary fencing and communal compost heaps in accordance with the Borough's request where appropriate.

Businesses

- 22 The principle of the loss of the businesses which were located within the Olympic CPO boundary is one that has largely been considered in detail at the CPO public inquiry. It was also considered to be acceptable in principle in the consideration of the 2004 Olympic planning applications. In both instances the net employment benefit derived from all phases of the Games, together with the potential for further employment generation from related regeneration in this part of the Lower Lea Valley was considered to outweigh the loss of the business and jobs within the site
- 23 By the end of June 2007, 177 of the former businesses at the site had confirmed relocation sites. The LDA expects a further 15 to be relocated by 2009, with 185 having confirmed alternative sites. These businesses account for 97% of the former jobs within the Olympic Park area. As such, the direct loss of employment through
- 24 The net employment benefit of all phases of the development has been estimated in the ES to be around 5,000. Whilst it is acknowledged that these new jobs are likely to be sectorally different from some of the specialist waste and industrial jobs which were a characteristic of the site, nevertheless this represents an increase. This together with the uplift in employment generated by Legacy Communities development would be such to outweigh concerns about the loss of existing employment land and businesses.
- 25 Whilst a good deal of the site is designated for employment use, both locally and regionally, there is strategic support for the Olympics at Policy 3D.5 of the London Plan and policy 3B.5 regarding Strategic Employment Locations does allow for the release of land in light of strategic and local assessments of industrial land. The LLV OAPF, the most up-to-date expression of Mayoral guidance for this strategically important area is based upon an Olympic land use assumption, based on the 2006 version of the site masterplan. As such, the proposals are considered to accord with the relevant provisions of strategic policy and guidance.
- 26 The proposed B class employment use of the IBC/MPC in Legacy is welcomed as a necessary part of the future mixed use of the site and suitably responds to the SEL and UDP employment designations. Whilst the GLA is concerned about a potentially high amount of office space which could
- closures as result of the proposed development is relatively limited, though of course not all of the relocations are to be within the East London sub-region and as such there would be some additional leakage of employment away from the area.

- potentially be accommodated within the 120,000 sq.m gross building, this is largely based upon accessibility and potential impact on existing strategically important office locations, and a suitable condition is proposed which limits the amount of office floorspace (to approximately half of the net floorspace – 51,000 sq.m). The LB Hackney conversely welcomes the proposed provision of office floorspace and is seeking to limit the introduction of B8 class warehouse accommodation. In proposing the condition, PDT considers that this strikes a suitable balance between the two authorities. The balance of the building's floorspace, in terms of light industrial, general industrial and warehousing is to be determined and agreed with the LPA as part of the condition limiting the use of the IBC/MPC in Legacy. This appears to be an agreeable approach to both the GLA and LB Hackney.
- 27 In terms of other consultation responses, these have been limited on the issue of employment loss. A number of consultees have identified the issue of training and local labour schemes in their response. This issue is considered in detail in the Employment and Training Section of this report.
- 28 On balance, it is considered that the net employment benefits and the wider catalytic effect of the Olympics on the economy of East London is such to outweigh the loss of businesses at the site. The LDA has undertaken a business relocation strategy in accordance with its economic role as the Regional Development Agency, but also in light of actions and commitments generated by the CPO inquiry and Secretary of State's confirmation of the Order. Given that this work is substantially advanced, it is not considered appropriate in this instance to secure relocations through these planning applications.
- ## Residents
- 29 The Olympic proposals require residents from the Clays Lane Estate to be relocated in order for the homes to be demolished in order to prepare the site for redevelopment as part of the Olympic facilities, including new housing which would be used for athlete's accommodation during the Games. The latter residential redevelopment, is the subject to a separate planning application submitted by the applicant. This has not been determined as the applicant is preparing a revised proposal for new housing in light of scheme development work being undertaken on the main bulk of the Olympic Village site on zones 3-5 in the Stratford City scheme.
- 30 The LDA has confirmed that it has been working with the LB Newham on the establishment of a range of options for tenants wishing to relocate to properties which tenants themselves consider best meets their needs. This includes options to bid for social rented properties owned by Local Authority's and RSL's. The Estate comprises 450 social housing units. As of 26 June 2007 there were 382 vacant properties and 68 remaining residents. Of these 68 residents, 55 have already accepted alternative properties, leaving 13 with outstanding re-housing requirements. The LDA expects to have completed the relocation of the Clays Lane residents by around the end of July 2007.
- 31 There are also around 25 private tenants living in properties within the Estate. The LDA have assisted in relocating these with compensation. Full market value of their property being compensated if applicable.
- 32 In response to the planning application, amongst a number of other objections one

Clays Lane resident has expressed concerns that residents are being relocated from the site in connection with a planning permission (the 2004 Olympic applications) which is effectively no longer being pursued. In particular the applicant and the LDA has failed to bring forward details in accordance with the strategies required as a condition of the 2004 consent.

- 33 The 2004 planning permissions established the principle of the redevelopment of this existing housing and the Clays Lane area as part of the Olympic village and this principle has been used in reaching agreement to acquire the properties. The actual process of relocating the occupiers has been now been achieved in conjunction with the local housing authority.
- 34 Whilst PDT acknowledges that the current applications do not propose any replacement residential development for that proposed to be demolished, and hence, would not strictly meet the provisions of LB Newham and London Plan policies which seek to protect existing housing from development which would result in a net loss of accommodation, in this case, it is more than reasonable to assume, based upon the LLVOAPF guidance, the Legacy Masterplan Framework process identified in the Commitment to Sustainable Regeneration document, and the currently submitted but awaiting revisions, planning application for new housing (up to 1,200 units), that additional housing will be provided within the site (for temporary use as athletes accommodation during the Games and a mix of housing tenure and unit typology, in Legacy.
- 35 The LDA has pursued the relocation of existing residents as part of the

commitments and requirements identified in the CPO process. This process, as indicated above is very advanced and as such, there is no need to impose a relocation strategy requirement for these planning applications as this would represent unnecessary duplication.

- 36 On balance, the PDT is satisfied that the relevant planning policy provisions have been met and there are no outstanding planning issues on this matter.

Travellers' Sites

- 37 The application site currently contains two authorised travellers' sites, one adjoining the Clays Lane Estate (in the London Borough of Newham) and one in Waterden Crescent site (in the London Borough of Hackney). These travellers' sites are to be relocated to accommodate the Games development. The Clays Lane Site is to be used for the Olympic Village (part) (subject to a separate planning application) and the Waterden Road Site will be redeveloped into the Hockey area in the Games Phase. Both sites are owned by their respective local authorities.
- 38 The LDA have been involved in extensive consultation with travellers from both sites in order to find suitable alternative locations. The travellers at the Waterden Road site showed a preference to be relocated at a multi-site location. Planning permission was granted in February for a site on Homerton Road. Another site was given planning permission in June 2007 on Wallis Road. The final site has been identified and is the subject of a current planning application with the London Borough of Hackney for a site on Millfields Road. This was approved on 11th July 2007. The travellers at Waterden Road are being permitted to

- remain on their existing site until December 2007 when the relocation sites will be ready for occupation.
- 39 Waterden Crescent Residents Group highlights three concerns. Firstly they comment that only one alternative site has been secured for the travellers. Secondly they request that a condition be added to let travellers live as they want to. Thirdly they comment that the relocation strategy from the 2004 permission has not been kept to and request that conditions are added to the planning permission similar to the Travellers Relocation Strategy from 2004.
- 40 All three sites now have planning permission at Wallis Road, Homerton Road and Millfields Road.
- 41 One objection was received to the use of Hackney Marshes for travellers and concern for children. The site in question is outside the ODA boundary and has been assessed separately by the London Borough of Hackney.
- 42 One response was received in support of the relocation of travellers' sites.
- 43 In response to these comments, whilst the PDT acknowledges the concerns raised regarding the relocation process, the location of the alternative site was considered against relevant planning policy and assessed to be acceptable in the grant of planning permission. The process of relocation undertaken by the LDA is very advanced, with the new site due to be available at the end of this year. As such, PDT considers that it would represent unnecessary duplication to impose conditions regarding relocation when this has already been pursued through the CPO process.
- 44 A site for the Clays Lane travellers was given planning permission by the London Borough of Newham in May 2007 on Major Road on an area of open space. An outline planning application for the replacement children's play area and the community facilities on an existing open space in Chandos Road was also approved by the London Borough of Newham at the same Planning Committee. The travellers are expected to move to the new site in around August 2007.
- 45 The Clays Lane Travellers Residents Association has raised concerns about the relocation process. Firstly they are unhappy about how they have been consulted on the relocation of their site. After 2 years of consultation with the LDA they feel that the Major Road alternative site is unsuitable for their community. They state that this planning application states that it is committed to social inclusion however they believe that they have been poorly treated by the LDA and London Borough of Newham with regard to an alternative location and the Major Road site will not contribute to community cohesion. They state that the Travellers Relocation Strategy from the 2004 Olympic Planning permissions has not been properly carried out with proper consultation and ask that it be a condition of this application.
- 46 As indicated above, the PDT does not consider it appropriate to recommend the same relocation strategy condition as used in the 2004 consents on these applications, given the progress made by the LDA on this matter. In terms of social inclusion, an alternative, local site has been identified which was considered suitable by the LB Newham after careful consideration of the relevant material planning issues. The issue of the consultation process between the

LDA and the Clays Lane travellers is a matter between those parties. On planning grounds, the PDT is satisfied that the relocation provisions have been achieved and the needs of the occupiers taken into account.

- 47 Another response received was about concerns from one individual about the permanent loss of part of Hackney Marsh for Travellers/Gypsy site because of the possibility of a precedent being set of further similar proposals for Travellers or construction workers. The circumstances particular to this case were identified in the consideration of the application by the LB Hackney.

Bus Depots

- 48 There are three bus depots currently located within the Olympic Park Site located on Waterden Road. The bus depots need to be relocated in order for the handball arena to be erected for the Games phase and remain as a multi use venue in Legacy within Planning Delivery Zone 5. Two relocation sites have been identified and selected after extensive discussions: one on a site off Manor Road, West Ham (the Parcel Force site), and the former Scottish and Newcastle 'Bow Depot' in Wyke Road. Planning permission was granted for the Manor Road site by the London Thames Gateway Development Corporation in June 2007 and there is an outstanding application for the Wyke Road Site. The current facilities on Waterden Road will remain in place until December 2007 to allow time for the new sites to be developed for operation.
- 49 The GLA have commented that the three strategic rail sites and three bus garages should be satisfactorily re-provided before closure. This is being addressed by the LDA

and the process is suitably advanced. In the light of the LDA's on-going commitment with respect to relocation, it is not considered necessary in this instance to duplicate such work on the basis of these applications. The compulsory purchase order process has dealt with matters relating to compulsory acquisition and relocation and this is considered appropriate in this instance.

Thornton's Field Rail Carriage Sidings

- 50 Thornton's Field Rail Carriage Sidings are located between City Mill River and Waterworks River (Planning Delivery Zone 2). The sidings need to be relocated to make way for the aquatics centre. The rail carriage facilities are proposed to be relocated to land on Temple Mills Lane in London Borough of Waltham Forest. Outline planning permission was given for development of rail carriage sidings and related facilities by the London Borough of Waltham Forest in August 2006. It is expected that the Thornton's Field Rail Carriage Sidings will be vacated by July 2008.
- 51 In relation to this, it is considered that the compulsory purchase order process has dealt with matters relating to compulsory acquisition and relocation and this is considered appropriate in this instance.

East Marsh

- 52 East Marsh is designated in Hackney Unitary Development Plan as playing fields located in the North-east section of the site. During the Olympic and Paralympic Games, the Site is required for a temporary coach drop-off facility and disabled parking from May 2011 until August 2013, within Planning Delivery Zone 15. A legally binding agreement between LB Hackney and the

LDA includes undertakings to provide direct replacement and maintenance of football/rugby pitches on the Main Marsh Recreation Grounds for the period that East Marsh will be out of use and to provide for replacement changing rooms on East Marsh and for the full restoration and reinstatement of the East Marsh playing fields after the Games.

