

Olympic Delivery Authority

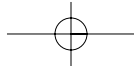
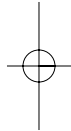
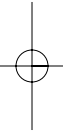
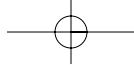


Planning Decisions Team

# Olympic, Paralympic & Legacy Transformation Planning Applications

Main Report - Recommendations

14 AUGUST 2007



# Index

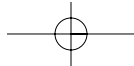
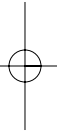
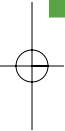
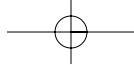
## Main Report - Recommendations

### 7 Implementation and Phasing

- 7.1 Phasing of Development and Planning Application Programming**
  - Programme Chart of Site Preparation and Reserved Matters Scheduling
- 7.2 Summary of the structure of the recommended permissions**
- 7.3 Summary of the Heads of Terms to the Recommended Planning Obligation**
- 7.4 Environmental Impact of the Recommended Planning Obligation Legal Document**
- 7.5 Summary of Corporate Commitments**
- 7.6 Summary of LDA Position Statements**

### 8 Recommendations

- 8.1 Recommendations for both applications**
- 8.2 Olympic Site Preparation Application - 07/90011/FUMODA - Recommended Conditions**
  - Annexes to Site Preparation Conditions
    1. Construction Transport Management Plan (CTMP)
    2. Water Management Plan (WMP)
    3. Ecology Management Plan (EMP)
    4. Notifications Required to Statutory Undertakers (map to follow in update report)
    5. Discharge of Remediation Protocol
- 8.3 Olympic Facilities and Legacy Transformation Application -07/90010/OU MODA - Recommended Conditions**
  - Olympic Development Conditions
  - Legacy Transformation Development Conditions
  - Annexes to Olympic Facilities and Legacy Transformation Conditions
    1. Construction Waste Management Plan (CWMP)
    2. Notifications Required to Statutory Undertakers (map to follow in update report)
    3. Legacy Parking Schedule
- 8.4 List of organisations providing Informatives**
- 8.5 Summary of Polices and Reasons for Approval**



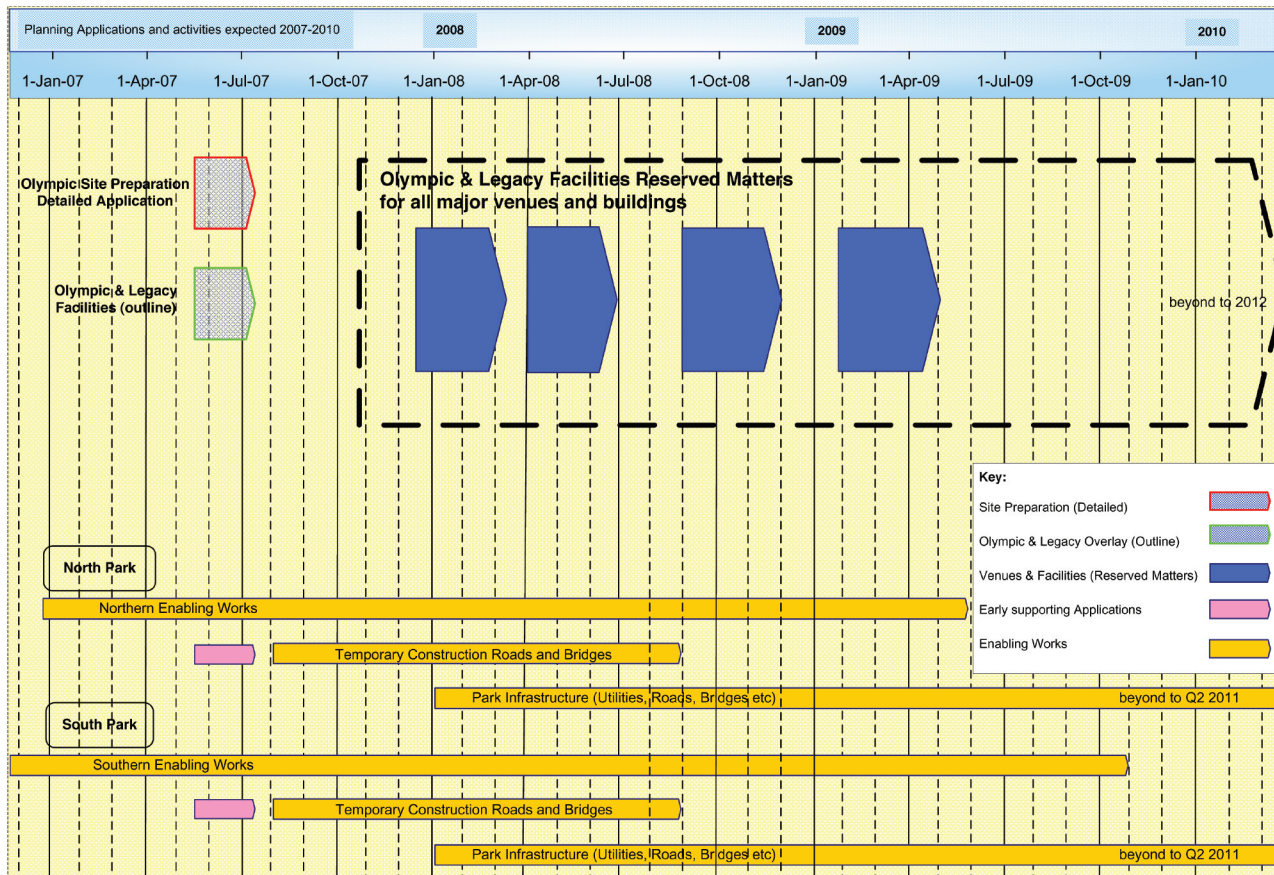
# Chapter 7

## Implementation and Phasing

# 7 Implementation and Phasing

## 7.1 Phasing of Development and Planning Application Programming

- 1 The two applications for the development of the Olympic Park which are the subject of this report represent a very large and complex construction project, which needs to be completed within a fixed timescale.
- 2 This is somewhat different from most large projects in that there is no flexibility in the end date. In recognition of this aspect of the project, the London Olympic Games and Paralympic Games Act 2006, Section 5 includes the following provision:
  - (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,
- 3 This aspect of the project has also informed the way in which the applications have been submitted – separating the Site Preparation from the Facilities and their Legacy Transformation. This has allowed particular consideration to be given to the way in which any permission might be structured to enable proper control to be administered, at the same time as building in some appropriate flexibility to deal with zonal and sub-zonal parcels of land becoming available and ready for development, complex programming in relation to infrastructure provision, inter-dependencies, and requirements for further detailed design work, all to different timescales during the project.
- 4 The principal phases of the proposed development are:
  - Olympic Construction Phase
    - i. Site Preparation and Groundworks
    - ii. Final land formation and construction of venues/facilities and laying out of the Olympic Park and any temporary overlay
  - Games Phase: Olympic Games and Paralympic Games Phase
  - Legacy Transformation Phase: Post-Olympic and Paralympic Games Legacy Transformation
  - Legacy Phase: Operational Legacy Use of Legacy Transformed Venues
- 5 Some of the land has been available for advanced site preparation works, such as undergrounding of powerlines and other site preparation works, but some key areas, including the Planning Delivery Zone for the Main Stadium, have only recently been acquired with vacant possession. It has been important to recognise that construction will need to progress to different timescales in each Planning Delivery Zone and within sub-zones, and this phasing needs to be reflected in the way in which any planning conditions are imposed.
- 6 An illustrative (non-comprehensive) overview timetable for the planning applications and approval of reserved matters/details requests expected for the project is set out below to give Members an indication of potential arrangements. However, it is understood that there have been changes to the detailed programming of such applications since this diagram was produced (which is continuing to be under close review and updated) and so this cannot be regarded as more than a general guide subject to change.



Source: Environmental Statement Fig 3.26 'Olympic Park Delivery Programme' (\*correct at the time of application submission)

## Enabling Works

- 7 Separate planning permissions have already been granted for some enabling works in Construction Zones (which do not all accord with the now proposed Planning Delivery Zones), which were already under the control of the applicant and/or the LDA.
- 8 This has included undergrounding of powerlines, remediation, earthworks and some storage of fill materials.
- 9 This has enabled some site preparation, and clearance, as well as furthering the remediation process through site investigations and the development of site specific remediation strategies.
- 10 In addition, some of the control and aspirational measures which govern those permissions, such as the Code of Construction Practice and the Green Travel Plans, have been further developed with a view to the consideration of these two Olympic applications.
- 11 Appropriate arrangements to govern works being undertaken under separate enabling works permissions and works undertaken pursuant to the two planning applications are included in the recommended s106 legal document provisions.

## 7.2 Summary of the structure of the recommended permissions

- 1 The submitted planning applications contain varying degrees of detail, but essentially the Site Preparation application seeks detailed planning permission for the proposals and

- the Olympic and Legacy Facilities is a 'hybrid' application seeking both outline and detailed permission for the elements applied for. Two separate decision notices are therefore proposed, one for Site Preparation and one for the Olympic and Legacy Facilities application. The proposed 106 legal document, however, governs both applications.
- 2 The approach to the structure of the recommended permission is the same for both applications. Given the scale of the proposals and the programme sensitive nature of the development, an appropriate structure has been discussed at length with the applicant. The result is as set out in the report, a series of site-wide, 'global' conditions which apply to all of the Planning Delivery Zones, supported by Zonal conditions which relate to specific proposals or details which are proposed within that PDZ. In order to allow for works to commence in one part of the site in advance of the discharge of all details in all PDZ's, where appropriate, the requirements of Global conditions can be discharged on a PDZ, sub-PDZ and/or 'Work Package' basis. Work Packages comprise a set of works which may cut across a number of PDZs (such as roads and bridges) which may be based upon a specific contract package that has been let by the applicant.
  - 3 The structure of the permissions, particularly the Olympic and Legacy Facilities recommended consent, is also based around the identified phases of the development. The Site Preparation deals with the Construction Phase (SP prefix to the numbered conditions), with the OLF divided into conditions relating to:
    - Olympic Development (OD prefix) on both a global and zonal basis;
    - Olympic Games Phase (OG prefix) which apply only to the Games Phase; and
    - Legacy Transformation (LTD prefix) which will apply to the Legacy Transformation Development, covering both the development itself and the operation and use of the Retained Venues and public realm in Legacy.
  - 4 Again, given the complexity and scale of the project, the number of pre-commencement conditions has been limited to those which are considered to be reasonable. For the Site Preparation permission these largely relate to essential construction or remediation measures (for example to the Code of Construction Practice and related Environmental Management Plans). For the Olympic and Legacy Facilities application this also extends to site-wide guidance which would inform the individual elements proposed across the site (for example the Urban Design and Landscape Framework).
  - 5 Other conditions have relevant time or activity based triggers, including the use of Grampian and phased Grampian conditions, which are considered to be reasonable and appropriate in each case and have been discussed with the applicant. A number of the conditions require the submission of further Strategies, Frameworks or Statements to cover certain issues (such as telecommunications masts, wind turbine management, waterspace masterplan), the full details of which have not, reasonably, been submitted at application stage. The extent to which there is a need for further obligations in the section 106 legal document to ensure compliance with approved strategies, frameworks and statements which are to be submitted and approved pursuant to the planning conditions is being reviewed and discussed with the applicant and the LDA.



### 7.3 Summary of the Heads of Terms to the Recommended Legal Agreement

- 1 The provisions of the recommended legal agreement referred to in the report are being discussed with the ODA as applicant and the LDA as landowner of most of the Site. The parties would be the ODA and the LDA.
- 2 Recommended heads of terms to date (non-exhaustive) are summarised below by reference to Schedules which are to be included in the recommended legal agreement and which will contain the relevant obligations/commitments.
- 3 The LDA is the landowner of the majority of the Site. The land intended to be bound by the recommended legal agreement will be set out in a Schedule to the document and will be considered sufficient to secure its obligations.
- 4 For the purposes of who is envisaged as leading the development during the relevant Phases (and who is thus envisaged in practice to be the primary party performing the recommended obligations under the Agreement during the relevant Phases):
  - (i) this will be the ODA in the Olympic Construction Phase, Games Phase and the Legacy Transformation Phase; and
  - (ii) this will be the LDA in the Legacy Phase and that the ODA's responsibilities as developer will come to an end at the end of the Legacy Transformation Phase.
- 5 The LDA land will be bound by these obligations, to ensure respective successors in title are bound by the terms of the legal agreement as appropriate, though many of the obligations are likely to have been discharged by the ODA and/or LDA already as they relate specifically to the Olympic Development and Legacy Transformation Development.
- 6 The headings indicate: the Phases of the Development to which the proposed terms are set to be applied.
- 7 An update on any material changes to these draft heads of terms will be provided prior to the Committee.
- 8 The precise terms of the legal agreement will be finalised by detailed drafting, subject to PDT officer approval, delegated authority for which is sought.
- 9 The need for any further obligations in the document to ensure compliance with approved strategies, frameworks and statements which are to be submitted and approved pursuant to the planning conditions is being reviewed and discussed with the applicants and the LDA.

#### SCHEDULE 1

##### The Site

- 1 This Schedule is to describe the land to be bound by the legal agreement.

#### SCHEDULE 2

##### Transition from Early Works Applications/Permissions – Olympic Construction Phase (ODA)

- 1 In relation to the Planning Consents granted for Advanced Works the ODA is to submit to the Local Planning Authority an Implementation Programme for the implementation of the Advanced Works Planning Consents which may overlap with the implementation of the Olympic Development.

- 2 Prior to the Commencement of any works to be carried out under the Site Preparation Planning Permission which are duplicated by the Advanced Works Planning Consents ("Substantially Similar Site Preparation Development"), the Advanced Works Transition Commitments are to be submitted and approved.
- 3 Once the Advanced Works Transition Commitments apply, Substantially Similar Site Preparation Development (if commenced) under the Advanced Works Planning Consents is to cease under such Advanced Works Planning Consents but will continue under the Site Preparation Planning Permission unless the ODA certifies and provides evidence to the Local Planning Authority that there are good reasons why such commitments should not apply. The Schedule sets out what would constitute "good reasons".
- 4 Following the date of the Legal agreement, the ODA is to use Reasonable Endeavours to ensure that all works undertaken on the Site under the Advanced Works Planning Consents shall be undertaken in accordance with the Code of Construction Practice ("CoCP") to the extent that there are no material adverse timing or financial consequences and to the extent that pre-commencement provisions under the CoCP which relate to the Site Preparation and FLPA Permissions render it impractical for such works to be undertaken in accordance with the CoCP.

### SCHEDULE 3

#### **Remediation Protocol and Environmental Forum – Olympic Construction Phase and Legacy Transformation Phase (ODA)**

- 1 The ODA is to:
  - ensure that the Remediation Protocol applies to the carrying out of any Remediation.
  - use Reasonable Endeavours to ensure that an Environmental Forum comprising the Host Borough environmental health officers and representatives of the Local Planning Authority is established and meet on a regular basis to discuss the progress in relation to the discharge of the Remediation Protocol and other areas within the remit of the Host Borough environmental health officers.

### SCHEDULE 4

#### **Olympic Park Transport and Environmental Management Schemes ("OPTEMS") Olympic Construction, Games and Legacy Transformation Phases (ODA) and (as required) Legacy Phase (LDA)**

- 1 A framework is required which sets out a process to enable monitoring of the Transportation Effects of the Development and bring forward the required mitigation measures to be made without impinging on the critical path for works within the Olympic Park and puts in place a mechanism that will assist the Local Planning Authority, Host Boroughs and Adjoining Boroughs to assess and review the Transportation Effects of the Development having due regard to further schemes (both within and adjoining the Olympic Park) which may come forward for development before the end of the Legacy Transformation Phase.

- 2 This mechanism is described as the Olympic Park Transport and Environmental Management Schemes (OPTEMS) framework.
- 3 The OPTEMS Group is to be established within 20 days of the date on which planning permission ("the Implementation Date") is received. The members of the group will be constituted of representative(s) of the ODA, the Chair of OPTEMS and from each of the following groups that indicate that they wish to be so represented: the Local Planning Authority, Host Boroughs and the London Borough of Greenwich, the Thames Gateway Urban Development Corporation, TfL and the LDA.
- 4 The OPTEMS Group, which will have the aims mentioned above, is to assist the Host and Adjoining Boroughs (which include LB Greenwich and any other Boroughs who have an interest in a particular mitigation measure which OPTEMS applies to) to prioritise and programme schemes through its identification and funding of measures from the OPTEMS contribution that is payable by the ODA pursuant to this Schedule. The amount of the contribution is being finalised. The measures include reviewing and bringing forward transport schemes, reviewing and assessing, Transportation Effects connected with the development, bus priority measures, footpath and cycle routes and measures, environmental improvement measures and schemes, parking management, and control schemes and measures, junction/traffic/safety/prioritisation of public transport and walking/cycling type schemes, public transport infrastructure, traffic management and calming, mitigation of road closures, monitoring and studies, bus enhancement (to the extent this is not dealt with by separate agreement) and coordination with other transport groups such as Stratford City STIG, monitoring and reviewing, as well as responsibility for direct construction transport matters where the Construction Transport Management Group ("CTMG") no longer exists.
- 5 The mechanics of the OPTEMS Group operations are being finalised. Subject to ongoing stakeholder discussions, it has been agreed that:
  - the results of the OPTEMS Group will be the subject of a Strategy Report, which, once agreed by the Group, will be submitted to the Local Planning Authority for approval on a yearly basis.
  - Meetings of the OPTEMS Group are to be held at least bi-monthly in every year, with the first meeting taking place within 4 months following the Implementation Date.
- 6 Discussions concerning provisions governing the duration of the OPTEMS Group are being finalised.

#### **Construction Transportation Management Group (CTMG) Operation as OPTEMS Sub-Group**

- 7 The CTMG will operate as a sub-group of the OPTEMS Group. It shall be comprised of representatives of the Host Boroughs, the ODA, the LPA, TfL, the Metropolitan Police, CLM and possibly the London Borough of Greenwich. The CTMG will consider and agree procedures concerning construction transport and traffic management schemes. It will also consider construction transport, planning issues and traffic management issues in the Olympic Construction Phase.
- 8 The CTMG is to aim to meet monthly and meetings will be chaired and minuted by CLM. CTMG will be disbanded at the start

- of the Legacy Transformation Phase (which is the phase immediately after the conclusion of the Paralympics up to the Legacy Phase) unless alternative arrangements have been agreed between the ODA and LPA at which time OPTEMS (if it still exists) shall take over its functions.
- 9 Provision is included for yearly reports by the ODA to the OPTEMS Group on results of the monitoring of the Transportation Effects of the Development to enable the OPTEMS Strategy to have regard to this information.
  - 10 The ODA's total liability under this Schedule will be subject to a suitable financial limit. A proposed figure of approximately £20 million for OPTEMS (excluding CTMG) is being discussed with the PDT and the amount will be finalised. A separate amount for CTMG is being discussed, and separate provisions are being discussed (under Schedule 16) for bus route diversions, additional bus services arising from the Development, travel plan monitoring and a review study of the capacity of Pudding Mill Lane station.
- development), Stage 2 (character area preferred options and masterplans) and Stage 3 (production of the LMF in its final form).
- 2 The methodology for the production of the LMF is to be settled following consultation with the GLA, LDA, ODA, Local Planning Authority, LTGDC, DCMS, DCLG, LVRPA, the Host Boroughs and the London Borough of Greenwich.
  - 3 At each stage of the process, the LDA shall undertake pre-public consultation with the Local Planning Authority, the Olympic Park Legacy Group and the Senior Officers' Strategy Group, and undertake wide-ranging public consultation.
  - 4 The LDA will, as far as is reasonably practicable, take into account the policies and principles of emerging local development frameworks of the Host Boroughs, Adjoining Boroughs and the London Plan. The LMF shall address the principles outlined in the Commitment to Sustainable Development as well as the following, with a framework and delivery timetable for each:-
    - 1) maximising benefits from the preparatory work undertaken in anticipation of the Olympic Games and Paralympic Games after these events;
    - 2) the provision and location of open space and landscaped areas;
    - 3) an Olympic Park Legacy management plan;
    - 4) the permeability across and through the Olympic Park to benefit residents and occupiers;
    - 5) pedestrian and vehicular bridges connecting the Olympic Park with neighbouring communities and highway networks;

## SCHEDULE 5

### Legacy Masterplan Framework – Olympic Construction Phase

- 1 Throughout the Olympic Construction Phase, the LDA shall use Reasonable Endeavours to prepare and promote a Legacy Masterplan Framework ("LMF"). The LDA is to prepare a protocol for the process of preparation, consultation upon and promotion of the LMF following consultation with the ODA, the Local Planning Authority, the Host Boroughs and the London Borough of Greenwich. It is envisaged that there will be three main stages in preparing the LMF, being: Stage 1 (vision and options

- 6) the character of the park/development boundary edge and connectivity issues;
  - 7) a sustainable waste and energy strategy;
  - 8) a Legacy road network incorporating the Olympic Loop Road as appropriate to serve the development;
  - 9) the role of watercourses in terms of transportation and recreational opportunities;
  - 10) the relationship of the development envisaged by the LMF with the Legacy Event Venues and the Olympic Park; and
  - 11) community, health and education facilities to serve the development.
- 5 The LDA shall use Reasonable Endeavours to meet the following dates when producing the LMF:-
- Summer 2007 - establish Governance and working group structures;
  - Autumn 2007 - hold initial "visioning" events;
  - Beginning 2009 – final Legacy Masterplan Framework;
  - by the end of 2009 – master outline planning application for the Legacy Communities development to be submitted to the Local Planning Authority.

under the planning conditions, the ODA is to consult on the content of the plan with the Local Planning Authority; GLA; Natural England; British Waterways Board London; Environment Agency; Lee Valley Regional Park Authority; London Development Agency; London 2012 Organising Committee ("LOCOG"); London Wildlife Trust; Host Boroughs; and other organisations nominated by the ODA.

- 2 The ODA is to use Reasonable Endeavours to agree the contents of the Biodiversity Action Plan with the LDA prior to its submission where provisions are relevant to the Legacy Phase. When submitting the Biodiversity Action Plan the ODA is also to submit details of how it is proposed to monitor the implementation and success of the Biodiversity Action Plan.
- 3 The ODA is, subject to securing Requisite Consents, to comply with and implement the actions set out in the approved BAP for the Olympic Construction, Games and Legacy Transformation Phases.
- 4 The LDA is to monitor the implementation of the Biodiversity Action Plan and measure the success of the measures set out therein for a period beyond the end of the Legacy Transformation Phase, and will comply with the approved BAP in the Legacy Phase to the extent it is applicable.

## SCHEDULE 6

### **Biodiversity Action Plan – Olympic Construction, Games and Legacy Transformation Phases (ODA) and Legacy Phase (LDA) and Off-Site Habitat Creation – Olympic Construction Phase (ODA)**

- 1 Prior to submitting the Biodiversity Action Plan ("BAP") to the Local Planning Authority

### **Off-Site Habitat Creation– Olympic Construction Phase**

- 5 The ODA is, as soon as reasonably practicable following the grant of the Planning Permissions, to consult with Natural England and the Local Planning Authority in respect of off-site habitat creation to mitigate any adverse effect on any Sites of Nature Conservation Interest

and/or habitats and species of interest within the Site of the Olympic Development that cannot be secured on the Site.

- 6 Following the consultation the ODA is to select an option(s) for off-site habitat creation having regard to the consultation responses and the relevance and proportionality of offsite mitigation to any loss of ecological habitat on the Site.

## SCHEDULE 7

### **Inclusive Access – Olympic Construction, Games and Legacy Transformation Phases (ODA) and (As Required) Legacy Phase (LDA)**

- 1 The ODA is to ensure 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. This is to be secured by the ODA ensuring:
  - appropriate standards in inclusive design inform and advise design;
  - development designers and users work together to deliver the best reasonably practicable solutions for achieving inclusive design;
  - the preparation of individual access plans for each Games Venue, Legacy Venue and IBC/MPC and consultation on these with the Built Environment Access Panel;
  - the ODA works with stakeholders providing expert advice through the ODA Built Environment Access Panel and the ODA Accessible Transport Consultative Panel.
- 2 The effectiveness of the approach specified in this Schedule to be monitored and reviewed through the ODA Built Environment Access Panel until the end of the Legacy Transformation Phase.

- 3 In respect of any remaining Legacy Modification Works not yet complete during the Legacy Transformation Phase, the LDA will have appropriate responsibilities of a similar nature.

## SCHEDULE 8

### **Local Employment Opportunities – Olympic Construction, Games and Legacy Transformation (ODA) and Legacy Phase (LDA)**

- 1 The ODA is a member of a Partnership Board that has been set up to be responsible for local employment, training and business opportunities. Other members include Host Boroughs, the London Borough of Greenwich, the London Development Agency, Job Centre Plus, the Learning & Skills Council, LOCOG and the Trade Union Congress (TUC). The Partnership Board has launched a job brokerage scheme encompassing all the local labour schemes from (now branded as BOOST).
- 2 BOOST is to register local residents and assess their training needs against the skill requirements provided by the ODA, CLM and its contractors, organise training using the agreed training providers and provide a recruitment and applicant matching service for individual contractors.
- 3 The LDA's funding for BOOST is in place up until March 2009, and on this basis the ODA has committed to support BOOST.
- 4 Throughout the Olympic Construction, Games and Legacy Transformation Phases the ODA is to:
  - use Reasonable Endeavours to require its contractors to use BOOST and provide forecast information on job

recruitment, skills requirements and training to BOOST up until March 2009;

- use Reasonable Endeavours to liaise with and work with the Stratford City Developer(s) and their contractors.
  - encourage its contractors via BOOST to provide and monitor work-placements and trainee positions to local residents in the Host Boroughs, Adjoining Boroughs and Lower Lea Valley Area.
- 5 If funding for BOOST is not extended after 2009 the ODA is to use Reasonable Endeavours to work with the Partnership Board to establish an alternative arrangement to BOOST before funding for BOOST ceases and to support that alternative arrangement. In the event that such alternative arrangements are not put in place, the extent to which the ODA will formulate its own alternative arrangements and submit these to the Local Planning Authority for approval is being discussed.
- 6 From the Commencement of the Legacy Phase until a date 12 months beyond the date that the last of the Legacy Venues to be Occupied post Games is first Occupied after the Games, the LDA is to use Reasonable Endeavours to promote the employment of residents from the Host Boroughs, Adjoining Boroughs and of the Lower Lea Valley Area to End Users of Legacy Event Venues and prior to the Occupation of the first Legacy Event Venue shall submit a framework to the Local Planning Authority for approval as to how this will be achieved.

## SCHEDULE 9

### **Draft Stratford City Coordination and Implementation Strategy –Olympic Construction, Games and Legacy Transformation (ODA) and Legacy Phase (LDA)**

- 1 The ODA is to [use Reasonable Endeavours to] secure removal of all temporary Olympic Development located by the ODA or LOCOG [within the areas shown on the relevant plan attached to the Legal agreement] which fall within both the Stratford City Development area and the Site by 31 December 2014.
- 2 This Schedule is being discussed further with the parties and the Stratford City ODA and some or all of the provisions may be capable of being dealt with by planning condition instead.

## SCHEDULE 10

### **Host Borough Services Funding – Olympic Construction Phase, Games Phase and Legacy Transformation Phase (ODA)**

- 1 Within two months of the date of this Agreement, the ODA is to submit for approval by the Local Planning Authority a Host Borough Services Funding Framework, and shall use Reasonable Endeavours to agree this with the Local Planning Authority as soon as reasonably practicable thereafter. The ODA shall Comply with the Host Borough Services Funding Framework once approved.
- 2 The Host Borough Services Funding Framework is to contain details of an annual contribution to be paid to the relevant Host Boroughs to the end of the Legacy Transformation Phase for Host Borough

Services which relate to the Development. The Host Borough Services Funding Framework will also contain details of any contributions to the Host Borough Services to the end of the Legacy Transformation Phase. Host Borough Services Funding will include Environmental Health Officer support and Licensing Officer support and others services are currently being reviewed.

- 3 It is expected that the Host Boroughs will be expected to enter into service level agreements (on reasonable terms) with the ODA in relation to contributions under this Schedule as a pre-condition to payments being made.
- 4 Provision for continuation of such funding in relation to Legacy Modification Works which may not have been finished by the end of the Legacy Transformation Phase is also made.
- 5 The ODA's total liability under this Schedule will be subject to a suitable financial limit. A proposed contribution amount of approximately £5 million is being discussed and the amount will be finalised.

## SCHEDULE 11

### **Telecommunication Masts - Olympic Construction, Games and Legacy Transformation Phases and Legacy Phase (ODA)**

- 1 This Schedule secures an obligation to comply with the Telecommunications Statement to be submitted to and approved by the Local Planning Authority pursuant to the Planning Permission granted pursuant to the Olympic Facilities and Legacy Planning Application.

