

# STRATEGIC DEVELOPMENT COMMITTEE

Thursday 21<sup>st</sup> June 2007 at 7.30 pm

## UPDATE REPORT OF HEAD OF DEVELOPMENT DECISIONS

### INDEX

Agenda item no	Reference no	Location	Proposal
8.2	PA/07/00218 & PA/07/00345	1./2. Site Preparation / Olympic, Paralympic and Legacy Transformation Planning Applications  The site as it relates to the London Borough of Tower Hamlets includes: - to the west by the A12 Blackwall Tunnel Northern Approach Road (part) the River Lea and the River Lea Navigation (Hackney Cut) and land on the western bank of the River Lea to the east of the A12 East Cross Route.	For a full description of the proposals and the relevant proposals map for both the Olympic and Paralympic and the Olympic Village (part) and Legacy Residential Planning Application sites please refer to Appendix A – Revised Description.
8.3	PA/07/00241	Alberta House, Gaselee Street, R Boyle Motor Engineering Ltd Site, Blackwall Way, And Brunswick Arms Public House, 78 Blackwall Way, London, E14	Demolition of existing buildings for redevelopment to provide 133 residential units in buildings up to 25 storeys plus roof plant, 47sq.m of retail (A1/A3) use and 26sq.m of community (D1) use at ground floor level, with associated car parking, servicing & landscaping.

- 8.4 PA/07/00298 2-10 Bow Common Lane, London E14 Redevelopment up to 13 storeys to provide 157 residential units and 2 commercial units comprising 868sq.m of floor space for A1, A2, A3, A4, B1, D1 or D2 use with car parking and landscaping. (Resubmission)
- 8.5 PA/07/00935 Site south of Westferry Circus and west of Westferry Road, London Erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 327,255 sq.m)

## LONDON BOROUGH OF TOWER HAMLETS

Agenda Item number:	8.2
Reference number:	PA/07/00218 & PA/07/00345
Location:	1./2. Site Preparation / Olympic, Paralympic and Legacy Transformation Planning Applications The site as it relates to the London Borough of Tower Hamlets includes: - to the west by the A12 Blackwall Tunnel Northern Approach Road (part) the River Lea and the River Lea Navigation (Hackney Cut) and land on the western bank of the River Lea to the east of the A12 East Cross Route.
Proposal:	For a full description of the proposals and the relevant proposals map for both the Olympic and Paralympic and the Olympic Village (part) and Legacy Residential Planning Application sites please refer to Appendix A – Revised Description.

### 1. SUMMARY

- 1.1 The following information is provided to clarify the following details to the Strategic Development Committee Report:

#### **Waste**

- 1.1.1 Clarification is sought in relation to the London Borough of Tower Hamlets position on waste management. Sections 4.102-4.107 of the Strategic Development Committee report sets out the Boroughs position in relation to waste management both during the Olympic Games and Legacy.
- 1.1.2 As per section 4.104 it is confirmed that the London Borough of Tower Hamlets recommends that at least 90% of waste generated on the site be recycled. This requirement should be secured through conditions of the relevant planning permission.
- 1.1.3 As per section 4.106 it is confirmed that the London Borough of Tower Hamlets recommends that targets should be set to move reasonable amounts of waste from the site (i.e., 50% by sustainable forms of transport). This requirement should be secured through conditions of the relevant planning permission.

#### **Energy**

- 1.1.4 Clarification is also sought in relation to the London Borough of Tower Hamlets position on Energy Efficiency.
- 1.1.5 As per section 4.99 it is recommended that at least 15% of energy efficiency requirements are provided to above 2006 Part L Building Regulations rather than the 1996 regulations referred to in the report.

#### **Letter to ODA – Planning Decisions Team**

- 1.1.6 Attached for information is a copy of the London Borough of Tower Hamlets observations letter to the ODA – PDT of the 21st June 2007.