- 53 One consultation response was received in regard to East Marsh that queried how buildings will be temporary and how long East Marsh will be lost for, with what mitigations would be in place.
- 54 Another consultation response has commented that Hackney Marshes tree nursery should be retained.
- 55 A condition on the recommended consent requires the provision of the playing pitches and the provision of new changing facilities, possibly beneath the proposed land bridge to PDZ7, on or before the 31 December 2013. Other relevant conditions require the removal of the proposed transport mall facilities and ancillary equipment and cessation of this temporary use of the East Marsh site. This is considered to appropriately secure the re-provision of the pitches and changing facilities at East Marsh. The provision of enhanced facilities is subject to an existing binding agreement between the LDA and LB Hackney and as such it is not considered to be necessary to duplicate such an agreement in this case.

Arena Fields

- 56 Arena Fields is located east of the River Lea Navigation and south of the A12 Eastway. The site is required for the permanent provision of the International Broadcast Centre and Main Press Centre within

Planning Delivery Zone 5. The LDA has acquired the Site from the London Borough of Hackney and has agreed to commit funding (£1million) for recreation and environmental improvements in areas neighbouring the Olympic Park. The delivery of such Improvements is being coordinated by Hackney Council in consultation with local amenity and recreation groups.

- 57 The issue of the loss of this open space, designated as MOL, is considered in further detail in the Open Space section of this report. Overall, there would be a net increase in the amount of open space provided in Legacy as proposed in the application which would off-set any temporary loss during Construction Phase. Part of this open space would be a new sports pitch and playing area within PDZ5 to serve Gainsborough school and the community. Relevant conditions require this to be provided before the end of the Legacy Transformation Phase and prior to the occupation of the IBC/MPC in the Legacy Phase. The hosting of the Olympics and the regeneration benefits that would be generated would be the very special circumstances necessary to justify inappropriate development of MOL.

Other

- 58 One comment received during consultation refers to the proposed canoeing area at Broxbourne in that London residents will lose the use of Dobbs Weir Caravan Park with no alternative being offered. This area is out of the Olympic Park site and will be dealt with by a separate planning application. The LDA through the compulsory purchase order process deals with matters relating to compulsory acquisition and relocation.

Conclusion

- 59 This section has discussed the planning issues related to the relocation of existing occupiers of the site. Various letters of representation have been received from individuals and groups affected by the proposed relocations. Through the confirmation of the Compulsory Purchase process in December 2006, it is considered that the benefits derived from the hosting of the Games outweigh the disturbance caused by relocations. The LDA have predominantly found relocation sites to satisfy those relocation strategies from the 2004 planning permission.
- 60 The planning issues regarding allotments, businesses, bus depots and residents have been resolved. The allotments are being re-provided both off-site in interim and will be provided within the application site within a reasonable distance of the present Manor Garden allotment site which the PDT considers to be a suitable solution and acceptable re-provision.
- 61 In terms of loss of a number of businesses on the site, it is thought that the net employment benefits and the wider catalytic effect of the Olympics on the economy of East London will outweigh the loss of businesses at the site. The LDA has pursued the relocation of existing residents and travellers sites to an advanced stage as part of the commitments and requirements identified in the CPO process and their needs have been sufficiently considered.
- 62 The PDT is satisfied that the bus relocation provisions are being suitably dealt with by the LDA. The amalgamation of providing new cycle facilities at Hog Hill and the new facilities within the Legacy Park will provide a substantial improvement in cycling

provision in East London. A condition is added to require Legacy provision of an off-road facility within the application site, unless a suitable alternative is identified which the PDT considers will secure an appropriate on-site replacement provision for that of the former Eastway Cycle Circuit.

- 63 It is considered that the proposals with the added conditions will provide an acceptable solution for cycling. Relevant conditions recommended for the planning consent will appropriately secure the re-provision of the pitches at East Marsh and provide changing facilities and provide a new sports pitch and playing area within PDZ5 to serve Gainsborough school and the community at Arena Fields.

6.12 Energy and Waste

Introduction

- 1 The principal issues to be considered in this section are those relating to specific targets for Games and Legacy phase waste and energy targets in response to relevant planning policies. The GLA and the Host Boroughs have principally commented on this aspect of the development.

Waste Management - Context

- 2 The objective for the different Phases of the development is to design out waste and provide new waste infrastructure, whilst avoiding off site disposal through an integrated approach to resource management. The waste strategy is to cover all the Phases of development. The Olympic Construction Phase, Games Phase and Legacy Transformation Phases have been identified as periods when most waste will be generated.

- 3 The applications consider the London Plan and the Mayor's Municipal Waste Management Strategy.
- 4 The ES sets out a waste management hierarchy that will be delivered and adopted in all phases of development:
- Challenging the need to use materials;
 - Seeking to minimise use of materials ;
 - Reducing to a minimum the amount of waste produced
 - Where waste is generated, re-use as far as possible;
 - Where re-using is not possible, re-cycling as far as possible;
 - Where re-cycling is not possible, recovering energy from waste as far as possible;
 - Where materials are used, procuring them from suppliers with low environmental and social impacts.
- 5 The GLA welcomes these principles as they are consistent with policies in the London Plan and the Municipal Management Waste Strategy. The GLA considered that the applications should be committed to definitive targets for re-use and recycling of waste for each phase of the development. A target of 70% was stated for the re-use and re-cycling of waste during the Olympic and Paralympic Games. The Host Boroughs have raised similar concerns about waste management and several of the Host Boroughs and the Environment Agency have requested a Waste Management Plan.
- 6 The applicant has not set any waste targets for each phase of the development and in order to accord with the objective of the strategy, the recommended 106 legal document refers to target objectives for the development with annual monitoring reports to be produced. A condition requires the submission and approval of a Demolition and Site Clearance Materials Management Plan that sets out targets for the recycling of waste materials.
- 7 At the core of the strategy will be the requirement of contractors to work to a site wide Environmental Management System and the Code of Construction Practice (CoCP).
- 8 The revised CoCP submitted under the Regulation 19 submission states that its objectives include that:
- Excavated materials and demolition, construction wastes generated at worksites will be managed, as far as reasonably practicably, in accordance with the following waste hierarchy:
 - Minimise the generation of waste;
 - Excavated material and waste will be re-used and /or recycled in environmental beneficial uses within the Olympic Park
 - Excavated material and waste will be re-used and/or recycled in environmentally beneficial uses at sites outside of the Olympic Park
 - Unsuitable materials will be disposed at appropriately licensed facilities or landfill sites.
- 9 The CoCP forms part of the application submission and is controlled by the imposition of a condition.
- 10 Wide areas of the site are highly contaminated. The Remediation Design Statement details the methodology that will be used for the effective containment and management of contamination material within the site boundary. The site preparation work will involve earth movements from evacuations, re-grading

and infill. A primary objective of the strategy is to minimise the export and import of material from the site. This will be achieved by remediating the existing soil and process soil for redistribution around the site as suitable engineering fill material and landscaping fill.

11 The Waste Management Strategy centres on the following principles:-

- Minimise (Eliminate)
- Reduce;
- Re-use;
- Recycle;
- Recover
- Dispose.

Minimisation

12 A variety of measures are available to minimise waste production during the various phases of development. These measures include:-

- Designing out waste and maximising reuse of materials as part of the development;
- Re-use of materials in their current form and recycling as raw product during key phases of the development;
- Maximising off site fabrication of construction materials and components that facilitate de-construction.

13 The minimisation measures will continue through the development of a Site Waste Management Plans, Code of Construction Practice and Demolition and Site Clearance Material Management Plans.

Reduction

14 There are a number of options available to complement construction waste reduction

including; maximising off site fabrication; design specification of standardised components or material; and implementing a just in time delivery system to minimise the volume of goods and materials stored on site which are exposed to the weather and damage.

Re-use

15 Certain materials are suitable for reuse within the construction stage, such as timber, aggregates, bricks, tiles and soil. These waste products often arise from demolition works, spoiled material and natural waste from the construction process. The re-use policy include:-

- A central facility developed to maximise the re-use and recycling of waste material arising during the demolition, remediation and enabling works;
- Provision of separate skips and receptacles to receive different types of waste which can be re-used on site;
- Licensed waste carrier to identify possibilities of local community reuse of waste material;
- Waste carried only by licensed hauler and managed according to Duty of Care.

Recycling

16 Certain materials have a feasible recycling value, such as timber, aggregates plastic glass metals blacktop and hardcore. The recycling policy seeks the following:-

- Separate skips/receptacles for the disposing of particular types of waste suitable for efficient recycling;
- Discussion with licensed waste carriers regarding the feasibility and efficiency of recycling specific materials;
- Recycling demolished and crushed material and /or bulk excavated material.

17 The applicant commits to use reasonable endeavours to achieve a target of 90% of material (by weight) for the re-use and recycling of excavated material and demolition waste, where suitable, for all phases of development. This is the subject of part of the recommended S106 legal document.

Recovery

18 Materials that cannot be reused or recycled will be recovered wherever practicable. On site treatment centres will be developed to treat spoil, construction and demolition and green waste (vegetation) material during the Olympic Construction Phase. During the Games and Legacy Phases composting of organic material will be undertaken and the resulting material being either marketed or used on green spaces within the development site area.

Disposal

19 Some material will have to be removed from site for disposal as they have no re-use or recovery value. The waste which will require removal from site for final disposal will be subject to management control regime to ensure effective compliance. Disposal of waste off site to a licensed facility will need approval from the EA. The GLA are of the opinion that further information is required if waste is to be sent to landfill during the Games.

20 For the Olympic Waste operation will also be reduced in the design of venues and surrounding areas. These will provide space for segregation and management of waste during the Games and Legacy Phases. These spaces will be located within the back of house areas for waste management during the Games including segregation and

handling. Legacy waste will be considered as part of the Legacy Masterplan Framework (LMF). The LMF will identify a sustainable waste and energy strategy for the Legacy Communities proposals in accordance with the requirements of the recommended Section 106 document draft heads of terms.

Conclusion

21 One of the sustainability objectives is the safeguarding of future resources. The principles set out in the proposed waste management strategy all aim to maximise the use of existing local resources currently on site. The re-use or recycling of some these resources will reduce volumes of construction traffic on roads and landfill requirements.

22 The general principles of the waste strategy are welcomed and the applicant is committed to using reasonable endeavours to re-use and recycle 90% of excavation and construction waste material. Waste targets for re-use and re-cycling for all phases of development have not been set but the imposition of condition and recommended s106 legal document obligation should satisfactorily address most of these issues. Approval of the COCP should address any other outstanding concerns raised.

Energy Assessment

23 The policy context for the application in terms of energy use and carbon dioxide emissions is provided by the London Plan and the Olympic Delivery Authority's Sustainable Development Strategy (SDS). The draft Further Alterations of the London Plan include a number of relevant policies including 4A.5i (Decentralised energy:

heating, cooling and power), 4A.7 (Renewable energy), and 4A.8 (Energy assessment). The SDS identifies 12 sustainable development objectives, the first of which is to minimise the carbon emissions associated with the Olympic Park and venues. The SDS aspires to halve carbon dioxide emissions for the built environment by 2013 and to provide flexibility in infrastructure to enable further reductions in the longer term. In addition it aims for the following:

- Each permanent venue to aim to achieve a 15% carbon dioxide reduction above Building Regulations 2006 Part L from energy efficiency and demand reduction measures.
- The Olympic Village to be 25% more energy efficient than 2006 Building Regulations.
- Permanent venues to achieve a BREEAM Excellent Rating.
- Provision of a Combined Cooling, Heating and Power Plant (CCHP).
- 20% of all energy demands for the immediate post-Games Legacy to be derived from on site renewable sources.

24 The SDS aims to achieve these objectives through a three-pronged strategy of 'Mean, Lean and Green.' Mean refers to minimising the energy demand of the Park. Lean refers to using more efficient energy supply with low carbon technologies. Green refers to supplying energy from zero carbon renewable sources. An Energy Statement (ES) accompanied the Applications. This follows the SDS three-pronged strategy and reflects the specific targets set out above.