## SCHEDULE 12

### **Sustainability - Olympic Construction, Games and Legacy Transformation Phases (ODA) and Legacy Phase (LDA)**

- 1 The ODA is to use Reasonable Endeavours to ensure 90% of material (by weight) from demolition works connected with the Development is reused or recycled where suitable.
- 2 The ODA is also, subject to obtaining Requisite Consents, to use Reasonable Endeavours to seek to achieve and to monitor compliance with the following targets:-
  - at least 50% of construction materials by weight are delivered to Site by rail and/or water (subject to there being no disproportionate cost or material delay to the carrying out of the Development); and
  - a reduction in carbon emissions (against 2006 Building Regulation standards) for the built aspects of the Development of 50 per cent by 2013 (subject to there being no disproportionate cost to the carrying out of the Development). The ODA is to submit to the Local Planning Authority an annual report to be published reviewing attainment of these targets, and where reasonably practicable (to the extent not resulting in disproportionate cost or material delay to the carrying out of the Development) to any action to improve deliverability of the targets.
- 3 Throughout the Legacy Phase, the LDA shall maintain and where reasonably practicable continue to improve on the above sustainability targets in the Legacy Phase of the Development where relevant to the operations and use of the Site in the Legacy Phase.



## SCHEDULE 13

### Greenway Improvements - Olympic Construction and Games Phases (ODA)

- 1 Within 12 months following the grant of permission, the ODA is to commission a feasibility study regarding connections to Victoria Park from the River Lea along the Greenway to improve the route as a pedestrian and cyclist route to be available for use during and as far as practicable throughout the Games Phase, Legacy Transformation Phase and Legacy Phase ("the Greenway Improvements"). The ODA is to consult on the result of the feasibility study with the Local Planning Authority, the Metropolitan Police, the London Borough of Tower Hamlets and the London Borough of Hackney.
- 2 Thereafter, and unless otherwise agreed, within 6 months, the ODA is to select an option for the Greenway Improvements and to submit details to the Local Planning Authority for approval. Within 3 months thereafter, unless otherwise agreed, the ODA shall submit details of the chosen option to the Local Planning Authority for approval. Prior to the Olympic Games the ODA is to make the necessary applications for Requisite Consents to enable the selected option to be available for use at the beginning of the Games Phase.
- 3 Subject to obtaining Requisite Consents the ODA is to construct or procure the construction of the selected option (or if frustrated a suitable alternative selected in consultation) so it is available for use at the beginning of the Games Phase.
- 4 Provision is made for continuation of such funding in relation to Legacy Modification Works which may not have been finished by the end of the Legacy Transformation Phase

- 5 The extent of any maintenance during the Legacy Phase of any improved pedestrian and cyclist route along the Greenway which has been provided by the ODA pursuant to the above provisions of this Schedule is being discussed.

## SCHEDULE 14

### Stratford High Street Crossing – Olympic Construction Phase, Games and Legacy Transformation Phases (ODA)

- 1 As soon as practicable following the grant of permission, the ODA is to commission a feasibility study regarding the provision of a crossing on Stratford High Street to provide a segregated crossing for use by pedestrians (cyclists being discussed) throughout the Games Phase and an enhancement of the Greenway (as a pedestrian and cyclist route) throughout Legacy Transformation Phase and Legacy Phase ("Stratford High Street Crossing"). The ODA is to submit to the Local Planning Authority within one month (unless otherwise agreed) of receipt of the feasibility study a report on its results, and then consult on the result of the feasibility study with the Local Planning Authority, TfL and the London Borough of Newham.
- 2 Thereafter, within 3 months of receipt of the feasibility study (unless otherwise agreed), the ODA is to select an option or options for the Stratford High Street Crossing and to submit details to the Local Planning Authority for approval. Within 3 months of such submission (unless otherwise agreed), details shall be submitted to the Local Planning Authority for approval and within 12 months (unless otherwise agreed) of selecting an option, the ODA shall make the necessary applications for Requisite Consents to enable the chosen Stratford High Street Crossing Games Phase option

- to be available for use throughout the Games Phase.
- 3 Subject to obtaining Requisite Consents, the ODA is to construct or procure the construction of the selected option for the Games Phase (or if frustrated a suitable alternative selected in consultation) so it is available in time for use by pedestrians throughout the Games Phase; and make available or procure the making available of the constructed Stratford High Street Crossing for use throughout the Games Phase.
  - 4 In the event that the feasibility study confirms an option for the Legacy Transformation Phase and Legacy Phase that is different to that for the Olympic Games Phase; and the Highway Authority have agreed to adopt the same to the extent that it is not already adopted, the ODA is during the Legacy Transformation Phase to make the necessary applications for Requisite Consents to enable the chosen Stratford High Street Crossing Option for Legacy Transformation Phase to be available for use as soon as reasonably practicable following the Games Phase option being removed or dismantled.
  - 5 Provided the Requisite Consents are obtained the ODA is to construct or procure the provision of the selected option for the Legacy Transformation Phase (or if frustrated a suitable alternative selected in consultation) to an adoptable standard and so it is available for use as soon as reasonably practicable following the Games Phase option being removed or dismantled, such as to become available for use during the Legacy Transformation Phase and, if adopted, the Legacy Phase.

## SCHEDULE 15

### Noise Mitigation For Noise Sensitive Premises – Olympic Construction and Legacy Transformation Phases (ODA) and Legacy Phase (LDA)

- 1 As soon as practicable following the date of the Legal Agreement, the ODA is to identify the costs associated with potential Noise Mitigation Works. The Noise Mitigation Works are the works required to insulate "Qualifying Rooms" in "Qualifying Dwellings" against noise. Such costs are to be set aside from other monies in the ODA's budget.
- 2 The ODA is to submit an Approved Scheme of Construction Noise Assessment for approval by the Local Planning Authority. In accordance with this approved scheme, the ODA is to: -
  - 1) identify all likely Qualifying Dwellings (essentially any house, flat or room used for residential purposes where Noise Predictions indicate that the Noise Limits will be exceeded during any of the "Qualifying Periods");
  - 2) prepare Noise Predictions (being predictions for the likely level of noise exposure associated with the Development works and Enabling Works throughout the Olympic Construction Phase);
  - 3) assess, on the basis of certain relevant "Qualifying Periods" which of the outer walls of Qualifying Dwellings are likely to experience noise in excess of the Noise Limits for Mitigation and/or the Noise Limits for Offer of Rehousing;
  - 4) The Noise Limits for Mitigation are 75dB LAeq (10 hour) due to the Development works as predicted or measured at 1 m from the façade of an occupied property

- during the hours from 8.00 a.m. to 6.00 p.m. Monday to Friday and 75dB LAeq (5 hour) due to the Development works from 8.00 a.m. to 1.00 p.m. Saturday for working daytime periods and/or 55dB LAeq (1 hour) due to the Development works measured at 1 m from the façade of an occupied property for working night time periods. The Noise Limits for the Offer of Rehousing are 65 dB LAeq (1 hour) or 10dB LAeq (1 hour) due to the Development works above the ambient noise level for the corresponding time of night;
- 5) as soon as practicable and not less than a certain number of days before the works which will give rise to noise in excess of the Noise Limits for Rehousing/Qualifying Period for Offer of Rehousing are programmed to Commence, to make an offer of Rehousing for a period not less than the Qualifying Period or (in the ODA's reasonable discretion) make an offer of alternative Noise Mitigation Works to Qualifying Occupiers. The Schedule will set out the information which is required in an offer of Rehousing and an offer to undertake Noise Mitigation Works.
  - 3 The ODA's total liability under Schedule 15 would be subject to an appropriate financial limit. Discussions concerning a sum of around £1.35million are being progressed.
  - 4 In respect of any Legacy Modification Works not yet complete during the Legacy Transformation Phase, during the Legacy Phase the LDA will comply with such provisions.

## SCHEDULE 16

### Transport and Olympic Transport Plan Measures – Olympic Construction and Games Phases (and Legacy Transformation Phase As Applicable) and Legacy Phase

- 1 Under Section 10 of the London Olympic Games and Paralympic Games Act 2006, the ODA is to prepare and keep under review the Olympic Transport Plan. This is a plan for addressing transport matters relating to the Olympic Games and Paralympic Games. The ODA is to consult with the Local Planning Authority on the future preparation, review and implementation of the measures outlined in the Olympic Transport Plan and to provide annual progress reports to the Local Planning Authority.
- 2 Any other transport mitigation measures required to be specified under the legal agreement document outside of the OPTEMS framework will be specified in this Schedule. The extent to which any are required is being discussed. They may include bus route diversions and additional bus services arising from the Development, monitoring of Transport Plans and a review study of Pudding Mill Lane station capacity.

## SCHEDULE 17

### Television Reception – Olympic Construction, Games and Legacy Transformation Phases (ODA) and Legacy Phase (LDA)

- 1 Prior to the Commencement of the above ground works in respect of the Velodrome, Main Stadium and the wind turbine, the ODA is to commission a Reception Consultant to: -
  - produce a plan showing the areas of potential shadow in the vicinity of the

- relevant building from satellite television transmitters and the terrestrial television transmitter stations at Crystal Palace (the "Relevant TV Reception Study Area"); and
- carry out a survey to assess the standard of terrestrial and satellite television reception to residential properties within the Relevant TV Reception Study Area.
- 2 Following the practical completion of the Velodrome, Main Stadium or the wind turbine, the ODA is to commission a second survey to be carried out. If the second survey reveals a significant deterioration in terrestrial and/or satellite television reception to any residential property(ies) in the Relevant TV Reception Area since the first survey and such deterioration is directly attributable to the Development, the ODA is to agree TV Reception Mitigation Measures with the Reception Consultant.
  - 3 The Schedule sets out provisions relating to the carrying out and payment for any required TV Reception Mitigation Works.
  - 4 In respect of any Legacy Modification Works not yet complete during the Legacy Transformation Phase, during the Legacy Phase the LDA will comply with such provisions.
  - 5 The ODA's total liability under this Schedule would be subject to an appropriate financial limit. Discussions on a proposal of around £1.75 million are being progressed.

## SCHEDULE 18

### Local Employment and Training Framework – Olympic Construction Phase (ODA and LDA)

- 1 The LDA is to use Reasonable Endeavours to seek funding to extend the Local Employment and Training Framework

("LETF") beyond 2009 to apply to the Development to the end of the Legacy Transformation Phase. If the LDA is unable to secure such funding, then the ODA is to (as soon as reasonably practicable following the LDA confirming that it has been unsuccessful in obtaining funding) use Reasonable Endeavours to apply to the Government to seek the release of additional funds to the ODA to enable such funds to be applied to extend the LETF beyond 2009 to the end of the Legacy Transformation Phase.

## SCHEDULE 19

### CCTV Framework – Legacy Transformation Phase (ODA) and Legacy Phase (LDA)

- 1 Prior to the Commencement of the Legacy Transformation Phase, the ODA is to submit to the Local Planning Authority proposals for the retention of a CCTV Security system for monitoring the Olympic Park beyond the end of the Olympic Games Phase.
- 2 To the extent that the proposals to be submitted contain provisions that may be relevant to the Legacy Phase, the ODA is to use Reasonable Endeavours to agree the proposals for the retention of the CCTV Security system with the LDA beyond the end of the Olympic Games Phase prior to its submission of the proposals set out above.
- 3 The ODA is to comply throughout the Legacy Transformation Phase with any approved proposals in relation to the retention of a CCTV Security system and the LDA will maintain compliance in the Legacy Phase to the extent that would not prejudice the carrying out the Legacy Development.

## SCHEDULE 20

### Venue and Park Transformation – Legacy Transformation Phase (ODA) and Legacy Phase (LDA)

- 1 The ODA is to use Reasonable Endeavours to achieve a target timescale for completing the Legacy Modification Works by 31 December 2014.
- 2 The Schedule is to set out certain specified steps which the ODA must take during the Legacy Transformation Phase to make Development Platforms ready for post Games uses., including the removal of temporary structures installed only for Games purposes, maintenance and security measures to ensure a neat, tidy and safe condition (the extent of required temporary soft landscaping of the Development Platforms is being discussed), and creating temporary access routes across the Olympic Park via permissive paths constructed to suitable standards.
- 3 Throughout the Legacy Transformation Phase, the ODA is to consider, in consultation with the LDA and the Local Planning Authority, appropriate interim uses of the Development Platforms pending Legacy Communities Development in the Legacy Phase.
- 4 At the end of the Legacy Transformation Phase until the Legacy Communities Development takes place, the LDA is to take certain steps (save in certain circumstances to be set out in the Schedule) including maintenance and security measures to ensure all Development Platforms are maintained in a landscaped, neat, tidy and safe condition and to maintain accessibility across the Olympic Park via the temporary permissive paths created by the ODA.

## SCHEDULE 21

### Management and Use Of Legacy Event Venues and Legacy Parking – Legacy Phase (LDA)

- 1 The LDA is to Comply with the Events and Parking Management Plan Coordination Framework and Venue Event and Parking Management Plans to be submitted and approved by the Local Planning Authority pursuant to planning conditions.

## SCHEDULE 22

### Legacy Bridges – Legacy Transformation Phase (ODA) and Legacy Phase (LDA)

- 1 Throughout the Legacy Transformation Phases, the ODA is to, and in the Legacy Phase, the LDA is to: -
  - ensure that all permanent bridges (as identified in the Olympic Applications) to be constructed as part of the Development are constructed to the Technical Approval Authority's standards for highways and bridges; and
  - ensure that members of the public will be able to use the bridges for pedestrian and cycle access. This is subject to the ODA and the LDA being entitled to close the bridges in certain events (such closures to be for the minimum time reasonably practicable) and to withdraw access to any person or group of people who carry out or are engaged in any Prohibited Activity on any bridge.



## SCHEDULE 23

### Legacy Highways – Legacy Transformation Phase (ODA) and Legacy Phase (LDA)

- 1 Throughout the Olympic Construction Phases, the Games Phases and the Legacy Transformation Phases, the ODA is to ensure that all permanent routes to be constructed as part of the Development and which are to be dedicated as public highways are constructed to the Technical Approval Authority's standards.
- 2 In respect of any Legacy Modification Works not yet complete during the Legacy Transformation Phase, during the Legacy Phase the LDA shall comply with the above obligations.
- 3 Throughout the Olympic Construction Phases, the Games Phases and the Legacy Transformation Phases the ODA is to, and throughout the Legacy Phase the LDA is to (prior to dedication of any routes), ensure that members of the public will be able to use the routes. The ODA/LDA are entitled to close the routes in certain circumstances (such closures to be for the minimum time reasonably practicable) and to withdraw access to any person or group of people who carry out or are engaged in any Prohibited Activity on any routes.

## SCHEDULE 24

### Security – Olympic Construction Phase, Games Phase, Legacy Transformation Phase (ODA) and Legacy Phase (LDA)

- 1 The ODA agrees that it is to seek to deliver a safe and secure Development throughout the Olympic Construction Phase, Games Phase and Legacy Transformation Phase and will apply security measures in a

proportional manner consistent with risk. The ODA is to engage closely with its stakeholders in order to achieve this commitment including the Metropolitan Police Service, London Fire Brigade, British Transport Police, other emergency services, the Host Boroughs and the Home Office. The Schedule sets out details on what such engagement is to entail as appropriate, for example: bridge design, construction worker car parking, common domain design (e.g. pedestrian modelling, evacuation, emergency service access), venue design (emergency access, evacuation, Front of House and Back of House links, fencing), transport (emergency services access, logistics, vehicle screening), utilities, potential provisions of temporary police on-site accommodation throughout the Games Phase.

- 2 In respect of any Legacy Modification Works not yet complete during the Legacy Transformation Phase, during the Legacy Phase the LDA shall comply with the above obligations.

## SCHEDULE 25

### Design Standards – Olympic Construction, Games and Legacy Transformation Phases (ODA) and Legacy Phase (LDA)

- 1 Throughout the Olympic Construction Phase, Games Phase and Legacy Transformation Phase the ODA shall use Reasonable Endeavours to ensure that appropriately high design standards will inform and be integrated into the detailed design of the Development, such standards to include:-
  - embracing contemporary building technologies;
  - embracing modern architectural design;



- innovative use of materials, textures and lighting; and
  - inclusive design;
  - meeting relevant BREEAM excellent or (where there is no BREEAM rating) equivalent ratings for permanent buildings and structures on the site (subject to an appropriate size threshold)
  - appropriate standards in respect of the Civil Engineering Environmental Quality Assessment and Award Scheme.
- 2 The ODA is to work with key stakeholders and have regard to certain guidance and planning policy set out in the Schedule. These mention for example, industry standards of best practice wherever possible, guidance relating to delivering good quality design, adopted and emerging planning policy, and the Olympic Design Review Panel (in respect of buildings and parklands). Regard will also need to be paid to financial and programme constraints.
  - 3 The ODA is to use Reasonable Endeavours to ensure that the standards of design and compliance with this Schedule are monitored and reviewed regularly by an advisory group (likely to be the Olympic Design Review Panel) until the end of the Legacy Transformation Phase.
  - 4 In respect of any Legacy Modification Works not yet complete during the Legacy Transformation Phase, during the Legacy Phase the LDA shall comply with the above obligations.

## SCHEDULE 26

### Local Planning Authority's Obligations

- 1 In this Schedule, the Local Planning Authority will give , as appropriate, some covenants to the LDA to ensure the satisfactory operability of the Agreement and to confirm that it will, without unlawfully fettering exercise of its powers and duties, act reasonably.

### 7.4 Environmental Impact of the Recommended Legal agreement

- 1 The recommended legal agreement deals with a number of environmental mitigation measures in connection with the Development, which will have a beneficial effect, and the legal agreement is thus considered to have a beneficial impact on the likely significant environmental effects of the Development. These include (but are not limited to):
  - 2 Schedule 2, Transition from Early Works Applications/Permissions, will assist in ensuring satisfactory co-ordination and carrying out of preparation works over the Development Site, helping to safeguard amenity;
  - 3 Schedule 3, Remediation Protocol, will contribute to the effective and appropriate remediation and re-use of contaminated land by helping to ensure that mechanisms are in place to ensure that the remediation standards required for proposed end uses are agreed, approved and implemented in a timely manner;
  - 4 Schedule 4, Olympic Park Transport and Environmental Management Schemes ("OPTEMS") sets in place a mechanism to

- enable delivery of aspects of the mitigation of the transport effects of the scheme, helping the scheme to maximise its contributions towards minimising the need to travel and maximising travel by sustainable means;
- 5 Schedule 5, Legacy Masterplan Framework, provides for a partnership based masterplanning process for the contextual Legacy Communities Development in the Legacy Phase of the Olympic Park, including the context for the Legacy Development Platforms. It will explore a range of matters relevant to a long term development context of these proposals and provides for issues such as energy use and efficiency, connectivity and other aspects of sustainable transport to be integrated into the approach taken;
  - 6 Schedule 6, Biodiversity Action Plan, deals with the implementation of an agreed Biodiversity Action Plan and monitoring the success of the measures taken, while providing a mechanism for some potential off-site mitigation for the adverse effects of the scheme on Sites of Nature Conservation Importance or other habitats and species of interest where it is not possible to achieve this on-site;
  - 7 Schedule 7, Inclusive Access, helps achieve inclusive access integration into the design of the scheme;
  - 8 Schedule 8, Local Employment Opportunities, helps provide for local employment, training and business opportunities in relation to local people benefiting from the scheme;
  - 9 Schedule 9, Draft Stratford City Co-ordination, would help the carrying out of the Stratford City Development and the Development applied for in a satisfactory way where they inter-relate;
  - 10 Schedule 10, Host Borough Services Funding, should help provide for improved resourcing in relation to reviewing and monitoring the progress of the Development;
  - 11 Schedule 11, Telecommunications Masts, helps, in combination with conditions, to allow for satisfactory visual amenity in relation to Telecommunications masts;
  - 12 Schedule 12, 'Sustainability', provides for the attainment of sustainability targets related to the proposals in the applications;
  - 13 Schedule 13, Greenway Improvements, provides for potential Greenway improvements for pedestrians and cyclists, having a beneficial effect on connectivity;
  - 14 Schedule 14, Stratford High St Crossing, provides for an appropriate connection over Stratford High St, having a beneficial effect on connectivity;
  - 15 Schedule 15, Noise Mitigation, provides safeguards in noise impact terms, having a beneficial effect on amenity;
  - 16 Schedule 16, Transport Measures/Olympic Transport Plan, provides for Local Planning Authority involvement in the production of the Olympic Transport Plan set of transport improvements, which is anticipated to have a beneficial effect on transport service provision in relation to the Site;
  - 17 Schedule 17, TV Reception, provides for safeguards against any TV reception interference in respect of the Development, safeguarding amenity;



- 18 Schedule 18, Local Employment and Training Framework, dovetails with Schedule 8 (Local Employment Opportunities), in helping to provide for local employment, training and business opportunities in relation to local people benefiting from the scheme;
- 19 Schedule 19, CCTV Framework, will have a beneficial effect on security, in combination with conditions;
- 20 Schedule 20, Venue and Park Transformation, will have a beneficial visual and accessibility effect on the Site during the Legacy Transformation Phase;
- 21 Schedule 21, dealing with the Management and Use of Legacy Event Venues and Legacy Parking, will help, in conjunction with conditions, safeguard amenity in relation to co-ordinating of events and parking management in the Legacy Phase of the development, having a beneficial effect in safeguarding amenity;
- 22 Schedule 22, Legacy Bridges, will help to have a beneficial effect on connectivity in the Legacy Transformation and Legacy Phases of the Development;
- 23 Schedule 23, Legacy Highways, help to have a beneficial effect on connectivity in the Legacy Transformation and Legacy Phases of the Development;
- 24 Schedule 24, Security, will help to have a beneficial effect on security; and
- 25 Schedule 25, Design Standards, will help to ensure that design of venues takes appropriate standards of design into account in the detailed design of the development, having a beneficial visual impact.

- 26 These obligations highlight some of the beneficial environmental effects that the legal agreement is considered to help towards achieving.

## 7.5 Summary of Corporate Commitments

- 1 The ODA has produced a set of corporate commitments which, whilst not having the weight of commitments secured by planning condition or the legal agreement, provide an indication of the ODA's intentions as Developer in certain areas and how such commitments are to be implemented. A summary of these corporate commitments is set out below. It is intended that full copies will be available prior to the Committee meeting.

### Stakeholder Communication and Consultation

- 2 This corporate commitment confirms that the ODA is committed to continue with communications and consultation with the community and stakeholders. It explains the consultative structures and groupings that exist and their terms and reference and representatives on such groups. These include:
- Leaders and Mayors Group Briefings – monthly meetings are to be held with the leaders and mayors of the five Boroughs.
  - London 2012 Organising Committee Five Borough Engagement Programme – the ODA intend that community communication and engagement should be planned over a seven year period and undertaken as far as possible by the London 2012 Organising Committee/ODA ("London 2012 Team"). The following community involvement is to be offered to the Host Boroughs:

- (a) Olympic Park Legacy Group** – established to identify and communicate the stakeholder priorities for the legacy of the Olympic Park;
- (b) The ODA Access and Inclusion Forum** – established to gather the views of organisations of disabled people and to ensure an inclusive design of the Olympic Park etc. and an accessible transport system;
- (c) ODA Built Environment Access Panel** – established to enable key stakeholders to advise on the development and implementation of the Accessible Transport Strategy;
- (d) Design Review Panel** – established to review key elements of the design development process;
- (e) Stratford City Co-ordination Group** – a joint venture between the ODA and Stratford City Development Limited ("SCDL") to co-ordinate the delivery of the Olympic Village and other Olympic facilities on SCDL land;
- (f) Sustainability Steering Group** – established to co-ordinate a shared programme of sustainability.
- 3 The following stakeholder processes, employed during the pre-application consultation phase will continue during the determination of existing planning applications and beyond: Technical Fora; Leaders and Mayors Group; Stratford City Development Limited; Local Employment Opportunities Group; Olympic Park Legacy Group; London 2012 Organising Committee Five Borough Engagement Programme; and Review Panels.
- 4 In respect of public participation the processes and communications channels in which the ODA has already committed to and will form the baseline for activity going forward include, but are not limited to:
- (a) Regular communication with the local community
  - (b) Local community updates of the legacy planning process managed as part of the Legacy Masterplan Framework.
  - (c) Developing and maintaining a knowledge bank to support community relations – containing names and interests of local people, interested in engaging in the construction project and legacy planning moving forward.
  - (d) Provision of an update summary of public consultation for those unable to participate in events.
  - (e) Provision of contact details for those who wish to speak to the ODA regarding specific events, issues or concerns and provision of details of any relevant concurrent or forthcoming community involvement events.
  - (f) Provision of information about the construction programme and legacy work.
  - (g) The launch, in 2007, of a 24 hour 'Construction Hotline' number to enable members of the public to talk directly with a member of staff.
  - (h) The ODA and partners aim to establish a visitor centre near the site of the Olympic park in 2008 to provide information on the deliver venues, infrastructure and facilities for the Olympic and Paralympic games.
- Equalities**
- 5 The ODA is committed to meeting its duties to promote equality in full and will take steps to ensure it meets the requirements of all other equality related legislation. The ODA has produced a draft Equality and Diversity

Strategy. This Corporate Commitment reaffirms the commitments in that Strategy under the heads of Inclusive Design; Accessible Transport; Employment Opportunities, Business Opportunities, Targeted Community Engagement and integration and Capacity Building.

### **Olympic Transport Plan**

- 6 Transport for the Olympic Games and Paralympic Games is to be delivered through a partnership between ODA Transport ("ODAT"), the London 2012 Organising Committee and a number of transport authorities. The ODA is responsible for designing and delivering the Olympic Transport Plan ("OTP"). Each version of the OTP will be subject to consultation prior to publication and will be more detailed as the planning for the Games becomes further developed.
- 7 Some projects included within the OTP are being planned and funded by the Government/other transport bodies outside of Games-specific funding. The ODA is to assume an overview role to ensure these projects, known as "background schemes", deliver the required outputs to the Games and will not pose a budget or programme risk to the delivery of transport for the Games. The Schedule to this Corporate Commitment sets out details of the background schemes, many of which are being co-funded or funded in their entirety by the ODA.
- 8 The OTP consist of strategic guidelines and operational principles for transport systems and venue transport operations, covering every mode of transport and client group. The key strategies and the commitments made by the ODA within the OTP are set out in the Corporate Commitment.

## **7.6 Summary of LDA Position Statements**

- 1 In addition to the Corporate Commitments produced by the ODA, the LDA has provided two position statements which provide an indication of the LDA's existing commitments and intentions in certain areas and how such commitments are to be implemented. It is considered inappropriate to duplicate the LDA's existing commitments through the planning process in this regard. A summary of these position statements is set out below and it is intended that full copies will be available prior to the Committee meeting.

### **The Local Employment and Training Framework ("LETF") Position Statement**

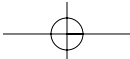
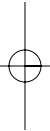
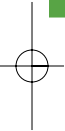
- 2 This Position Statement explains the LDA's Existing Commitments regarding LETF. The LETF sets out measures to be developed and implemented by the LDA, the 5 Olympic Host Boroughs and other local and strategic partners that will assist in securing local economic benefits. It describes a three year financial commitment by the LDA, both as stakeholder in the Olympic project and as RDA, details of which are summarised in the Position Statement.

### **Olympic Park Relocations Position Statement (As At 29 June 2007)**

- 3 The LDA has the responsibility for securing the land required for the Olympic and Legacy Development. In order for the development to proceed, the land within the application sites must be acquired by the LDA and wherever possible the existing legal occupiers relocated to sites outside the application sites.



- 4 The LDA's aim has been, and is, to secure all of the land interests within the application site by negotiation. However, the size of the area and the number of landowners and occupiers involved made it improbable that all of the interests could be acquired by agreement. Therefore, it has been necessary for the LDA to exercise its powers of compulsory acquisition to assemble the land. The LDA have only used their CPO powers where they have been unable to acquire land by agreement.
- 5 The position statement sets out a summary of the relocation programmes as at the end of June 2007.



# Chapter 8

Recommendations

# 8 Recommendations

## 8.1 Recommendations for both applications

In respect of both application Nos. 07/90011/FUMODA and 07/90010/OUMODA Members are asked to resolve that:

- (a) they are minded to **approve** the applications for the reasons given in the report and **grant** planning permission subject to:
  - (i) referring the applications to the Secretary of State (Government Office for London) and the Mayor of London and any direction by the Mayor of London and the Secretary of State;
  - (ii) satisfactory completion of a legal document(s) under Section 106 of the Town and Country Planning Act and/or other enabling powers to secure the heads of such document(s) set out in this report and appendices thereto;
  - (iii) the following conditions and informatives set out below
- (b) they confirm that their decision has taken the environmental impacts and information into account, as required by Regulation 3(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999, and agree that following the issue of the decision a statement be placed on the Statutory Register confirming the main reasons and considerations on which the Committee's decision was based were those set out in the Planning Officer's report to Committee as required by Regulation 21 (1)(c) of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999;

- (d) they agree to refer the applications to the Secretary of State for Communities and Local Government under the terms of the Departures Direction, confirming that they are minded to approve the applications subject to the provisos in (a) above; and
- (e) they agree to grant delegated authority to the Head of Development Control to consider any direction from the Secretary of State and/or other comments from the Mayor of London and to make any consequential or necessary changes to the recommended conditions and informatives and legal document(s) referred to above and to complete the legal document(s) referred to above and issue the consent.