## 2. RECOMMENDATION

2.1 My recommendation is unchanged.

# DRAFT

My Ref PA/07/218 and PA/07/345  
Your Ref 07/90012/OUMDA

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21 June 2007

Dear Vivienne

### **TOWN AND COUNTRY PLANNING ACT 1990**

### **TOWN AND COUNTRY PLANNING ACT 1990**

### **TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

### **TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999**

### **RE: PLANNING APPLICATIONS TO THE OLYMPIC DELIVERY AUTHORITY PURSUANT TO ODA (PLANNING FUNCTIONS) ORDER 2006**

I write with reference to the above applications and wish to submit the following observations on behalf of my Council. The Strategic Development Committee endorsed these observations on 21 June 2007. The London Borough of Tower Hamlets has considered the particular circumstance of these applications against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, its emerging policies as contained in the draft Local Development Framework documents, associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance/Statements. The Council raises no objection to the Site Preparation application. The Council notes that the Athlete's Village (part) application is not being considered at this stage. The comments in this letter relate to the main Olympics and Legacy Transformation application:

#### **Issue 1: Commitment to Sustainable Regeneration**

##### **Commitment to Sustainable Regeneration**

In order to ensure long term sustainable development of the Olympic site and its integration with the surrounding context the principles of the Masterplan framework and the ability to take it forward must be established from the outset.

Whilst an overall commitment to sustainable regeneration and the preparation of the Legacy Masterplan Framework (LMF) seeks to take forward development of future communities on the site and integration with the surrounding context, it is considered that the LMF and the principles established through this framework such as the road network, provision of bridges, etc, should be secured and delivered by the ODA in legacy. If not these features, which are required to ensure the development of future sustainable communities, will be left to uncertain mechanisms to achieve

and thus may not be implemented. The boroughs must also be consulted on the principles of the LMF to ensure that the legacy communities proposed are cohesive with existing surrounding communities.

It is recommended that the principles and implementation of the LMF are secured through the planning permission for the Olympics and legacy. Prior to the commencement of the Olympic Games, the LMF must be approved and delivery of infrastructure secured to take forward the establishment of legacy communities.

### **Urban Design and Connectivity**

Urban design and connectivity both within the site and surrounding communities is one of the most important considerations to be established in the LMF. The Olympic legacy will result in the development of a very large new park as well as the establishment of substantially sized communities. One of the most important elements of the Masterplan framework should be to ensure that the park and its communities are designed to high standards and ensure sustainable linkages/connectivity both through the site and to surrounding communities.

The London Borough of Tower Hamlets expressed a number of concerns in relation to the details provided on urban design and connectivity in the application documentation and the principles of the LMF, these concerns include:

- the alignment of the loop road and the impact upon future development,
- ensuring that future proposals for the Olympic facilities such as the basketball arena and CCHP are designed to a high standard;
- the lack of detail and commitment to providing bridges which will seek to connect existing communities to the site,
- lack of detail on the detailed design of the greenway;

The London Borough of Tower Hamlets has expressed concerns regarding the location of the loop road and relationship to existing and future communities.

The ODA advise that the loop road is not considered to be a permanent structure (in some locations) and it is intended to remove the loop road and construct new roads in legacy which will service the legacy communities. A plan showing the removal of the loop road in legacy and detailing a new road running centrally through PDZ4 (within London Borough of Tower Hamlets) has been included in the transport assessment. This route is not yet designed or finalised, as it will form part of the LMF. It is the intention of the ODA that once the LMF roads are finalised the loop road may be removed, as it will no longer be necessary.

There is some infrastructure located under the loop road. In LBTH, this is a water main which may act as a constraint to development at this location. The LDA are presently consulting with Thames Water on the exact location of this main and indeed, it could be removed in the future.

Despite this, any further development proposed in legacy could be designed around this constraint. If the water main was to remain this constraint would allow for any future development proposals at this location to be setback from the navigation providing for the establishment for additional open space with access to the water and provision of cycle and pedestrian networks at this location.

It is recommended that temporary planning permission for the loop road linked to its permanent replacement be provided. On the completion of the LMF and finalisation of the road network in legacy, the loop road should be removed, where appropriate. A section 106 agreement could set out the process and programme for conditions relating to this.

### **The Greenway**

The Greenway forms a strategic east/west link between East Ham and Victoria Park, which will enable London Borough of Tower Hamlets residents to access the Olympic park, legacy communities and Stratford.

In response to the borough concerns regarding the lack of connection from this link into the legacy communities and Stratford, the ODA has stated that they seek to work with stakeholders to facilitate general improvements in legacy to ensure that the Greenway acts as a sustainable connection.

In order to do this the ODA are developing a strategy for the entire route, from East Ham to Victoria Park. They are currently reviewing their options and a new option is to be submitted in the future. The ODA has asked for the boroughs assistance in taking this forward.