Mean

25 The ES aspires to a 15% improvement in energy efficiency over current building

regulations for permanent venues, to meet the SDS target. Measures to achieve this will include building design (such as massing, orientation, solar shading) and building operation (such as low energy lighting and ventilation and lighting controls).

Lean

26 A gas-fired Combined Cooling Heating and Power (CCHP) plant will be located at the King's Yard Energy Centre. CCHP ('Trigeneration') can be up to 90% efficient compared to 37.5% efficiency for energy from the National Grid. The plant will serve the permanent venues and the Legacy IBC/MPC with an opportunity to serve the northern part of Stratford City. It is calculated that the plant will deliver a 17% carbon dioxide reduction against the predicted carbon emission baseline. The facility will be expandable, based around modular plant to meet immediate Legacy demands, with additional plant capacity added as demand increases. The modular nature of the plant will also allow for the accommodation of technologies which are not currently viable but may become so in the future.

27 Provision of a gas-fired CCHP plant complies with the Mayor's energy hierarchy, set out in the London Plan and its supplementary planning guidance 'Sustainable design and construction'. Gas-fired CCHP plant are specifically referred to in the hierarchy set out in the draft Further Alterations to the London Plan (Policy 4A.5i Decentralised Energy: Heating, Cooling and Power).

28 The new primary substation to be sited adjacent to the CCHP at the Energy Centre will further enhance efficiency by its siting near the venues and its use of high voltage, low loss cables.

Green

- 29 The scheme includes a large scale wind turbine at Eton Manor and a biomass boiler would be sited at the King's Yard Energy Centre to operate in conjunction with the CCHP. The boiler would burn a range of wood residues and wastes from sustainable sources, including relatively wet residues. The Energy Statement explains that a further biomass boiler could be added to meet long term Legacy renewable requirements. The turbine and biomass boiler are estimated to achieve a 17% reduction in carbon dioxide emissions. The ES also commits to achieving a further 3% reduction in carbon dioxide emissions from 'building integrated renewables', such as photovoltaic panels. These would be developed at the detailed design stage.
- 30 This combined 20% reduction in carbon dioxide emissions from on-site renewable sources complies with the target set by draft Policy 4A.5i of the Further Alterations of the London Plan. The Applications' approach to energy and carbon dioxide emissions complies with adopted and emerging London Plan policies and supplementary planning guidance, and is consistent with the targets set out in the ODA's Sustainable Development Strategy. The GLA are supportive of the scheme in this respect. They state that they welcome the inherently flexible modular nature of the proposed CCHP system with its ability to accommodate additional plant capacity as demand increases, which will enable it to serve the northern areas of Stratford City at Legacy. They request a commitment to a system which will deliver this capacity to cater for both Games and Legacy demand, and also require a mechanism to ensure that the 20% figure for on site renewable energy is secured.
- 31 The detailed design of the Energy Centre and its infrastructure will be considered at the reserved matters stage, so that the issue of its future energy generating capacity can be considered then. In addition the recommended s.106 legal document specifies that the LMF should consider a sustainable energy strategy for the development. As regards the commitment to the 20% renewables figure, this is secured by a proposed condition which requires on-site renewable energy generation to meet a 20% target.
- 32 The Host Boroughs and London Thames Gateway Partnership are concerned that the targets of 20% on-site renewable provision and 15% improvement on building regulations standards are not sufficiently ambitious: the targets should be higher to take account of the likelihood of more stringent targets in the future. They wish to see permanent Legacy facilities connected to the CCHP, and request that the operation, capacity and technology of the CCHP should be reviewed every 5 years to ensure new technologies are implemented. They also wish to see biomass wood fuel sourced from local, sustainable sources and delivered by water. These have been considered. The targets are considered reasonable in light of current policy, and although there may be some flexibility in CCHP modular design to allow for incorporation of future biomass boilers in the future, an absolute obligation to incorporate a review of CCHP technologies causes procurement difficulties. That biomass wood fuel should be sourced from local, sustainable sources and delivered by water where practicable is to be encouraged by an informative but there is not considered to be justification for a condition or obligation.

- 33 In terms of the 20% on site renewable provision target, this meets the emerging target set out in the draft Further Alterations to the London Plan. It should also be noted that the commitment in the SDS to a target of halving carbon dioxide emissions by 2013 is ambitious and significantly higher than national policy targets over that timescale. The proposed legal document includes the target of 50% reduction in carbon dioxide emissions against 2006 building regulations standards by 2013.
- 34 In respect of fuel delivery to the Energy Centre, its location adjacent to the river gives the potential for delivery by water. The Legacy Masterplan Framework will be required pursuant to the proposed legal document to explore the role that river transport can play as part of the long term Legacy transportation system for the Olympic Park. In addition, conditions will require submission of a Waterways Masterplan to be agreed with British Waterways and approved by the planning authority, and details of proposals for the transport of materials by water (including any applications for construction of wharves or other handling facilities).

Conclusion

- 35 The terms of the proposed conditions and the provisions of the proposed legal document can ensure that the development meets and in some cases exceeds carbon emissions standards. The energy infrastructure will also have the potential to enhance the levels of renewable energy and energy efficiency in the future. In addition to the conditions already mentioned, a further condition will require submission of an energy appraisal for each individual building prior to its construction.

6.13 Telecommunications

Introduction

- 1 The principal issues to be considered are those which have been identified by the Host Boroughs and a limited number of local residents and interest groups, together with the PDT with respect to the proposed telecommunications masts at the site. The issue is relevant to the Games, Legacy Transformation and Legacy Phases and the majority of the PDZ's as the application seeks a permanent consent for masts in most of the zones. The principal concerns relate to the visual impact of the masts and their proposed siting.

Telecommunications masts

- 2 The submitted Olympic Facilities and Legacy application proposes eleven masts at within a number of PDZ's across the site for the Games Phase. In the Legacy Transformation Phase, four of the masts and their associated equipment would be removed. Each mast will have a maximum height of 35m, constructed with a steel core with a variety of antennae located around the structure. At the base of each mast will be a fenced compound and cabin to house associated equipment. The parameters of the compound areas have been indicated on the submitted drawings.
- 3 During the Games Phase, Planning Delivery Zones 1, 3 and 5 will each have two proposed telecommunication masts. Planning Delivery Zones 7, 8, 12, 14 and 15 will have a single mast each. In the Legacy Transformation Phase the masts in PDZ 8, 12, 14 and 15 are proposed to be removed. It is intended that this will result in seven masts being left in Legacy Phase. The proposed location for each mast is based

- upon operational coverage requirements for the Olympic Games Phase.
- 4 Third parties, principally all of the four Host Boroughs, but also local residents have raised concerns about the number of masts, their height and visual intrusiveness. Retention of the structures in legacy is considered contrary to current guidance.
 - 5 The PDT share the concerns expressed about the visual impact of the proposed masts in light of national guidance in PPG8 which seeks to limit visual intrusion.
 - 6 A detailed visual assessment has been carried out as part of the ES and Regulation 19 submission on all proposed permanent masts and their impact on the individual zones and from the areas surrounding the park including residential dwellings. The retained masts are to be located within PDZs where venue buildings or other structures are to be retained in Legacy. Consideration of each of the masts by the applicant concluded that the influence of the telecommunications masts does not alter the levels of visual amenity significantly.
 - 7 Existing residential dwellings are located within close proximity to PDZ 5 and PDZ 7. The masts in these zones are due to be retained in the Legacy Phase. Their retention will result in visual intrusion as their siting on the development platforms will result in them being highly visible from neighbouring residential communities.
 - 8 Primary objections to the masts relate to the retention of the masts in Legacy for reason of their size, appearance, level of equipment and location. Three letters of objections from local residents expressed these concerns, which are also shared by the Boroughs of Hackney, Tower Hamlets, Waltham Forest and Newham. Hackney was particularly concerned at the siting of two of these masts in relation to the River Lee Navigation. Further objections from New Lammas Land Defence Committee and Hackney Marsh Users Group relate to the loss of trees to make way for these structures.
 - 9 Government guidance promotes the use of buildings and structures for the siting of antennae. The guidance also promotes mast sharing by operators. The applicant has stated that there is an aspiration to incorporate the use of telecommunication antennae on the facades of building. The applicant has not yet demonstrated to PDT officer satisfaction why antennae cannot be sited in venue buildings or structures in the Games and Legacy Transformation phases. A condition requires the submission and approval of a Telecommunications Statement. The Statement will be required to demonstrate that a robust assessment has been undertaken of the potential to accommodate telecoms equipment and antennae within the proposed buildings. Where it can be clearly shown that no other options are reasonable, then subject to the submission of further details with respect to the location and appearance of, masts would be permitted but only for a temporary period which would expire at the end of Legacy Transformation, when all temporary structures, including any permitted telecoms masts would have to be removed.
 - 10 PDZs 5 and 7 are particularly sensitive in light of concerns raised by both LB Hackney and Waltham Forest and by local residents and given their proximity to residential and MOL status. The approach proposed by PDT ensures that if it is demonstrated that no other alternative is reasonable, then further work will be undertaken on alternative locations within these Zones which would ensure as far as

possible that the visual impact of any masts is minimised.

- 11 The recommended section 106 legal document ensures compliance with such a Framework once approved. The Urban Design and Landscape Framework, required by condition, would set out any site wide guidance concerning the provision of necessary temporary masts.

Conclusion

- 12 PDT officers, local residents and the Host Boroughs have expressed a number of concerns about the proposed approach to telecoms masts as pursued in the applications, in terms of the number, height and appearance of free standing masts. It is however, acknowledged that there is a need to improve telecommunications capacity in order to support the staging of the Games. As such, if no other alternatives can be reasonably demonstrated, then temporary provision of masts during Olympic Construction, Games and Legacy Transformation Phases would be acceptable, subject to further work on design and location. A Telecommunications Statement is proposed as the appropriate mechanism to manage this process.
- 13 Whilst there is also a requirement for telecoms capacity to serve the Legacy Communities development, the mast-based approach as proposed in the applications is considered to be at odds with the guidance in PPG8 and Borough policies which seek to limit visual intrusion. A Legacy Telecommunications Statement should be included as an item for the LMF to consider to work on quantum and mix of Legacy Communities development and the PDT are seeking its inclusion in the provisions of the section 106 legal document relating to the production of the LMF.

6.14 Waterways and the Water Environment

Introduction

- 1 This chapter discusses those issues directly related to the rivers and canals running through the site and issues related to the wider water environment. The assessment of the impacts of the development on the water environment as assessed in the Environment Statement is set out in chapter 5. A number of statutory consultees and interested parties have commented on water related issues. They are identified, together with their comments or issues in the relevant sub-headings below.

Context

- 2 The proposed site of the Olympic and Paralympic Games covers a complex network of rivers and canals in the Lower Lea Valley. Entering the site from the north are two roughly parallel watercourses: the non-tidal River Lee Navigation to the west which borders Hackney and Tower Hamlets and the tidally influenced River Lea bordering Waltham Forest and running south through Newham where it is known as Waterworks River. The two systems come next to each other south of the Olympic site at Three Mills Island and Bow Locks where the tidal River Lea continues to join the River Thames and the non-tidal Navigation becomes the Limehouse Cut to Limehouse Basin. In the south of the Site is a system of waterways known as the Bow Back Rivers which are non-tidal and fed from the River Lea Navigation. This is the area of the main stadium and main concourse in PDZs 2 and 3.
- 3 The nature of the watercourses running through the site is being changed by the British Waterways Prescott Lock water

control scheme which is currently under construction. This involves the installation of two water control structures on either side of Three Mills Island to the south of the Olympic Site. These structures effectively block the tide from entering the previously tidal River Lee and Waterworks River so that north of this point and throughout the Olympic site, all the rivers in the future will be non-tidal. Prescott Lock will allow barges to pass from the southern tidal Lea to the non-tidal sections to the north at certain states of the tide. Several individuals, Hackney Marsh Users Group and the London Wildlife Trust have raised concerns about the effects of this scheme including the loss of mudflats. However, the Prescott Lock scheme is being built under 'permitted development' (that is planning permission was not required) and is a separate development, not part of the Olympic proposals although assessments in relation to it were carried out prior to its implementation. A condition is suggested which requires a scheme addressing the effects of the proposed controlled water levels within the site on the flood regime to be submitted.