## 8.2 Olympic Site Preparation Application 07/90011/FUMODA Recommended Conditions

### Schedule of Approved Plans and Drawings

As set out in Supplementary Planning Explanatory Statement, May 2007, Appendix 2, Drawings for Approval, with the addition of OLY-GLB-ILL-DWG-STW-SPC-IND-001, Rev 1, Site Wide Safeguarded Existing Habitats etc Plan.

### Schedule of Documents which form part of the Permission

The following documents form part of the permission and govern the implementation of the permission:

- The planning application forms, schedules and notices, as set out in Volumes 6A and 6B, February 2007 and Volume 3a, May 2007.
- The Approved Plans as set out in the schedule above.
- Generic Method Statement for Archaeology, May 2007.

- Written Scheme of Investigation for Archaeological Field Evaluation, May 2007.
- Built Heritage Written Schemes of Investigation, May 2007.
- Detailed Desk-Based Assessments, May 2007.

### Definitions

The following definitions apply to terms used in this permission:

‘Approved Plans’ means the plans and drawings set out in the Schedule of Approved Plans and Drawings.

‘Commencement’ means initiation of the Development as defined in Section 56(4) of the Act, with the exception of defined Enabling Works.

‘Draft Code of Construction Practice’ means the Revised Code of Construction Practice, July 2007 [and any amendments submitted before the grant of permission].

‘Construction Transport Management Group’ (CTMG) means the group established under the s106 agreement to consider and agree measures to be developed, reviewed and approved for traffic and transport during the construction of the Development.

‘Draft Demolition and Site Materials Management Plan’ means Version 2 of that plan, submitted as an attachment to the Code of Construction Practice, May 2007.

‘Enabling Works’ means (i) surveying; (ii) environmental and hazardous substance testing and sampling (including the making of trial boreholes, window sampling and test pits in connection with such testing and sampling); (iii) soil tests; (iv) pegging out; (v) tree protection; (vi) archaeological investigation; and (vii) demolition and removal of buildings and other structures on the Site.

‘Enabling Works Protection Layer’ means the

final layer of clean material placed after remediation, pending the deposit of further material or works during the construction of the Olympic Development.

‘Global Remediation Strategy’ means a document substantially the same as that submitted as Supporting Information, February 2007.

‘Local Authority’ means the relevant London Borough Council.

‘Local Planning Authority’ means the ODA or any successor body acting as local planning authority for the Site.

‘Mitigation Measures’ means the Schedule of Mitigation Measures [to be provided as part of update report]

‘Olympic Development’ means any development related to the construction of the Olympic Facilities and the preparation for the Olympic Games, included within the Olympic Facilities and Legacy Transformation Permission 07/90010/OUMODA

‘Outline Water Strategy’ means the document submitted as part of the Regulation 19 Submission.

‘Planning Delivery Sub-Zone’ means any sub-zone of a Planning Delivery Zone (PDZ) approved in accordance with condition SP.0.19.

‘Regulation 19 Submission’ means Volumes 5a, 5b, 5c, 6a, 6b, 7, 8, 9a, 9b and 9c of the Supplementary Information, May 2007.

‘Remediation Change Note’ means a document, submitted to the Local Planning Authority, detailing any unexpected contamination found and arrangements for its remediation.

‘Remediation Works’ means any works, or carrying out of any operations or the taking of any steps for the purpose of treating, preventing minimising or remedying or mitigating the effects of any harm to the environment caused by the contamination of land or ground water or any pollution of controlled waters so as to render the

land in question suitable for its intended end use and includes any installation of any works to prevent the movement of contaminants and the placing of clean soil or fill.

‘Section 106 Agreement’ means the agreement between the ODA and LDA made prior to or on the date of this decision notice.

‘Site’ means the whole of the site enclosed within the ‘red line’ on Plan reference OLY-SP-APP-DWG-STW-RED-DEF-001

‘Site Preparation Development’ means any development pursuant to this permission.

‘Site Preparation Development Discharge of Remediation Conditions Protocol’ means the protocol agreed by ODA, CLM, Environment Agency and the relevant local authorities, attached as an Annex to this permission.

‘Test Event’ means a large scale event, designed to test the operational arrangements for a venue and/or the Site.

‘Validation Report’ means documents prepared at the completion of Remediation Works, the content of which is described in the Site Preparation Discharge of Remediation Conditions Protocol.

### Note on Interpretation

Conditions numbered SP.0.1 to SP.0.52 apply to the Site Preparation Development as a whole. Conditions numbered SP.1.1 SP.8.1 to apply to the Site Preparation Development only in Planning Delivery Zone 1 and so on. Where it is expressly stated, conditions may be discharged by submission for an individual Planning Delivery Zone or Planning Delivery Sub-Zone.

Where such a condition contains a ‘pre-commencement’ requirement, this will apply to each Planning Delivery Zone or Planning Delivery Sub-Zone, depending on the discharge arrangement selected.

Where a condition refers to a date, trigger point, or point beyond which the development may not proceed, that reference is to that date, trigger point, or point beyond which the development may not proceed, unless otherwise agreed in writing by the Local Planning Authority.

The following conditions apply to the Site Preparation Development as a whole and apply to all Planning Delivery Zones:

### Time Limit

SP.0.1 The Development shall be commenced in all Planning Delivery Zones before the expiration of four years from the date of this permission.

Reason: In accordance with Section 91 Town and Country Planning Act 1990.

### Approvals in writing

SP.0.2 Any application or submission for any approval pursuant to these conditions shall be made in writing to the Local Planning Authority and any approval shall be given in writing.

Reason: To ensure that a proper record is kept.

### Works in accordance with approvals

SP.0.3 Unless otherwise agreed with the Local Planning Authority, the Site Preparation Development shall be carried out in accordance with the Approved Plans and any other approved plans, drawings, documents, details, schemes or strategies which have been approved by the Local Planning Authority pursuant to these conditions. All permanent works shall be retained in accordance with that approval thereafter, except and to the extent that these are expressly to be altered after the Games.

Reason: To ensure that all works are properly implemented and retained.



**Mitigation measures**

SP.0.4 [Conditions and the s106 agreement provide for mitigation measures. An update on whether any further mitigation measures are required will be provided before Committee. If all of the measures in the ES are covered by condition or s106 agreement this condition will not be imposed]

Reason: To ensure that all mitigation measures set out in the Environment Statement are implemented.

Plan (CTMP) shall be submitted to and approved by the Local Planning Authority, in consultation with the Construction Transport Management Group (CTMG). The CTMP shall cover the topics described in Annex [1] to this permission.

Reason: To ensure that appropriate construction transport management is adopted.

**Code of Construction Practice and subsidiary documents**

SP.0.5 Before the Site Preparation Development is commenced, a Code of Construction Practice, which shall be in general accordance with the Draft Code of Construction Practice, shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the construction of the development uses best practicable means to minimise adverse environmental impacts.

SP.0.8 Before 30 September 2007, a Water Management Plan (WMP) shall be submitted to the Local Planning Authority for approval. The WMP shall cover the topics described in Annex [2] to this permission.

Reason: To ensure that water resources and bodies are properly protected.

SP.0.6 The Site Preparation Development shall be undertaken in accordance with the approved Code of Construction Practice and with all Project, Contractor or Topical Environmental Management Plans, referred to in that Code of Construction Practice, including those approved in accordance with Conditions SP.0.7 to SP.0.10.

Reason: To ensure that all elements of the Code of Construction Practice are properly applied.

SP.0.9 Before the Site Preparation Development is commenced, an Ecology Management Plan (EMP) shall be submitted to and approved by the Local Planning Authority. The EMP shall cover the topics described in Annex [3] to this permission.

Reason: To ensure that habitats and species are properly protected.

SP.0.7 Before the Site Preparation Development is commenced, a Construction Transport Management

SP.0.10 Before the Site Preparation Development is commenced, a Demolition and Site Clearance Materials Management Plan, based on the Draft Demolition and Site Clearance Materials Management Plan, setting clear targets for waste minimisation, re-use, recycling and management shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure effective waste management.



## Waterspace Masterplan

SP.0.11 Before 31 March 2008, a Waterspace Masterplan for the Olympic Development and Games shall be submitted to the Local Planning Authority for approval. No later than 30 September 2007, a Brief for the Masterplan shall be submitted to the Local Planning Authority for approval. The Masterplan shall examine the potential for integrated development of the waterways within the Site for commercial and recreational uses and, together with the Urban Design and Landscape Framework, provide a basis for the detailed design of works over and alongside the waterways. This shall take account of the available surveys of river geomorphology and siltation, ecology and the works already approved.

Reason: To promote the integrated use and development of the waterways serving the Site.

## Controlled water levels

SP.0.12 Before 31 December 2007, a scheme to address the detailed effects of the proposed controlled water levels within the Site on the flood regime shall be submitted to the Local Planning Authority for approval.

Reason: To take account of the controlled water levels resulting from water control structures likely to be altered by British Waterways.

## Fish surveys

SP.0.13 To inform the design of river works and wetland areas, the programme of further fish surveys agreed with the Environment Agency shall be completed and reports of those surveys shall be submitted to the Local Planning Authority for approval no later

than 31 March 2008

Reason: To inform the design of river works and wetland areas.

## Permitted Development

SP.0.14 Notwithstanding the provisions of Parts 4 and 5 of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 1995, no part of the Site shall be used for the stationing of sleeping accommodation for site workers, unless the approval of the Local Planning Authority has first been obtained.

Reason: To provide control over use of the Site during construction.

SP.0.15 Notwithstanding the provisions of Part 4 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 1995, no land outside but adjoining the Site shall be used for the provision of temporary buildings, works, plant or construction machinery, unless the approval of the Local Planning Authority has first been obtained.

Reason: To provide control over the use of land adjoining the Site during construction.

SP.0.16 None of the rights contained in Part 4 Class B of Schedule 2 of the Town and Country Planning (GPDO) 1995 shall be exercised, unless the approval of the Local Planning Authority has first been obtained.

Reason: To provide control over potential temporary uses.

## Transport of Materials

SP.0.17 Before 30 June 2008, details of proposals for the transport of waste and construction materials by rail



and/or water, including any planning applications which may be required for the construction of any wharfs, terminals or other handling facilities, shall be submitted to the Local Planning Authority for approval.

Reason: To enable the maximum use of sustainable transport modes during construction.

### Security fencing

SP.0.18 Before the Site Preparation Development is commenced, details of any existing perimeter security fencing erected under permissions or as permitted development and any new or altered perimeter security fencing to be erected, including its location, height, form of construction and the intended length of time it will remain in place, shall be submitted to and approved by the Local Planning Authority. This condition may be discharged on a Planning Delivery Zone basis.

Reason: To ensure that the environmental or other impacts of the security fencing are minimised.

### Planning Delivery Sub-Zones

SP.0.19 Before the Remediation Works are commenced, a plan detailing Planning Delivery Sub-Zones for the purposes of conditions SP.0.33 to SP.0.35 shall be submitted to and approved by the Local Planning Authority. This condition may be discharged on a Planning Delivery Zone basis.

Reason: To assist the timely implementation of Remediation Works.

### Details of road, pedestrian and cycle route construction

SP.0.20 Before the construction of any road (other than a temporary haul road),

pedestrian or cycle route is commenced, details of the layout, alignment and materials shall be submitted to and approved by the Local Planning Authority. This condition may be discharged on a Planning Delivery Zone basis.

Reason: To ensure that these facilities are designed and built to an appropriate standard.

### Details of river walls and other river works

SP.0.21 Before the construction of any new river wall, flood defence or retaining structure or towpath is commenced, details of the design and external materials shall be submitted to and approved by the Local Planning Authority. The submitted details shall also include the results of structural surveys of any river walls or other structures to be retained and the proposed finished levels of any earth works to be undertaken on the banks of that watercourse, within the flood defence walls, taking into account the controlled water levels. This condition may be discharged on a Planning Delivery Zone basis.

Reason: To ensure that urban design, landscape and ecological standards are properly met.

### Surface water drainage

SP.0.22 Before any permanent surface or foul water drainage infrastructure is installed, in a defined water drainage catchment, the boundary of which has been agreed with the Local Planning Authority, details of all on and off-site works to be constructed shall be submitted to and approved by the Local Planning Authority. These shall, wherever possible, utilise the principles of 'Sustainable Urban Drainage

Systems' and ensure that any storm water flows are properly attenuated before discharge to any public sewer or watercourse. The submitted details shall follow the principles set out in the Outline Water Strategy.

Reason: To ensure that environmental standards, including sustainable drainage objectives, are met.

### Commencement notice

SP.0.23 The Local Planning Authority shall be notified, at least one week in advance, that Site Preparation Development, under this permission, is to commence. This condition may be discharged on a Planning Delivery Zone basis.

Reason: To assist in checking that conditions have been met.

### Core hours of work

SP.0.24 The core hours of work shall be 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturdays, other than on Bank or Public Holidays.

Construction activities that elevate noise levels, measured as LAeq (1hr) by more than 1dB above the ambient level at the façade of any noise sensitive premises, may only take place outside the core hours of work, where these construction activities have been approved by the Local Authority under s61 of the Control of Pollution Act 1974.

Reason: To protect the amenities and environment of local residents and other sensitive receptors.

### Delivery arrangements

SP.0.25 All deliveries to the Site or removal of materials from the Site shall take place during the hours and in the manner specified in the Construction Transport Management Plan.

Reason: To protect the amenities and environment of local residents and others.

### Protection of trees and habitats

SP.0.26 The trees to be retained and existing habitats shown on plan OLY-GLB-ILL-DWG-STW-SPC-IND-001, Rev 1, or any replacement plan approved by the Local Planning Authority, shall be safeguarded until those areas are transferred to a long term management body, after the Games and Legacy Transformation. No retained tree shall be lopped or felled without the prior approval of the Local Planning Authority.

Reason: To ensure that trees and habitats are protected.

### Protection of Watercourses

SP.0.27 The monitoring of aquifers and surface water courses, defined in the Water Management Plan, shall be undertaken, until such date or event as may be agreed by the Local Planning Authority, which shall be no later than the opening of the Games.

Reason: To ensure that aquifers and watercourses are protected.

### Statutory Undertakers Equipment

SP.0.28 No works shall be undertaken unless the consultations, notifications or other requirements of relevant consultations, notifications or other statutory undertakers set out in Annex [4] to this permission, have been observed and any necessary protective measures agreed with the relevant statutory undertakers.

Reason: To ensure that statutory undertakers' equipment is safeguarded.

### Crossrail Safeguarding

SP.0.29 No construction work of any part of pedestrian bridge LOL and associated approaches forming part of this permission shall begin until detailed design and method statements for this structure, including piling (both temporary and permanent), which accommodate:

- (i) - the proposed location of the Crossrail structures and tunnels, and
- (ii) - the ground movement arising from the construction of the Crossrail structures and tunnels have been submitted to and approved, by the Local Planning Authority

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

### Discharge of Remediation Conditions Protocol

SP.0.30 The discharge of site remediation conditions SP.0.31 to SP.0.36 shall be undertaken in accordance with the Site Preparation Discharge of Remediation Conditions Protocol, included at Annex [5] to this permission.

Reason: To ensure that all Remediation Works are properly carried out.

### Global Remediation Strategy

SP.0.31 Remediation Works shall not be commenced until the Global Remediation Strategy (GRS) has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that all Remediation Works are properly carried out.

### Intrusive Investigation Method Statement

SP.0.32 Remediation Works shall not be commenced until an Intrusive Investigation Method Statement (IIMS) which relates to the intrusive site investigations to be undertaken in all Planning Delivery Zones has been submitted to and approved by the Local Planning Authority. This shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigations required, including details of the locations of such investigations, details of the methodologies, sampling and monitoring proposed.

Reason: To ensure that all Remediation Works are properly carried out.

### Site Specific Remediation Strategy

SP.0.33 Remediation Works shall not be commenced until a Site Specific Remediation Strategy (SSRS) has been submitted to and approved by the Local Planning Authority. The SSRS shall, as a minimum, contain details of the precise location of Remediation Works proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, controls on the quality of imported materials and any validation requirements. Within 12 weeks of remediation commencing within the relevant Planning Delivery Zone or Planning Delivery Sub-Zone, any additional site investigations undertaken, not detailed in the IIMS, are to be reported in the relevant SSRS or RMS with a full review and update of the outline conceptual site model. This condition may be discharged on a

Planning Delivery Zone or Planning Delivery Sub-Zone basis.

Reason: To ensure that all Remediation Works are properly carried out.

### Remediation Method Statements

SP.0.34 Remediation Works shall not be commenced until a Remediation Method Statement (RMS) for the relevant Planning Delivery Zone has been submitted to and approved by the Local Planning Authority. A Specific Treatment Remediation Method Statement (STRMS) shall also be prepared for each soil treatment process that is to be operated on Site. Each Remediation Method Statement shall include details of remedial techniques to be employed, the locations where those techniques will be used, the type and areas of contaminated material to be remediated, plant and equipment to be used emissions and control measures and any required environmental authorisations. Monthly progress reports shall be submitted to the Local Planning Authority during the Remediation Works. This condition may be discharged on a Planning Delivery Zone or Planning Delivery Sub-Zone basis.

Reason: To ensure that all Remediation Works are properly carried out.

### Remediation validation

SP.0.35 Validation of the Remediation Works for the purposes of human health protection must be provided within one month of completion of the Enabling Works Protection Layer within any Planning Delivery Sub-Zone. When all Remediation Works necessary for the

protection of human health are completed within any particular Planning Delivery Zone, a consolidated Validation Report drawing together the Planning Delivery Sub-Zone validations shall be submitted to the Local Planning Authority. This shall include detailed topographic mapping of the as-built ground levels. Validation of the Remediation Works for the protection of controlled waters shall be undertaken on completion of the relevant Remediation Works and a Validation Report shall be submitted for the whole of each Planning Delivery Zone.

Reason: To ensure that all Remediation is properly validated and recorded.

### Unexpected contamination

SP.0.36 If at any time during the construction period, contamination is encountered which was not identified in the course of site investigation and is wholly or partly derived from a different source or is of a different type to that identified, the Development in that Planning Delivery Zone or Planning Delivery Sub-Zone shall not proceed (except to the extent that it would not further disturb that contamination) until a Remediation Change Note and/or a revised RMS, containing an assessment of that contamination and a scheme and timetable to contain, treat or remove it, has been submitted to and approved by the Local Planning Authority and any necessary remediation has been carried out.

Reason: To ensure that any contamination discovered during construction is properly remediated.

### Quality of imported fill

SP.0.37 No soils or infill materials (including silt dredged from watercourses), shall be imported onto the Site until it has been satisfactorily demonstrated that they present no risk to human health, planting and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import onto the Site of material classified as 'waste' is only acceptable with the prior approval of the Local Planning Authority.

Reason: To ensure that no contaminated material is brought onto Site.

### Archaeology and Built Heritage

SP.0.38 The Site Preparation Development shall not be commenced until a Written Scheme of Investigation for Archaeological Works has been submitted to and approved by the Local Planning Authority. This shall be in accordance with the Generic Method Statement for Archaeology, the Written Scheme of Investigation for Archaeological Field Evaluation and the relevant Detailed Desk-Based Assessment. The archaeological work shall be undertaken in accordance with the approved Written Scheme of Investigation. If significant archaeological finds are encountered, further archaeological works or design measures may be required to mitigate the impact of development on those remains. This condition may be discharged on a Planning Delivery Zone Basis.

Reason: To ensure that archaeological remains are properly investigated and recorded.

SP.0.39 Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and a report detailing the recording has been submitted to the Local Planning Authority.

Reason: To ensure that buildings with any identified historic interest are recorded.

SP.0.40 The results of the archaeological work and historic building recording shall be published and/or deposited in archives in accordance with arrangements to be agreed with the Local Planning Authority. This shall be no later than 31 December 2009, unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that any archaeological or historic building information is properly handled.

### Approval of on-site construction facilities

SP.0.41 Before any of the following construction facilities are installed, or brought into use on Site, details of the siting and dimensions of that construction facility shall be submitted to and approved by the Local Planning Authority:

- prefabricated buildings greater than two storeys or a footprint of 200 sq.metres, within 100 metres of the boundary of the Site;
- concrete batching plant;
- soil treatment and sorting centres required for the Remediation Works;
- waste sorting and despatch facilities; and
- parking areas for more than ten contractors' plant or vehicles

within 100 metres of the Site boundary.

If, following approval, any of the facilities needs to be moved, the Local Planning Authority shall be given 14 days notice of any intended move. Unless the Local Planning Authority gives notice to the contrary within that period, the move can take place. Across the Site as a whole, no more than 250 parking spaces for construction workers' motor cars or vans shall be provided, at any one time, unless otherwise approved by the Local Planning Authority.

Reason: To protect the amenities and environment of local residents and others.

#### Highway temporary access

SP.0.42 Before any temporary vehicular access to a highway is brought into use, details of that access shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure highway safety and the amenity of local residents.

#### Temporary building height limits

SP.0.43 No temporary building, including any crane, aerial or antenna, shall be erected which exceeds the height of 50 metres AOD without the prior approval of the Local Planning Authority.

Reason: To protect the amenities of local residents and to ensure that London City Airport is safeguarded.

#### Permanent highway closure

SP.0.44 Before any proposed permanent highway closure, including any footpath or cycleway, is implemented, details of the proposed closure, including

appropriate diversions or alternatives and any works necessary to provide for the safe use of those diversions or alternatives by pedestrians, cyclists and vehicles shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the Local Planning Authority is kept informed of the necessary closures being promoted formally by the relevant local authority.

#### Construction noise and vibration

SP.0.45 Site Preparation Development shall not be commenced until a scheme for noise monitoring, assessment and mitigation for all construction plant and processes has been submitted to and approved by the Local Planning Authority.

The scheme shall include:

- The identification of noise sensitive premises to be used as the location for noise monitoring, including any arrangements proposed for amending the selected locations if new noise sensitive premises are introduced during the construction period.
- The noise parameters to be measured and the circumstances when continuous monitoring will be undertaken.
- The arrangements for reporting the results of noise monitoring to the Local Planning Authority;
- The arrangements for submitting applications for consent under s61 of the Control of Pollution Act 1974; and
- The arrangements for implementing mitigation measures during construction for sensitive premises.

This condition may be discharged on a Planning Delivery Zone basis.



Reason: To protect the amenities of local residents and occupiers of other buildings.

- SP.0.46 Noise levels at any occupied residential property due to construction or demolition shall not exceed 75dB LAeq (10 hour) measured at 1m from the façade of the nearest occupied property, during the hours from 08.00 to 18.00 Monday to Friday, and 75dB LAeq (5 hour) during the hours from 08.00 to 13.00 on Saturday, except with the prior approval of the Local Authority, under s61 of the Control of Pollution Act, 1974.

Reason: To ensure that best practicable means are used to reduce noise generated by construction.

- SP.0.47 Noise from construction work shall give rise to noise levels no higher than 65dB LAeq (1 hour) and 70dB LAeq (1 minute) at any educational premises measured at 1m from the façade of the building during school hours in term time, except with the prior approval of the Local Authority under s61 of the Control of Pollution Act 1974.

Reason: To ensure that best practicable means are used to reduce noise generated by construction.

- SP.0.48 No impact piling shall take place unless it has the prior written approval of the Local Planning Authority and takes place in accordance with the terms of any such approval, or is in accordance with a consent issued under s61 of the Control of Pollution Act, 1974.

Reason: To avoid, wherever possible, unnecessary noise from piling operations.

- SP.0.49 Site Preparation Development shall not be commenced until a schedule of premises containing people or equipment potentially sensitive to disturbance from vibration, or any buildings potentially at risk of damage from vibration, has been submitted to and approved by the Local Planning Authority. This shall be accompanied by proposals for monitoring vibration levels, where necessary, ensuring that, as far as practicable, vibration levels do not exceed the thresholds set out in the Code of Construction Practice and that appropriate mitigation or remedial measures are to be employed. This condition may be discharged on a Planning Delivery Zone basis.

Reason: To ensure that best practicable means are used to avoid damage or nuisance from vibration during construction.

### Construction dust

- SP.0.50 Site Preparation Development shall not be commenced until a scheme for dust monitoring, assessment and mitigation for all construction activities has been submitted to and approved by the Local Planning Authority.

The scheme shall include:

- The identification of dust sensitive premises to be used as the location for dust monitoring, including any arrangements proposed for amending the selected locations if new dust sensitive premises are introduced;
- The frequency and other arrangements for dust monitoring;
- The arrangements for reporting the results of dust monitoring and for implementing any mitigation measures to the Local Planning Authority.

This condition may be discharged on a Planning Delivery Zone basis.

Reason: To protect the amenities of local residents and occupiers of other buildings.

#### **Removal of equipment on completion**

SP.0.51 At the completion of the Development in each Planning Delivery Zone, all plant, temporary buildings or vehicles not required during the subsequent construction works shall be removed from that Planning Delivery Zone.

Reason: To avoid unnecessary visual or other environmental impacts.

SP.0.52 Stratford City Coordination

Condition to follow in Update.

#### **The following conditions shall apply to Planning Delivery Zone 1**

SP.1.1 Prior to the commencement of Development, a secure at least 1.8m high fence shall be erected along the boundary of any operational railway land.

Reason: To ensure that railway safety is maintained.

#### **The following conditions shall apply to Planning Delivery Zone 2**

SP.2.1 Prior to the commencement of Development, a secure at least 1.8m high fence shall be erected along the boundary of any operational railway land.

Reason: To ensure that railway safety is maintained.

#### **The following conditions shall apply to Planning Delivery Zone 3**

SP.3.1 Prior to the commencement of Development, a secure at least 1.8m high fence shall be erected along the boundary of any operational railway land.

Reason: To ensure that railway safety is maintained.

#### **The following conditions shall apply to Planning Delivery Zone 6**

SP.6.1 Prior to the commencement of Development, a secure at least 1.8m high fence shall be erected along the boundary of any operational railway land.

Reason: To ensure that railway safety is maintained.

SP.6.2 Before the culvert extension to Hennikers Ditch is constructed, details of the culvert, inlet and outfall design shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that works to that part of the watercourse not subject to land drainage consent is properly carried out.

#### **The following conditions shall apply to Planning Delivery Zone 7:**

SP.7.1 Prior to the commencement of Development, a secure at least 1.8m high fence shall be erected along the boundary of any operational railway land.

Reason: To ensure that railway safety is maintained.

## The following conditions shall apply to Planning Delivery Zone 8

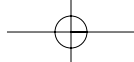
- SP.8.1 Prior to the commencement of Development, a secure at least 1.8m high fence shall be erected along the boundary of any operational railway land.
- Reason: To ensure that railway safety is maintained.

### Crossrail Safeguarding

- SP.8.2 No part of the L04 Landbridge, the southern access ramp, associated accreditation area(s) and access from Bridgewater Road shall be constructed in such a way as to obstruct the construction, operation or maintenance of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill. In constructing the development within area PDZ8, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (from Bridgewater Road to the Great Eastern mainline railway and the areas bounded by the Northern Outfall Sewer, the new L04 ramp and Great Eastern mainline railway including City Mill River) for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No preliminary site works or construction shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail, nor until details of the design of access is provided for construction and
- SP.8.3 No part of the development to the area bounded between Marshgate Lane and the Northern Outfall Sewer shall be constructed in such a way as to obstruct the construction, operation or maintenance of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 8, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (the area bounded between Marshgate Lane and the Northern Outfall Sewer) for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No preliminary site or construction works shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail, nor until details of the design is provided for allowance for the setting and positing of foundations, adequate foot and cycle access to and from the

maintenance vehicles to access the Crossrail Structures in the area bounded by the Great Eastern mainline railway, the Northern Outfall Sewer, the new L04 ramp including the City Mill River. Vehicles to include piling rigs, mobile cranes and other plant necessary for the construction, operation and maintenance of Crossrail.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.



Greenway and adequate access for all maintenance traffic, plant and equipment to the DLR an Crossrail elevated structures.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

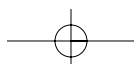
- SP.8.4 No part of the development to Pudding Mill Lane and Marshgate Lane along with the area bounded by these roads to the south of the Great Eastern mainline railway shall be constructed in such a way as to obstruct the construction, maintenance or operation of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 8, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (Pudding Mill Lane and Marshgate Lane along with the area bounded by these roads to the south of the Great Eastern mainline railway) for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No construction or preliminary site works shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail nor until the details for the design is provided for allowance for the setting and positioning of foundations, adequate foot, cycle and road access to and from Pudding Mill Lane DLR station, adequate access for all maintenance traffic, plant and equipment to the DLR

station, viaduct and environs and the elevated structures for the Crossrail and Great Eastern mainline railway.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

- SP.8.5 No part of the development to the area bounded by Barbers Road shall be constructed in such a way as to obstruct the construction, maintenance or operation of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 8, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (the area bounded by Barbers Road) for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No construction or preliminary site works shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail nor until the details for the design is provided for allowance for the setting and positioning of foundations and utility services, adequate foot, cycle and road access to and from Pudding Mill Lane DLR station, adequate access for all maintenance traffic, plant and equipment to the DLR station, viaduct and environs and the elevated structures for the Crossrail and Great Eastern mainline railway.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.