It is recommended that a strategy detailing improvements to the greenway is submitted prior to commencement of construction of Olympic venues. A second strategy would also be required to deal with improvements to the Greenway in legacy. Funding for these improvements would come from the ODA/LDA.

### **Footbridges Linking the London Borough of Tower Hamlets to the Olympic Park/Connectivity**

There will a total of 31 Bridges across the Olympic Site. Some of these bridges will be built for the Games and will be retained into Legacy. These "Permanent" bridges will be built to accommodate Legacy usage and not Games usage, and hence alongside the "Permanent" bridges will be "Temporary" bridges to accommodate the extra flow that will be generated during the Games Phase. Of the three bridges provided within the London Borough of Tower Hamlets, all are temporary.

The Olympics and Legacy will result in the construction of one of the largest parks in Europe featuring world class sporting facilities. The lack of commitment to the provision of adequate linkages into this park from surrounding communities in legacy is poor planning and will result in unsustainable outcomes.

Certainty is required to ensure that all residents can access the park and the legacy facilities such as the stadium and aquatics centre.

Outline planning permission is currently sought for a number of bridges. There is no clear mechanism for the three bridges within Tower Hamlets to be retained and replaced in legacy. Presently there is no clear commitment from the ODA to secure the provision of bridges on the site after the Olympics. It is sought that the provision of bridges will be determined in the LMF. The provision of bridges to the location of future legacy communities within PDZ4 must be secured following the conclusion of the Olympics event and on into legacy to ensure that London Borough of Tower Hamlets residents have access to the park. If the permanent bridges are reliant on legacy development provision to be provided then in the time between the end of the Olympics and the development of these sites the boroughs residents will not have access to the park.

The main issue for the London Borough of Tower Hamlets is pedestrian and cycle access for replacement bridges rather than for vehicles, as long as these linkages are maintained in legacy. Permanent structures should be put in place once the layout of the legacy road network is finalised as part of the LMF.

A commitment is required from the ODA to ensure that these bridges can be provided in legacy. It is essential that any planning permission granted secures the connectivity routes. This could be secured through a section 106 agreement or a condition of approval.

In order to provide the best possible benefits to Tower Hamlets' residents, guarantees should be sought that:

- The construction of the permanent bridges is mandatory and cannot be withdrawn at a later stage. Planning permission for temporary structures should only be given on the condition that these are replaced with permanent structures in legacy.
- At no point will the established connection between the Olympic Park and the rest of Tower Hamlets be severed. Construction of permanent bridges should be scheduled so that there is always one of the two bridges available at all times or that a temporary structure is

provided to bridge any gaps in time.

Any permanent structure that replaces these temporary bridges will require technical and highways approval by Tower Hamlets.

### **Open Space**

The London Borough of Tower Hamlets was originally opposed to the net loss of open space within LBTH and sought compensation for this via section 106.

Following review if the further information submitted it is considered that the most favourable outcome for the borough would be to ensure that the open space provided both within the London Borough of Tower Hamlets and the remainder of the Olympic park is of the highest quality and that this space and its facilities are accessible to surrounding communities including London Borough of Tower Hamlets residents.

As discussed above, the LMF, relevant planning conditions and a section 106 agreement will seek to ensure that the open spaces created through the Olympics and its legacy are designed and implemented to world class standards and that access to these spaces and throughout the park is secured and adequately implemented.

The development platforms within Tower Hamlets which will be developed following the games will be subject to the Boroughs own open space and amenity requirements. Further development proposals on the development platforms will need to integrate with existing and proposed open space.

In order to ensure efficient management of the park and its facilities it is recommended that prior to the commencement of construction of the Olympic venues a park management plan is provided and a steering group formed for implementation. A park management plan would also be required in legacy to deal with management and day to day maintenance.

## **Issue 2: Sustainable Environment**

### **Environmental Impact Assessment**

The Environmental Statement (ES) and in particular the 'further information provided' suggests a number of mitigation measures to reduce significant environmental effects. It is recommended that most if not all of these are included as some form of condition when granting planning permission. It is not sufficient to state that the development should be carried out in accordance with the ES, individual conditions concerning mitigation measures need to be listed.

Effective monitoring agreements between the ODA and contractors need to be put in place to ensure that the mitigation measures set in place during construction as well as during operation and beyond are effective and are achieving what they set out to achieve. This seems particularly well thought out in terms of the employment, training and business objectives.