Global Issues

Use of Waterways

- 4 British Waterways (BW) in its Round 2 response confirmed its support for the submitted planning applications. The central issue for BW is to ensure that the full potential for the use of the waterways is realised for increased leisure use, transport and for the integration of waterspace with land based activity. There are related detailed issues of land levels adjacent to water and, access to the water and bridges. Making the best use of waterways is also an important issue raised in the representations

of the London Borough of Tower Hamlets and similar comments are made by London Waterways Commission. Both organisations argue for measures to promote the use of waterways.

Waterspace Masterplan

- 5 Neither application as submitted, goes as far as British Waterways and the London Waterways Association would wish in articulating how the extensive waterways in the site could be used to their full potential, although the applications do set out proposals for improving the quality of the watercourse and bankside environment including regrading of steep banks and improved access. The London Plan 'Blue Ribbon' policies and the Lower Lea Valley OAPF recognise the opportunities that rivers and canals provide. The strategic importance of the network is set out at policy 4C.1 of the London Plan and policies 4C.2 to 4C.34 cover related topics. The Boroughs generally also have strategic policies which seek to protect and enhance the special character and recreational and ecological value of waterways (for example Newham UDP policy S13, Hackney UDP policy S12, Tower Hamlets policy OSN3 in the LDF Core Strategy and Waltham Forest UDP policy WPM 15) The OAPF refers to '...reinstatement and extension of the waterway system; greater use of the waterways, for living, transportation, and recreation...'. The Olympic proposals will lead to a revitalisation of neglected waterways during the Games and afterwards. British Waterways has suggested that a Waterspace Masterplan would be a key document in achieving the objective of fulfilling the waterways' potential and have offered to work with the ODA in producing such a document. Such a Masterplan would identify opportunities to

integrate land and water-based activities and indicate areas of relevant related development such as wharves and boat moorings. The ODA has agreed to produce such a masterplan with relevant statutory consultees and this is secured by a condition.

Access to the water and land levels

- 6 The use of the waterways for leisure activities such as boating, walking, cycling and fishing after the Games should be encouraged. The Waterspace Masterplan can identify relevant development and policies to promote such uses. British Waterways is concerned that development for the Games should not preclude the creation of active water frontages or prevent or hinder navigation. If waterways are to be put to full use it is important that there are good opportunities for access to the water and for boat moorings. Fishing is one recreational use of waterways that requires access to the river and this point is raised by the Lee Anglers Consortium. Detailed landscaping and public realm proposals are a key consideration and must balance proposals to create new habitat and have regard to ecology issues with the need to maintain public access to the waterways. This is a point also made by Lea Valley Regional Park Authority. Detailed landscaping proposals are required by a condition as are detailed ground levels. In considering these details together with the Urban Design and Landscape Framework and the proposed Waterspace Masterplan it will be possible to maximise and safeguard access to the water and thereby provide the basis for expanding the use of the waterways.
- 7 The relative levels of land and water are crucial to making the best use of the

waterways and ensuring there is the opportunity for interaction between activities on land and water. British Waterways has expressed concern about the raising of some land levels during the Games. Where there is a significant difference in levels measures are needed to soften the impact and provide access where appropriate. The proposed Waterspace Masterplan and the proposed Urban Design and Landscape Framework should address these issues as should individual Reserved Matters applications.

- 8 Landscaping and detailed ground levels are relevant also to issues raised by the Environment Agency.

River walls

- 9 Where new river walls are proposed it is important to consider the implications for access to the waterways and the effect on waterway users. A new river wall was approved under the 'enabling works applications' along Waterworks River in PDZ 1 adjoining the Aquatics Centre. The new wall is set back from the existing wall and ramped access is provided to the river. British Waterways is concerned about the proposed river walls in the vicinity of the Main Stadium in PDZ 3 and the 'canyon effect' created by the height in relation to water levels. This is also an issue raised by the GLA. There is an acceptance that what is necessary during the Games will have to be built but British Waterways would wish to see the situation reviewed for the permanent legacy situation. This is an issue which can be addressed through the preparation and implementation of the Waterspace Masterplan. In addition, the river walls in PDZ3 do not replace the existing walls but are built in front of them, with the existing walls retained for potential

reinstatement in the Legacy Phase and a new soft bank will be created at the eastern side of PDZ3.

Bridges

- 10 With regard to the use of waterways, the main issue is the safety of users (on boats and on towpaths) and navigation under the bridges. Permanent bridges are proposed in outline in the Facilities and their Legacy Transformation Planning Application within parameters and with detailed design reserved. Clearance of bridges above waterways is shown and allows for navigation except where temporary bridges are proposed as evacuation routes during the Games (for example bridges T08, T09 and T10 over the River Lee Navigation). Currently, it is proposed that during this period the River Lea Navigation would be closed to navigation so that, for a limited period this is acceptable. The implications of the shadowing of watercourses caused by bridges is dealt with in section 6.16 of this report covering ecology and with reference to connectivity in section 6.5.
- 11 British Waterways and the Inland Waterways Association refer to the historic interest of Carpenters Road Lock and the need to ensure that bridge works do not preclude the future refurbishment of this structure. The current proposals would allow for retention and future refurbishment. This is a concern also of the Environment Agency which would object to the proposals unless a condition is attached to ensure proposed bridges do not prevent necessary improvements to the lock.

Use of towpaths

- 12 The existing towpaths in and around the Olympic Park provide important off-road

routes for pedestrians and cyclists. The importance of the River Lee Navigation towpath is highlighted by the Lammas Lands Defence Committee and the Hackney Marsh Users Group. The River Lee Navigation towpath is intended to remain open throughout the construction period. The use of towpaths generally is likely to significantly increase during and after the Games. British Waterways comment that these routes are often narrow and shared by different users and that a demand, safety and capacity modelling exercise should be carried out for these routes. Where necessary, BW would wish to see a programme and funding for improvements to these routes. This is an issue which could be considered as part of the Waterspace Masterplan.

Use of Waterways for transport of construction materials

- 13 The use of water transport for construction materials is one example of how waterways can be used to reduce the impact of road transport and provide for a sustainable means of transport and is strongly promoted by British Waterways, by the Port of London Authority, London Travel Watch and also referred to by some individuals. The ODA has stated its aspiration to transport 50% of construction materials by rail or water but no details are provided with the applications. The construction of Prescott Lock provides significant opportunities for increased use of the waterways and Waterworks River in particular for freight transport. British Waterways comment that early commitment is required to ensure water freight operators can make the necessary investment in barges and so that wharves can be built. The recommended Section 106 document provides for the ODA to use reasonable

endeavours to seek to ensure that 50% of construction material by weight is delivered by rail or water. A suitable condition requires the submission of details of proposals for transport of materials by rail and/or water (including any planning applications for wharves or boat handling facilities).

The Water Environment

Main changes

- 14 The Site Preparation Application proposes works which, when taken with the proposed changes to topography and the British Waterway's water control scheme will have significant implications for the wider water environment. The main changes are to the waterway edge treatments where new river walls are proposed on either side of the Main Stadium (PDZ 3) and along the east bank of the Waterworks River in PDZ 1. These replace existing walls. Probably the biggest change will be to the River Lea between the A12 Lea Interchange and the North London Railway Line through PDZ 5 and 6. Currently this stretch of river is inaccessible to the public and has commercial buildings built along its west bank. The proposals show both banks to be new regraded, soft banks with changes to topography and the creation of an island wetland area. Both sides of the river will, in the Legacy Phase, be part of the publicly accessible Olympic Park. In PDZ 6 to the east another wetland area is created and Henniker's Ditch culverted. Other river walls, including the east bank of the River Lee Navigation, are retained and repaired.
- 15 The Environment Agency in its Round 1 response highlighted a number of concerns. Following discussions with the applicant and the consideration of further information, the EA confirm in its Round 2 response that, subject to a range of additional information to be submitted through planning conditions, it has no objections in principle to the proposed development and can provide a positive response.

Design of Watercourses and Wetlands

- 16 The Environment Agency (EA) notes that in order to ensure that the watercourses and wetlands function properly, providing benefits to the environment as a whole, they must be designed in a comprehensive manner. This means taking into account ground levels, landscaping, geomorphology, flood risk, biodiversity etc. The EA considers that further work on these details is required before the final design of watercourses and wetlands is agreed.
- 17 The Site Preparation Application generally shows proposed 1m contours. However, a condition is proposed to require detailed finished ground levels to be submitted for approval to take into account the further refinement of ground levels in the light of the EA comments. This means that final design of watercourses and wetlands can also take into account further work taking place on biodiversity, landscaping and geomorphology. A further condition is suggested by the EA requiring further fish surveys to be carried out before the watercourse and wetland design is finalised. These conditions are all agreed by PDT officers to be necessary and reasonable and to ensure compliance with relevant policies. For example, London Plan policy 4C.31 dealing with the protection and improvement of watercourses and policy 4C.30 which deals with canals and canal restoration and specifically states that the Mayor will seek the restoration of the Bow Back Rivers system. The Olympic proposals will enable this policy aspiration to be met.

Pudding Mill River

- 18 The Inland Waterways Association, London Waterways Commission and the GLA comment on the infilling of Pudding Mill River. This has been necessary as the design of the Main Stadium and surrounding area has progressed. However, this short water course had limited ecological value and its infilling is acceptable to the Environment Agency.

Flood Risk Management

- 19 The Regulation 19 submission included a revised Flood Risk Assessment (FRA) which supersedes the FRA originally submitted with the application. The FRA is an annex to the Environment Statement (ES) and is considered in the ES assessment chapter. The FRA concludes that there will be a beneficial effect in that flood risk generally will be reduced and this overall conclusion is accepted. However, British Waterways and the Environment Agency have made comments and suggestions for conditions which have been considered.
- 20 Specific flood mitigation measures which form part of the proposals are a new culvert to the east and north of Henniker's Ditch which would divert flood water to the Channelsea River, the proposed wetlands on the River Lea and Channelsea River (Bully Point), the removal of Marshgate Lane road bridge on the Waterworks River and channel widening by setting new wall back on the Waterworks River and City Mill River. This improves flood water conveyance and creates additional flood storage capacity. In addition Carpenters Road is graded to maintain the overland flow so that ponding does not occur and flood defences are proposed for the Kings Yard Energy Centre. A low flood wall will be required to protect against the 1 in 100 year flood event.
- 21 The revised FRA used the most up to date information available but did not explicitly include the Prescott Lock water control scheme in the assessment modelling and this has been raised as a concern by British Waterways and by the GLA. A condition is proposed which requires a scheme addressing the effects of the proposed controlled water levels within the site on the flood regime to be submitted. British Waterways also request a condition in respect of the volume and flow rates from Surface Water Discharge outfalls.
- 22 The Environment Agency raises a number of matters relating to Flood Risk Management which could be dealt with by conditions. The principle of these suggested conditions are all considered to be necessary and reasonable. The EA welcomes the confirmation from the applicants that the previously shown flow constriction structure shown on the River Lea in PDZs 5 and 6 was shown in error and is now removed. A condition is suggested requiring that no structures be constructed within the watercourse channels unless agreed.
- 23 The Environment Agency requests a planning condition requiring the removal of all temporary construction bridges as soon as no longer required and at the latest, prior to the Games commencing.
- 24 The design of Henniker's Ditch Culvert is considered to be acceptable and allows for effective maintenance. Conditions are requested requiring details of the connection with the culvert extension to the north and east. The EA also requests a condition detailing where and how access points for emergency flood risk management to the river and river walls can be provided.

- 25 One individual expressed concern that the site would be hard surfaced without a proper Environmental Impact Assessment. The PDT is satisfied that a proper EIA has been carried out and proposals allow for soft landscaped areas and permeable surfaces.