## The following conditions shall apply to Planning Delivery Zone 14:

### Crossrail

SP.14.1 No part of the development to the Bow Midland Yard (West) shall be constructed in such a way as to obstruct the construction, operation or maintenance of Works No. 2/5D described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 14, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (the Bow Midland Yard (West)) for the purposes of constructing and maintaining Works No. 2/5D described in Schedule 1 of the Crossrail Bill/Act. No construction or preliminary site works shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail nor until the details for the design is provided for allowance for the retention of the railhead facility with adequate access for all construction and maintenance traffic, plant and equipment to the area.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

## Annexes to 8.2 Site Preparation Conditions

### 8.2 Annex 1

#### Construction Transport Management Plan (CTMP)

The objectives of the CTMP are to:

- minimise the level of road based construction traffic through the promotion of rail and water based transport options;
- minimise the impact of road based construction traffic by identifying clear controls on routes, vehicle types, vehicle quality and hours of site operation;
- identify highway works required to accommodate construction traffic;
- minimise the number of private car trips to and from the site (both workforce and visitors) by encouraging alternative modes of transport and identifying control mechanisms for car use and parking;
- assess the need for improvements to the public transport network to accommodate the additional number of trips associated with construction site activity.

The CTMP shall include, at a minimum, details of:

- The arrangements for liaison with the relevant highway authorities and emergency services;
- The method for applying for approvals for off-site highway works;
- Road closures implementation and management, including management of 'stub ends';
- Waterway closures implementation and management;
- Provision of water and rail facilities for movement of construction material;
- Direction signing to worksites;
- Emergency access protocols and internal road naming conventions;

- Workforce distribution, mode share and assignment, to include proposals for transport provision for movement of construction workforce;
  - Rail station capacities and rail line blockades which will require alternative workforce travel arrangements;
  - Designated routes for large goods vehicles and dealing with abnormal loads;
  - Highway enabling schemes for access to and from the construction sites;
  - Off-site parking control and on-site parking provision and control;
  - Provision for walking and cycling;
  - Lorry holding areas;
  - Driver standards and enforcement within construction sites and on the highway;
  - Monitoring;
  - Dealing with complaints and community liaison;
  - Construction Transport Management Plan review.
- o Installation of interceptors;
  - o Control of potentially polluting substances to prevent accidental contamination of land or water bodies;
  - o Control of excavated material and other material to prevent spillage, particularly during periods of higher flood risk (September to March), through appropriate handling and selection of material storage locations; and
  - o Monitoring and maintenance of drainage systems, collection ditches, lagoons and interceptors.
- The types of precautions when constructing diverted or new watercourses, culverts or bridges across watercourses to control and limit particularly during the higher flood risk period (September to March) any adverse impact on watercourses, flows, erosion, sedimentation or conservation interest. Watercourse diversions or new lengths of culvert will be brought into use before existing watercourses or culverts are abandoned;

## 8.2 Annex 2

### Water Management Plan (WMP)

The WMP shall include, at a minimum:

- A description and definition (including schedules and maps) of surface watercourses and underground strata likely to be affected by the construction, either directly or indirectly;
- Maps showing all licensed abstractions of surface and groundwater within 2km of the Olympic works;
- The measures to protect against pollution of ground and surface water, which will include the following as appropriate:
  - o Drainage/treatment of contaminated effluent/potentially contaminated water;
  - o Discharge to public sewer;
  - o Discharge via settlement tanks or ponds;
  - o Installation of balancing ponds;
- A summary groundwater protection matrix, indicating protection measures likely to be required for various construction activities in designated groundwater protection zones for abstraction boreholes;
- Maps of all groundwater protection zones defined by the Environment Agency, for all sources whose catchment zones is impacted by ODA works;
- Issues relating to contaminated land affected by the construction, together with proposals for protection of surface and groundwater;
- Reference to procedures to be adopted in the event of unanticipated disturbance of groundwater levels affecting abstractions, watercourses or springs;
- Water quality monitoring requirements.

## 8.2 Annex 3

### Ecology Management Plan (EMP)

The EMP shall include, at a minimum:

- The identification of all known areas and features of nature conservation interest potentially affected, in particular, those areas to be retained, including a site plan at an appropriate scale indicating protection zones, work areas and access routes etc;
- Protection measures to prevent incursion into or damage of retained habitat areas, and steps to ensure that all site personnel are aware to the need to avoid damage.
- Protection measures, both temporary and permanent, to prevent disturbance or encroachment into adjoining areas of nature conservation interest whether by air, land or water;
- Procedures for the establishment, maintenance and auditing of ecological records;
- Procedures for relocation of protected and notable species identified in the ES and set out above, under formal licences where necessary, including details of the receptor sites and monitoring of relocations;
- Procedures to be adopted in the event of unanticipated discovery or disturbance of protected species or important habitats of high ecological value;
- Procedures to be adopted in addition to those general controls identified in the Pollution Incident Control Plan, in the event of a pollution control emergency on or near a designated nature conservation site;
- Procedures for the control of plants listed in Schedule 9 of the Wildlife and Countryside Act 1981 or other relevant statutory provision, to the satisfaction of Natural England and the Environment Agency;
- Procedures for the control of other invasive species including Japanese Knotweed, Himalayan balsam and floating pennywort in accordance with Environment Agency advice notes;
- Procedures for translocation of fish, including acquisition of appropriate licences from the Environment Agency and details of receptor sites;
- Method statement for the control of the spread of invasive aquatic plants and the spread of sediment into adjoining watercourses during fish out procedures;
- Methods for watching briefs; and
- Measures to re-use local ecological resources, including the collection of seeds and cutting from trees and shrubs, in any landscape reinstatement having regard to the Biodiversity Action Plan for the Olympic Park.

## 8.2 Annex 4

### Notifications Required to Statutory Undertakers

This Schedule details consultations and notifications required under conditions SP.0.28 of the Site Preparation and OD.0.26 of the Olympic Facilities Development Permissions.

This Schedule only includes requirements notified to the LPA during consultation

Statutory Undertaker	Notification Required or Asset Protection
<b>1. British Waterways London</b>	<ol style="list-style-type: none"> <li>1. Agreements for maintenance operations will be needed where access is required over land not in British Waterways' ownership;</li> <li>2. The applicant is advised that any discharge of surface water into the waterways requires British Waterways written permission before development commences;</li> <li>3. In the event of any balcony overhangs or other encroachments into British Waterway airspace, land or water, the applicant must enter into an appropriate commercial agreement with British Waterways before development commences;</li> <li>4. Any access from the towpath, scaffolding oversail or closures of the towpath during the construction must be agreed with British Waterways before development commences;</li> <li>5. The applicant is advised to contact third party works engineer, Richard Baker (020 7985 7268) in order to ensure that any consents are obtained and the works are compliant with the current British Waterways' 'Code of Practice for Works affecting British Waterways';</li> <li>6. Any closures of the towpath during construction must be agreed in writing with British Waterways before development commences; and</li> <li>7. The applicant must enter into an appropriate commercial agreement with British Waterways before development commences.</li> </ol>



Statutory Undertaker	Notification Required or Asset Protection
<p><b>2. Environment Agency</b></p>	<p>1. Prior to the commencement of development, detailed plans showing the emergency flood risk management access points to watercourse will need to be submitted to and approved by the Environment Agency.</p>
<p><b>3. Eurostar</b></p>	<p>1. Prior to commencement of development, details of safety measures along the HS1 route will need to be submitted and approved in writing by the Local Planning Authority. Objects such as street lighting, flood lighting and temporary lighting may cause distraction or impair the driver's ability to identify signal</p>
<p><b>4. National Grid</b></p>	<p>1. National Grid's YYJ 400kv overhead line: Developer should have regard to the relevant safety information when working close to 400,000 volt overhead lines.</p> <p>2. National Grid's City Road to West Ham 400kv underground line: Developer should have regard to the to the relevant safety information when working close to 400,000 volt underground cables.</p> <p>3. National Grid's YYJ overhead tower 11 and span 11-12 oversail the north east corner of the area. See attached plan.</p>
<p><b>5. Network Rail</b></p>	<p><i>Maintaining access to rail assets -</i> Please include a condition that access to railway assets and existing track access points within the development area is maintained when Public Highways are closed. It is important for the safe and efficient operation of the railway that access to these locations is maintained (24/7) both during the construction phase, during the games operation period and in legacy. We expect any minor land boundary changes needed to facilitate these modifications to be made at no cost to Network Rail.</p> <p><i>Electricity Supplies -</i> Network Rail has a number of electricity supplies to equipment locations at various points around the development area. Please include a condition that these electrical supplies are maintained throughout the duration of the works.</p>



## Statutory Undertaker

## Notification Required or Asset Protection

**Bridge Structures above the Railway** – Bridges constructed over the railway will require a Bridge Agreement to be in place with Network Rail before construction can commence. This will set out the duties and obligations of parties both during the detail design phase, construction phase and throughout the life of the structure.

**Demolition** - Any demolition works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. In particular the demolition of buildings or other structures should be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail's land. Demolition activities should avoid dust clouds obscuring signal sighting. Approval must be obtained from Network Rail prior to the commencement of work

**Plant, Scaffolding & Cranes** - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

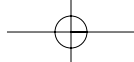
**Excavations of footings & piling** - Network Rail will need to be consulted on any alterations to ground levels, piling operations or excavations within 10m of the boundary with the operational railway. We will need to be assured that the construction of foundations and footings will not impact on the stability of the railway. A full method statement must be supplied and agreed with Network Rail before consent can be granted.

**Drainage** - Additional or increased flows of surface water must not be discharged onto Network Rail land nor into Network Rail's culverts or drains. In the interests of long term stability of the railway, soakaways should not be constructed within 10m of the boundary with the operational railway. Modified road connections to track side access points in particular should avoid surface water drainage from the highway onto the railway.

**Site Layout** - In order to ensure the proposed development can be constructed and maintained without encroachment onto the operational railway line all buildings and structures should be set back at least 2m from the boundary with the operational railway or at least 5m from overhead power line equipment.



Statutory Undertaker	Notification Required or Asset Protection
	<p><b>Landscaping</b> - Details of landscaping along the railway corridor to be submitted to Network Rail, who can provide advice on appropriate planting species as well as inappropriate planting. Network Rail have some concerns about proposals to include planting on some bridge structures above the railway and overhead line equipment, we will want to see evidence that detail proposals will not import safety or performance risk before such schemes are included within the terms of the Bridge Agreements.</p> <p><b>Party Wall Act 1996</b> - Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with NRIL at an early stage of the preparation of details of their development on Party Wall matters.</p> <p><b>Errant Vehicle Protection</b> - Highways, car parks and bridges alongside or over the railway, either permanent or temporary (i.e. during construction), must include suitable restraint to protect the railway from vehicle incursions.</p> <p><b>Driver dazzle and distraction</b> - the design of artificial lighting systems (permanent and temporary) and reflective building surfaces close to the railway should consider the impact on train drivers signal sighting and include screening or alternative methods if necessary.</p> <p><b>Bow Substation to Bow Feeder Station cable route</b> – Network Rail requests a planning condition that we are granted unfettered access rights to the new traction cable route running along the former Pudding Mill Lane from EDFE's new Bow Substation towards the railway boundary north of the GE lines.</p> <p><b>Construction traffic use of Waterden Road Bridge (DWW651)</b> - Network Rail understands that the ODA propose to use the bridge over the North London Lines, currently on Waterden Road, as a route for heavy construction traffic running between the north and south of the construction site. Since this bridge belongs to Network Rail and is currently adopted as a Public Highway, we would like to be informed what provisions the ODA intend to put in place to obtain permission to use the bridge for this purpose, how they propose to protect the bridge and the railway during these operations and what their aspirations are for the bridge in legacy.</p>



Statutory Undertaker	Notification Required or Asset Protection
<p><b>6. Thames Water</b></p>	<p>1. It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. The applicant should ensure that storm flows are attenuated or regulated into the receiving public network. Where the development proposes to discharge to a public sewer, prior approval from Thames Water is required. No public works will be permitted within 3 meters of the sewers on land bounded by Eastway to the north, Temple Mills to the east and A12 Blackwall Tunnel to the west.</p>
<p><b>7. Union Railways North</b></p>	<p>1. With respect to the land safeguarded along the Channel Tunnel Rail Link, construction of the development hereby permitted shall not commence until a detailed design for all foundation and other development proposed below existing ground level has been submitted to and agreed with Union Railway (North) Limited.</p> <p>2. No increase in surface water discharge in a URN/CTRL (UK) Ltd maintained drain or culvert should be made without the prior written consent of URN/CTRL (UK).</p>

**8.3 Annex 5**

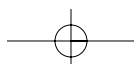
**Discharge of Remediation Protocol**

Discharge of Remediation Related Planning Conditions: Olympic SITE PREPARATION APPLICATION

- 1.1 Relevant Conditions
- 1.2 Advanced Works Permission Transition Commitments
- 1.3 Process Flow Chart
- 1.4 Formal Approval
- 1.5 Role of Pre-submission Consultation
- 1.6 Document Control
- 1.7 Document Issue
- 1.8 Global Remediation Strategy (GRS)
- 1.9 Intrusive Investigation Method Statement (IIMS)
- 1.10 Site Specific Remediation Strategy (SSRS)

- 1.11 Remediation Method Statements (RMS)
- 1.12 Validation
- 1.13 Unexpected Contamination
- 1.14 Quality of Imported Fill / Importation of Materials
- 1.15 Expected Contents of Submissions
- 1.16 Site Inspection
- 1.17 Enforcement Methods

This document has been prepared to outline the procedure for discharge of planning conditions relevant to remediation, in connection with the Olympic Site Preparation application. In accordance with Condition SP.0.30 of the Olympic Site Preparation Decision Notice, the discharge of site remediation conditions SP.0.31 to SP.0.37 is to be in accordance with this document (the Site Preparation Discharge of Remediation Conditions Protocol). Conditions relating to remediation are also



included within the Olympic Facilities and Legacy Transformation application and these will need to be discharged as a part of the planning process associated with that application.

Further detail on the remediation process is contained within the Construction Code of Practice.

Unless where expressly stated, all definitions set out in this Site Preparation Discharge of Remediation Conditions Protocol have the same meanings as those set out in the Site Preparation Decision Notice or as provided in the Glossary of Terms provided in the Planning Explanatory Statement, Appendix A dated February 2007.

## 1.1 Relevant Conditions

Relevant conditions are SP.0.30 through to SP.0.37. These conditions detail:

- SP.0.30 Discharge of Remediation Conditions Protocol;
- SP.0.31 Global Remediation Strategy;
- SP.0.32 Intrusive Investigation Method Statement;
- SP.0.33 Site Specific Remediation Strategy;
- SP.0.34 Remediation Method Statements;
- SP.0.35 Remediation Validation;
- SP.0.36 Unexpected Contamination; and
- SP.0.37 Quality of Imported Fill.

## 1.2 Advanced Works Permission Transition Commitments

Schedule 2 of the Section 106 Agreement to be entered into between the Olympic Delivery Authority (1) and the London

Development Agency (2) sets out provisions regulating the transition from the Advanced Works Planning Consents and any permissions granted pursuant to the Advanced Works Applications (together the "Advanced Works Planning Consents") to the Olympic Construction Phase.

These provisions take account of the fact that certain Remediation Works have already commenced within some of the Planning Delivery Zones in accordance with the Advanced Works Permissions and ensures that an appropriate scheme of transition is developed and approved by the Local Planning Authority in relation to the Remediation Works which are to be undertaken under the Advanced Works Permissions and the Remediation Works which are to be undertaken under the Site Preparation Permission and the Olympic Facilities and Legacy Transformation Permission.

In summary, the Section 106 Agreement provides that, prior to the commencement of Development (other than in relation to Development to be carried out under the Site Preparation Planning Permission which is not duplicated by the Advanced Works Planning Consents), the Olympic Delivery Authority is to submit to the Local Planning Authority an Implementation Programme setting out a programme for the implementation of the Advanced Works Consents which may overlap with the implementation of the Olympic Development.

The Implementation Programme shall include a description of all works, demolitions, operations and Site uses undertaken at the date of the submission of the Implementation Programme under any Advanced Works Permissions.



In addition, prior to the commencement of Development, the Olympic Delivery Authority is to submit to the Local Planning Authority for approval the Advanced Works Transition Commitments. The Advanced Works Transition Commitments are to apply from the latest of certain trigger dates set out in paragraphs 2.1.1 to 2.1.3 of Schedule 2 of the Section 106 Agreement.

Once the Advanced Works Transition Commitments apply, works (if commenced) under the Advanced Works Planning Consents shall cease under such Advanced Works Planning Consents in respect of works which are duplicated under the Site Preparation Permission and such works will be carried out pursuant to the Site Preparation Permission. To the extent that the Advanced Works Planning Consents have not been implemented or completed, the Olympic Delivery Authority will not commence, further implement or complete works under the Advanced Works Planning Consents which are duplicated under the Site Preparation Planning Permission but will instead rely on the Site Preparation Planning Permission in respect of such works.

Following the date of the Section 106 Agreement, the Olympic Delivery Authority is to use Reasonable Endeavours to ensure that : -

- all works undertaken on the Site by or on behalf of the ODA (or the London Organising Committee for the Olympic Games and Paralympic Games when applicable) under either the Advanced Works Applications (when granted) and the Advanced Works Planning Consents are undertaken in accordance with the Code of Construction Practice; and

- the Remediation Protocol is to apply to the carrying out of such works where relevant (save in certain circumstances set out in the Schedule).

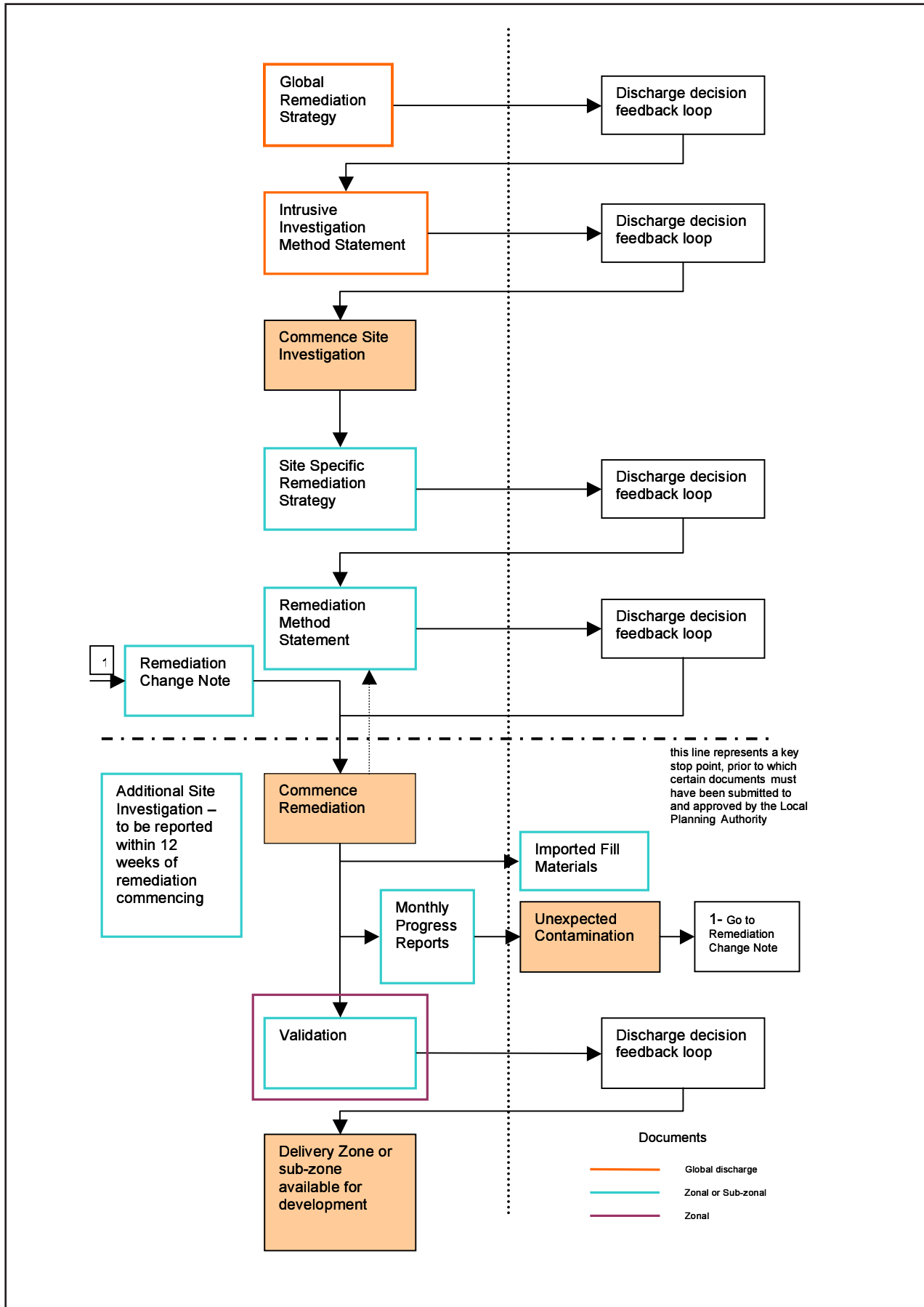
Schedule 3 of the Section 106 Agreement sets out provisions (which are to apply to the Olympic Construction Phase and Legacy Transformation Phase) in relation to the Remediation Protocol and Remediation Forum. Throughout these phases, the Olympic Delivery Authority is to ensure that the Remediation Protocol is to apply to the carrying out of any Remediation Works (except in respect of works under either the Advanced Works Applications (when granted) or the Advanced Works Planning Consents) (save in certain circumstances set out in paragraphs 1.1 and 1.2 of the Schedule).

The Olympic Delivery Authority is to use Reasonable Endeavours to ensure that a Remediation Forum comprising the Host Borough environmental health officers and representatives from the Local Planning Authority is set up and meets on a regular basis.

### 1.3 Process Flow Chart

The following flow charts diagrammatically illustrate the expected interaction between the applicant team and the Planning Decisions Team (PDT), during the process of devising and approving the Remediation Works and detail what documents will be provided to the PDT.



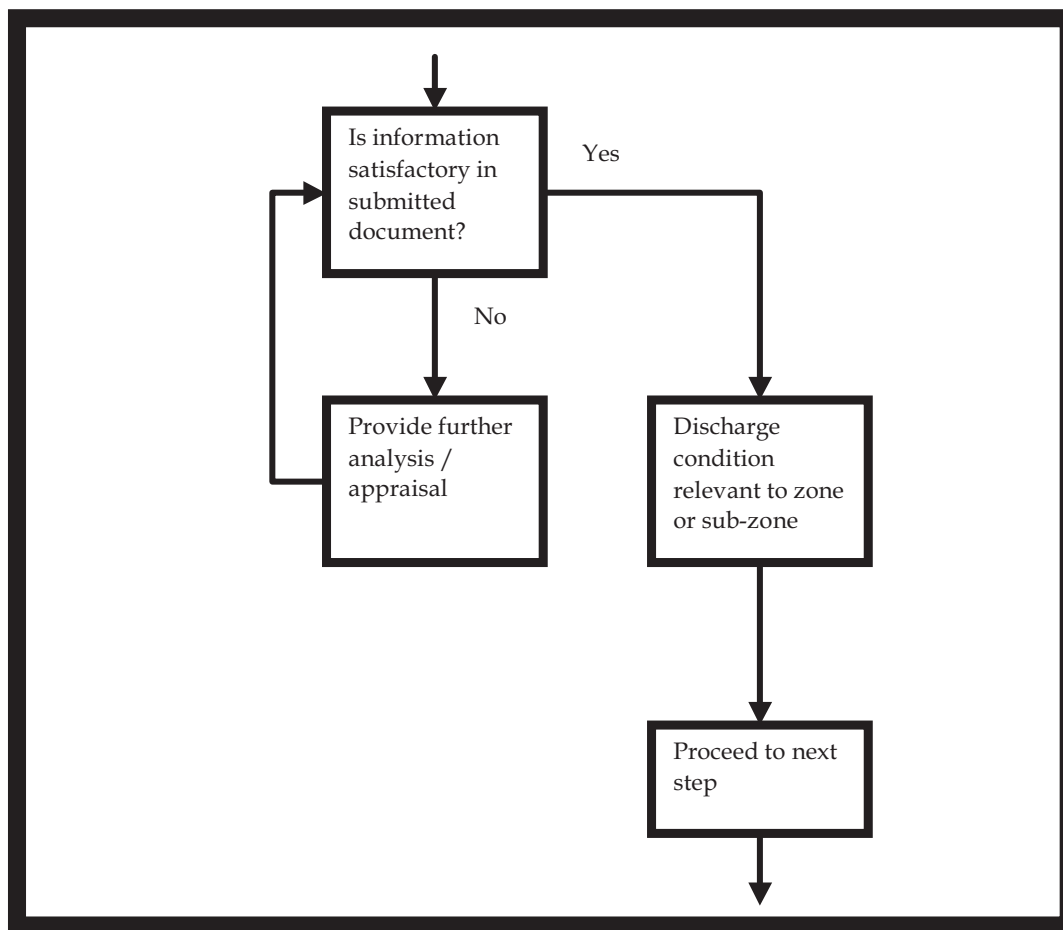


Note: Prior to any Remediation Works taking place both the Site Specific Remediation Strategy and Remediation Method Statement must be approved by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority, Olympic Facilities and Legacy Development is not to be commenced until Validation of the specific

area has been approved. Validation of controlled water remediation is an exemption to this, see Section 1.3.2 and Section 1.12.4.

Relevant conditions to this effect are contained within the Olympic Facilities and Legacy Planning Permission.

### Decision Point Feedback Loops



Note: For each of the respective feedback loops, during which the relevant planning conditions will be discharged on a global, zonal or sub-zonal basis, the Local Planning Authority will use its best efforts to accelerate the discharge process in order to work towards the provision of a quick response to the applicant within 28 days of

any submission<sup>1</sup>. However, whether a response can be made within this timescale will depend upon the completeness / clarity of information provided, particularly with regard to further updates of previously submitted documents together with the volume of material which is required to be reviewed to discharge a particular condition.

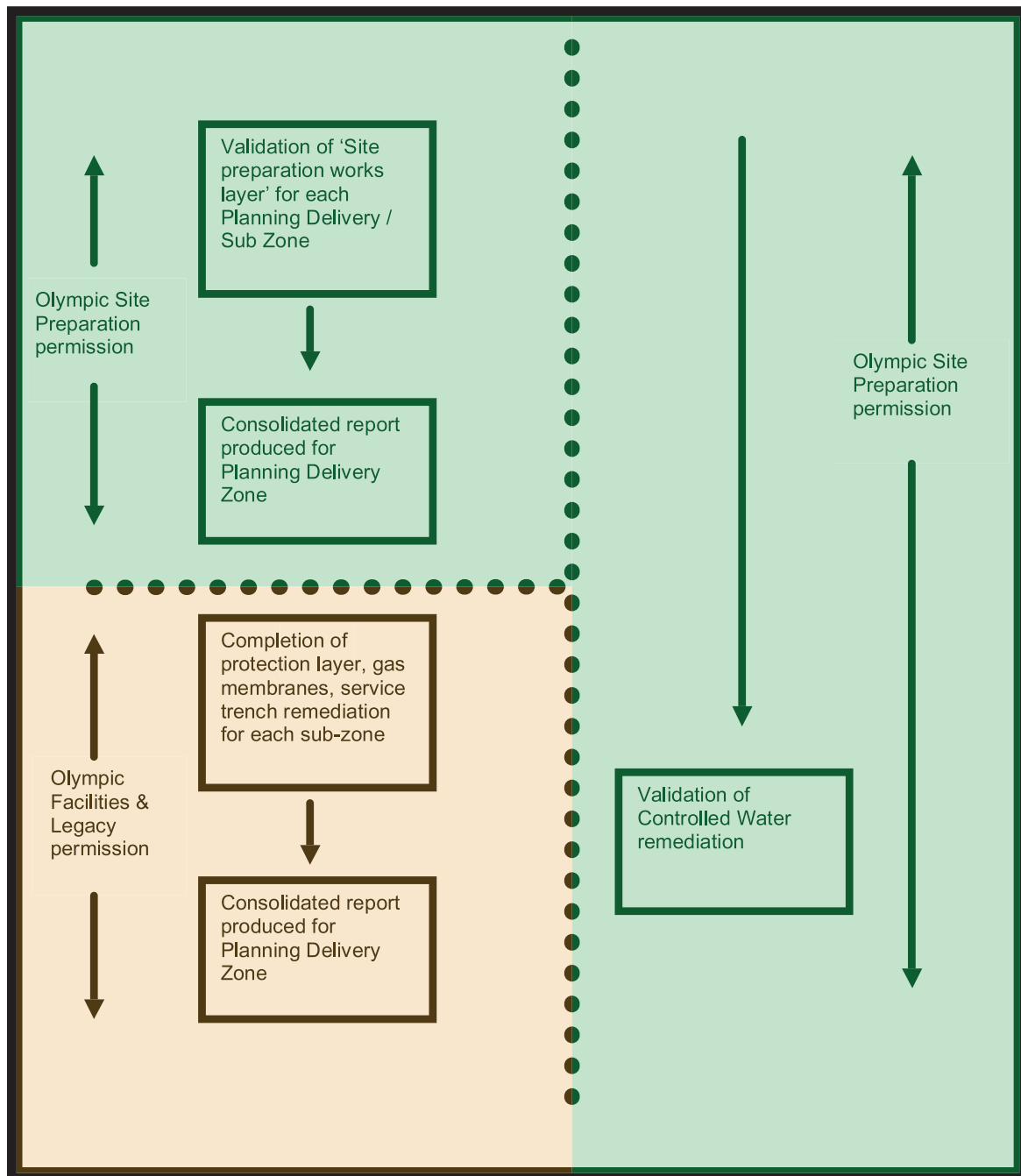
<sup>1</sup> Subject to agreement of consultees to responding within this timescale and their performance as well. A separate protocol will be prepared by the PDT on making the discharge of conditions process as efficient and speedy as possible, for agreement with any relevant consultees.