In terms of cumulative effects, the major developments as part of the London Thames Gateway have still not been assessed.

### **Biodiversity/Ecology**

The biodiversity action plan submitted goes some way to identifying issues and actions in relation to biodiversity on the site. It is recommended that mitigation measures should be secured through planning conditions to maximise the opportunities to retain existing or create new habitat in order to ensure establishment of maximum biodiversity in the Legacy Park.

It is noted that the biodiversity action plan would relate to a number of additional documents which would be produced as part of the LMP. The supplementary documents will deal with particular species and habitats as and when the full detail of design is available.

In order to ensure that the commitments made by the ODA will be implemented appropriate conditions must be required. This will ensure that whoever takes over responsibility for the Olympic Park in legacy will deliver the commitments made as part of the planning application proposals.



### **Issue 3: Making the Best Use of Waterways**

It is considered that the ODA has not responded to the boroughs aspirations for making the best use of the waterway network provided throughout the site. The information provided relates to amendments to the scheme based on flood information.

A lack of detail on this issue would suggest that there is lack of commitment by the ODA to utilise water transport during construction, in the Olympics and its legacy.

It is understood that whilst it may not be possible, for security reasons to utilise waterborne transport during the games (6 week period) great opportunities exist to establish towpath provision, boat mooring, wharfs and access facilities to promote waterborne transport for visitors, waste disposal and freight in legacy.

Wharfing and waterborne transport should also be provided and secured adjacent to the CCHP to ensure that sustainable freighting is used for supplies to the Energy Centre.

The details of this would need to be established and secured through the LMF however, a hard edge is required in some locations throughout the site to promote waterborne transport and therefore this needs to be addressed as part of this application.

It is therefore recommended that a commitment to secure waterborne transport and access during all phases of the Olympics and legacy is secured through relevant conditions of approval or a Section 106 agreement.

It is recommended that the above measures be secured through relevant planning conditions detailed as follows:

- Waterborne transport to be explored in Olympics phase.
- Waterborne Transport and Freight strategy to be established and implemented through the LMF.
- At least 50% of supplies for the CCHP biomass boilers must be delivered to the site by water.

### **Issue 4: Renewable Energy & Sustainable Waste Management**

#### **Renewable Energy**

The London Borough of Tower Hamlets considers that the information provided in the environmental statement in relation to renewable energy is satisfactory. It is recommended that requirements for energy efficient targets be secured through relevant conditions of the planning permission.

In order to ensure sustainable energy production on the site for both the Olympics and in for the legacy communities it is considered that all permanent Legacy facilities and the Olympic Village be connected to the CCHP plant. It is also recommended that the plant be provided with the capacity to potentially provide energy to surrounding communities.

In addition, the CCHP plant must be adaptable to new technology (such as fuel cells) as it becomes available.

The CCHP Plant would be powered through a combination of biomass and gas fired boilers, which are powered through the burning of wood chips. It is recommended that if woodchips are going to be used to fire boilers that they be sourced from local suppliers and delivered to the site by water.

In relation to the proposed wind turbine, which is not located within the London Borough of Tower Hamlets, Councils Energy efficiency officer has recommended that the Wind Turbine project shall not commence until ODA commissions the Weather Met Office to produce a wind profile report to scientifically identify the best position (that has the most potential of wind energy) for the Wind Turbine at the Olympic site.

In relation to the impacts of the CCHP on Air Quality, the London Borough of Tower Hamlets Air Quality Officer has noted that there is insufficient justification that emissions from the biomass boilers and temporary diesel generators would have "minor adverse" effects. These potential emissions (and cumulative effects) need to be adequately accounted for via a comprehensive air quality assessment. In addition, there is no detail on the guidance used in the air quality assessment and how the applicant arrived at the significance criteria used to assess the pollutants.

It is recommended that the above measures be secured through relevant planning conditions detailed as follows:

- The applicant will submit a detailed energy strategy
- At least 15% of energy efficiency requirements provided to above 2006 Part L Building Regulations
- All Olympic and legacy facilities must be connected and maintain their primary energy source from the CCHP.
- All public facilities within the legacy facilities and Olympic park to be powered by the CCHP plant.
- The capacity, operation and technology within the CCHP plant must be reviewed every 5 years after the Olympic Games to ensure that new technologies are implemented in order to ensure sustainable energy production throughout the area.
- Supplies for the CCHP plant biomass boilers must be sourced from local suppliers within the Greater London Area.
- At least 50% of supplies for the CCHP biomass boilers must be delivered to the site by water.
- The Wind Turbine project shall not commence until ODA commissions the Weather Met Office to produce a wind profile report to scientifically identify the best position (that has the most potential of wind energy) for the Wind Turbine at the Olympic site.
- A comprehensive air quality assessment must be submitted.