Water Quality

- 26 The assessment of the Environment Statement is that the current water quality of the watercourses in the site is generally poor. There are likely to be overall improvements to water quality as a result of the Olympic developments. The most significant positive effects will come as a result of improvements to the drainage system and implementation of Sustainable Drainage Systems (SUDs) (see Drainage Strategy below). A condition requires details of drainage systems including SUDs to be submitted for approval. This is a matter specifically raised by the London Wildlife Trust. The separation of foul water and surface water run off is likely to lead to dilution of contaminants in watercourses. The Prescott Lock proposals will also prevent the overflow sewage discharges from being brought upstream on the tide. There is a potential impact from the risk of release of contamination from construction activity but this is controlled by measures in the Code of Construction Practice including the requirement to submit for approval a Water Management Plan. Overall through all phases there is no adverse effect on water quality. An improvement of water quality is essential if the newly created habitats are to thrive and more leisure use is made of the rivers and canals.
- 27 The Environment Agency regularly takes samples from the watercourses for analysis. Some existing monitoring points may be lost

through the Olympic development. A condition is suggested to protect or relocate the EA monitoring points and to provide a water quality monitoring strategy.

Validation of Environmental Protection and future management of the Olympic Park

- 28 The Environment Agency considers that given the complexity of the Olympic project, the timescales and the need to submit further information on some aspects it is important that a formal assessment is made of the actual effects. The EA therefore suggests that a condition is imposed requiring a monitoring and validation strategy in respect of the environmental effects of the development. The condition should also require that if agreed environmental measures have not been met a scheme should be agreed to remedy the situation and deliver appropriate environmental protection and enhancement.
- 29 PDT does not consider that this request is reasonable or justified in this case. The likely environmental effects have been assessed and mitigation identified and secured through recommended conditions and Section 106 Legal Document.
- 30 The Environment Agency also comments on the need for a management and maintenance plan to be agreed and secured for the Olympic Park. This is the subject of conditions.

Water Management

- 31 An outline Water Strategy was submitted as part of the Regulation 19 request for further information. The Strategy provides a park wide assessment of demands and potential sources of supply during the principal phases of development.

- 32 The issue of water management has been raised by consultees. These include the London Wildlife Trust, Thames Water, Environment Agency and Hackney Council. These concerns relate to the need to incorporate SUDS, consideration of water conservation and the need to develop a Water Management Strategy for the site in consultation with other strategic bodies.
- 33 The Water Strategy sets out the principles of the drainage strategy which aims to meet the requirements of local and national government policy with regard to water quality, flooding, reduction in potable water and sustainability. The separation of foul and surface water drainage on site with separate dedicated sewers is an important feature of the drainage strategy. The strategy also summarises the works for the waterways in terms of flood risk management.
- 34 The strategy has been prepared with regard to The Mayor's Draft Water Strategy; The London Plan; Planning Policy Statement 25 – Flood Risk; The Water Act 2003. The strategy has been divided into sections with the following headings:-
- Water Demand;
 - Water supply;
 - Demand supply;
 - Drainage strategy; and
 - Waterways Flood Risk Management.
- 35 Each Phase of development will have its own particular demand and supply requirements in terms of potable and non potable water.
- 36 A key utilities design of the Olympic Park is to ensure that water is "fit for purpose". This means that the water quality is suited to meeting a defined end use. Within the Park, only two types of water qualities are

considered: potable and non-potable. Potable water is required to meet drinking cooking bathing needs while non-potable water meets operational plant needs such as irrigation, toilet flushing, clothes washing and household outdoor uses.

Water Demand

- 37 Current regional policy and guidance sets out water reduction targets in an aim to reduce water use. The ODA's Sustainable Development Strategy (SDS) refers to water efficiency in construction which includes self contained wheel and vehicle washing systems that recycle and re-use water, and sets specific targets for water efficiency. Its primary aim is that all venues and non residential buildings are designed to reduce water consumption by 40%. This is secured by condition.
- 38 Demand reduction measures have been identified for water reduction in the Olympic and Legacy developments and the minimum requirements are identified below:-
- Low flush toilets (4.5l/flush);
 - Waterless urinals;
 - Low flow showers (9l/min);
 - Low flow taps (5l/min);
 - Low water usage appliances; and
 - Low volume baths.
- 39 The inclusion of these measures is expected to assist in achieving water demand reduction.

Water Supply

- 40 The primary potable water source to the Olympic Park will be via two connections to the existing water mains which are currently located along Carpenters Road. The two

- connections will serve the north and south ring mains to be constructed in the park. The source of this water is the storage reservoirs at Copper Mill WTP. A second connection to an existing Thames Water main is provided as a back up supply. Reducing the demand for water and utilising non-potable sources where economical can minimise demand for potable water. The use of alternative water sources to meet water demand is a theme that is being promoted by the London Plan and the ODA's Sustainable Development Strategy. This work will form part of an ongoing the detailed design process and will be satisfied through the imposition of a condition
- 41 Local rainwater harvesting will be explored for all permanent venues and from the concourses. After the Games, large areas of the concourse will be removed during the transformation of the Park. The drainage infrastructure will remain intact and harvesting will continue.
- 42 Water recycling is being promoted in the Mayor's Draft Water Strategy. Two options for water recycling being explored are greywater and blackwater recycling which are both produced consistently throughout the year.
- 43 Greywater is collected from bathroom sinks, showers baths and washing machines using a network of dedicated pipes. This water is treated and stored prior to use. This water is suitable for toilet flushing, clothes washing and outdoor use. Opportunities exist for greywater recycling within the permanent venues with high water demand such as the Aquatic Centre. It is also suitable for high density residential development. Quantities of greywater production are only considered viable for the Olympic Games and Legacy Phases.
- 44 Blackwater recycling is similar to greywater with the exception that all used water discharges are collected and treated without the need for additional pipe work. Blackwater is also in its relative infancy and does not have an established track record in the UK and could have a significant impact in terms of footprint requirements. It is unlikely to be pursued for use during the Games and immediate Legacy.
- 45 During the Olympic Construction, Olympic Games and Legacy Phases, potential supply opportunities throughout the Park are:
- Mains water
 - CTRL Box Water
 - Borehole water
 - River water; and
 - Recycled water
- 46 The Olympic and Legacy Phases also have the potential for water supply from:
- Rainwater harvested from the concourse---permanent venue roofs and non-residential buildings;
 - Recycled greywater from permanent venues and Legacy developments

Demand-Supply Balance

- 47 The long term aim of the strategy is to minimise the use of potable water.
- 48 During the Olympic Construction Phase, the main demand is for non-potable water for uses such as wheel washing, concrete batching and dust suppression. A small fraction of potable water is required for the welfare facilities such as the canteen. Supply initially will be potable water until alternative supply sources have been developed.

49 During the Olympic Games Phase, potable and non-potable water demand will peak. This is due to the large number of people and the activities that will take place in the Park. The establishment of the non-potable water resources will contribute to the reduction in potable water consumption.

Drainage Strategy

50 The existing Olympic park is currently heavily polluted from industrial uses; it has contaminated waterways and groundwater. The existing drainage system is in a poor state of repair, waste and foul sewage discharge to the River Lea, contributing to the poor water quality on site. The drain infrastructure comprises a combination of sewers and surface water sewers that have low network capacities causing increasing river flows and pollution.

51 The drainage strategy aims to manage the quality and quantity of surface water originating from rainfall and infrastructure for the drainage of foul water. This section includes elements for the recycling and harvesting of water for reuse in the Park.

52 All surface water sewers within the site discharge into the River Lea and its tributaries or the combined sewers. There are very few existing Sustainable Urban Drainage Systems (SUDS) across the Site and these do not include surface water flow attenuation.

53 Relevant national planning guidance at PPS23 and PPS25 seeks to ensure that development that would have an unacceptable effect on the water environment is not permitted and development proposals are required to incorporate sustainable drainage systems for the disposal of surface water.

54 During the Olympic Construction Phase, the existing site infrastructure will be used to convey foul flows from the Site. As the Olympic and Legacy foul drainage infrastructure is constructed and connected it will be brought into use to convey construction foul sewage. The surface water drainage during the construction phase will ensure there is no worsening of the water environment, in particular river quality water.

55 For the Olympic and Legacy Phases, the entire Olympic site will have a dedicated foul water sewer system that is separate from the surface water drainage system. These foul sewers will discharge into Thames Water sewers adjoining or crossing the site.

56 All surface water within the Site will flow into a dedicated surface water sewer to prevent combined sewer overflows from surface water and improve sustainability by reducing the volume of surface water being treated. A condition ensures that SUDS principles and best practice is, where appropriate, pursued in the design of surface water drainage systems.

57 The provision of SUDS will help to attenuate surface water during minor rainfall events. The proposed surface water drainage system will be designed to allow for exceedence. This includes increasing the surface water drainage capacity to accommodate the 1 in 100 year joint probability event; provide appropriate overland flow path to convey the surface water to the river; and allowing for surface water ponding in line with good practice.

Conclusion

58 The Waterspace Masterplan which is required by condition will ensure that the opportunities for making full use of the

- waterways during all phases of the development are fully investigated and detailed proposals put forward. The construction of Prescott Lock will enable construction materials to be brought to the centre of the Olympics site. Detailed conditions will ensure that the final design of the watercourses and wetlands will take into account the matters highlighted by the Environment Agency.
- 59 The integration of water reduction measures into the permanent venues have been applied to achieve the aim of reduced potable water demand. These measures, along with, the use of rainwater harvesting as a non potable source will assist in achieving reduction targets. Strategies for both surface and foul water drainage have been integrated to provide overall benefit. The separation of the foul and surface water drainage to separate dedicated sewers is the key feature of the drainage strategy.
- 60 The flood mitigation measures are designed to mitigate for the 1 in 100 year fluvial flood event including climate change. These measures have been deigned in such a way that they will reduce the risk associated with flooding, will improve the landscape character and maximise the ecological value and biodiversity of the river and associated flood plain.
- 2 The issues raised are largely site-wide and general in nature rather than relating to any particular development proposal contained within the planning applications. Similarly the issues are not particular to any one Borough.
- 3 The issues raised are those relating to safety, security, traffic and transport. In general the MPS has no overall objection to the proposals and has identified that all of its issues can be addressed by condition or Section 106 document. The BTP, has identified a number of transport policing issues, but principally relate to accommodation at Stratford Station.
- 4 The MPS comments are relevant to both the Site Preparation and Olympic and Legacy Facilities applications and to all Phases of the proposed development, though principally deal with the Olympic Construction and Games operation Phases.
- Olympic Construction Phase:**
- 5 The principal issues to be considered are:
- Construction traffic and workers travel arrangements;
 - Crime and safety audit;
 - Electro-magnetic interference;
 - Site security.

6.15 Security and Policing

Introduction

- 1 The principal issues to be considered in this section are those which have been identified by the Metropolitan Police Service (MPS) and British Transport Police (BTP) and to a lesser extent by LB Newham. Comments from the London Fire and Emergency Planning Authority (LFEPA) are also considered.
- 6 In terms of travel, the principal concern raised by the MPS relates to construction worker parking arrangements. Provision for workers car parking has not been identified, although the submitted TA tests transport impacts of the Olympic Construction Phase which includes for some 10% of workers travelling by car. The MPS has requested that parking areas should be identified,

- secure and designed to meet the ACPO 'Park Mark' standard. The MPS has also requested that a Travel Plan is produced for the Olympic Construction Phase which provides commitments with respect to the transport of workers to the site from stations within the area, or from off-site logistics locations.
- 7 The detailed arrangements for the management of construction phase traffic and transport are to be detailed in the Construction Transport Management Plan. This is one of the Environmental Management Plans to be produced pursuant to the CoCP. Relevant conditions require the submission and approval of the CTMP prior to commencement of development. The CTMP will be subject of consultation with the Construction Transport Management Group, of which the MPS forms a part. The CTMG will be consulted on the CTMP and as such the Metropolitan Police will be able to consider and comment on the construction transport management measures proposed, including issues of off and on-site logistics and any provision for car parking. The CTMP also involves the production of Travel Plan for the Olympic Construction Phase.
 - 8 Regarding traffic, the MPS has raised concerns about the impact on junctions in the vicinity of the site and the security of the site entrance and exit points. A number of traffic junctions have been identified as needing improvement in the Transport Assessment in order to mitigate the impact of the construction phase of the development.
 - 9 The delivery of such improvements will be undertaken directly at the perimeter of the site by the ODA or funded and implemented through the proposed OPTEMS arrangement. The details of site entrances will be subject to approval through the submission of reserved matters. In addition, the proposed 106 legal document provides an ODA commitment to work with the MPS on the detailed design of proposals.
 - 10 The MPS has also requested that they are consulted on any water based transport facilities proposed at the site (such as river wharves). As above the proposed 106 legal document ensures that the ODA will consult the MPS on the design of proposals within the Olympic Park. In any event, the PDT would consult the MPS directly on proposals to be submitted pursuant to the recommended condition which requires the details of river wharves or other infrastructure necessary to support river based transport, to be submitted to the LPA for approval.