Global means site wide. Zonal means the pre-existing Planning Delivery Zones identified in the Site Preparation Planning Application and supporting information.

Sub-zonal means any lesser sub-divisions (Planning Delivery Sub-Zones) agreed with the PDT at the appropriate time.

### Validation Process & Inter-relationship



Footnote: 1. Feedback loop to determine if validation information is satisfactory at each step (as per feedback flowchart) with

potential to take additional validation sampling or remedial works.



## 1.4 Formal Approval

Formal discharge of conditions SP.0.31 to SP.0.35 is required following submission of documents by the applicant. Discharge will be via a formal letter of notice issued by the PDT. Conditions SP.0.31 and SP.0.32 are to be discharged on a global basis, while conditions SP.0.33, SP.0.34 and SP.0.35 can be discharged on a Planning Delivery Zone or Planning Delivery Sub-Zone basis. Additionally SP.0.35 will require final discharge on a Planning Delivery Zone basis.

Note that conditions SP.0.31 to SP.0.34 need to be discharged prior to commencement of any Remediation Works, and in the case of SP.0.35 prior to commencement of any construction activities associated with the Olympic Facilities and Legacy Planning Permissions.

## 1.5 Role of Pre-submission Consultation

Pre-submission consultation (1) will be an important tool to enable rapid sign off of conditions by the PDT. In connection with conditions relating to remediation the following parties should be consulted:

- London Borough of Newham;
- London Borough of Waltham Forest;
- London Borough of Tower Hamlets;
- London Borough of Hackney;
- Environment Agency; and
- PDT and any consultants nominated by the PDT

A Remediation Forum will be set up to allow for an open interchange of information. This Remediation Forum will be attended by those bodies listed above plus

representatives of the ODA and any consultants nominated by the ODA. This forum will be convened at least monthly until all Remediation Works associated with this permission have been completed.

Any pre-submission consultation with any of the bodies listed above must be with the full knowledge of the PDT, with the PDT having sight of:

- Arrangements for meetings;
- Minutes of any meetings and telephone conference calls in connection with such consultation;
- Copies of any correspondence including emails in connection with such consultation; and
- Reports issued for consultation purposes.

Pre-submission consultation documents (i.e. documents that will form the submissions for Condition discharge) should be issued in a comprehensive finalised form. Interim document stages such as preliminary or outline are not acceptable. Nor are documents which can reasonably be expected to be revised beyond revision 2.

Provision of high quality information at this stage can build confidence, while provision of poor quality information is likely to hinder formal approval.

### Information Provided by Relevant Consultees

Any information provided by the relevant remediation consultees to the applicant will be submitted in the first instance to the PDT, with a copy to the relevant party.

(1) In this context pre-submission consultation does not mean consultation prior to a planning application, but means prior to formal submission of detailed documents required to discharge the various remediation conditions SP.0.31 to SP.0.37.



### 1.6 Document Control

On first issue of any document and subsequent re-issue of that document, a document control sheet shall be issued which records the date of issue, the version number issued, details on the purpose of issue and a brief summary detailing any changes from preceding documents.

The document control sheet shall also detail the status of all other relevant remediation related documents for each Planning Delivery Zone (including each Planning Delivery Sub-Zone) (see template below).

#### Document Control Template

Zone	Document	Version	Date of issue	Purpose of issue	Summary of any changes / status
6a	SSRS	V1	Xx/xx/xx	Final approval	Approved
	RMS	V1	Xx/xx/xx	Consultation draft	
	RMS	V2	Xx/xx/xx	Final approval	Clarification of validation details
	Validation report	Not issued			

### 1.7 Document Issue

Documents should be issued as full paper copies, with all relevant supporting information contained in appendices. Unless previously submitted as a part of this application, any referenced documents should also be issued.

Electronic versions (as PDF files) shall also be issued, along with a GIS shape file detailing the area of coverage of the specific report.

### 1.8 Global Remediation Strategy (GRS)

Submission of the GRS is required prior to the commencement of any Remediation Works, followed by review and formal discharge of Condition SP.0.31. It is acknowledged that various forms of the GRS have been submitted in the past; however the GRS needs to be formally submitted for approval by the Local Planning Authority prior to the commencement of any Remediation Works.

### 1.9 Intrusive Investigation Method Statement (IIMS)

Pursuant to Condition SP.0.32 submission of the IIMS is required prior to the commencement of any Remediation Works, followed by review and formal discharge. It is acknowledged that the IIMS has been submitted in the past; however, the IIMS needs to be formally submitted for approval by the Local Planning Authority, as a part of this planning submission, prior to the commencement of any Remediation Works.

An element of this Condition SP.0.32 also relates to the provision of a position statement detailing the status, gaps and need for on-going site investigation in each Planning Delivery Zone. The position statement is to be supplied for information purposes only and is not an approved document. This position statement will need to detail gaps between the IIMS for each Planning Delivery Zone with respect to:

- information submitted with the Remediation Design Statement and appendices in February 2007;
- investigations undertaken post February 2007 and not yet reported; and
- outstanding investigation works to be completed post granting of the Site Preparation Permission.

Additionally if an SSRS has been issued as a part of the Remediation Design Statement and appendices in February 2007, then the Position Statement must include detail on the further investigations recommended to be carried out in accordance with the SSRS documents.

### 1.10 Site Specific Remediation Strategy (SSRS)

Condition SP.0.33 must be discharged prior to commencement of any Remediation Works (including any earthworks filling undertaken as a part of the Remediation Works) and may be undertaken on a Planning Delivery Zone or Planning Delivery Sub-Zone basis (i.e. a SSRS may be provided for a specific Planning Delivery Sub-Zone).

The SSRS must set out a strategy to deal with risks to both human health and controlled waters, along with any other defined environmental receptor.

Any documents submitted to discharge this Condition SP.0.33 should include minimum site investigation coverage of 85%, before any Remediation Works are commenced. Full site investigation coverage (i.e. to complete 100% coverage) should be achieved and reported within 12 weeks of remediation commencing within the particular Planning Delivery Zone or Planning Delivery Sub-Zone.

Within any particular Planning Delivery Zone or Planning Delivery Sub-Zone remediation works must be programmed so that areas with insufficient site investigation (i.e. the 85%-100% uplift areas) are investigated prior to physical remedial works taking place in those areas, unless those works are of an emergency nature.

Additional site investigations (see Section 1.10.1) undertaken to bring coverage up to 100% can be reported as an annex to the Remediation Method Statement. Otherwise if investigation information is to be used to revise the remediation strategy then this should be issued in the form of a SSRS, which must be submitted to the Local Planning Authority for approval. In any case it is anticipated that any such changes could be anticipated and submitted in the form of a first draft 'full' SSRS for a particular Planning Delivery Zone.

Precise details of additional site investigation requirements should be submitted to the PDT, prior to these site investigation works commencing. This information to be submitted for information purposes only. These details should include a rationale for the additional investigation works which should be matched to an SSRS gap analysis.

Any generic assessment criteria (GAC) utilised should be consistent with GAC in the GRS. If GAC have been refined through the use of detailed quantitative risk assessment, then full justification for change in any parameters should be provided. Details of any difference between the GAC used in the GRS and remedial targets provided in the SSRS should be highlighted in the SSRS.

In some circumstances GRS GAC may not be appropriate to the proposed legacy end use (i.e. school playing fields) and appropriate risk assessment should be undertaken to determine suitable remediation criteria.

**Additional Investigation**

It is understood that within certain Planning Delivery Zones additional investigation, beyond that submitted with the Remediation Design Statement and appendices in February 2007, will be undertaken. For reasons of clarity, outlined below are six types of investigation (or requirements for additional data), along with details on the expected timing / location of any reporting:

Stage	Reporting location
• Investigation to develop CSM	SSRS;
• Investigation of pathways	SSRS;
• To fulfil 100% IIMS requirements	RMS Annex;
• For implementation planning	RMS Annex;
• For delineation	RMS Annex; and
• For validation	Validation report

If these investigations are required then they will need to be undertaken prior to first submission of the relevant report (see above), and in the case of those to be reported in the RMS Additional Investigation Annex (see 1.11) to be completed within 12 weeks of remediation commencing.

Investigations or data collected for purposes of treatment studies and / or geotechnical studies have no remediation context and are not expected to be reported to the PDT in relation to discharge of relevant remediation related conditions.

**1.11 Remediation Method Statements (RMS)**

Condition SP.0.34 must be discharged prior to commencement of any Remediation Works (including any earthworks filling undertaken as a part of the Remediation Works), within any particular Planning Delivery Zone (including Planning Delivery Sub Zones).

**Zonal Sub-division within the RMS**

As per Condition SP.0.19, for the purposes of remediation and validation, Planning Delivery Zones can be split provided the Planning Delivery Sub Zones are clearly identified, and details submitted to and approved by the Local Planning Authority as a part of the RMS, in advance of any Remediation Works taking place. Subsequent validation must match the identified Planning Delivery or Planning Delivery Sub Zone. Beyond this stage no further area sub-division is permissible.

For clarification purposes sub-zonal splitting can either be done through the issue of specific RMS documents for a particular Planning Delivery Sub-Zone, or be detailed and delineated on a plan within one RMS which covers the whole Planning Delivery Zone.

**RMS Requirements**

The RMS must clearly outline the requirements and need for any Remediation Works planned to be undertaken to deal with risks to both human health and controlled waters, along with any other defined environmental receptor.

Precise details on validation are to be included within the Remediation Method Statement (determinants to be tested, limits of detection to be applied), as well as material import chemical quality requirements.



The condition also details the provision of monthly progress reports [see template at paragraph 1.116 below] during any Remediation Work, to relevant parties, to be issued to PDT. These reports are to be used to inform the PDT about any unexpected contamination identified at the site (see Condition SP.0.36 and section 1.12 below).

Approval of the Remediation Method Statement will fix the Remediation Works to be undertaken within that Planning Delivery Zone or Planning Delivery Sub-Zone, unless a revised / addendum RMS is issued for approval.

### Earthworks and Remediation

The filling element of any bulk earthworks are a remediation operation, and material import / export requirements along with validation must be considered in the Remediation Method Statement. Also note the requirements set out in Section 1.13 below. All material import requirements are to be detailed, including quality control procedures.

Details of a testing regime for the movement and control of bulk earthworks materials shall be provided. This testing shall have a minimum frequency of 1/1000m3 per single source (existing site investigation data can be utilised).

### Additional Investigation Annex

All additional investigation data is to be provided within the context of an interpretative report (including updating the conceptual site model and further risk assessment) for each Planning Delivery Zone or Planning Delivery Sub-Zone. An annex to the Remediation Method Statement is seen as a suitable location for this data. This annex can be supplied as a standalone document, but must be submitted to the Local Planning Authority within 12 weeks of Remediation Works commencing for the relevant Planning Delivery Zone, but prior to any Remediation Works being undertaken in the area of additional site investigation works (note that these areas must have been predefined in the RMS).

### Treatment Centres

Part of Condition SP.0.36 also relates to the provision of equivalent method statements for any centralised soil treatment processes – a Specific Treatment Remediation Method Statement (STRMS). These centralised soil treatment processes are to be licensed under the Mobile Plant Licensing regime or other appropriate Waste Management Licensing regimes (as agreed with the Environment Agency in the Memorandum of Understanding for Waste Management Licensing applied to the Olympic Park dated 3 April 2007 ("the Memorandum of Understanding").

### Monthly Progress Report Template

Planning Delivery Zone or Planning Delivery Sub-Zone designation	Forthcoming works (over next month)	Conformance with existing remediation strategy	Provision of information
e.g.[6a]	e.g. [Installation of cement bentonite barrier]	e.g. [No departures from anticipated works] or [drums excavated at xxx]	e.g. [Validation report to be provided by xx/xx/xx]



The progress report shall also contain photographs illustrative of the principal works undertaken and of any unusual conditions identified.

These reports can be provided formally within the regular meetings of the Remediation Forum.

### 1.12 Validation

#### Validation of Bulk Earthworks Fill & Hotspot Removal

Samples taken for validation testing purposes must be undertaken from material in-situ at its final location.

Minimum anticipated validation sample frequencies for areas of soft landscaping (Olympic or Legacy), Athletes Village and Residential Legacy are:

Location	Frequency
1. 0.2 to 0.5m – Final finishes surface layer <sup>1</sup>	1 sample per 200m <sup>3</sup> of material laid
2. Top 0.3m – enabling works protection layer	1 sample per 200m <sup>3</sup> of material laid
3. Below 1m – general fill materials placed below enabling works protection layer	1 sample per 1000m <sup>3</sup> of material laid
4. Hotspot removal for the protection of Controlled Waters	1 sample per 25m <sup>2</sup> of base / sides of excavation or a minimum of 5 samples whichever is greater

Note<sup>1</sup> - Item 1 above: the Final finishes surface layer is to be validated as part of the Facilities and Legacy planning permission.

Lesser validation frequencies can be agreed for known legacy areas with less sensitive uses. Although it should be noted that these areas will have lesser quality thresholds agreed through the SSRS process.

Validation of the thickness of the installed remediation capping layer is to be achieved via submission of pre and post earthworks filling surveys, both surveys to be submitted as a part of the relevant validation reports.

Staged completion of validation reporting is permitted on a 1) receptor basis, 2) split for delivery areas (although these must be clearly identified in the Remediation Method Statement), and 3) on the basis of handover between Olympic Site Preparation and Olympic Facilities and Legacy Transformation applications.

Validation reports for the Remediation Works for the purposes of human health protection must be provided within one month of the completion of the Enabling Works Protection Layer within the relevant Planning Delivery Zone or Planning Delivery Sub-Zone. The inter-relationship between the Site Preparation and Facilities and Legacy Transformation Permissions should be noted (See Section 1.3.2).

All Planning Delivery Zones are to have a consolidated validation report (drawing together the Planning Delivery Sub-Zone validations) on completion of the Remediation Works within a particular Planning Delivery Zone. The consolidated validation report shall include detailed topographic mapping of the as-built ground levels.

### Non Compliant Materials

Any materials found, through the process of validation, to be outside of the approved quality specification as defined in the Remediation Method Statement must be subject to further assessment. A more refined grid of validation testing should be applied to define the affected area, so that any additional Remediation Works at this late stage are minimised.

Depending upon the degree of non-conformance statistical assessment of materials outside of the approved quality specification is also appropriate, although the averaging area must take due regard of similar materials deposited in the vicinity of the affected area from the same treatment process with a production tolerance of +/- one week i.e. materials produced through a different treatment process can not be used in any statistical evaluation. If materials are identified as a statistical outlier (exceeding the quality thresholds) then they must be removed. This approach is consistent with CLR7 'Assessment of risks to human health from land contamination: an overview of the development of Soil Guideline Values and related research'.

### Validation of Cut Surface

Existing site investigation data can be used to validate the 'enabling works protection layer' provided that coverage conforms to a 25m grid across the cut area, with the reduced level of any relevant samples being within 'the enabling works protection layer' / within 0.5m below the top of the final formation surface. This information shall be provided within the validation report (as detailed in Section 1.12.1 above).

### Validation of Controlled Waters

Validation of controlled waters is also covered by Condition SP.0.35, although the

individual validation requirements for Remediation Works undertaken for the benefit of the protection of controlled waters should be provided upon completion of the relevant Remediation Works, as set out in the individual RMS documents. A validation report will be required for the whole of each Planning Delivery Zone.

### 1.13 Unexpected Contamination

Condition SP.0.36 provides a safeguard that any unforeseen contamination is dealt with in an appropriate manner. Unexpected contamination should be reported to the PDT via the monthly progress reports, required as a part of the Remediation Method Statement condition. This condition would trigger a reappraisal and a Remediation Change Note for the affected area. The Remediation Change Note represents an amendment to the relevant SSRS.

Unexpected contamination is defined as the identification of any substances or presence of any artefacts that could not reasonably be anticipated from the available site investigation data and/or were not identified in the course of the site investigation. An example of this would be encountering buried drums during an earthworks operation, which had anticipated excavating made ground with metal contamination.

### 1.14 Quality of Imported Fill / Importation of Materials

Condition SP.0.37 provides a safeguard that any undesirable materials will not be imported and deposited on the site. Material import requirements including control levels, and validation details are to be included within the Remediation Method Statement and each SSRS. Documentary evidence must be supplied to the PDT to confirm the origin of all imported soils and



infill materials, supported by appropriate chemical analysis test results prior to any import of fill materials.

This Condition SP.0.37 does not preclude the transfer of materials from one Planning Delivery Zone or Planning Delivery Sub-Zone to another (which is to be carried out in accordance with the Memorandum of Understanding and all appropriate environmental legislation), but it does prohibit without the express permission of the PDT importation of waste (including any contaminated soils) from areas outside of the Olympic Park, unless it is rendered safe and made suitable for use. All Remediation

Works and the Site Preparation Development are to be carried out in accordance with the Memorandum of Understanding which has been submitted to the Local Planning Authority as an annex to the Construction Code of Practice.

**1.15 Expected Contents of Submissions**

The following table outlines key documentary requirements between the developer applicant for the 2012 London Olympics games and the ODA PDT (the Local Planning Authority). This table should be used in conjunction with the flow charts provided in Section 1.3 above.

Key Requirement	Relevant Condition	When	Content	Acceptance
Global Remediation Strategy	SP.0.31	Pre-commencement of Remediation		Formal discharge letter
Intrusive Investigation Method Statement	SP.0.32	Pre-commencement of Remediation	To include: 1. Position statement on existing SI information; 2. Rationale for investigation points; 3. Monitoring requirements 4. Plan of locations 5. GIS shape file showing area of coverage	Formal discharge letter
Site Specific Remediation Strategy	SP.0.33	Pre-commencement for any remediation	To include: 1. Interpretation of site investigation data 2. Details of Conceptual Site Model 3. Summary of key risk drivers 4. Legacy land use 5. Detail of remedial works proposed including earthworks movements 6. Remedial targets 7. Timescale 8. Licensing arrangements 9. On-going regulatory liaison 10. General health, safety and environmental controls 11. Material import quality requirements 12. Validation requirements	Formal discharge letter

Key Requirement	Relevant Condition	When	Content	Acceptance
			13. GIS shape file showing area to be remediated	
Remediation Method Statement	SP.0.34	Pre-commencement for any remediation	To include: <ol style="list-style-type: none"> <li>1. Detail of remedial technique</li> <li>2. Location of operation / operating boundary (including GIS shape file)</li> <li>3. Areas of contaminated materials to be remediated including earthworks</li> <li>4. Details of plant</li> <li>5. Protected sites</li> <li>6. Details of emissions &amp; control measures</li> <li>7. Monitoring</li> <li>8. Standard validation testing suite</li> <li>9. General health, safety and environmental controls</li> <li>10. Material import quality requirements including contamination testing suite</li> <li>11. Validation requirements</li> <li>12. Environmental authorisations</li> <li>13. Programme</li> </ol>	Formal discharge letter
Annex to RMS: Updated Site Investigation Report / Risk Assessment	SP.0.34	Within 12 weeks of remediation commencing within any particular Planning Delivery Zone or Planning Delivery Sub-Zone	To include as a minimum: <ol style="list-style-type: none"> <li>1. Outline Conceptual Site Model</li> <li>2. Detail of works undertaken</li> <li>3. Discussion of Findings</li> <li>4. Updated CSM</li> <li>5. Human Health Risk Assessment</li> <li>6. Controlled Waters Risk Assessment</li> <li>7. Remediation requirements / SI Gap analysis</li> <li>8. Plan showing locations of contaminants of concern</li> <li>9. Plan showing groundwater flow directions</li> </ol>	Formal discharge letter, as a part of RMS

Key Requirement	Relevant Condition	When	Content	Acceptance
			<p>10. GIS shape file showing area of coverage</p> <p>Or other as agreed to reflect the level of Site Investigation undertaken and findings (i.e. confirms existing CSM within SSRS).</p>	
Validation report	SP.0.35	Upon completion of remediation	<p>To include:</p> <ol style="list-style-type: none"> <li>1. Environmental media coverage</li> <li>2. What remediation is on-going / issues remain</li> <li>3. Summary of remedial work undertaken</li> <li>4. Supporting information, including quality standards for materials placed on site</li> <li>5. Clear statement on acceptability of works</li> <li>6. Shape file showing validation area coverage</li> </ol>	Formal discharge letter
Remediation progress report	SP.0.36 'Unexpected Contamination'	Monthly during remediation	<p>Purpose to inform LA of unexpected contamination. To include:</p> <ol style="list-style-type: none"> <li>1. Short statement confirming coherence of works with expected conditions</li> </ol> <p>If unexpected contamination identified can include details on further site investigation works required, to include same elements as per Site Investigation Design document.</p>	For information, unless unexpected contamination identified
Remedial change note	SP.0.36 'Unexpected Contamination'	Within 28 days of unexpected contamination being identified	<p>To include:</p> <ol style="list-style-type: none"> <li>1. GIS shape file, showing area affected</li> <li>2. Details of proposed remedial works</li> <li>3. Timescale</li> <li>4. Licensing arrangements</li> <li>5. On-going regulatory liaison</li> <li>6. General health, safety and environmental</li> </ol>	Acceptance provides formal approval to proceed in areas of unexpected contamination. Formal discharge letter. Note triggers requirement for Remediation Method Statement & Validation



Key Requirement	Relevant Condition	When	Content	Acceptance
			<ul style="list-style-type: none"> <li>7. Material import quality requirements</li> <li>8. Validation requirements</li> </ul>	
Importation of Fill Materials	SP.0.37	Prior to any importation of fill materials. Note may be provided as an annex to the Remediation Method Statement.	To include: <ul style="list-style-type: none"> <li>1. GIS shape file, showing area affected</li> <li>2. Details of quantities to be imported, location of placement, and quality</li> <li>3. Timescale</li> </ul>	

### 1.16 Site Inspection

The PDT reserves the right for it and any of the remediation consultees to inspect the works and/or, site records (particularly records of movement of materials). This includes the right to take samples and confirm the validation works undertaken.

Planning Delivery Sub Zones to allow the progression from the Site Preparation works to the works to be undertaken under the Facilities and Legacy Transformation Permission

### 1.17 Enforcement Methods

It is anticipated that the development team will undertake all Remediation Works in a conscientious manner in-line with current best practice standards. Regular dialogue, including the monthly progress reports to be issued during the Remediation Works will facilitate early warning of any issues, along with any inspections undertaken by the PDT and its remediation consultees. These forums, including the meetings held by the Remediation Forum, will also be used as opportunities to push the project back on to the right track, in the unlikely event, any issues arise.

In order to minimise the potential for any formal enforcement action the applicant should take note of the need for adequate information provision at critical stages, including the validation of Remediation Works in each Planning Delivery Zone or

## 8.4 Olympic Facilities and Legacy Transformation Application 07/90010/OUMODA

Recommended Conditions:  
 Olympic Development Conditions  
 Legacy Transformation Development Conditions

### Schedule of Approved Plans and Drawings

As set out in Supplementary Planning Explanatory Statement, May 2007, Appendix 3, Drawings for Approval, with the addition of OLY-GLB-ILL-DWG-STW-SPC-IND-001, Rev 1, Site Wide Safeguarded Habitats etc Plan.

### Schedule of Documents which form part of the Permission

The following documents form part of the permission and govern the implementation of the permission:



- The planning application forms, schedules and notices, as set out in Volumes 9A and 9B, February 2007 and Volume 4a, May 2007.
- The Approved Plans as set out in the schedule above.
- Generic Method Statement for Archaeology May 2007.
- Written Scheme of Investigation for Archaeological Field Evaluation, May 2007.
- Built Heritage Written Schemes of Investigation, May 2007.
- Detailed Desk-based Assessments, May 2007.

## Definitions

The following definitions apply to terms used in this permission.

‘Approved Plans’ means the plans and drawings set out in the Schedule of Approved Plans and Drawings.

‘Commencement’ means initiation of the Development as defined in Section 56(4) of the Act, with the exception of defined Enabling Works.

‘Construction Zone’ means any sub-zone within a Planning Delivery Zone defined in accordance with condition OD.0.14.

‘Draft Code of Construction Practice’ means the Revised Code of Construction Practice, July 2007 [and any amendments submitted before the grant of permission].

‘Enabling Works’ means (i) surveying; (ii) environmental and hazardous substance testing and sampling (including the making of trial boreholes, window sampling and test pits in connection with such testing and sampling); (iii) soil tests; (iv) pegging out; (v) tree protection; (vi) archaeological investigation; and (vii) demolition and removal of buildings and other

structures on the Site.

‘Energy Statement’ means the document submitted as part of the Regulation 19 Submission.

‘Final Build Layer’ means soil or other material placed to complete the remediation and, with the exception of topsoil, to be at the finished ground levels.

‘Games’ means the Olympic Games and Paralympic Games and the period during which they will be held.

‘Legacy Transformation Development’ means any elements of this permission which relate to the transformation of the facilities for the Games following the Games and their subsequent use.

‘Legacy Transformation Work Zone’ means a zone defining a package of works to be undertaken in the Legacy Transformation Development.

‘Local Authority’ means the relevant London Borough Council..

‘Local Planning Authority’ means the ODA or any successor body.

‘Mitigation Measures’ means the Schedule of Mitigation Measures, (to be provided as part of update report).

‘Olympic Development’ means any elements of this permission which relate to the construction of the facilities for the Games and the preparation for the Games.

‘Outline Water Strategy’ means the document submitted as part of Regulation 19 Submission.

‘Regulation 19 Submission’ means Volumes 5a, 5b, 5c, 6a, 6b, 7, 8, 9a, 9b and 9c of the Supplementary Information, May 2007.

‘Remediation Change Note’ means a document, submitted to the Local Planning Authority, detailing any unexpected contamination found and arrangements for its remediation.

‘Remediation Works’ means any works, or carrying out of any operations or the taking of

any steps for the purpose of treating, preventing minimising or remedying or mitigating the effects of any harm to the environment caused by the contamination of land or ground water or any pollution of controlled waters so as to render the land in question suitable for its intended end use and includes any installation of any works to prevent the movement of contaminants and the placing of clean soil or fill.

'Reserved Matters' means any details to be submitted in relation to layout, design and external appearance of buildings, means of access or hard and soft landscaping to be erected as part of the Olympic Development.

'Retained Venues' means sports facilities built for the Games to be retained after the Games.

's106 Agreement' means an agreement under s106 of the Town and Country Planning Act 1990 between the ODA and LDA made prior to or on the date of this permission.

'Test Event' means a full-scale event, designed to test the operational arrangements for a venue and/or the Site.

'Site' means the whole of the site enclosed within the 'red line' on Plan reference OLY-OLF-APP-DWG-STW-RED-DEF-001

'Work Package' means a building, a building and its curtilage or a set of works defined under condition OD.0.14 for the purpose of the submission of details.

### Note on Interpretation

Conditions have been arranged according to the Phase of the Development to which they first apply. These are the Olympic Development (prefix OD), the Olympic and Paralympic Games (OG) and the Legacy Transformation Development (LTD).

Conditions numbered OD.0.1 to OD.0.57 apply to the Olympic Development as a whole. Where it is expressly stated, conditions may be

discharged by submission for an individual Planning Delivery Zone or Construction Zone.

Conditions numbered OD.4.1 OD15.8 apply to the Olympic Development only in Planning Delivery Zone 1 and so on. Where it is expressly stated, conditions may be discharged by submission for an individual Construction Zone and/or Work Package.