## **Waste**

On review of the waste management information submitted, it appears that waste issues have still not been addressed beyond the construction phase.

There will be excessive amounts of waste (approximately 5-10,000 tonnes) generated on and in the vicinity of the site in both the Olympics Games Phase and in legacy. Provision for waste and recycling must be designed into the Olympics venues and a detailed waste and recycling management strategy is required prior to the commencement of the Olympics to ensure that waste and recycling is efficiently and effectively managed on the site and in the surrounding area. Further information is also required to detail waste and recycling facilities and management for legacy venues and communities. Any waste management strategy prepared for the site would need to be consistent with the East London Waste Strategy in order to provide for sustainable operation in legacy.

Most importantly given the commitment, that this will be the most sustainable games in history there must be a commitment to recycling both during the Olympic games and in legacy. It is recommended that a requirement for the recycling of at least of 90% of waste generated on site be imposed as part of the waste management strategy.

It is acknowledged that waste during the games may be treated on site. It is recommended that this option is thoroughly explored and secured as a reserved matter.

Opportunities are also available for moving waste from the site via the site's many waterways and rail links. It is considered that targets should be set to move reasonable amounts of waste from the site (i.e. 50%) by sustainable forms of transport.

It is recommended that the above measures be secured through relevant planning conditions detailed as follows:

- Waste management during the Olympics and in legacy should be addressed in the environmental statement as recommended in the regulation 19 request of the ODA PDT.
- Provision of waste and recycling facilities must be detailed in the Olympic and legacy venues. Provision for waste and recycling facilities must also be provided within open space areas to accommodate the needs of visitors to the site.
- Prior to the use of the Olympics venues a waste and recycling management plan for the site and surrounding area must be submitted and approved. The plan must detail the following:
  - All waste is to be treated on site during the Olympic Games.
  - At least 90% of waste generated on the site is to be recycled.
  - Where not possible to treat on site at least 50% of waste must be removed from the site via sustainable forms of transport.

The above requirements must also be ensured in legacy.

#### **Issue 5: Traffic & Transport Considerations**

The London Borough of Tower Hamlets Highways department has assessed the material submitted as part of the regulation 19 response and provides the following comments and recommendations:

#### **Olympic Construction Workforce**

The Transport Assessment indicates that workforce transport will be at its peak during 2010, when the anticipated workforce access to the Olympic and Stratford City site would be in the order of 8,000 people. It further suggests that the highest increases will be in eastbound counter-peak traffic. This will affect both the Central and District Lines, as well as bus services on Stratford High Street, which includes buses travelling through Tower Hamlets. In addition, increases in patronage to Bow Road Station Underground Station which is located within Tower Hamlets is noted.

The westbound Central line and southbound Jubilee line are also identified as having increasing in patronage in the evening peak. The 2010 effects on public transport have been identified as moderate adverse.

There is concern from Tower Hamlets that the routes through the borough will suffer from increased public transport traffic, resulting in some over crowding at stations, slower bus journeys and overcrowding on some bus routes. With this potentially happening, measures need to be in place before 2009 to ensure the following:

- Bus service schedules need to be improved to accommodate increases in patronage.
- Bow Road station improved to cater for the increase in the number of trains at peak, the option of running a service from Aldgate East to Upminster only during this time
- Station crowding needs to be monitored and improvements made to ticket barriers, ticket machines and platform facilities to cope with increases in numbers, particularly at Bow Road and Mile End Underground stations
- Signage is required at the Bow Road Underground and DLR Station exit to route pedestrians to the Olympic site.

These measures will ensure that local residents and workers accessing the borough for employment are not suffering unduly because of the Olympic construction.

It is recommended that the above measures be secured through relevant planning conditions detailed as follows:

- Prior to 2009 Bow Road and Mile End Stations to receive improvements to ticket barriers

and ticket machines to improve passenger flow, in addition to signage from the station to the Olympic site.

- Prior to 2009 bus frequencies improved on services along Stratford High Street to accommodate increases in patronage as a result of the Olympic construction.