Crime and safety audit

- 11 A crime and safety audit of an area around the site (or other construction sites which contain temporary residential accommodation) is required by the MPS. The MPS has also requested that any extra security measures identified as being required from this audit should be financed by the ODA. This is currently being discussed with the ODA.

Electro-magnetic interference

- 12 The ES identifies the potential for signal shadow as a result of main stadium, velodrome and cauldron. The MPS has requested a condition which would ensure that there is no interference of emergency service frequencies as a result. In response, it is considered that this should appropriately be secured through the ODA/MPS engagement process captured in the proposed 106 legal document.

Site security

- 13 The MPS are seeking to be involved in the design process for boundary fencing, lighting, CCTV, and communications equipment. It has welcomed its involvement to date on such matters (consulted on perimeter fence design) but is seeking assurance on future engagement. The MPS has also requested that the 106 legal document ensures that police accommodation is provided within the Site during the Olympic Construction Phase at no cost. It is considered that this matter is appropriately secured through the proposed legal document and its obligations with respect to future ODA/MPS engagement.

Olympic Games Phase

- 14 The principal issues to be considered are:
- Spectator movement;
 - Crime and safety audit; and
 - Police accommodation.

Spectator movement

- 15 For the Games Phase the MPS are seeking a condition which requires a 'joined up crowd analysis' with neighbouring uses (in particular to Stratford City and Stratford station). This should involve the British Transport Police. The MPS would also like to see the details of entrance and exit points to ensure that these are sufficient to accommodate security screening functions.
- 16 The proposed Games phase accommodation has been subject to extensive crowd modelling work, and the provision of all bridges and concourse areas have been designed to accommodate the peak of some 250,000 spectators. The PDT is satisfied that the work undertaken in

support of the planning applications is sufficient for planning purposes and has demonstrated that crowds can be evacuated safely. It is understood that crowd modelling is likely to be developed further over time with LOCOG (London Organising Committee of the Games) and other stakeholders, including the MPS and BTP and such engagement would fall within the obligation within the 106 legal document. Relevant conditions are proposed which require the submission of details for the FOH/BOH areas which will include the entrances/exits to the park and the MPS would be consulted for their views by the PDT at the relevant time.

Crime and safety audit

- 17 As with the Olympics Construction Phase, the MPS are seeking a crime and safety audit of the area surrounding the site to enable the implementation of any additional measures which would be required to assist the personal safety of visitors to the Games. They state that the cost of any additional works identified should be borne by the ODA. This is being discussed with the ODA and an update will be provided at the meeting.

Police accommodation

- 18 The MPS is seeking the provision, at no cost to the police, of temporary on-site accommodation during the Games Phase.
- 19 In response, it would be expected that details of the accommodation for the Police and other security staff will come forward as part of reserved matters applications. It is considered that this matter is appropriately secured through the proposed legal document and its obligations with respect to future ODA/MPS working and engagement.

Legacy Phase

- 20 The MPS require a community safety framework to form part of the LMF. It also requires the provision of adequate police accommodation as part of the Legacy Communities development. For Legacy Transformation Phase, it is recommended that retained parking facilities should meet the ACPO 'ParkMark' safe parking award.
- 21 Community and social facilities, including the provision of police accommodation will be considered as part of the LMF process. Specific consideration of this issue is captured in the recommended section 106 legal document obligation with respect to the matters to be addressed.
- 22 The PDT will assess detailed proposals for car parking and the Olympic Park public realm in accordance with the best practice guidance contained in 'Safer Places – The Planning System and Crime Prevention' and in terms of Secured by Design principles. A recommended condition requires such best practice standards and principles to be considered in the design of the development and the public realm.

British Transport Police

- 23 In terms of the British Transport Police comments, these are primarily a request for accommodation to be provided at Stratford Station (up to 850 sq.m to accommodate some 50 extra staff). In particular they state that the ODA should fund or contribute to the provision of this additional space.
- 24 In response, it is not considered that the BTP request is sufficiently justified or reasonably related to the development proposed. Stratford Station is outside of the application site and the necessary upgrade

works to support the delivery of Olympic related capacity improvement at Stratford City are committed as part of the Olympic Transport Plan. Temporary accommodation at the site for the BTP during the Games may be provided but this should appropriately be considered as part of wider Police service/ODA engagement process which is captured by the 106 legal document. The provision of a facility for the BTP as part of the Legacy Communities development will be considered as part of the LMF process and its assessment of necessary community and social infrastructure. The PDT acknowledges that shortage of space at Stratford Station is an issue for BTP; however, their request is not considered to be justified in the context of these applications.

LFEPA

- 25 The LFEPA has commented that provision should be made during the Games for the accommodation of fire fighting appliances and equipment. Provision of such temporary facilities will be subject of further discussion between LOCOG and the LFEPA as part of the broader discussion on Games safety. The details of any proposed provision would be captured by the submission of reserved matters and the PDT would consult directly with the LFEPA on any detail proposals it receives.

Conclusion

- 26 The measures captured in the 106 legal document and conditions as set out below address the issues raised by the Police services to the extent PDT considers necessary. The measures ensure that the proposal would accord with, in particular, the provisions of policies EQ48 in the Hackney UDP (Designing out crime), S1

(community safety and crime reduction) and EQ19 (design considerations) of the Newham UDP, Dev 1 (design) in the Tower Hamlets UDP and BHE7 (designing out crime) in the Waltham Forest UDP and the provisions of 4B.5i of the London Plan Further Alterations and CP47 of the Tower Hamlets LDF (submission document).

- 27 The crime and safety audit and funding requests from the Police services are not considered to fairly and reasonably relate to the impact of the Development in this instance.

6.16 Ecology Assessment

Introduction

- 1 The principal issues in respect of biodiversity, including those identified by the Host Boroughs, are the extent of the habitat to be lost, the extent and nature of the mitigation of this loss, and the effectiveness of the mechanisms to be put in place to secure this mitigation. The issues are site wide and relate to all Phases of the proposed development. Concern at loss of existing habitat and at the effectiveness of mitigation measures has been raised by a number of organisations, including the GLA, the Environment Agency, Natural England, the London Wildlife Trust, British Waterways, Lea Valley Regional Park Authority, the London Bat Group, Hackney Marsh User Group, University of East London, and the Manor Gardens Allotment Society. The Manor Gardens Allotment Society representation was accompanied by a petition with 6,390 signatures. Seventeen individuals also made representations objecting to loss of and damage to existing wildlife habitat.

Context

- 2 The site is predominantly industrial or disused but it includes a network of watercourses and a number of areas of ecological value. The River Lea and River Lea Navigation waterways are designated part of the Lea Valley Site of Metropolitan Importance (SMI), and there are four Grade 1 Sites of Borough Importance (SBIs). These include the Eastway Cycle Circuit and Bully Point Pond, the Greenway and Old Ford Nature Reserve, and the Waterworks and City Mill Rivers and adjacent land. Arena Fields at the northwest corner of the site is a Grade 2 SBI. A variety of habitats and associated notable species are identified in these areas. Most of this habitat is classified as 'Wasteland', which supports nationally significant populations of invertebrates, including UK Biodiversity Action Plan priority species. Other notable species on the site identified by surveys include bats, overwintering and breeding birds, including kingfishers, and Bully Point pond was found to have localised value for reptiles/amphibians. Natural England (NE) note that the proposal will impact on all or part of all six Sites of Importance for Nature Conservation, resulting in loss of habitat and associated loss of public access to green space.

Loss of habitat

- 3 It is inevitable that a significant area of habitat will be lost from the site as ground works are undertaken to establish the platform for the Games, including cutting and filling to establish appropriate ground levels. The ES indicates a net loss of 13.3ha of 'natural and semi-natural habitat' and 0.2ha of open water, resulting in an overall net loss of 13.5ha of wildlife habitat.

- 4 Policy 3D.12 of the London Plan (Biodiversity and Nature Conservation) states that where development is proposed which would affect a site of importance for nature conservation the approach should be to avoid adverse impact, and if that is not possible, to minimise such impact and seek mitigation of any residual impacts. The relevant Host Borough biodiversity policies contain broadly similar criteria.

Proposed Mitigation

Olympic Construction Phase

- 5 The GLA and Natural England (NE) state that there is a need to provide temporary habitat for species either within the site or, more likely, off-site, to compensate for the impact during the Olympic Construction Phase. In response to the Regulation 19 request, a map was submitted showing habitats to be safeguarded on the site (Fig.16.18, Vol.5B). The GLA, NE and the Boroughs are concerned at the small size of these habitat areas and their fragmentation. The GLA also point out that they are predominantly wetland areas or areas of trees which will not provide habitat continuity for wasteland invertebrates, which is considered necessary.

- 6 Submission and approval of a Code of Construction Practice (CoCP) will be required by conditions, to address both construction and Legacy Transformation Phases. A revised draft CoCP which was submitted in response to the Regulation 19 request will form the basis of this, having undergone further refinement in conjunction with PDT officers in the interim. This will require provision of an Ecology Management Plan which will include a range of measures to protect the retained habitats and procedures for translocation of species

where necessary and possible. Natural England recommend that these provisions be enhanced to ensure proper management of the retained areas and on site protection of species which are to be translocated. These extra provisions will be required to be incorporated into the CoCP, though it should be noted that in some locations translocation may not be feasible due to contamination of existing habitat.

- 7 However, in view of the size and fragmentation of the retained areas, the GLA and NE recommend additional mitigation off-site during the Olympic Construction Phase. NE request identification, preparation and management of off-site areas to serve as translocation sites or new replacement habitat, and state that they are confident such sites can be found in the immediate vicinity of the Site. The proposed legal document ensures that where on-site habitat creation to mitigate any adverse impact cannot be satisfactorily secured, off-site provision will be pursued. Such off-site provision will be close to the site and the subject of consultation with both Natural England and the PDT.

Legacy Phase

- 8 The ES explains that, in the longer term, whilst 13.5ha of existing habitat would be lost, this would be replaced during the Legacy Transformation Phase by areas of 34.3ha of Parks and Gardens (the existing site contains none) and 13.3ha of Green Corridor space (9.1ha on the existing site), a combined additional area of these types of space of 38.5ha. The GLA accept that some of this will be wildlife habitat but note that the amount, type and locations of habitat are not yet specified.