Conditions numbered OG.1 to OG.6 apply to the Olympic and Paralympic Games as a whole.

Conditions numbered LTD.1 to LTD.28 apply to the Legacy Transformation Development as a whole. Where it is expressly stated, conditions may be discharged for an individual Legacy Transformation Work Zone.

Where a condition is being discharged on a Planning Delivery Zone, Construction Zone, Work Package or Legacy Transformation Work Zone basis, any pre-commencement requirement shall apply separately to each Planning Delivery Zone, Construction Zone, Work Package or Legacy Transformation Work Zone, depending on the discharge arrangement selected.

Where a condition refers to a date, trigger point, or point beyond which the development may not proceed, that reference is to that date, trigger point, or point beyond which the development may not proceed, unless otherwise agreed by the Local Planning Authority.

The following conditions shall apply to the Olympic Development as a whole and apply to all Delivery Zones:

### Time limit

OD.0.1 Application for the approval of all Reserved Matters shall be made not later than 31 December 2011, unless otherwise agreed by the Local Planning Authority. The Olympic Development

shall be commenced either before the expiration of four years from the date of this permission, or before the expiration of two years from the date of approval of the last of the Reserved Matters to be approved, whichever is the later.

Reason: In accordance with Sections 91 and 92 Town and Country Planning Act.

### Approvals in writing

OD.0.2 Any application or submission for any other approval pursuant to these conditions shall be made in writing to the Local Planning Authority and any approval shall be given in writing.

Reason: To ensure that a proper record is kept.

### Works in accordance with approvals

OD.0.3 Unless otherwise agreed by the Local Planning Authority, the Olympic Development and the Legacy Transformation Development shall be carried out in accordance with the Approved Plans and any other plans, drawings, documents, details, schemes or strategies which have been approved by the Local Planning Authority pursuant to these conditions. All permanent works shall be retained thereafter in accordance, except and to the extent that these are expressly to be altered after the Games.

Reason: To ensure that all works are properly implemented and retained.

### Mitigation measures

OD.0.4 [Conditions and the s106 agreement provide for mitigation measures. An update on whether any further mitigation measures are required will be provided before Committee If all measures in the ES are covered by condition or s106 agreement this

condition will not be imposed]

Reason: To ensure that all mitigation measures set out in the Environmental State are implemented.

### Validation of Remediation Works

OD.0.5 The Olympic Development shall not be commenced in any Planning Delivery Sub-Zone within Planning Delivery Zones 1 to 9 until validation of the Remediation Works for the purposes of human health protection (as required by Condition SP.0.35 of permission 07/90011/FUMODA) has been submitted to the Local Planning Authority for approval.

Reason: To ensure that Remediation Works are completed before construction of the venues is commenced.

### Code of Construction Practice and subsidiary documents

OD.0.6 Before the Olympic Development is commenced, a Code of Construction Practice, which shall be in general accordance with the Draft Code of Construction Practice, shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the construction of the Development uses best practicable means to minimise adverse environmental impacts.

OD.0.7 Before the Olympic Development is commenced, a Construction Waste Management Plan (CWMP) shall be submitted to and approved by the Local Planning Authority. The CWMP shall cover the topics described in Annex [1] to this permission.

Reason: To ensure effective waste management.

OD.0.8 The Olympic Development shall be undertaken in accordance with the approved Code of Construction Practice and with all Project, Contractor and approved Topical Environmental Management Plans, referred to in that Code of Construction Practice.

Reason: To ensure that all elements of the Code of Construction Practice are properly applied.

### Construction Programme

OD.0.9 The Olympic Development shall not be commenced until a Phasing and Construction Programme has been submitted to the Local Planning Authority, which shall be updated at not more than six monthly intervals thereafter, until completion.

Reason: To inform the Local Planning Authority and assist in the discharge of conditions.

### Urban Design and Landscape Framework

OD.0.10 Before the Olympic Development is commenced, an Urban Design and Landscape Framework (UDLF) shall be submitted to and approved by the Local Planning Authority. This shall incorporate the principles set out in the Design and Access Statement and the Biodiversity Action Plan Framework, submitted with the application, and comprise criteria for the urban design of buildings, public realm, bridges and roads, as well as landscape principles, including those for the ecological habitats to be created and enhanced. Unless otherwise agreed by the Local Planning Authority, by 31 March 2008, an appendix to the UDLF shall be submitted to the Local Planning Authority for approval. This shall include detailed design elements and a

palette of materials to be used across the Site in individual Reserved Matters applications.

Reason: To ensure high quality design and development

### Waterspace Masterplan

OD.0.11 Before 31 March 2008, a Waterspace Masterplan for the Olympic Development and Games shall be submitted to the Local Planning Authority for approval. Before 30 September 2007, a Brief for the Masterplan shall be submitted to the Local Planning Authority for approval. The Masterplan shall, at a minimum, examine the potential for integrated development of the waterways within the Site for commercial and recreational uses and, together with the Urban Design and Landscape Framework, provide a basis for detailed design of works in and alongside the waterways. This shall take account of the available surveys of river geomorphology and siltation, ecology and river works already approved.

Reason: To promote the integrated use and development of the waterways serving the Site.

### Biodiversity Action Plan

OD.0.12 Before 30 September 2008, the Biodiversity Action Plan, which shall be based on the Biodiversity Action Plan Framework submitted with the application, shall be submitted to the Local Planning Authority for approval. This shall clearly identify the areas of recognised wildlife habitat to be provided and the means by which these will be maintained.

Reason: To help achieve biodiversity objectives and protect habitats and species.



### Transport of Materials

OD.0.13 Before 30 June 2008, details of proposals for the transport of waste and construction materials by rail and/or water, including any planning applications which may be required for the construction of any wharfs, terminals or other handling facilities shall have been submitted to the Local Planning Authority for approval.

Reason: To enable the maximum use of sustainable transport modes during construction

### Construction Zones and Work Packages

OD.0.14 The Olympic Development shall not be commenced until a plan detailing Construction Zones and a schedule detailing Work Packages and an expected timetable for their submission, has been submitted to and approved by the Local Planning Authority. Construction Zones shall be sub-zones of Planning Delivery Zones, unless otherwise agreed by the Local Planning Authority. The plan and schedule may be subsequently amended for a particular Planning Delivery Zone or Work Package, by agreement with the Local Planning Authority.

Reason: To facilitate the orderly approach to construction of the development.

### Building height limits

OD.0.15 No temporary or permanent building, including any crane, aerial or antenna shall be erected which exceeds the height of 154.95 metres AOD. No temporary building, including any crane, aerial or antenna shall be erected which exceeds the height of 50 metres AOD, without the prior approval of the Local Planning Authority.

Reason: To ensure that operations at London City Airport are safeguarded.

### Submission of details for the Main Olympic Stadium.

OD.0.16 Before any construction work on the Main Olympic Stadium is commenced, an initial application in respect of Reserved Matters shall be submitted to and approved by the Local Planning Authority. This shall contain: (i) details of the layout (ii) details of sub-structures and other underground works, including the relationship to ground formation levels and watercourses. The application shall also be accompanied by indicative scaled plans, sections and elevations of the stadium above-ground to illustrate the final appearance and indicative 3D visualisations of the finished stadium. Unless otherwise agreed by the Local Planning Authority, the initial Reserved Matters submission shall also include the details referred to in Condition OD.0.18, under points(ii) to (xiii). Following approval of the Initial Reserved Matters and before construction above ground is commenced, the remaining Reserved Matters shall be submitted to and approved by the Local Planning Authority. These shall contain: (i) details of the layout, scale, appearance and external materials of the stadium, including plans, elevations and sections (ii) scaled models and/or 3D visualisations, together with the outstanding or updated details required under points (ii) to (xiv) of Condition OD.0.18. The submission shall also indicate how the stadium is to be reduced in Legacy Transformation.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved.

### Warm-up facilities

OD.0.17 Before 31 December 2009, details of the warm-up facilities and track, including the layout, scale and external appearance of any ancillary buildings, shall have been submitted to the Local Planning Authority for approval. These shall be brought into use before the first Test Event at the Main Olympic Stadium.

Reason: To ensure timely provision of warm-up facilities.

### Submission of Details for Buildings except the Olympic Stadium, MSCP and Energy Centre

OD.0.18 Before any construction works contained in a Work Package which involves the erection of a building, other than the Olympic Stadium, MSCP or Energy Centre or a bridge, is commenced, a Reserved Matters application for that Work Package shall be submitted to and approved by the Local Planning Authority. The following shall be included as part of each application, unless otherwise agreed by the Local Planning Authority:

- (i.) details of layout, scale, appearance and materials to be used
- (ii.) a statement of compliance with the UDLF
- (iii.) a statement of participation
- (iv.) an equalities statement
- (v.) an inclusive access statement
- (vi.) a micro-climate report , including wind tunnel tests, where appropriate
- (vii.) an energy appraisal
- (viii.) a water use statement

- (ix.) details of sustainable construction measures
- (x.) external lighting of that building and the public realm adjoining it, except for the latter where details have been previously approved pursuant to Condition OD.0.33,
- (xi.) accommodation for the loading and unloading of vehicles, set down and pick up for spectators, vehicle and cycle parking, except where details have been approved pursuant to OD.0.19.
- (xii.) a series of development context drawings (comprising plans, elevation and section drawings of 1:200, 1:500 or some other scale agreed with the Local Planning Authority which shows development approved under the Olympic Facilities and Site Preparation planning permissions, or conditions pursuant to these permissions, within 200m from the Reserved Matters site); and
- (xiii.) a 1:1250 scale drawing on an OS base showing details of any Reserved Matters already approved in respect of the relevant Planning Delivery Zone.
- (xiv.) hard and soft landscape details, except where these have already been approved pursuant to condition OD.0.28.

For each bridge, the Reserved Matters application shall, unless otherwise agreed with the Local Planning Authority, include:

- (i.) details of the siting, design and structure of the bridge, external appearance and materials to be used;

- (ii.) a statement of compliance with the UDLF; and
- (iii.) in the case of any bridge across a watercourse, a flood risk, hydraulic impact, navigation impact and ecology statement.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved.

### Submission of details for other engineering works

OD.0.19 Before any Work Package which involves other engineering works, such as roads, service areas, parking, footpaths or other hard surfaced areas, is commenced, details of the layout, finished levels, materials to be used on external surfaces, ancillary buildings and street furniture shall be submitted to and approved by the Local Planning Authority. For each Work Package, a statement of compliance with the UDLF shall also be submitted.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved

### Building emissions and renewable energy

OD.0.20 All buildings shall be designed to minimise carbon emissions and energy demand, in accordance with the objectives in the Energy Statement. Across the Site as a whole, sufficient on-site renewable energy generation capacity shall be installed to meet at least 20% of the annual carbon emissions of the venues and other buildings to be retained within the Site in the Legacy phase. The wind turbine and the Energy Centre, with an agreed bio-fuel capability, shall be commissioned and operational before the Games.

Reason: To secure the maximum practicable reduction in carbon emissions and use of renewable energy.

### Water supply and use

OD.0.21 The buildings shall be designed so that, both for the Games and as Retained Venues, the use of potable mains water is minimised, in accordance with the objectives in the Outline Water Strategy, which are to achieve a 40% reduction in potable water use when compared with 2006 industry standards. Before the installation of any water supply infrastructure, a study identifying the location of, and works required for, the necessary off-site reinforcement of mains water supplies shall be submitted to and approved by the Local Planning Authority.

Reason: To secure the maximum practicable reduction in mains water use and ensure that an adequate supply is available.

### Surface water drainage

OD.0.22 Before any surface or foul water drainage infrastructure is installed, details of all on and off-site works to be constructed shall be submitted to and approved by the Local Planning Authority. These shall, wherever possible, utilise the principles of 'Sustainable Urban Drainage Systems' and ensure that any storm water flows are properly attenuated before discharge to any public sewer or watercourse. The submitted details shall follow the principles set out in the Outline Water Strategy. This condition may be discharged on the basis of defined drainage catchments, which are to be identified and agreed in

advance by the Local Planning Authority.

Reason: To ensure that environmental standards, including sustainable drainage objectives are met

### Telecommunications

OD.0.23 Before any telecommunications mast or external transmitter is installed, a Telecommunications Statement shall be submitted to and approved by the Local Planning Authority. This shall set out an overall plan for the temporary and permanent telecommunications equipment required. Wherever possible, telecommunications equipment should be incorporated into the permanent buildings to be erected. Where this is not possible, temporary masts may be erected in the locations shown on the Approved Plans, with the exception of those shown in PDZ1, PDZ 5 and PDZ 7, for which alternative locations should be proposed. Before any mast or external transmitter is erected, details of the design and appearance, and in the case of any in PDZ1, 5 or 7, the location, shall be submitted to and approved by the Local Planning Authority. All temporary masts shall be removed by 31 December 2013.

Reason: To reduce visual intrusion from telecommunications equipment required for the Games.

### Design to protect against crime

OD.0.24 The designs of individual buildings and the external areas including car parks, towpaths and bridges shall take account of best practice and principles for designing out crime in order to achieve a low crime risk environment.

Reason: To minimise crime risk by appropriate design.

### Foundation details

OD.0.25 Before the construction of each building is commenced, details of the foundations, the means by which previously installed remediation measures are to be safeguarded and any measures to prevent ingress of gaseous contaminants into that building or the contamination of controlled waters, shall be submitted to and approved by the Local Planning Authority.

Reason: To avoid risk to human health or contamination of controlled waters

### Statutory Undertakers' Equipment

OD.0.26 No works shall be undertaken unless the consultations, notifications or other requirements of relevant consultations, notifications or other statutory undertakers set out in Annex [2] to this permission, have been observed and any necessary protective measures agreed with the relevant statutory undertakers.

Reason: To ensure that statutory undertakers' equipment is safeguarded.

### Crossrail Safeguarding

OD.0.27 No construction work of any part of pedestrian bridge LO1 and associated approaches forming part of this permission shall begin until detailed design and method statements for this structure, including piling (both temporary and permanent), which accommodate:

- (i) – the proposed location of the Crossrail structures and tunnels, and
- (ii) – the ground movement arising from the construction of the Crossrail structures and tunnels have been submitted to and approved, by the Local Planning Authority.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

### Landscape and planting details

OD.0.28 The submitted details of any Work Package which includes hard and/or soft landscaping, river corridor works, tree planting or landscape management works shall be in accordance with the approved Urban Design and Landscape Framework and Waterspace Masterplan and shall be submitted to and approved by the Local Planning Authority, before landscaping, planting or landscape work is commenced. Details to be submitted shall include:

- (i.) the finished ground levels and proposed drainage arrangements;
- (ii.) the means by which installed remediation measures are to be safeguarded;
- (iii.) the size, type and appearance of all paving or other hard surfaces, including a sample of the materials to be used;
- (iv.) all fences, gates and other structures to be installed;
- (v.) the location and species of all trees and other vegetation to be retained;
- (vi.) proposed planting, including species, size of stock and planting densities;
- (vii.) specifications for planting and cultivation; and
- (viii.) management arrangements, particularly for retained and/or created ecological habitats.

Any planting shall take place in the first available planting season, and no later than 31 March 2012, and shall be maintained until those areas are

transferred to a long term management body, after the Games and Legacy Transformation.

Reason: To ensure high standards of design and implementation of landscaping and the public realm.

### Core hours of work

OD.0.29 The core hours of construction work shall be 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturdays, other than on Bank or Public Holidays. Construction activities that elevate noise levels, measured as LAeq, 1hr, by more than 1dB above the ambient level at the façade of any noise sensitive premises may only take place outside the core hours of work, where these works have been approved by the Local Authority under s61 of the Control of Pollution Act 1974.

Reason: To protect the amenities and environment of residents and other sensitive receptors.

### Delivery arrangements

OD.0.30 All deliveries to the Site or removal of materials from the Site shall take place during the hours and in the manner specified in the Construction Transport Management Plan.

Reason: To protect the amenities and environment of local residents and others.

### Protection of trees and habitats

OD.0.31 The trees to be retained and existing habitats shown on a plan OLY-GLB-ILL-DWG-STW-SPC-IND-001, Rev 1, or any replacement plan approved by the Local Planning Authority, shall be safeguarded until those areas are transferred to a long term management body, after the Games and Legacy

Transformation. No retained tree shall be lopped or felled without the prior approval of the Local Planning Authority.

Reason: To ensure that trees and habitats are protected.

### Replacement of Trees

OD.0.32 Any retained tree or any tree or shrub planted as part of any landscaping scheme approved under Condition OD.0.27 that, within a period of five years, is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season with a specimen of an appropriate size and the same species as originally present or planted in the next available planting season, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that trees and landscaping are properly maintained.

### Approval of On-Site Construction Facilities

OD.0.33 Before any of the following construction facilities is installed, or brought into use on Site, details of the siting and dimensions of that construction facility shall be submitted to and approved by the Local Planning Authority:

- prefabricated buildings greater than two storeys or a footprint of 200 sq.metres within 100m of the boundary of the Site;
- concrete batching plant;
- waste sorting and despatch facilities; and
- parking areas for more than ten contractors' plant or vehicles within 100 metres of the Site boundary.

If, following approval, any of the facilities needs to be moved, the Local Planning Authority shall be given 14 days notice of any intended move.

Unless the Local Planning Authority gives notice to the contrary within that period, the move can take place. Across the Site, as a whole, no more than 250 parking spaces for construction workers' motor cars or vans shall be provided, at any one time, unless otherwise approved by the Local Planning Authority.

Reason: To protect the amenities of local residents and others.

### Details of public realm lighting

OD.0.34 No external lighting or illumination shall be installed until details of the position, design, light outputs, spread and hours of operation of all lighting in that Planning Delivery Zone have been submitted to and approved by the Local Planning Authority. These details shall be in accordance with, as appropriate, the Institution of Lighting Engineers: "Guidance Note for the Reduction of Light Pollution", the CIE (International Commission on Illumination) Report: "Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations" and the Countryside Agency's "Lighting in the Countryside: Towards Good Practice".

Reason: To ensure high standards of urban design, minimise light pollution and safeguard the operations of London City Airport.

### Protection and Validation of Remediation

OD.0.35 Validation of the Remediation Works for the purposes of human health protection must be provided within two months of completion of the Final Build Layer within any Construction Zone. When all works for the protection of human health are completed within each Planning Delivery Zone, a

consolidated validation report, drawing together the Construction Zone validations, shall be submitted to the Local Planning Authority. This shall include topographic mapping of the final finished ground levels.

Reason: To ensure the protection of human health and avoidance of pollution of controlled waters.

OD.0.36 Approved post-remediation monitoring and maintenance of the remediated land shall continue, as set out in the validation reports, until such dates or events as are approved by the Local Planning Authority.

Reason: To ensure the protection of human health and avoidance of pollution of controlled waters.

### Unexpected Contamination

OD.0.37 If at any time during the construction of the Olympic Development, contamination is encountered which was not previously identified or treated or has been brought to the surface by construction activity, construction work in that Construction Zone shall not proceed (except to the extent that it would not further disturb that contamination) until a Remediation Change Note, containing an assessment of that contamination and a scheme and timetable to contain, treat or remove it has been submitted to and approved by the Local Planning Authority and any necessary remediation has been carried out.

Reason: To ensure that no contaminated material is brought onto Site.

### Quality of imported fill

OD.0.38 No soils or infill materials (including silt dredged from watercourses), shall be imported onto the Site until it has been satisfactorily demonstrated that they present no risk to human health, planting and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import onto the Site of material classified as 'waste' is only acceptable with the prior approval of the Local Planning Authority.

Reason: To ensure that archaeological remains are properly investigated and recorded

### Highway temporary access

OD.0.39 Before any temporary vehicular access to a highway is brought into use, details of that access shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure highway safety and the amenity of local residents.

### Permanent highway closure

OD.0.40 Before any proposed permanent highway closure, including any footpath or cycleway, is implemented, details of the proposed closure, including appropriate diversions or alternatives and any works necessary to provide for the safe use of those diversions or alternatives by pedestrians, cyclists and vehicles shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the Local Planning Authority is kept informed of

the necessary closures being promoted formally by the relevant local authority.

### Road, pedestrian and cycle route completion

OD.0.41 Before the first Test Event for the Games at each venue takes place, all roads, pedestrian and cycle routes within the Site to be used to access that venue shall have been completed and are available for public use in accordance with the details approved in pursuance to Condition OD.0.19. Before the Games opens, all roads, pedestrian and cycle routes to be constructed, shall have been completed and are available for public use in accordance with the details approved in pursuance to Condition OD.0.19.

Reason: To ensure that adequate vehicle and pedestrian access is available.

### Off-Site Highway Works

OD.0.42 Before the first Test Event for the Games takes place, all of the off-site highway improvements that the OPTEMS Group has agreed are necessary shall have been completed and made available for public use.

Reason: To ensure that all impacts on the highway network are properly mitigated.

### Parking Enforcement Measures

OD.0.43 Details of measures to implement and enforce parking controls on the highway required during the construction of the Olympic Development or which will be required for the Games shall be submitted to and approved by the Local Planning Authority. These measures shall be promoted in accordance with the arrangements agreed by the

Construction Transport Management Group (CTMG) and/or the Olympic Transport and Environmental Management System (OPTEMS) Group.

Reason: To ensure that all impacts on the highway network are properly mitigated.

### Permitted Development

OD.0.44 Notwithstanding the provisions of Parts 4 and 5 of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 1995, no part of the Site shall be used for the stationing of sleeping accommodation for site workers, unless the approval of the Local Planning Authority has first been obtained.

Reason: To provide control over use of the Site during construction

OD.0.45 Notwithstanding the provisions of Part 4 Class A of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 1995, no land outside but adjoining the Site shall be used for the provision of temporary buildings, works, plant or construction machinery, unless the approval of the Local Planning Authority has first been obtained

Reason: To provide control over the use of land adjoining the Site during construction

OD.0.46 None of the rights contained in Part 4 Class B of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 1995 shall be exercised, unless the approval of the Local Planning Authority has first been obtained.

Reason: To provide control over potential temporary uses.



## Fencing

OD.0.47 Before the Olympic Development is commenced, details of any additional perimeter security fencing to be erected, including its location, height, form of construction and the intended length of time it will remain in place, shall be submitted to and approved by the Local Planning Authority. This condition may be discharged on a Planning Delivery Zone or Construction Zone basis.

Reason: To ensure that the environmental or other impacts of the security fencing are minimised

## Construction noise and vibration

OD.0.48 The Olympic Development shall not be commenced until a scheme for noise monitoring, assessment and mitigation for all construction plant and processes has been submitted to and approved by the Local Planning Authority.

The scheme shall include:

- The identification of noise sensitive premises to be used as the location for noise monitoring, including any arrangements proposed for amending the selected locations if new noise sensitive premises are introduced during the construction period.
- The noise parameters to be measured and the circumstances when continuous monitoring will be undertaken.
- The arrangements for reporting the results of noise monitoring to the Local Planning Authority;
- The arrangements for submitting applications for consent under s61 of the Control of Pollution Act 1974; and
- The arrangements for implementing mitigation measures during construction for sensitive premises.

This condition may be discharged on a Planning Delivery Zone basis.

Reason: To protect the amenities of local residents and other sensitive receptors.

OD.0.49 Noise levels at any occupied residential property due to construction or demolition shall not exceed 75dB LAeq (10 hour) measured at 1m from the façade of the nearest occupied property, during the hours from 08.00 to 18.00 Monday to Friday, and 75dB LAeq (5 hour) during the hours from 08.00 to 13.00 on Saturday except with the prior approval of the Local Authority, under s61 of the Control of Pollution Act 1974.

Reason: To ensure that best practicable means are used to reduce noise generated by construction.

OD.0.50 Noise from construction work shall give rise to noise levels no higher than 65dB LAeq (1 hour) and 70dB LAeq (1 minute) at any educational premises measured at 1m from the façade of the building during school hours in term time, except with the prior written approval of the Local Authority under s61 of the Control of Pollution Act 1974.

Reason: To ensure that best practicable means are used to reduce noise generated by construction.

OD.0.51 No impact piling shall take place unless it has the prior written approval of the Local Planning Authority and takes place in accordance with the terms of any such approval, or in accordance with a consent issued under s61 of the Control of Pollution Act, 1974.

Reason: To avoid, wherever possible, unnecessary noise from piling operations.

OD.0.52 The Olympic Development shall not be commenced until a schedule of premises containing people or equipment potentially sensitive to disturbance from vibration or any buildings potentially at risk of damage from vibration shall be submitted to and approved by the Local Planning Authority. This shall be accompanied by proposals for monitoring vibration levels, where necessary, ensuring that, as far as practicable, vibration levels do not exceed the thresholds set out in the approved Code of Construction Practice and that appropriate mitigation or remedial measures are to be employed. This condition may be discharged on a Planning Delivery Zone basis.

Reason: To ensure that best practicable means are used to avoid damage or nuisance from vibration during construction.

### Construction dust

OD.0.53 The Olympic Development shall not be commenced until a scheme for dust monitoring, assessment and mitigation for all construction activities has been submitted to and approved by the Local Planning Authority.

The scheme shall include:

- The identification of dust sensitive premises to be used as the location for dust monitoring, including any arrangements proposed for amending the selected locations if new dust sensitive premises are introduced;

- The frequency and other arrangements for dust monitoring;
- The arrangements for reporting the results of dust monitoring and the implementation of mitigation measures to the Local Planning Authority.

This condition may be discharged on a Planning Delivery Zone basis.

Reason: To protect the amenities of local residents and occupiers of other buildings.

### Operational Noise and Extract Systems

OD.0.54 Before any heating, air conditioning or other plant generating external noise is installed in any building, details of that plant, including the predicted noise levels at any sensitive receptor, shall be submitted to and approved by the Local Planning Authority. Noise levels from installed plant shall not exceed those likely to give rise to complaint, as assessed under BS4142.

Reason: To protect the amenities of local residents and users.

### Signage and advertising

OD.0.55 Notwithstanding the provisions of the Town and Country Planning (Control of Advertisements) Regulations 1992, no signs or advertisements, other than temporary directional signs agreed by the Construction Transport Management Group, shall be erected within the Site, without the prior approval of the Local Planning Authority.

Reason: To provide control over the size and design of signage and advertisements

### Removal of buildings and equipment on completion

OD.0.56 At the completion of the Development in each Construction or Planning Delivery Zone, all plant, temporary buildings, bridges, fencing and other construction equipment not required for the Games shall be removed from the Site unless otherwise agreed by the Local Planning Authority.

Reason: To avoid unnecessary visual or other environmental impacts.

OD.0.57 Stratford City Coordination

*An update will be provided which includes the wording of this condition*

### The following conditions shall apply to the Olympic Development in Planning Delivery Zone 4

#### Energy Centre

OD. 4.1 Before construction of the Energy Centre is commenced, a Reserved Matters application shall be submitted to and approved by the Local Planning Authority. Unless otherwise agreed by the Local Planning Authority, the details to be submitted shall include those of (i) the layout, scale, appearance and external materials to be used; (ii) an emissions dispersion assessment, which shall be used to determine the stack height and design which has been submitted pursuant to (i); (iii) a noise report, which shall demonstrate compliance with BS 4142; (iv) a statement of compliance with the UDLF (v) a statement of participation; (vi) an equalities statement; (vii) an inclusive access statement; (viii) a micro-climate report (including wind tunnel tests where appropriate; (ix) an energy appraisal; (x) a water use

statement; (xi) details of sustainable construction measures; (xii) external lighting of that building and the public realm adjoining it, except for the latter where details have been previously approved pursuant to Condition OD.0.33; (xiii) accommodation for the loading and unloading, set down and pick up, of vehicles; (xiv) vehicle and cycle parking, except where details have been approved pursuant to Condition OD.0.19; (xv) the means by which loading and unloading from the Lea Navigation is to be achieved, including any proposed works to the tow path; (xvi) a series of development context drawings (comprising plans, elevation and section drawings of 1:200, 1:500 or some other scale agreed with the Local Planning Authority which shows development approved under the Olympic Facilities and Site Preparation planning permissions, or conditions pursuant to these permissions, within 200m from the Reserved Matters site); (xvii) a 1:1250 scale drawing on an OS base showing details of any Reserved Matters already approved in respect of the relevant Planning Delivery Zone; and (xviii) hard and soft landscape details, except where these have already been approved pursuant to condition OD.0.28.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved

#### Retained building

OD. 4.2. All alterations and works of making good to the building to be retained shall be in materials and finishes to match the original work in respect of material, colour, texture, and profile, and in the case of facing brickwork,

bond and pointing, unless a variation is agreed by the Local Planning Authority, before that part of the work is undertaken.

Reason: To ensure that any alterations are in keeping with the retained building.

### Visitor Centre

OD. 4.3. Unless otherwise agreed in writing by the Local Planning Authority prior to commencement of the Development, details for the provision of a visitor centre within the Energy Centre shall be submitted to and approved by the Local Planning Authority. The visitor centre shall be opened at a date to be agreed with the Local Planning Authority.