### **Mile End Station in Legacy**

Details submitted indicate that there is some possibility of a negative effect on the Mile End interchange on evenings that there are events scheduled in the legacy venues; this is particularly the case in the PM peak due to increased crowding on the central line, and bus routes providing services to Mile End Station. The response has been that a Venue Management Strategy would require additional bus and train services to cater for the demand.

It is considered by London Borough of Tower Hamlets Highways that this is an inadequate response and that a venue management strategy providing details of increased services to deal with the increased pressure on public transport should be in place before Games Operation as the legacy venues are proposed to be operational by 2014 at the latest. This is only 2 years after the Games Phase; these years should be spent adapting the service, station and interchanges to accommodate the increases.

It is only with physical changes to the Mile End Interchange that crowds will be accommodated. The ticket hall will be unable to cope with increases in demand. In addition, the pavements and crossing facilities around Mile End station are barely adequate at current peak. Any further increases will result in more overcrowding and danger to pedestrians at this busy vehicle cross roads.

Venue management is important but must be supported with physical changes prior to the opening of legacy venues.

It is recommended that the above measures be secured through relevant planning conditions detailed as follows:

- Prior to operation of the first venue in legacy, Mile End Interchange including station, ticket hall, public highways and crossings must be redesigned and constructed.
- Prior to operation of the first venue in legacy, a venue management strategy should be submitted and approved. The strategy should detail increased public transport services to deal with the increased pressure on public transport.

### **OPTEMS**

The Olympic Park Transport and Environmental Management Scheme (OPTEMS) group was welcomed in the application, the further clarification in Volume 6A of the Regulation 19 response is also seen as a more positive move to setting up the OPTEMS system of mitigation measures.

It is considered that further clarification is required to ensure that the group is set up and is operational in an effective and timely manner.

It is recommended that the above measures be secured through relevant planning conditions detailed as follows:

- As soon as practicable, but at least prior to the construction of Olympic venues the OPTEMS group must be operational to ensure that mitigation measures in areas around the park and on roads serving the park are designed, funded and constructed in time for the Games Operational Phase.

### **Parking and Travel Plan**

The increase in detail provided in the Regulation 19 response is welcomed however, it is considered that further clarification is required concerning the methods of implementation, responsibilities and monitoring. Where relevant it is recommended that these items of clarification

could be addressed through relevant conditions of approval or obligations of a Section 106 agreement.

### Construction Travel Plan

In order to ensure that transport implications are monitored and controlled during construction it is recommended that relevant conditions of approval and the requirements of a Section 106 agreement secure the details of a construction travel plan. Suggested wording of this condition is provided as follows:

- Prior to the construction of buildings, a construction travel plan must be submitted and approved. Monitoring should be completed and reported to the Construction Management Group every 6 months. Any recommendations for changes or improvements in managing construction travel should be implemented within 3 months.

### Games Phase Travel Plan

The work that has been completed on this section of the travel plan is acceptable. It is understood that the Olympic Travel Plan is the guiding document for the Game Phase. The detail supplied in the revisions provided in the regulation 19 response have increased confidence in the joint working between the Olympic Travel Plan and the Application Site.

### Legacy Venues Travel Plan

As per the above the further information provided allows for greater confidence in the aspirations, management and monitoring of the Travel Plan for the Legacy Venues. However, there is still concern over the anticipated vehicle numbers and targets for some of the Legacy venues in operation, both day to day and in event use.

Day to day car mode for the Velodrome (70%), Multi-Sports Arena (40%), Hockey Venue (40%) and Tennis (70%), is considered to be excessive. It is appreciated that there are travel and equipment issues at these sites; but more innovative solutions such as specialist bus/mini bus services, equipment storage, equipment hire and rental, delivery consolidation services would assist in reducing these numbers.

Similarly, Event Use car numbers for some of the venues are extremely high. The Multi-Sports Arena in competition (30%) and concert (43%), Hockey (30%) and Velodrome (30%) are particular concerns. These areas are in PTAL value areas between 3 and 5. This is not significantly low. Again, with more innovative measures, such as specialist bus/minibus transport from transport hubs, walking guides and walking umpires (that were used for the Manchester Commonwealth Games) would boost more sustainable travel.

It is stated for event parking that there will be a management plan and that spaces at the IBC/MPC may not be sufficient and other spaces would be sought. This is unacceptable. The Games has a commitment not to allow any visitor or spectator to arrive by car, excluding people with mobility problems. This should be extended to all legacy venues. This change in approach from Games to Legacy is contradictory and not a sustainable approach.