- 9 In summary the GLA's position is that, although there will be significant habitat loss, there is also the potential to create new and enhanced habitats and an overall benefit for biodiversity. NE concur that the Legacy Park has the potential to greatly enhance the ecological integrity of the Lower Lea Valley. However, with the Boroughs, the GLA notes that there is no overall quantification of habitats to be provided in the Legacy Phase, and that there is a risk that adequate replacement or a net increase in biodiversity may not be provided, contrary to Planning Policy Statement 9 (Biodiversity and geological conservation) and the London Plan. With NE, the Boroughs and the London Wildlife Trust they are concerned to ensure that appropriate mechanisms are in place to secure an overall net gain in wildlife habitat in the Legacy Phase.
- 10 The proposed mechanism to achieve this will be the submission and approval of the BAP. A condition requires submission and approval of a BAP, to be based on the Framework BAP submitted in response to the Regulation 19 request. It will set out the actions required to establish and conserve habitats and species of conservation concern in the Olympic Park. The recommended section 106 legal document requires full consultation on preparation of the BAP with the GLA, Natural England, the Lea Valley Regional Park Authority, the Environment Agency and other stakeholders, and will require implementation of the specified actions. The detailed BAP should specify types of habitat to be created, taking account of the need for replacement wasteland habitat, together with the size of these areas and their locations. The GLA, NE, the Boroughs, the Lea Valley Regional Park Authority and University of East London are also concerned to ensure that the areas created are well connected so that green corridors are achieved. Again the detailed preparation of the BAP can address this. Bat habitat will also be addressed in the BAP, and a condition, will require approval of all lighting which will address concerns regarding impact on bat foraging corridors.
- 11 Subject to these mechanisms, it is considered the aim of a net gain in biodiversity with a range of habitats in a fully accessible Legacy Park can be achieved. As the Legacy Phase continues, an increasing population will have access to a maturing Park with a variety of habitats.
- 12 In terms of trees, conditions will ensure protection during construction of those to be retained, and ensure any planted as part of the landscaping scheme and subsequently lost will be replaced with appropriate specimens. The Code of Construction Practice also includes a number of measures to safeguard trees to be retained.
- 13 The Ecology Management Plan to be prepared pursuant to the Code of Construction Practice will include procedures for the control and eradication of invasive species including Japanese Knotweed.

Conclusion

- 14 The proposal will inevitably result in the loss of existing areas of wildlife habitat. However, the preparation and implementation of a Biodiversity Action Plan, to be secured by condition and through the recommended section 106 legal document, will ensure that during the Legacy Phase there will be extensive and maturing areas of a range of habitats to ensure a long term overall

enhancement of biodiversity. Conditions requiring an Urban Design and Landscape Framework and landscaping will also ensure high quality habitats are provided. The Ecology Management Plan, to be secured through the Code of Construction Practice, will minimise adverse impacts during the construction phase. The section 106 legal document also provides for some limited off-site mitigation if on-site provision is not sufficient.

6.17 Equalities

Introduction

1 The issues to be considered in this section include those raised by the GLA and PDT with respect to equality, diversity and social inclusion. The issues raised relate principally to the Games and Legacy Transformation Phases and are site-wide rather than relating to any particular PDZ or Borough. A particular issue is that of how the beneficial effects of the development can appropriately be secured for the priority groups set out in the London Plan. Related issues raised by the GLA with respect to inclusive access and design are considered in the Design and Access section of this report. Issues raised by Travellers and residents groups are considered in the Relocations section of this report.

Equalities Impact

2 The GLA's principal concern as expressed in its Stage 1 report is that the application material does not provide sufficient clarity on how benefits from the development are secured for the full range of priority groups identified by the London Plan. The GLA's preferred method of identifying such benefits is through health and equalities impacts assessments (Policy 3A.20 of the

London Plan and draft SPG on Planning for Diversity and Equality in London).

- 3 Whilst the application documents do not provide separate health and equalities impact assessments, the socio-economic section of the submitted Environmental Statement does assess the direct and indirect social, employment and health, equalities and cultural effects of the proposals, across each Phase of the development. The ES identifies a number of direct and indirect positive impacts which would be generated, including increased employment opportunities, increased participation in sport and physical activity and benefits to community cohesion and social tolerance.
- 4 In addition, further information on equalities, particularly with respect to the ODA's procurement policies, wider employment training initiatives and commitment to the inclusive design of the Games venues, was submitted in May 2007 in response to the PDT's Regulation 19 request. On this basis, PDT officers are of the view that the application appropriately considers the impact of the development on health and equalities and suitably addresses the provisions of London Plan Policy 3A.20 and the draft GLA SPG.
- 5 In addition, following discussion between the GLA, the PDT and the ODA applicant team, it has been agreed that further equalities analysis would be undertaken as part of the preparation of the business case for each venue. The details of such analysis and how the detailed proposals propose to secure benefits for the Mayor's identified priority groups are to be provided pursuant to a condition regarding the reports to be submitted with reserved matters applications, and by a condition regarding the future

management of the retained venues. In addition, the ODA has given a corporate commitment to the Mayor's agenda on equalities and engagement with the GLA as part of the Access and Inclusion Forum.

Conclusion

- 6 For the reasons set out above, it is considered that, subject to the conditions referred to, equality issues have been appropriately considered and where appropriate, secured in response to the relevant strategic planning policies on equalities.
- 7 The GLA has confirmed that further work on equalities, in particular how the proposals identify and respond to the needs of the Mayor's priority groups, can be secured by condition or legal document. This is secured through the recommended conditions regarding reserved matters (which requires an Equalities Statement to be submitted for each venue or package of works) and the management of venues, including details of public access.

6.18 Employment and Training

Introduction

- 1 Key issues considered in this section are those which have been identified by the Host Boroughs, in particular LB Newham and LB Waltham Forest, the LB Haringey, the Newham Primary Care Trust and PDT. The issues identified are site-wide in nature and relate to all phases of the proposed development.
- 2 The principal desire of the Host Boroughs, and shared by PDT are:
 - that adequate employment and training arrangements should be made to assist local people;
 - that a Local Employment and Training Framework should be committed to or similar arrangements, in line with what was secured as part of the 2004 Olympic planning permissions.
- 3 In addition PDT has discussed with the applicant changes to the applicant's proposed approach on local employment which is explained below.

Capturing opportunities for local employment at All Phases

- 4 Previous sections of this report have identified that the employment generated at each of the construction and operational phases of the Games would have a beneficial impact on London's economy and in particular that of East London. Section 5 confirms the employment generated at each particular phase of the development, concluding that the net employment effect is an increase of over 5,000 full time equivalent jobs. Section 6.3 identifies the regeneration benefits which would result from the proposed development. The proposals include the provision in Legacy of some 120,000 sq.m gross of B class employment use in the converted IBC/MPC building. This is welcomed by the PDT as a commitment to promoting mixed use development in the Legacy Communities phase and as an appropriate response to the existing Strategic Employment Location and Local UDP employment use allocations.
- 5 Local population and businesses due to their proximity to the Olympic Park are in a position to benefit directly from the development opportunities that the application proposals can provide. It is considered important that, in accordance with policies 3B.12 in the London Plan (revised 3B.12 in the London Plan Further Alterations), EMP6 in the Tower Hamlets

- UDP and SP9 and INB 13 of the Waltham Forest UDP, such benefits are, as far as possible, captured through the planning process.
- 6 The applications as submitted propose the existing LDA funded Local Employment and Training Framework as the principal mechanism to assist local people and business gaining access to the opportunities created by the development. A LETF was a conditional requirement of the 2004 Olympic planning permissions, and although not brought forward pursuant to those permissions, the LDA has worked with the five Host Boroughs to prepare and fund the implementation of a LETF outside the planning process.
- 7 The LETF was agreed by the LDA, Leaders and Mayors and the 5 Borough Partnership Board in September of 2006 and covers the following principal elements: business and job brokerage and support; vocational training; working with schools on education programmes. The LDA has allocated some £9.5 million of funding to support the LETF during the period 2006-2009. Funding from 2009 to 2015 is intended to be pursued as part of the LDA's corporate planning cycle, following a review of the LETF scheduled for 2008.
- 8 In support of the LETF, the five Host Boroughs, LDA, ODA and other stakeholders have launched a local labour service called 'BOOST' in March 2007. This service essentially seeks to match local residents and business with the employment opportunities directly generated by the ODA, CLM and its contractors. As with the LETF, funding is allocated until March 2009.
- 9 PDT acknowledges and welcomes the fact that the delivery of the LETF has commenced outside of the planning process. However, given that funding is only allocated until 2009 PDT have sought some assurances that funding will be applied for to carry forward the socio-economic benefit which would be secured by operation of LETF beyond 2009. In the recommended section 106 legal document, the LDA commits to using reasonable endeavours to apply for funding of the LETF beyond 2009. If the LDA is unable to secure such funding then the ODA will seek funding for LETF provision and if not successful the PDT is discussing how the ODA may examine alternative arrangements.
- 10 In addition to the provisions concerning the LETF, the recommended s 106 legal document also provides for an ODA commitment to:
- encourage its contractors to use 'BOOST';
 - work with the Stratford City developers in order to maximise the effectiveness of the Stratford City obligation in respect of local labour;
 - monitor progress on the use of BOOST by its contractors;
 - if BOOST funding is not available after 2009, to use reasonable endeavours to work with partner organisations to implement an alternative local labour arrangement (the principles of which are set out in the obligation, including the advertising of vacancies in local papers and job centres) which would run until the end of the Legacy Transformation Phase.
- 11 This obligation secures an appropriate commitment to local labour schemes through all phases of the development and

as such, it is considered a satisfactory response to the issues raised by the Host Boroughs and Newham PCT with respect to securing local training and employment initiatives.

- 12 In terms of other consultation responses, the Boroughs of Redbridge and Camden have commented that the employment programmes should be expanded to other areas of London and Essex. PDT considers that such an approach would go beyond what is considered to be justifiable and reasonable with respect to local labour clauses.
- 13 Consultation with local residents resulted in six letters of objections raising concerns to the loss of jobs and loss of local business in the area. The loss of existing business is considered in the Relocations section of this report. Eight letters from local individuals supported the applications as they would increase employment opportunities.

Conclusion

- 14 The measures provided for in the recommended 106 legal document are considered to satisfactorily respond to the aims of consultees on this issue. The measures also ensure that the proposal would accord with, in particular, the provisions of policies 3B.12 in the London Plan (revised 3B.12 in the London Plan Further Alterations), EMP6 in the Tower Hamlets UDP and SP9 and INB 13 of the Waltham Forest UD, with respect to securing, as far as reasonably possible, local employment benefits in the construction and operation of the development proposed.

6.19 Other Issues

- 1 In addition to the issues assessed above, a number of other matters have been raised by consultees and these are set out in this section.

Utilities

- 2 One letter of objection stated that the site was too small for the provision of the Olympic Park and there is too much water and too many electricity pylons. In response, new underground utilities corridors have been developed throughout the Olympic Park (under a separate permission) which allow the carrying of all the primary utilities services that will be required for both during the Games and future Legacy developments. The pylons are to be removed as the electricity cables are being relocated to the underground corridor. The construction of new bridges will allow access across the existing waterways and other major infrastructure barriers.

- 3 The National Grid advised that the developer should have regard to safety information and National Grid plans of the site.

Electro Magnetic Radiation (EMR)

- 4 The GLA seeks assurance that the Electro Magnetic Radiation will not interfere with emergency services communication, as did the Metropolitan Police Service as set out earlier in section 6 of this report. Letters of objection from two local residents wanted to be assured that any impact on television and radio reception from construction work would be remedied at no cost to residents. In response, there is no evidence that there will be any interference with emergency

services communication and potential TV reception interference is governed by an obligation in the recommended section 106 legal agreement to mitigate any significant effects.

Microclimate

- 5 The GLA considered that climate change should be of consideration and the use of meteorological data should form part of the methodology. In response, climate data obtained from UK Meteorological office was used in the sunlight and daylight assessment and is considered satisfactory.
- 6 Network Rail, Friends of Epping Forest and the Environment Agency all raised concerns on the provision of artificial lighting facilities to the Park. Planning condition requires the submission and approval of all external lighting to the park which is considered satisfactory.

Safeguarding Zones

Airports

- 7 London City Airport (LCA) advises that the Site Preparation application does not conflict the safeguarding criteria and therefore has no safeguarding objection. With regard to the Olympic and Legacy Facilities application LCA advises that they will need to review the height of any structures, indicated at 154.95m (AOD) Outer Horizontal Surface at the reserved matters/detailed stages. Conditions controlling the maximum height of any development including any permanent buildings, structure or plant and aeriels and antennae to 154.95m (AOD) are requested.
- 8 In addition, the LCA wish to be consulted at the detailed stage in respect of the height of

such buildings and structures, and also on the method of construction, specifically the use, location and height of cranes and other plant. Any landscaping proposals should comply with London City Airport Landscaping Advice. LCA also wish to see the external lighting, which could be confusing or distraction to pilots, thereby impairing the safety of aircraft operations should be controlled by condition. LCA therefore has no objection to the principle of the outline proposal, but does not currently have sufficient details to confirm that the development will be acceptable in terms in its impact on aircraft operations. Appropriate conditions and informatives have been included.