Reason: To secure appropriate visitor facilities.

### Parking

OD. 4.4 Any vehicle parking for the Energy Centre and building SSB13 pursuant to condition LTD.6 shall be provided prior to the occupation of the premises and retained permanently thereafter for vehicles of the occupiers (including employees using the building) and persons calling at the building for the purpose of conducting business with the occupiers thereof and for no other purpose. No public parking for visitors other than Blue Badge holders shall be provided.

Reason: To manage parking and ensure that it is only provided for business use.

### Loading and Storage

OD. 4.5 No loading or unloading of goods, including fuel, from vehicles serving the premises shall be carried out other than within the building or a fully screened loading dock. No external

storage of fuel shall take place without the prior approval of the Local Planning Authority.

Reason: To protect the amenities of local residents.

### The following conditions shall apply to the Olympic Development in Planning Delivery Zone 5

#### Multi-storey car park

OD. 5.1 Before any construction of the multi storey car park is commenced, a Reserved Matters application shall be submitted to and approved by the Local Planning Authority. Unless otherwise agreed by the Local Planning Authority, The details to be submitted shall include (i) the layout, scale, appearance and materials to be used; (ii) indicative details, including plan section and elevation drawings, which indicate how the MSCP could be converted to non-parking use following Legacy Transformation; (iii) a statement of compliance with the UDLF; (iv) a statement of participation; (v) an equalities statement; (vi) an inclusive access statement; (vii) a micro-climate report (including the results of any wind tunnel testing); (viii) an energy appraisal; (ix) a water use statement; (x) details of sustainable construction measures; (xi) external lighting of that building and the public realm adjoining it, except for the latter where details have been previously approved pursuant to Condition OD. 0.33; (xii) accommodation for the loading and unloading, drop-off and pick-up, of vehicles; (xiii) vehicle and cycle parking; (xiv) a series of development context drawings (comprising plans, elevation and section drawings of 1:200, 1:500 or some other scale agreed with the

Local Planning Authority) which shows development approved under the Olympic Facilities and Site Preparation planning permissions, or conditions pursuant to these permissions, within 200m from the reserved matters site); (xv) a 1:1250 scale drawing on an OS base showing details of any reserved matters already approved in respect of the relevant Planning Delivery Zone; (xvi) hard and soft landscape details, except where these have already been approved pursuant to condition OD.0.28.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved.

#### **Bridge F13 link to Gainsborough School**

OD. 5.2 Before construction of Bridge F13 is commenced, details of how separate use by the adjoining school and by the general public will be achieved, shall be submitted as part of the Reserved Matters, required by condition OD.0.18, including details of access from public areas of Hackney Wick to the bridge. Unless otherwise agreed in writing this bridge shall be provided and available for use before 31 December 2013.

Reason: To ensure satisfactory access.

#### **Legacy school playing field in PDZ 5**

OD. 5.3 Unless otherwise agreed in writing, prior to the occupation of any part of the transformed IBC/MPC building, the school playing field shown on the Approved Plan shall be provided and available for use by Gainsborough School, in accordance with details submitted to and approved by the Local Planning Authority. Such detail shall include arrangements for access

by the public and by users of Gainsborough School. [Will be moved to LTD conditions in final decision notice]

Reason: To ensure that the playing field is provided in a timely manner.

#### **The following conditions shall apply to the Olympic Development in Planning Delivery Zone 7**

##### **Wind Turbine**

OD. 7.1 Before construction of the wind turbine is commenced, a Wind Turbine Management Framework, containing details of the design and external appearance, measures to control noise levels at the nearest sensitive receptors, manage shadow flicker whenever this is likely to occur and avoid interference with electro-magnetic transmissions, shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that mitigation measures are properly implemented.

#### **The following conditions shall apply to the Olympic Development in Planning Delivery Zone 8**

##### **Crossrail Safeguarding**

OD.8.1 No part of the L04 Landbridge, the southern access ramp, associated accreditation area(s) and access from Bridgewater Road shall be constructed in such a way as to obstruct the construction, operation or maintenance of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill. In constructing the development within area PDZ8, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (from Bridgewater Road to the

Great Eastern mainline railway and the areas bounded by the Northern Outfall Sewer, the new L04 ramp and Great Eastern mainline railway including City Mill River) for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No preliminary site works or construction shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail, nor until details of the design of access is provided for construction and maintenance vehicles to access the Crossrail Structures in the area bounded by the Great Eastern mainline railway, the Northern Outfall Sewer, the new L04 ramp including the City Mill River. Vehicles to include piling rigs, mobile cranes and other plant necessary for the construction, operation and maintenance of Crossrail.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

OD.8.2 No part of the development to the area bounded between Marshgate Lane and the Northern Outfall Sewer shall be constructed in such a way as to obstruct the construction, operation or maintenance of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 8, the developer shall not obstruct access by persons or vehicles (including plant and

machinery) over the land (the area bounded between Marshgate Lane and the Northern Outfall Sewer) for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No preliminary site or construction works shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail, nor until details of the design is provided for allowance for the setting and positing of foundations, adequate foot and cycle access to and from the Greenway and adequate access for all maintenance traffic, plant and equipment to the DLR an Crossrail elevated structures.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

OD.8.3 No part of the development to Pudding Mill Lane and Marshgate Lane along with the area bounded by these roads to the south of the Great Eastern mainline railway shall be constructed in such a way as to obstruct the construction, maintenance or operation of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 8, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (Pudding Mill Lane and Marshgate Lane along with the area bounded by these roads to the south of the Great Eastern mainline railway)

for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No construction or preliminary site works shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail nor until the details for the design is provided for allowance for the setting and positioning of foundations, adequate foot, cycle and road access to and from Pudding Mill Lane DLR station, adequate access for all maintenance traffic, plant and equipment to the DLR station, viaduct and environs and the elevated structures for the Crossrail and Great Eastern mainline railway.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

- OD.8.4 No part of the development to the area bounded by Barbers Road shall be constructed in such a way as to obstruct the construction, maintenance or operation of Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 8, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (the area bounded by Barbers Road) for the purposes of constructing and maintaining Works No. 2/2; 2/3; 2/4 described in Schedule 1 of the Crossrail Bill/Act. No construction or preliminary site works shall proceed until details of the design and method

of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail nor until the details for the design is provided for allowance for the setting and positioning of foundations and utility services, adequate foot, cycle and road access to and from Pudding Mill Lane DLR station, adequate access for all maintenance traffic, plant and equipment to the DLR station, viaduct and environs and the elevated structures for the Crossrail and Great Eastern mainline railway.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

### **The following conditions shall apply to the Olympic Development in Planning Delivery Zone 11**

#### **Archaeology and Built Heritage**

- OD. 11.1 Development shall not be commenced in Planning Delivery Zone 11 until a Written Scheme of Investigation for Archaeological Works has been submitted to and approved by the Local Planning Authority. This shall be in accordance with the Generic Method Statement for Archaeology, the Written Scheme of Investigation for Archaeological Field Evaluation and the relevant Detailed Desk-Based Assessment. The archaeological work shall be undertaken in accordance with the approved Written Scheme of Investigation. If significant archaeological finds are encountered, further archaeological works or design measures may be required to mitigate

the impact of development on those remains.

Reason: To ensure that archaeological remains are properly investigated and recorded.

OD. 11.2 Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and a report detailing the recording has been submitted to the Local Planning Authority.

Reason: To ensure that buildings with any identified historic interest are recorded.

OD. 11.3 The results of the archaeological work and historic building recording shall be published and/or deposited in archives in accordance with arrangements to be agreed with the Local Planning Authority. This shall be no later than 31 December 2009, unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that any archaeological or historic building information is properly handled.

### Remediation Strategy

OD. 11.4 Before construction commences of any part of the Development in Planning Delivery Zone 11, a Site Specific Remediation Strategy (SSRS) shall be submitted to and approved by the Local Planning Authority. In the event that this recommends any further Remediation Works, the procedures and approvals specified in Conditions SP.0.34 to SP.0.36 attached to permission 07/90011/FUMODA shall be followed.

Reason: To protect human health and prevent contamination of controlled waters.

### Quality of imported fill

OD. 11.5 No soils or infill materials (including silt dredged from watercourses), shall be imported onto the Site until it has been satisfactorily demonstrated that they present no risk to human health, planting and the environment.

Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import onto the Site of material classified as 'waste' is only acceptable with the prior approval of the Local Planning Authority.

Reason: To ensure that no contaminated material is brought onto Site.

### The following conditions shall apply to the Olympic Development in Planning Delivery Zone 12

#### Archaeology and Built Heritage

OD. 12.1 Development shall not be commenced in Planning Delivery Zone 12 until a Written Scheme of Investigation for Archaeological Works has been submitted to and approved by the Local Planning Authority. This shall be in accordance with the Generic Method Statement for Archaeology, the Written Scheme of Investigation for Archaeological Field Evaluation and the relevant Detailed Desk-Based Assessment. The archaeological work shall be undertaken in accordance with the approved Written Scheme of Investigation. If significant



archaeological finds are encountered, further archaeological works or design measures may be required to mitigate the impact of development on those remains.

Reason: To ensure that archaeological remains are properly investigated and recorded.

OD. 12.2 Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and a report detailing the recording has been submitted to the Local Planning Authority.

Reason: To ensure that buildings with any identified historic interest are recorded.

OD. 12.3 The results of the archaeological work and historic building recording shall be published and/or deposited in archives in accordance with arrangements to be agreed with the Local Planning Authority. This shall be no later than 31 December 2009, unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that any archaeological or historic building information is properly handled.

### Remediation Strategy

OD. 12.4 Before construction commences of any part of the Development in Planning Delivery Zone 12, a Site Specific Remediation Strategy (SSRS) shall be submitted to and approved by the Local Planning Authority. In the event that this recommends any further Remediation Works, the procedures

and approvals specified in Conditions SP.0.34 to SP.0.36 attached to permission 07/90011/FUMODA shall be followed.

Reason: To protect human health and prevent contamination of controlled waters.

### Quality of imported fill

OD. 12.5 No soils or infill materials (including silt dredged from watercourses), shall be imported onto the Site until it has been satisfactorily demonstrated that they present no risk to human health, planting and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import onto the Site of material classified as 'waste' is only acceptable with the prior approval of the Local Planning Authority.

Reason: To ensure that no contaminated material is brought onto Site.

### Submission of details

OD. 12.6 Before construction commences of any part of the Development in Planning Delivery Zone 12, details of the transport mall, link to the Greenway and the crowd control barriers shall be submitted to and approved by the Local Planning Authority. The submitted details shall include:

- (i.) the layout of accommodation for vehicles and access and facilities for pedestrians and cyclists;
- (ii.) the hard and soft landscaping as set out in Condition OD.0.28;

- (iii.) the lighting proposed as set out in Condition OD.0.34;
- (iv.) layout, scale and appearance of any other temporary buildings;
- (v.) provisions for the storage, recycling and collection of waste.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved.

### Highway access

OD. 12.7 The use as a transport mall shall not commence until details of the new road junction with Rick Roberts Way have been submitted to and approved by the Local Planning Authority and the junction has been completed in accordance with the approved details.

Reason: To ensure highway safety and effective access.

### Temporary use

OD. 12.8 The use as a transport mall shall only take place in connection with the operation of the Games and shall be ancillary thereto.

Reason: To ensure that the mall is only used for the Games.

### Legacy transformation

OD. 12.9 The land used as a transport mall shall be transformed to a condition appropriate to future redevelopment no later than 31 March 2013.

Reason: To ensure that the land is restored ready for further development.

## The following conditions shall apply to the Olympic Development in Planning Delivery Zone 13

### Archaeology and Built Heritage

OD. 13.1 Development in Planning Delivery Zone 13 shall not be commenced until a Written Scheme of Investigation for Archaeological Works has been submitted to and approved by the Local Planning Authority. This shall be in accordance with the Generic Method Statement for Archaeology, the Written Scheme of Investigation for Archaeological Field Evaluation and the relevant Detailed Desk-Based Assessment. The archaeological work shall be undertaken in accordance with the approved Written Scheme of Investigation. If significant archaeological finds are encountered, further archaeological works or design measures may be required to mitigate the impact of development on those remains.

Reason: To ensure that archaeological remains are properly investigated and recorded.

OD. 13.2 Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and a report detailing the recording has been submitted to the Local Planning Authority.

Reason: To ensure that buildings with any identified historic interest are recorded.

OD. 13.3 The results of the archaeological work and historic building recording shall be published and/or deposited in archives in accordance with arrangements to be agreed with the Local Planning Authority. This shall be no later than 31 December 2009, unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that any archaeological or historic building information is properly handled.

### Remediation Strategy

OD. 13.4 Before construction commences of any part of the Development in Planning Delivery Zone 13, a Site Specific Remediation Strategy (SSRS) shall be submitted to and approved by the Local Planning Authority. In the event that this recommends any further Remediation Works, the procedures and approvals specified in Conditions SP.0.34 to SP.0.36 attached to permission 07/90011/FUMODA shall be followed.

Reason: To protect human health and prevent contamination of controlled waters.

### Quality of imported fill

OD. 13.5 No soils or infill materials (including silt dredged from watercourses), shall be imported onto the Site until it has been satisfactorily demonstrated that they present no risk to human health, planting and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import onto the Site of material classified as 'waste' is only acceptable with the prior approval of the Local Planning Authority.

Reason: To ensure that no contaminated material is brought onto Site.

### West Ham station access

OD. 13.6 Before 31 December 2010, details of the proposed works to secure temporary pedestrian access from the Greenway to West Ham Station for the Games and any permanent improvements to provide access to that station shall have been submitted to the Local Planning Authority for approval. Any temporary access shall be provided before the opening of the Games.

Reason: To ensure satisfactory pedestrian access from West Ham station to the Greenway and to the Site as a whole.

### Submission of details

OD. 13.7 Details of the following shall be submitted to and approved by the Local Planning Authority before the Development in Planning Delivery Zone 13 is commenced:

- (a.) The under-bridge
  - (i.) Layout and appearance; and
  - (ii.) materials to be used on external and inner surfaces including any artwork.
- (b.) The Greenway and West Ham station ramp
  - (i.) layout and appearance;
  - (ii.) hard and soft landscaping as required by Condition OD.28; and
  - (iii.) lighting as required by Condition OD.34.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved.

### Legacy transformation

Details of the Legacy Transformation works to be undertaken at the Greenway shall be submitted to and approved by the Local Planning Authority prior to the commencement of Legacy Transformation Development. All works so approved shall be undertaken on or before 31 December 2013. (Will be moved to LTD conditions in final decision notice)

Reason: To ensure that the access can remain in permanent use.

### The following conditions shall apply to the Olympic Development in Planning Delivery Zone 14

#### Crossrail Safeguarding

OD. 14.1 No part of the development to the Bow Midland Yard (West) shall be constructed in such a way as to obstruct the construction, operation or maintenance of Works No. 2/5D described in Schedule 1 of the Crossrail Bill/Act. In constructing the development within area PDZ 14, the developer shall not obstruct access by persons or vehicles (including plant and machinery) over the land (the Bow Midland Yard (West)) for the purposes of constructing and maintaining Works No. 2/5D described in Schedule 1 of the Crossrail Bill/Act. No construction or preliminary site works shall proceed until details of the design and method of construction of these elements have been submitted in writing to the Local Planning Authority and approved, in consultation with the Crossrail Project Team/Nominated Undertaker to facilitate the construction, operation and maintenance of Crossrail nor until the details for the design is provided for allowance for the retention of the

railhead facility with adequate access for all construction and maintenance traffic, plant and equipment to the area.

Reason: To give effect to the safeguarding of the proposed Crossrail scheme corridor.

#### Archaeology and Built Heritage

OD. 14.2 Development shall not be commenced in Planning Delivery Zone 14 until a Written Scheme of Investigation for Archaeological Works has been submitted to and approved by the Local Planning Authority. This shall be in accordance with the Generic Method Statement for Archaeology, the Written Scheme of Investigation for Archaeological Field Evaluation and the relevant Detailed Desk-Based Assessment. The archaeological work shall be undertaken in accordance with the approved Written Scheme of Investigation. If significant archaeological finds are encountered, further archaeological works or design measures may be required to mitigate the impact of development on those remains.

Reason: To ensure that archaeological remains are properly investigated and recorded.

OD. 14.3 Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and a report detailing the recording has been submitted to the Local Planning Authority.

Reason: To ensure that buildings with any identified historic interest are recorded.

OD. 14.4 The results of the archaeological work and historic building recording shall be published and/or deposited in archives in accordance with arrangements to be agreed with the Local Planning Authority. This shall be no later than 31 December 2009, unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that any archaeological or historic building information is properly handled.

### Remediation Strategy

OD. 14.5 Before construction commences of any part of the Development in Planning Delivery Zone 14, a Site Specific Remediation Strategy (SSRS) shall be submitted to and approved by the Local Planning Authority. In the event that this recommends any further Remediation Works, the procedures and approvals specified in Conditions SP.0.34 to SP.0.36 attached to permission 07/90011/FUMODA shall be followed.

Reason: To protect human health and prevent contamination of controlled waters.

### Quality of imported fill

OD. 14.6 No soils or infill materials (including silt dredged from watercourses), shall be imported onto the Site until it has been satisfactorily demonstrated that they present no risk to human health, planting and the environment. Documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import onto the Site of material classified as 'waste' is only

acceptable with the prior approval of the Local Planning Authority.

Reason: To ensure that no contaminated material is brought onto Site.

### Highway access

OD.14.7 The use hereby permitted shall not commence until details of the new road junction with Wick Lane have been submitted to and approved by the Local Planning Authority and the junction has been completed in accordance with the approved details.

Reason: To ensure highway safety and effective access.

### Submission of details

OD.14.8 Details of the following shall be submitted to and approved by the local planning authority before the use hereby permitted is commenced:

- (i.) The extent and layout of accommodation for vehicles (including bicycle) parking, circulation, manoeuvring, dropping off and (un)loading;
- (ii.) hard and soft landscaping;
- (iii.) layout, scale and appearance of all temporary structures;
- (iv.) lighting as required by Condition OD.34 ; and
- (v.) provision for the storage, recycling and collection of waste.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved.

### Legacy transformation

OD.14.9 The use and associated structures hereby permitted shall be for a limited period only until 31 December 2013 on or before which the use in connection

with the Olympic and Paralympic Games shall be discontinued and the land reinstated to use as an operational rail facility. [Will be moved to LTD conditions in final decision notice]

Reason: To ensure that the land is restored ready for further development.

### **The following conditions shall apply to the Olympic Development in Planning Delivery Zone 15**

#### **Archaeology and Built Heritage**

OD. 15.1 Development shall not be commenced in Planning Delivery Zone 15 until a Written Scheme of Investigation for Archaeological Works has been submitted to and approved by the Local Planning Authority. This shall be in accordance with the Generic Method Statement for Archaeology, the Written Scheme of Investigation for Archaeological Field Evaluation and the relevant Detailed Desk-Based Assessment. The archaeological work shall be undertaken in accordance with the approved Written Scheme of Investigation. If significant archaeological finds are encountered, further archaeological works or design measures may be required to mitigate the impact of development on those remains.

Reason: To ensure that archaeological remains are properly investigated and recorded.

OD. 15.2 Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and a report detailing

the recording has been submitted to the Local Planning Authority.

Reason: To ensure that buildings with any identified historic interest are recorded.

OD. 15.3 The results of the archaeological work and historic building recording shall be published and/or deposited in archives in accordance with arrangements to be agreed with the Local Planning Authority. This shall be no later than 31 December 2009, unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that any archaeological or historic building information is properly handled.

OD. 15.4 Before construction commences of any part of the Development in Planning Delivery Zone 11, a Site Specific Remediation Strategy (SSRS) shall be submitted to and approved by the Local Planning Authority. In the event that this recommends any further Remediation Works, the procedures and approvals specified in Conditions SP.0.34 to SP.0.36 attached to permission 07/90011/FUMODA shall be followed.

Reason: To protect human health and prevent contamination of controlled waters.

#### **Quality of imported fill**

OD. 15.5 No soils or infill materials (including silt dredged from watercourses), shall be imported onto the Site until it has been satisfactorily demonstrated that they present no risk to human health, planting and the environment. Documentary evidence to confirm the origin of all imported soils and infill

materials, supported by appropriate chemical analysis test results, shall be submitted to and approved by the Local Planning Authority prior to that import. The import onto the Site of material classified as 'waste' is only acceptable with the prior approval of the Local Planning Authority.

Reason: To ensure that no contaminated material is brought onto Site.

**Maintaining public access**

OD. 15.6 Unless otherwise agreed by the Local Planning Authority, the existing public use of this land shall continue undisturbed until no earlier than 31 September 2009.

Reason: To ensure that public access is maintained until the land is required for the Games use.

OD. 15.7 Unless otherwise agreed by the Local Planning Authority, public access shall be maintained at all times to the areas of open space within PDZ 15 to the north east, north west and south west of the proposed coach park and to the existing pedestrian bridge across the River Lea to the Main Marsh.

Reason: To maintain public access.

**Submission of details**

OD. 15.8 Details of the following shall be submitted to and approved by the local planning authority before the use hereby permitted is commenced:

- (i) The extent and layout of accommodation for vehicles (including bicycle) parking, circulation, manoeuvring, dropping off and (un)loading;

- (ii) The temporary surfacing to be applied and the protection of the underlying soil;
- (iii) hard and soft landscaping;
- (iv) layout, scale and appearance of all temporary structures;
- (v) lighting as required by Condition OD.34 ; and
- (vi.) provision for the storage, recycling and collection of waste.

Reason: To ensure that appropriate methods are used to enable the restoration as playing fields.

**The following conditions shall apply to the Games and any temporary arrangements for the Games.**

**Security arrangements**

OG.1 Before 31 December 2009, details of the proposed physical security arrangements to be installed for the Games, including any temporary buildings or fencing, shall be submitted to the Local Planning Authority for approval.

Reason: To protect the amenities of local residents and users.

**Event management**

OG.2 Before the first Test Event at each Olympic venue, an Event Management Plan for that venue shall be submitted to and approved by the Local Planning Authority.

Reason: To protect the amenities of local residents and users.

**Temporary buildings**

OG.3 Before 31 December 2011, details of all temporary buildings or structures which are to be erected for the duration of the Games, including all those within the identified Front of House and Back of House areas, shall be submitted to



the Local Planning Authority for approval.

Reason: To ensure that appropriate standards of design and construction are used.

### Noise control during the Games

OG.4 Before any temporary plant or public address systems are installed, details of likely noise levels at any sensitive receptor and the proposed means of minimising noise nuisance or disturbance of residents from that equipment, shall be submitted to and approved by the Local Planning Authority.

Reason: To protect the amenities of local residents and users.

### Environmental management during the Games

OG.5 Before 30 December 2011, an Environmental Management Plan for the Games shall be submitted to the Local Planning Authority for approval. This shall include details of proposed arrangements for minimising the carbon emissions from buildings, transport and plant, minimising water use and achieving the 'zero waste' objective.

Reason: To ensure that the Games are sustainable.

### Gasholder and visitor safety

OG.6 Before the opening of the Games, the gasholder at Union Street, Rick Roberts Way, Stratford shall have been emptied of any flammable gas and purged with nitrogen. It shall be kept empty and not brought back into use until after the Games has ended.

Reason: To meet the requirement of the Health and Safety Executive.

### The following conditions shall apply to the Legacy Transformation Development and apply in all Development Zones.

#### Olympic Development conditions

LTD.1 The following conditions relating to the Olympic Development shall also apply to the Legacy Transformation Development and are to be interpreted accordingly:

OD.0.2, OD.0.3, OD.0.4, OD.0.10, OD.0.15, OD.0.20, OD.0.21, OD.0.24, OD.0.26, OD.0.27, OD.0.29, OD.0.31, OD.0.32, OD.0.34, OD.0.36 to 39, OD.0.44 to 46, OD.0.49 to 51, OD.0.54 to 56.

[These will be set out in full in the final decision notice]

Reason: To ensure that appropriate environmental protection remains in force during Legacy.

#### Removal of temporary Games facilities

LTD.2 No further use of any Olympic venue shall take place after 31 December 2013, unless all temporary buildings, bridges, fences, signage and hard surface areas, including free-standing telecommunications masts and transmission equipment, erected for the Games have been removed.

Reason: To protect the amenities of local residents and users.

#### Removal of Riverwall

LTD.3 Unless otherwise approved in writing by the Local Planning Authority, the temporary river wall around Planning Delivery Zone 3 shall be completely removed and the bank profiles reshaped by 31 December 2013, in accordance with details previously submitted to and approved by the Local Planning Authority.



Reason: To enable an appropriate edge to these watercourses in the Legacy development.

#### Time limits

LTD.4 The details specified in Condition LTD 18 shall be submitted no later than 31 December 2013 and, unless otherwise agreed with the Local Planning Authority, all works including landscaping shall be undertaken in accordance with the approved details and completed within two years of the approval of the last details.

Reason: To control the delivery of Legacy Transformation.

#### Venue and public realm management

LTD.5 Before 31 December 2012, overall arrangements for the long term management, funding, public use and maintenance of all retained venues, open space and public realm within the Site shall be submitted to the Local Planning Authority for approval. This shall include details of any restrictions on proposed opening hours of the land to which the public has access within the Site.

Reason: To ensure appropriate long term arrangements for public access and maintenance.

#### Legacy Parking

LTD.6 Unless otherwise agreed in writing by the Local Planning Authority no more than 1282 car parking spaces and 30 coach parking spaces shall be provide in total to serve all of the Retained Venues and the transformed IBC/MPC. Maximum car parking provision for each venue shall be in accordance with the Schedule of Parking, at Annex [3] to this permission. Of the 314 maximum spaces at the Main Stadium,

only 55 spaces shall be provided for day-to-day use, with the remaining 259 spaces being reserved for use only in connection with major events. At all other times, the 259 spaces shall not be available for public use and shall be secured in accordance with details submitted to and approved by the Local Planning Authority. The 234 maximum spaces to serve the multi-use sports venue shall be provided within the MSCP in Legacy, of which only 134 shall be provided for day-day use, with 100 spaces being reserved for use only in connection with major events. At all other times, these 100 spaces shall not be available for public use and shall be secured in accordance with details submitted to and approved by the Local Planning Authority.

The maximum parking provision for the retained Spectator Support Building SSB13 and the Energy Centre shall be at the average relevant London Plan standard of 1 space per 800 sq.m of floorspace

Reason: To ensure that sustainable transport objectives are met in Legacy.

LTD.7 Before 31 December 2012, a Multi-Storey Car Park Conversion Strategy shall be submitted to the Local Planning Authority for approval. This shall contain the details of a reduction in parking from the 1300 spaces permitted for use during the Games. Unless otherwise agreed in writing by the Local Planning Authority this provision in Legacy shall comprise no more than 220 spaces for use by the B class uses in the converted IBC/MPC, no more than 234 spaces to serve the MUSV and 100 spaces to serve the balance of parking provision

for the Velodrome/BMX. The details of the allocation and management of such parking provision shall be submitted to and approved by the Local Planning Authority as part of the MSCP Conversion Strategy.

Reason: To ensure that sustainable transport objectives are met in Legacy.

### Transformed IBC/MPC uses

LTD.8 The IBC/MPC shall not be brought back into use until details of the proposed uses, which shall be within Use Classes B1(a), B1(b), B1(c), B2 or B8, have been submitted to and approved by the Local Planning Authority. Unless otherwise agreed by the Local Planning Authority, no more than 51,000 sq metres net in total shall be within Use Class B1(a).

Reason: To ensure that the provision of office use appropriately reflects the public transport accessibility of the site .

### Provision of pitches at East Marsh

LTD.9 Before 31 December 2011, details of the layout and provision of pitches and the design of changing facilities to be provided at East Marsh shall be submitted to and approved by the Local Planning Authority. The pitches and changing facilities shall be provided available for use by 1 September 2013.

Reason: To meet the commitment to re-provide these facilities following their temporary use for Olympic and Paralympic Games purposes.

### Reprovision of Allotments in PDZ7

LTD.10 Before 31 December 2011, details of the allotments to be provided in Planning Delivery Zone 7, including remediation for allotment use, ancillary

structures, fencing and the location of communal composting facilities shall be submitted to and approved by the Local Planning Authority. The allotments shall be provided and available for use no later than 31 December 2013.

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

### Legacy Off-Road Cycling Facilities

LTD.11 Before 31 December 2013, an off-road cycle track shall be provided within the Site, to a layout which has been submitted to and approved by the Local Planning Authority, unless the Local Planning Authority is satisfied that appropriate alternative provision has been made.

Reason: To provide for off road cycle facilities .

### CCTV Conversion Framework

LTD.12 Before the Legacy Transformation Development is commenced, a CCTV Conversion Framework shall be submitted to and approved by the Local Planning Authority. This shall include arrangements for the long term operation and maintenance of CCTV facilities that were provided as part of the Olympic Development covering the Site and pedestrian accesses to the Site.