In relation to the residential development proposed in legacy the desire to have uniform parking standard for the Olympic site are very welcome. However, the setting of the standard at current levels is poor. The Games are being billed as the most sustainable Olympics ever. The legacy should retain that statement. A 50% maximum car parking does not deliver this. It would be more appropriate to produce a non-car dependant site.

With this in mind, a condition must be place on the permission that seeks to limit the car parking on site for residents to 25% maximum. This will not only increase the sustainability of the site, but will help lower congestion during event times at the legacy venues. Car parking allocation should be provided in those areas with the lowest PTAL. Those with higher PTALs should have no parking provided and be Car Free developments.

Car clubs, cycle sharing and car pooling schemes must be set up to mitigate this. This is mentioned in further detail later in the Travel Plan.

In addition, residential service bays for deliveries and repairmen should be included in proximity to developments.

There is no mention of electric recharging points for vehicles in any residential development. This is not mentioned for any parking during Games or Legacy, whether office, residential or venue.

It is recommended that the above measures be secured through relevant planning conditions detailed as follows:

- Car parking on the site in Legacy shall be provided to the London Plan standards (this would require no car parking for legacy venues other than for specialist/disabled service parking). Alternative methods of transport in and around venues must be explored.
- Prior to the operation of the first venue in legacy, a ticketing strategy must be prepared to encourage visitors to the site to use public transport.
- The parking standards for the residential legacy properties within the Olympic Application boundary must not exceed a maximum of 25% of residential dwellings having a car parking space.
- All parking provided on site must provide electric recharging facilities in at least 50% of vehicle parking spaces provided.

In general, the improvements to the travel plan are welcomed. It is considered that there must be more attention paid to the legacy approach. With this in mind, any approval given should be restricted to approving only the Travel Plan up to Games Operational phase and all travel Plans for Legacy should be confirmed and re-appraised at the time the Legacy masterplan framework application is submitted.

#### **Issue 6: Other matters**

##### **Retail, Leisure & Sport**

It is considered that the applicant has not made a specific response to this matter in the consultation section of the additional information submitted in the application. This is disappointing and could be taken to indicate that there is no commitment from the ODA to ensure that the world class sporting and leisure facilities retained in legacy would be made readily available to London Borough of Tower Hamlets residents as well as to residents to other surrounding communities.

In discussions with the applicant, it is advised that Sport England are one of the main consultees on the business plan for the legacy venues.

It is recommended that a Section 106 or other relevant agreement seek to secure the use of legacy sporting and leisure facilities and the Olympic park thus created through the permission by local residents. Access to legacy venues and facilities such as the main stadium and aquatics centre could be provided at a reduced rate to ensure that all members of the surrounding community have the opportunity to participate in leisure and sport and indicates a recognition of the inconvenience that the local community will have to endure during construction phases and the future operation of the venues.

In relation to park management/maintenance, it is advised by the applicant that it is the intention to prepare and implement a Park Management Plan prior to the opening of the test events for the Olympic Games. It is recommended that this park management plan be submitted to and approved by the ODA prior to games operation phase. This plan would extend on into legacy and the life of the park in perpetuity.

##### **Code of Construction Practice**

The London Borough of Tower Hamlets considers the Code of Construction Practice to be generally acceptable. The mitigation measures detailed are welcomed.

It is recommended that the code of construction practice and mitigation measures proposed are secured through relevant conditions of the planning permission.

In addition the following conditions in are recommended in relation to the Code of Construction Practice:

- Prior to commencement of construction a full list of enforcement measures, that will be served to construction partners not adhering to the Code of Construction Practice should be submitted and approved by the Joint Planning Team.
- As part of the Environmental Management Plan (EMP), further submit:
  1. A fleet management plan detailing construction vehicle types. This should include a schedule of all plant and equipment (including on-road vehicles) to be used. It should also include details of after-treatment technology applied to off-road mobile machinery.
  2. The Construction Transport Management Plan should also assess the effects of construction traffic on traffic flows on local roads within LBTH.
  3. The Construction Transport Management Plan should be submitted to LBTH Environmental Health (Air Quality Officer) for perusal.
- The Pollution Incident Plan should highlight contact details for a site Environmental Manager for each phase of development, who can be contacted in the event of public complaints received by this department.
- All commercial road vehicles used in the construction/demolition phase should meet the applicable European Emissions Standards at the time of construction and should not only comply with Euro 3 standards as mentioned in the current CoCP.
- “Dust Control” – (i) CoCP or EMP details of dust depositional monitoring (methodology, locations etc) should be agreed with London Borough of Tower Hamlets. (ii) A Demolition Method Statement must be submitted prior to the commencement of works.