- 9 Confirmation has been received that NATS Ltd have no safeguarding objections with regard to the Olympic Facilities and their Legacy Transformation application. The wind turbine has been separately assessed by the NERL Safeguarding Office, which has confirmed that they have no safeguarding objection to that proposal.

- 10 The Civil Aviation Authority has no role in assessing the purely environmental implications of the project and makes no comment on that specific aspect. The CAA has identified a potential need for aviation obstruction lighting, which should be established in direct correspondence with the relevant aerodrome operators. This will be better assessed at the reserved matters stage, and an informative advises of this need.

Crossrail

- 11 Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west of London to Shenfield and Abbey Wood in the east using existing Network Rail tracks

and new tunnels under central London. A Safeguarding Direction was issued in 2005, and appropriate consultations have taken place. A Safeguarding Direction had previously been issued in 1991 for the Chelsea/Hackney Line and is currently being refreshed. Confirmation has been received that Cross London Rail Links Limited do not object to either application subject to the imposition of conditions in relation to both lines. These are included in the recommendation. It is therefore unnecessary to refer the applications to the Secretary of State for Transport.

CTRL

- 12 Union Railways (North) Limited have responded for the Channel Tunnel Rail Link Safeguarding Directions 1996 to confirm that there are no objections in principle to both applications. However, it is recommended that a condition is attached to any grant of permission to deal with foundations detailing within the applications sites safeguarded under the CTRL Directions, and this is limited to three of the Planning Delivery Zones. Further interest is expressed in relation to the Construction Code of Practice and would wish the CTRL infrastructure to be included in appropriate limits for vibration and protective measures, and that non CTRL works are clearly identifiable and that sources of noise disamenity, construction traffic issues and the mechanisms for public address are as effective as possible.

Gasholder at Stratford

- 13 The Health and Safety Executive have raised issues of major hazard risks in relation to a Consultation Zone of 235 m around the gasholder station at Stratford adjacent to the Olympic Park site. This

covers the Southern Transport Mall and the Greenway in Zone 12. There is no objection provided that a condition is imposed requiring an agreement with the operator to de-commission the gasholder for the duration of the Games period and the agreement is implemented. This is included in the recommendation.

Budget for and Cost of the Olympic Games

- 14 Over 40 separate comments were received objecting and expressing concern with the costs involved in staging the Games in London or with the budget process and control of expenditure. Individuals were primarily concerned with the costs to local taxpayers, particularly the elderly. Many felt that the money could be better spent on other beneficial projects, such as public housing, hospitals, charities, museums etc. One organisation – London Thames Gateway Forum – stated that there had been a failure to develop budgets and control the growth of expenditure. There was one letter of support stressing the financial benefits of the Olympic Games. The issues around the funding and costs of the Games are not directly related to planning.

Trees

- 15 LB Hackney, Wick Ward Councillors, the Hackney Marsh User Group and a local resident are concerned at the loss of trees fronting the River Lee Navigation at Arena Fields and consider that they should be retained as a buffer zone.
- 16 This is the location for the security fence around the perimeter of the site and the retention of the relatively narrow strip of vegetation is impractical. Conditions will require replacement planting in the Legacy Transformation Phase.

- 17 LB Hackney asks that Trees removed for the Olympic Phase should be reinstated in Legacy; Hackney Marsh User Group and a local resident make this point in connection with East Marsh in particular. The Hackney Marsh User Group, the New Lammas Lands Defence Committee, Wick Ward councillors and a local resident are concerned that the proposals to hard surface East Marsh fail to provide sufficient protection for the trees it is proposed to retain, and that the hard surfacing of the coach park will mean destruction of trees along Ruckholt Road. They suggest conditions that all trees, except those needed for the land bridge and vehicle cross-overs, be saved and that those in proximity to works be protected.
- 18 The Hackney Marsh User Group and a local resident are concerned that the description of East Marsh fails to mention that it contains 300 trees. The Hackney Marsh User Group and a local resident are concerned that the application says 'vegetation and trees are shown for contextual purposes only' and the New Lammas Lands Defence Committee and a local resident are concerned that there is no information as to where or when replacement planting is to take place. Other comments from local residents are that more trees and shrubs should be planted and concern that established trees will be replaced by 'managed' green spaces less conducive to wildlife.
- 19 In response, the submitted plans and revised tree survey include all existing trees. Conditions require the retention of trees so indicated on submitted plans, or any replacement plan approved by the Local Planning Authority, and that new and replacement tree planting, habitat creation and landscape management works are carried out in accordance with the approved Urban Design and Landscape Framework and the Waterspace Masterplan. Measures for protection of trees during construction are contained in the Code of Construction Practice.
- 20 Hackney Marsh User Group and a local resident welcome the fact that less trees on Eton Manor will be lost than in the 2004 proposals, but are concerned that many have already gone. The removal of 49 TPO trees was approved through a separate application by LB Waltham Forest in 2004.

Miscellaneous

- 21 Comments were received from 5 individuals looking for free or discounted tickets to the Games for local people. This is not a planning matter.
- 22 Three separate comments highlighted the need for the provision of public toilets, to include baby changing facilities, not only within the Olympic Site but throughout London. The provision of these facilities within the Park will be dealt with at a later stage, when details come forward for all of the venues, as well as the arrangements for the Games themselves.
- 23 Support was expressed for the local procurement of street furniture. Procurement is covered by other legislation and forms part of a wider strategy being implemented by the ODA and LOCOG. Provision of affordable workshops in Stratford for musicians and artists was also requested. This is not prevented by the current proposals, and can be considered within the Legacy Communities Development anticipated to come forward pursuant to the Legacy Masterplan Framework.

- 24 The University of East London has expressed its support for the proposals and is seeking to gain support to create a new 21st Century campus in the Olympic Park or in the Stratford City Regeneration Area. This is a matter to bring forward within the Legacy Masterplan Framework. The current proposals do not incorporate this proposal specifically.
- 25 The London Wildlife Trust has suggested that a programme of environmental education be initiated as part of the Legacy Park, using the wind turbine, biodiversity and SuDS as educational features. The PDT has drawn that to the applicant's attention for consideration.
- 26 The Metropolitan Police Services have commented that the park and stadia will have to be subject of further licensing, and wish to be involved in that process. The relevant authorities will be informed in writing.
- 27 The London Fire Brigade have pointed out that any new internal road names require their approval and that any on-site accommodation for workers must be in a location approved by the Fire Brigade. An informative will cover this issue.
- 28 Reference was made to alleged false statements made by the LDA at the CPO inquiry. Also allegations were made that the purpose of the proposals was to grab land for profit. These comments do not carry material weight to the planning consideration.
- 29 There were also a small number of queries about avian botulism, the use of the Museum of Childhood in Bethnal Green, the poor state of Newham roads in respect of litter and blocked drains. None of these matters raise any issues of direct relevance to the planning consideration.
- General**
- 30 Nearly 70 individuals have expressed support for the proposals, some making positive suggestions and/or wishing to participate. Over 20 individuals objected to the proposals, but did not give any specific reasons.
- Conclusion**
- 31 The proposals contained within the Site Preparation and Olympic Facilities and Legacy Transformation applications have been the subject of extensive pre and post application discussions and consultation between the applicants, PDT officers and consultants and a wide range of interested parties. The applications have been subjected to detailed scrutiny and assessment and the applications were amended and further information submitted as a result of the assessment and consultation process.
- 32 The development proposed in the applications is acceptable in principle. It accords with the general aims of national, regional and local policy and guidance including the principles of the London Olympic Games and Paralympic Games Act 2006. Some aspects of the development do represent a departure from policies and proposals but much of this is temporary (e.g. loss of Metropolitan Open Land) and has to be viewed against the overall benefits that the proposals represent both for the site and the wider area.
- 33 The development as a whole together with the development of the Olympic Village on the adjacent Stratford City site will provide a

significant kick start to the regeneration of the Lea Valley and this part of the Thames Gateway. Whilst the scale, type and quantum of development are acceptable in principle there have been vigorous discussions relating to the impact and benefits of the development and the level of mitigation that is required to address those impacts. Consideration by PDT has been given to the views and concerns of consultees and the mitigations, conditions, informatives and the planning obligations as proposed are considered to have addressed concerns as PDT have considered appropriate.

- 34 The applications are therefore recommended for approval subject to the recommendations in Chapter 8 of this report.

6.20 Human Rights Considerations

- 1 The applications raise some Human Rights Act 1998 implications. These are summarised below.
- 2 In terms of relevant provisions of the Human Rights Act 1998, the following are particularly highlighted to Members:-
- 3 Section 6 of the Human Rights Act 1998 prohibits authorities from acting in a way which is incompatible with the European Convention on Human Rights. Various convention rights are likely to be relevant to the Order, including:-
 - Entitlement to a fair and public hearing in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process;
 - Rights to respect for private and family life and home, such rights may be
- 4 Under section 6(1) of the Human Rights Act 1998, it is unlawful for a public authority to act in a way that is incompatible with a Convention right. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated in to English Law under the Human Rights Act 1998. The proposed relocations and the necessary compulsory purchase of land required for the proposals, in particular, bring into play a number of different Convention rights.
- 5 By Article 6(1) of the Convention, in the determination of his civil rights and obligations or of any criminal charge against him, everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.
- 6 Article 8(1) of the Convention states that every one has the right to respect for his private and family life, his home and his correspondence. Article 8(2) sets out certain legitimate aims which can justify interference with this right by public authorities such as the Boroughs and such aims include the economic well being of the community.
- 7 There will be some interference with the rights of owners and occupiers of properties affected by the Compulsory Purchase Order process and also by the carrying out of the

restricted if the infringement is legitimate and fair and proportionate in the public interest (Convention Article 8); and

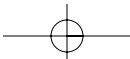
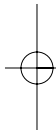
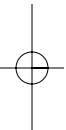
- Peaceful enjoyment of possessions (including property), this does not impair the right to enforce such laws as the State deems necessary to control the use of property in accordance with the general interest (First Protocol, Article 1).

works. The interference caused by the CPO process has been the subject of public inquiry and the decision of the Secretary of State. In relation to the carrying out of works, Members need to satisfy themselves that the measures which are proposed to be taken to minimise, inter alia, the adverse effects of noise, construction and general disturbance are acceptable and that any interference with Article 8 rights will be legitimate and justified.

- 8 The First Protocol of Article 1 concerns protection of property and states that:-
- "Every...Person is entitled to the peaceful enjoyment of his possessions. No-one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law."*
- 9 This Convention right is therefore qualified by the wider public interest. The European Court has recognised that:-
- "Regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole".*
- 10 Both public and private interests are to be taken into account in the exercise of the ODA Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate.
- 11 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.
- 12 For some parts of the Site (for example, the relevant land at East Marsh and Arena Fields (part of Hackney Marshes), members of the public have also had (and in some

cases pending their compulsory acquisition, overriding or stopping up may still have) rights of access, rights of common and rights concerning allotments. The Olympic Games and Paralympic Games Act 2006 and other statutory provisions provide the developer with mechanisms to override or depart from the statutory restrictions affecting relevant common land, open space and allotment rights in order to carry out the Development.

- 13 Objections to the Compulsory Purchase Order process have been considered in detail by an independent Inspector at a public inquiry and confirmed (subject to conditions in some cases) by the Secretary of State.
- 14 As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account the interference with private property right protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest. In this context, PDT Officers have carefully considered the balance to be struck between individual rights and the wider public interest. Officers consider that any interference with Convention rights is justified in order to secure the economic, environmental and social benefits that the Development will bring and the wider public interest of hosting a globally prestigious sporting event in the form of the Olympic and Paralympic Games. PDT officers have also taken into account the mitigation measures governed by planning conditions and the associated legal (including section 106) agreement to be entered into by the applicant. Appropriate compensation in relation to the CPO process will be available to those entitled to claim it under the relevant statutory provisions.





Olympic Delivery Authority



Planning Decisions Team