Reason: To ensure that a sustainable CCTV network is maintained.

### Legacy Transformation Work Zones

LTD.13 Before 31 December 2012, a plan detailing proposed Legacy Transformation Work Zones shall be submitted to the Local Planning Authority for approval.

Reason: To assist in the delivery of Legacy transformation Development.

### Revised Code of Construction Practice

LTD.14 Before the Legacy Transformation Development is commenced, a revised Code of Construction Practice, based on the Code of Construction Practice and subsidiary documents approved for the Olympic Development, shall be submitted to and approved by the Local Planning Authority. The Legacy Transformation Development shall be undertaken in accordance with that Revised Code of Construction Practice.

Reason: To protect local residents and users.

LTD.15 No more than 250 parking spaces for construction workers' motor cars and vans shall be provided within the site at any one time during the Legacy Transformation Development.

Reason: To protect the amenities of local residents and to limit excessive contractor car parking at the site during Legacy Transformation.

### Protection and enhancement of remediation

LTD.16 Before 31 December 2012, a method statement shall be submitted to the Local Planning Authority for approval, indicating how the integrity of the remediation measures installed for the Olympic Development will be maintained and any necessary enhancement or alterations to those measures are to be installed. This condition may be discharged on a Legacy Transformation Work Zone basis.

Reason: To protect human health and avoid contamination of controlled waters.

### Archaeology

LTD.17 Before 31 December 2012,, a Written Scheme of Investigation for any undisturbed areas of the Site, not investigated during the archaeological investigations during Site Preparation or the Olympic Development, but which are to be disturbed as part of the Legacy Transformation Development, shall be submitted to the Local Planning Authority for approval. This condition may be discharged on a Legacy Transformation Work Zone basis.

Reason: To ensure that archaeological remains are properly investigated and recorded.

### Submission of details

LTD.18 Before the Legacy Transformation Development is commenced within any particular Legacy Transformation Work Zone, details of any additions or external alterations to buildings, highways, parking, landscaping, public realm and ecology works within that Zone shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that high standards of urban design, landscaping and ecological mitigation are achieved.

### Transport measures

LTD.19 Before 31 December 2012,, details of, and a programme for on and off-site highway works, improvements to pedestrian and cycle access, improvements to public transport services, arrangements for the retention or provision and management of parking both within the Site and on the highway network outside the Site that are necessary to serve the retained venues and open space, shall be submitted to the Local Planning

Authority for approval. These improvements shall be implemented in accordance with the approved programme.

Reason: To ensure adequate transport provision.

### Realignment of Loop Road

LTD.20 Before either the Main Olympic Stadium or the IBC/MPC are brought back into use, an application for the realignment of the Loop Road in PDZs 4 and 5, shown on Plan [?] shall be submitted to and approved by the Local Planning Authority. The submitted details shall include proposals for landscaping or other treatment of the section of Loop Road which is not to be retained. The approved works in PDZ5 shall be completed within two years of the reopening of the IBC/MPC and those in PDZ4 within two years of the reopening of the Main Olympic Stadium.

Reason: To ensure that the loop road is realigned to better relate to the Lea Navigation and to provide an acceptable setting for development in Legacy.

### Legacy bridges

LTD.21 Two bridges providing pedestrian and cycle access across the Lea Navigation, providing western access to the Site, shall be provided as part of the Legacy Transformation Development. These shall either be retained bridges, previously provided for use during the Games, adapted to allow sufficient room for boats or vessels to pass safely beneath it, or replacement bridges in a location approved by the Local Planning Authority. No replacement bridge shall be erected until details of the location,

design and materials have been submitted to and approved by the Local Planning Authority. Both of these bridges shall be open and available for use before any of the Retained Venues, the public open space or the IBC/MPC is brought back into use, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure adequate access to the venues and open space for local residents living to the west.

### Metropolitan Open Land

LTD.22 At the conclusion of the Legacy Transformation Development, 102 ha of open space shall have been provided in accordance with Plan OLY-OLF-ILL-DWG-STW-SPC-IND-005 and the relevant plans for each Planning Delivery Zone (drawing services OLY-OLF-APP-DWG-PDZx-SPC-PAR-002) and be available for public use. Unless otherwise agreed by the Local Planning Authority, all of this open space shall be designed to meet the criteria in the London Plan for designation as Metropolitan Open Land.

Reason: To maximise the potential for designation as Metropolitan Open Land and ensure public access.

### Noise control at venues

LTD.23 Before each of the retained venues is brought back into use, a noise assessment shall be submitted and approved by the Local Planning Authority which shall assess the likely noise effects of the use of venue and include measures to minimise the impact of noise on nearby residents and users.

Reason: To protect the amenities of local residents and users.

**Retained Venues**

LTD.24 Unless otherwise agreed by the Local Planning Authority, the primary use of each of the Olympic venues shall be for the sport for which it was constructed, with the exception of the handball arena, which is to become a Multi Use Sports Venue. The Main Olympic Stadium shall be reduced to a maximum of 25,000 seats. Ancillary uses shall be restricted to administration, fitness training, catering, retail and hospitality uses appropriate to a sports venue, unless otherwise approved by the Local Planning Authority. In total at all Retained Venues, no more than 5,600 sq metres net floorspace shall be in Use Class A1 to A5 and shall be strictly ancillary to the primary use of each of the retained Olympic venues. The Main Olympic Stadium and the MUSV may also be used for concerts or other events, provided that no more than 10 events using the full capacity are planned in each venue in any calendar year. After two years of operation, the limit on events may be reviewed, by agreement with the Local Planning Authority.

Reason: To protect the amenities of local residents.

**Cauldron Transformation**

LTD.25 Before the Legacy Transformation Development is commenced, details of the modifications to the Olympic Cauldron to convert it to form public art shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the public realm is enhanced.

**Events Management**

LTD.26 Before any of the Retained Venues and the Olympic park is brought back into

use, an Events Management Coordination Framework shall be submitted to and approved by the Local Planning Authority. This shall detail proposed arrangements for coordinating the use of venues and the public areas of the site and, in particular, the management of spectator travel and car parking when multiple events are taking place. An Event Management Coordination Manager shall be employed prior the opening of the first Retained Venue to manage, monitor, and review the Framework and its operation in cooperation with the LPA and relevant stakeholders.

Reason: To protect the amenities of local residents and users and to effectively coordinate the multiple use of Retained Venues.

LTD.27 Before each of the retained venues is brought back into use, a Venue Event Management Plan shall be submitted to and approved by the Local Planning Authority. This shall include details of the proposed arrangements for coordinating the use of venues and the public realm of the site, the provision of set down and pick up of spectators including facilities for bus, coach and taxis and measures to manage spectator travel, including the coordination and control of car parking when events are taking place.

Reason: To protect the amenities of local residents and users

LTD.28 Before each of the Retained Venues, including the Transformed IBC/MPC is brought back into use, a Travel Plan for that venue shall be submitted to and approved by the Local Planning Authority. The Travel Plan shall include



measures covering the day-to-day operation of the Retained Venue, as well as for multiple events at the Retained venues. Prior to the opening of the first Retained Venue, a Travel Plan Coordinator shall be employed to review, manage and monitor the implementation of the Travel Plans for the Retained Venues, including the Transformed IBC/MPC.

Reason: To protect the amenities of local residents and users and to encourage employees, users and visitors to travel to the site by sustainable modes.

## 8.3 Annex 1

### Construction waste management plan (CWMP)

The CWMP shall include, at a minimum, details of the:

- Classification of all waste including hazardous waste according to current legislative provisions;
- Performance measurement and target setting against estimated waste forecasts;
- Reporting of project performances on quantities and options utilised;
- Measures to minimise waste generation;
- Opportunities for re-use or recycling;
- Provision for the segregation of waste streams on site that are clearly labelled;
- Recording of proposed carriers and the terms of their respective licences;
- Licensing requirements for disposal sites;
- An appropriate audit trail encompassing waste disposal activities and waste consignment notes;
- Measures to avoid fly tipping by others on lands being used for construction, Returns policies for unwanted materials; and
- Measures to provide adequate training and awareness through toolbox talks.

## 8.3 Annex 2

### Notifications Required to Statutory Undertakers

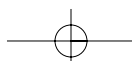
This Schedule details consultations and notifications required under conditions SP.0.28 of the Site Preparation and OD.0.26 of the Olympic Facilities Development Permissions.

This Schedule only includes requirements notified to the LPA during consultation

Statutory Undertaker	Notification Required or Asset Protection
<p><b>1. British Waterways London</b></p>	<ol style="list-style-type: none"> <li>1. Agreements for maintenance operations will be needed where access is required over land not in British Waterways' ownership;</li> <li>2. The applicant is advised that any discharge of surface water into the waterways requires British Waterways written permission before development commences;</li> <li>3. In the event of any balcony overhangs or other encroachments into British Waterway airspace, land or water, the applicant must enter into an appropriate commercial agreement with British Waterways before development commences;</li> <li>4. Any access from the towpath, scaffolding oversail or closures of the towpath during the construction must be agreed with British Waterways before development commences;</li> <li>5. The applicant is advised to contact third party works engineer, Richard Baker (020 7985 7268) in order to ensure that any consents are obtained and the works are compliant with the current British Waterways' 'Code of Practice for Works affecting British Waterways';</li> <li>6. Any closures of the towpath during construction must be agreed in writing with British Waterways before development commences; and</li> <li>7. The applicant must enter into an appropriate commercial agreement with British Waterways before development commences.</li> </ol>



Statutory Undertaker	Notification Required or Asset Protection
<p><b>2. Environment Agency</b></p>	<p>1. Prior to the commencement of development, detailed plans showing the emergency flood risk management access points to watercourse will need to be submitted to and approved by the Environment Agency.</p>
<p><b>3. Eurostar</b></p>	<p>1. Prior to commencement of development, details of safety measures along the HS1 route will need to be submitted and approved in writing by the Local Planning Authority. Objects such as street lighting, flood lighting and temporary lighting may cause distraction or impair the driver's ability to identify signal</p>
<p><b>4. National Grid</b></p>	<p>1. National Grid's YYJ 400kv overhead line: Developer should have regard to the relevant safety information when working close to 400,000 volt overhead lines.</p> <p>2. National Grid's City Road to West Ham 400kv underground line: Developer should have regard to the to the relevant safety information when working close to 400,000 volt underground cables.</p> <p>3. National Grid's YYJ overhead tower 11 and span 11-12 oversail the north east corner of the area. See attached plan.</p>
<p><b>5. Network Rail</b></p>	<p><i>Maintaining access to rail assets -</i> Please include a condition that access to railway assets and existing track access points within the development area is maintained when Public Highways are closed. It is important for the safe and efficient operation of the railway that access to these locations is maintained (24/7) both during the construction phase, during the games operation period and in legacy. We expect any minor land boundary changes needed to facilitate these modifications to be made at no cost to Network Rail.</p> <p><i>Electricity Supplies -</i> Network Rail has a number of electricity supplies to equipment locations at various points around the development area. Please include a condition that these electrical supplies are maintained throughout the duration of the works.</p>





Statutory Undertaker	Notification Required or Asset Protection
	<p><b>Bridge Structures above the Railway</b> – Bridges constructed over the railway will require a Bridge Agreement to be in place with Network Rail before construction can commence. This will set out the duties and obligations of parties both during the detail design phase, construction phase and throughout the life of the structure.</p> <p><b>Demolition</b> - Any demolition works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. In particular the demolition of buildings or other structures should be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail’s land. Demolition activities should avoid dust clouds obscuring signal sighting. Approval must be obtained from Network Rail prior to the commencement of work</p> <p><b>Plant, Scaffolding &amp; Cranes</b> - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.</p> <p><b>Excavations of footings &amp; piling</b> - Network Rail will need to be consulted on any alterations to ground levels, piling operations or excavations within 10m of the boundary with the operational railway. We will need to be assured that the construction of foundations and footings will not impact on the stability of the railway. A full method statement must be supplied and agreed with Network Rail before consent can be granted.</p> <p><b>Drainage</b> - Additional or increased flows of surface water must not be discharged onto Network Rail land nor into Network Rail’s culverts or drains. In the interests of long term stability of the railway, soakaways should not be constructed within 10m of the boundary with the operational railway. Modified road connections to track side access points in particular should avoid surface water drainage from the highway onto the railway.</p> <p><b>Site Layout</b> - In order to ensure the proposed development can be constructed and maintained without encroachment onto the operational railway line all buildings and structures should be set back at least 2m from the boundary with the operational railway or at least 5m from overhead power line equipment.</p>



## Statutory Undertaker

## Notification Required or Asset Protection

**Landscaping** - Details of landscaping along the railway corridor to be submitted to Network Rail, who can provide advice on appropriate planting species as well as inappropriate planting. Network Rail have some concerns about proposals to include planting on some bridge structures above the railway and overhead line equipment, we will want to see evidence that detail proposals will not import safety or performance risk before such schemes are included within the terms of the Bridge Agreements.

**Party Wall Act 1996** - Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with NRIL at an early stage of the preparation of details of their development on Party Wall matters.

**Errant Vehicle Protection** - Highways, car parks and bridges alongside or over the railway, either permanent or temporary (i.e. during construction), must include suitable restraint to protect the railway from vehicle incursions.

**Driver dazzle and distraction** - the design of artificial lighting systems (permanent and temporary) and reflective building surfaces close to the railway should consider the impact on train drivers signal sighting and include screening or alternative methods if necessary.

**Bow Substation to Bow Feeder Station cable route** – Network Rail requests a planning condition that we are granted unfettered access rights to the new traction cable route running along the former Pudding Mill Lane from EDFE's new Bow Substation towards the railway boundary north of the GE lines.

**Construction traffic use of Waterden Road Bridge (DWW651)** - Network Rail understands that the ODA propose to use the bridge over the North London Lines, currently on Waterden Road, as a route for heavy construction traffic running between the north and south of the construction site. Since this bridge belongs to Network Rail and is currently adopted as a Public Highway, we would like to be informed what provisions the ODA intend to put in place to obtain permission to use the bridge for this purpose, how they propose to protect the bridge and the railway during these operations and what their aspirations are for the bridge in legacy.



Statutory Undertaker	Notification Required or Asset Protection
<p><b>6. Thames Water</b></p>	<p>1. It is the responsibility of the developer to make proper provision for drainage to ground, watercourses or a suitable sewer. The applicant should ensure that storm flows are attenuated or regulated into the receiving public network. Where the development proposes to discharge to a public sewer, prior approval from Thames Water is required. No public works will be permitted within 3 meters of the sewers on land bounded by Eastway to the north, Temple Mills to the east and A12 Blackwall Tunnel to the west.</p>
<p><b>7. Union Railways North</b></p>	<p>1. With respect to the land safeguarded along the Channel Tunnel Rail Link, construction of the development hereby permitted shall not commence until a detailed design for all foundation and other development proposed below existing ground level has been submitted to and agreed with Union Railway (North) Limited.</p> <p>2. No increase in surface water discharge in a URN/CTRL (UK) Ltd maintained drain or culvert should be made without the prior written consent of URN/CTRL (UK).</p>

### 8.3 Annex 3

#### Legacy Parking Schedule

ODA Latest Estimate				PDT Proposed Limits		Transport Assessment
	Day-to-day	(car mode share)	Operational Sports/Event	Proposed Maximum	Reserved for Events	Day-to-day
<b>Aquatics</b>	227	40	111	111	-	62
<b>Tennis</b>	77	40	-			110
<b>Hockey</b>	102	24	72			
<b>BMX</b>	13	25	38			55
<b>Velodrome</b>	211	70	181			281
<b>Multi-Sports</b>	134	40	186/234	234	100	182
<b>Stadium</b>	55	10	314/240	314	259	41
	<b>819</b>			<b>659</b>	<b>359</b>	<b>731</b>
<b>Commercial</b>				<b>130-220</b>		
<b>Total</b>				<b>1192-1282</b>	<b>359</b>	

**Sub-total**

<b>Overall Maximum Parking Condition</b>	<b>1282</b>	of which <b>359</b> reserved for events
------------------------------------------	-------------	--------------------------------------------------

Multi-Storey Car Park		
<b>Multi-Sports</b>	234	100
<b>Commercial</b>	130-220	
<b>Sub-total</b>	<b>364-454</b>	<b>100</b>
<b>Balance of Velodrome/BMX</b>	0-224	
		of which
<b>Upper Limit</b>	<b>364-678</b>	<b>100</b> reserved for events
<b>Plus coach parking reserved for events</b>		<b>30</b>

### 8.4 List of Organisations Providing Informatives

- |                          |                                               |
|--------------------------|-----------------------------------------------|
| British Transport Police | London City Airport                           |
| British Waterways        | London Thames Gateway Development Corporation |
| EDF Energy               | Metropolitan Police Service                   |
| English Heritage         | National Grid                                 |
| Environment Agency       | Network Rail                                  |
| Eurostar                 | Thames Water                                  |
| First Travel             | Transport for London                          |
| Greater London Authority | Union Railways North                          |
| Highways Agency          |                                               |
| LFEP A                   |                                               |

## 8.5 Summary of Policies and Reasons for Approval

In assessing the application the following Borough unitary development plan policies have been considered:

### London Borough of Hackney

Policies ST24 & ST25: Employment  
 Policies ST39, ST40, ST41, ST42: Open Spaces and Nature Conservation  
 Policy EQ1: Development Requirements  
 Policy EQ9: Development and the River Lea Navigation  
 Policy EQ21: Metropolitan Open Land  
 Policy EQ23: Development Affecting the Park  
 Policy EQ26: Canals and Nature Conservation  
 Policy EQ29 Archaeological Heritage  
 Policy EQ30 Areas of Landscape Character  
 EQ38: Satellite Antenna and Telecommunications Equipment  
 Policy EQ40: Noise Control  
 Policy EQ42 Air Pollution  
 Policy EQ43: Development of Contaminated Land  
 Policy EQ44: Water Pollution  
 Policy E1: Employment Development Sites  
 Policy E2: Development within Defined Employment Areas  
 Policy E3: Development Outside Defined Employment Areas  
 Policy TR1: New Pedestrian and Cycle Links  
 Policy TR6: Traffic Access and Parking  
 Policy TR7: Car Parking  
 Policy TR15: Canals and River Lea Navigation  
 Policy OS1: Enhancing Metropolitan Open Land

Policy OS2: Open Spaces and Parks  
 Policy OS6 Green Chains and Links  
 Policy OS7: Sports Grounds and Playing Fields  
 Policy OS9: Recreational Footpaths, Towpaths, Cycleways and Bridleways  
 Policy OS14: Areas of Nature Conservation Importance  
 Policy OS16: Development and Areas of Nature Conservation Importance  
 Policy OS17 Wildlife Habitats  
 Policy ACE1: New Arts, Culture and Entertainment Development

### London Borough of Newham

Policy S4: Sustainable Development  
 Policy S10: Environmental Quality, Neglected and Derelict Land  
 Policy S13: Environmental Quality, Improvement and Promotion of Rivers and Waterways  
 Policy S14: Protection of Site of Nature Conservation Importance  
 Policy S39: Reducing Overall Deficiency in Open Space  
 Policy UR14: Stratford Rail Lands, Land Use Proposals  
 Policy UR15: Stratford Rail Lands, Lee Valley Regional Park  
 Policy UR17: Stratford Rail Lands, Green Chain  
 Policy EQ1: Waterway Improvements  
 Policy EQ9: Protection of Sites of Nature Conservation Importance  
 Policy EQ24: Energy Efficiency  
 Policy EQ43: Archaeology  
 Policy EQ46: Air Quality  
 Policy EQ47: Noise Impact Statements and Conditions

Policy EQ49: Contaminated Land

Policy EQ62: Protection of the Floodplain and Urban Washlands

Policy EQ63: Surface Water Disposal

Policy H2: Retention of Residential Accommodation

Policy EMP1: Employment Growth

Policy EMP4: Principle Employment Areas: Preferred Uses

Policy EMP17: Telecommunications Development

Policy T1: Environmental Impact of Traffic Generated by New Development

Policy T2: New Development, Public transport Accessibility

Policy T3: New Development and Highway Capacity

Policy T15: Parking Standards for New Development

Policy T24: Access by Cycle and Cycle Parking

Policy T26: Motorcycle Parking

Policy OS1: Open Space Standards and Proposed New Open Space

Policy OS2: Metropolitan Open Land, Protection and Enhancement

Policy OS2: Metropolitan Open Land in the Lee Valley Regional Park

Policy OS6: Green Chains

Policy OS7: Green Space Protection

### **London Borough of Tower Hamlets**

Policy ST3: Sustainable Development

Policy ST7: Energy Efficient Design of Buildings

Policy ST8: Open Space and Nature Conservation

Policy ST40: Support for Lee Valley Regional Park

Policy DEV1: Design Requirements

Policy DEV2: Environmental Requirements

Policy DEV10: Telecommunications Development

Policy DEV12: Provision of Landscaping in Development

Policy DEV43: Protection of Archaeological Heritage

Policy DEV46: Protection of Waterway Corridors

Policy DEV47: Development Affecting Water Areas

Policy DEV50: Assessment of Noise Impact

Policy DEV51: Contaminated Land

Policy DEV57: Development Affecting Nature Conservation Areas

Policy DEV62: Developments Adversely Affecting Nature Conservation Areas

Policy DEV63: Development of Green Chains

Policy EMP1: Encouraging New Employment Uses

Policy EMP2: Retaining Existing Employment Uses

Policy EMP11: Designated Industrial Employments Areas

Policy T15: Location of New Development

Policy T16: Traffic Priorities for New Development

Policy T17: Parking, Manoeuvring and Servicing Standards

Policy T20: Improvement of Pedestrian Facilities Along Canals and the Greenway

Policy T22: Provision of Cycle Routes

Policy T26: Use of the Waterways for Freight

Policy OS6: Metropolitan Open Land

Policy OS7: Loss of Open Space

Policy OS14: Lee Valley Regional Park

Policy U1: Public Utility Development

Policy U2: Development in Flood Risk Areas

Policy U3: Flood Protection Measures

## London Borough of Waltham Forest

Policy SP1: The Environment

Policy SP2: Urban Design

Policy SP3: Transport Impact

Policy SP6: Public Transport, Cyclists and Pedestrians

Policy SP15: Leisure and Recreation Uses

Policy SP17: Urban Regeneration

Policy TRL17: Indoor Leisure and Recreation

Policy TSP1: Public Transport

Policy TSP4: Pedestrians and Disabled People

Policy TSP5: Cycling

Policy TSP9: Developments with Significant Transport Implications

Policy TSP17: Parking

Policy ENV1: Urban Open Space

Policy ENV4: Uses within Metropolitan Open Land

Policy ENV5: Development within Metropolitan Open Land

Policy ENV11: Conservation and Green Corridors

Policy ENV13: Lee Valley Regional Park

Policy ENV18: Allotments

Policy ENV20: Playing Fields

Policy BHE1: Urban Design

Policy BHE2: Urban Design

Policy BHE4: Transport and Parking Implications

Policy BHE5: Access for All

Policy BHE17: Archaeological Heritage

Policy WPM6: Development Causing Pollution

Policy WPM9: Air Quality

Policy WPM10: Noise Pollution and Vibration

Policy WPM18: Flood Risk

WPM19: Surface Water Run-off

WPM21: Renewable Energy

PSC9: Telecommunications Apparatus

### The relevant London Plan policies are:

Policy 2A.1: Sustainability Criteria

Policy 2A.2: Opportunity Areas

Policy 3B.4: Mixed use within Opportunity Areas

Policy 3B.5 Strategic Employment Locations

Policy 3B.9: Creative Industries

Policy 3B.12 Improving the Skills and Employment Opportunities for Londoners

Policy 3C.1 Integrating Transport and Development

Policy 3C.2: Matching Development to Transport Capacity

Policy 3C.20 Improving Walking Conditions

Policy 3C.21 Improving Conditions for Cycling

Policy 3C.22: Parking Strategy

Policy 3D.5: Sports Facilities

Policy 3D.7 Realising the Value of Open Space

Policy 3D.9: Metropolitan Open Land

Policy 3D.10: Open Space Provision

Policy 3D.12: Biodiversity and Nature Conservation

Policy 4A.7: Energy Efficiency and Renewable Energy

Policy 4A.9 Providing for Renewable Energy

Policy 4A.11: Water Supply

Policy 4A.12: Water Quality

Policy 4A.1: Reducing Noise

Policy 4B.2: Promoting World Class Architecture and Design

Policy 4B.3: Maximising the Potential of Sites

Policy 4B.5: Creating an Inclusive Environment

Policy 4B.7: Sustainable Design and Construction

Policy 4B.9: Large Scale Buildings, Design and Impact

Policy 4C.1: Strategic Importance of Blue Ribbon Network

Policy 4C.6: Floodplains

Policy 4C.8: Sustainable Drainage

Policy 4C.10: Historic Waterway Environment

Policy 4C.14: Freight Uses on the Blue Ribbon Network

Policy 4C.16: Increasing Sport and Leisure on the Blue Ribbon Network

Policy 4C.17: Increasing access alongside an to the Blue Ribbon Network

Policy 4C.20: Design, Starting from the River.

Policy 4C.22: Structures over and into the Blue River Network

### London Plan Early Alterations (December 2006)

New Waste Policy 5: Construction, Excavation and Demolition Waste

These policies are set out in full in the London Borough of Hackney, London Borough of Newham, London Borough of Tower Hamlets and London Borough of Waltham Forest Unitary Development Plans and the London Plan, copies of which are available for inspection at the Olympic Delivery Authority Planning Decisions Team.

The Olympic Delivery Authority has decided to grant permission having regard to the provisions of the Olympic Games and Paralympic Games Act 2006, the adopted unitary Development Plans of the London Borough's of Hackney, Newham, Tower Hamlets and Waltham Forest,

and the London Plan (adopted February 2004) and all other material considerations, including the results of consultation as outlined in the officers report.

The proposals within the Site Preparation and the Facilities and Legacy Transformation Application are generally in accordance with:

- Section 5 (5) of the Olympic Games and Paralympic Games Act 2006, having taken account of and being generally in accordance with the 2004 Olympic Planning Permissions;
- with policies in the London Plan 2004 and in particular Policy 2A.2 in proposing regeneration within the Lower Lea Valley Opportunity Area and Policy 3D.5 Sports Facilities, promoting London as the Home for the 2012 Olympic Games and Paralympic Games with a focus on East London.
- with the development plan policies of the London Borough of Hackney and in particular with Policy ST24 encouraging employment development in suitable locations, identifying vacant and underused land at Hackney Wick as a development opportunity;
- with the development plan policies of the London Borough of Newham and in particular with Policy S7 Urban Regeneration: Promotion of Development, Policy S13 Environmental Quality: Improvement and Promotion of Rivers and Waterways, Policy S40 Leisure Recreation and Open Space: Support for New Proposals for Arts, Culture, Entertainment and Nature Conservation;
- with the development plan policies of Tower Hamlets and in particular with Policy ST2 (encourage investment to create employment, improve environment, bring sites back into beneficial use, ST38



(provide/increase range of recreational and leisure facilities),

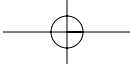
- with the development plan policies of London Borough of Waltham Forest and in particular with Policy SP15, Leisure and Recreation Uses and SP17, Urban Regeneration.

The scheme departs from the following development plan policies:

- London Plan Policy 3D.9 Metropolitan Open Land, given the loss of openness in some areas with MOL designation and Policy 3B.5 Strategic Employment Locations as a result of the loss of designated employment land.
- London Borough of Hackney Unitary Development Plan Policy EQ21, Metropolitan Open Land, E2 Development with Defined Employment Areas.
- London Borough of Newham Unitary Development Plan Policy OS2 Metropolitan Land: Protection and Enhancement, Policy EMP4 Principle Employment Areas: Preferred Uses, and Policy H2 Retention of Residential Accommodation.
- London Borough of Tower Hamlets Unitary Development Plan Policy EMP11 Designated Industrial Employment Areas and OS6 Metropolitan Open Land.
- London Borough of Waltham Forest Unitary Development Plan Policy ENV4 Uses within Metropolitan Open Land and Policy ENV5, Development within Metropolitan Open Land and Policy ENV20 Playing Fields.

Taking into account all other material considerations, on balance, although some elements of the scheme result in a departure from development plan policy, the scheme provides a significant contribution towards meeting the goals of national and regional policy,

providing a key element of new infrastructure and regeneration within the Lower Lea Valley and for East London, implementing a key part of the growth plans for the Thames Gateway and London-Stansted-Cambridge growth corridors. It also meets the policy aims and objectives for growth and regeneration identified within the London Plan and each of the four Host Borough adopted development plans and will facilitate the long term implementation of the Olympic Legacy through the mechanism of the Legacy Masterplan Framework. The fulfilment of significant areas of national, regional and local strategic policy, and taking into account the provisions of the Olympic Games and Paralympic Games Act 2006, are considered to outweigh the departure from specific development plan policies set out above.



**Chapter 8**  
Recommendations