For a complete commentary of the London Borough of Tower Hamlets’ issues and views, please refer to the attached report presented to the Strategic Development Committee on the 21 June 2007 and subsequently minutes of the meeting.

Should you have any further queries in relation to this matter, please contact the planning case officer, Rachel Blackwell, on 020 7364 0436.

Yours sincerely

**Michael Kiely**  
Head of Development Decisions

## LONDON BOROUGH OF TOWER HAMLETS

<b>Agenda Item number:</b>	8.3
<b>Reference number:</b>	PA/07/241
<b>Location:</b>	Alberta House, Gaselee Street, R Boyle Motor Engineering Ltd Site, Blackwall Way, and Brunswick Arms Public House, 78 Blackwall Way, London, E14
<b>Proposal:</b>	Demolition of existing buildings for redevelopment to provide 133 residential units in buildings up to 25 storeys plus roof plant, 47sqm of retail (A1/A3) use and 26sqm of community (D1) use at ground floor level, with associated car parking, servicing and landscaping.

### 1. SUMMARY OF AMENDMENTS

- 1.1 Section 7.1 of the report states that a total of 13 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The amount of neighbouring properties consulted was in fact 444 properties;
- 1.2 An additional condition is recommended to ensure that Secured by Design principles are incorporated into the design of the public realm.

### 2. RECOMMENDATION

- 2.1 My recommendation is unchanged.



## LONDON BOROUGH OF TOWER HAMLETS

<b>Agenda Item number:</b>	8.4
<b>Reference number:</b>	PA/07/00298
<b>Location:</b>	2-10 Bow Common Lane, London E14
<b>Proposal:</b>	Redevelopment up to 13 storeys to provide 157 residential units and 2 commercial units comprising 868sq.m of floor space for A1, A2, A3, A4, B1, D1 or D2 use with car parking and landscaping. (Resubmission)

### 1. SUMMARY

1.1 The following information is provided to clarify the following details to the Strategic Development Committee Report:

1.2 Since the drafting of the Committee Report the Environment Agency has withdrawn their objections to the application. The Environment Agency recommends that the following conditions be imposed on any planning permission granted: (The Environment Agency request that they be consulted on any details submitted in compliance with these conditions).

- A canal wall survey shall be carried out to assure that the canal wall lifetime corresponds to the lifetime of the development, which is at least 50 years.
- A detailed scheme of how the canal wall can be raised in the future with at least 600mm.
- Any planting scheme within the buffer zone.
- As part of the development, green or brown roofs should be established on the flat roofs of the buildings.
- During construction no solid matter shall be stored within 10 metres of the banks of the Limehouse Cut and thereafter no storage of materials shall be permitted in this area.
- Sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, to be approved.
- The construction of the foul and surface water drainage system.
- A scheme to deal with the risks associated with contamination of the site.
- The construction of the site foundations.
- A scheme detailing water efficiency measures.

1.3 In addition Transport for London have reiterated concerns regarding the capacity of existing bus services within the vicinity of the site. The comments of TfL are summarised as follows:

- TfL would like to reiterate the point that of the 5 local bus routes within the area, only routes 309 and 323 run in proximity to the site. Given that they also provide services to interchanges with other modes of public transport such as the DLR at Devons Road/Canning Town and LU at Mile End/Bromley by Bow/Canning Town, some of the tube/DLR trips may constitute a bus element. This could result in additional bus passengers resulted from the proposed development.
- It is noted that the local bus capacity issue is backed up by the following extract from the DRAFT LB Tower Hamlet's Central AAP: "In the area

around the Limehouse Cut, there are two bus routes that are under particular service demand mainly during peak hour that serve this area; the D8 (Crossharbour - Canary Wharf - Poplar - Bow – Stratford) and the 309 (Canning Town Station - Bow Common - Stepney - Bethnal Green - London Chest Hospital). The Council would like to explore opportunities to work closer with TfL to possibly increase the frequency of this service in times of peak demand.”

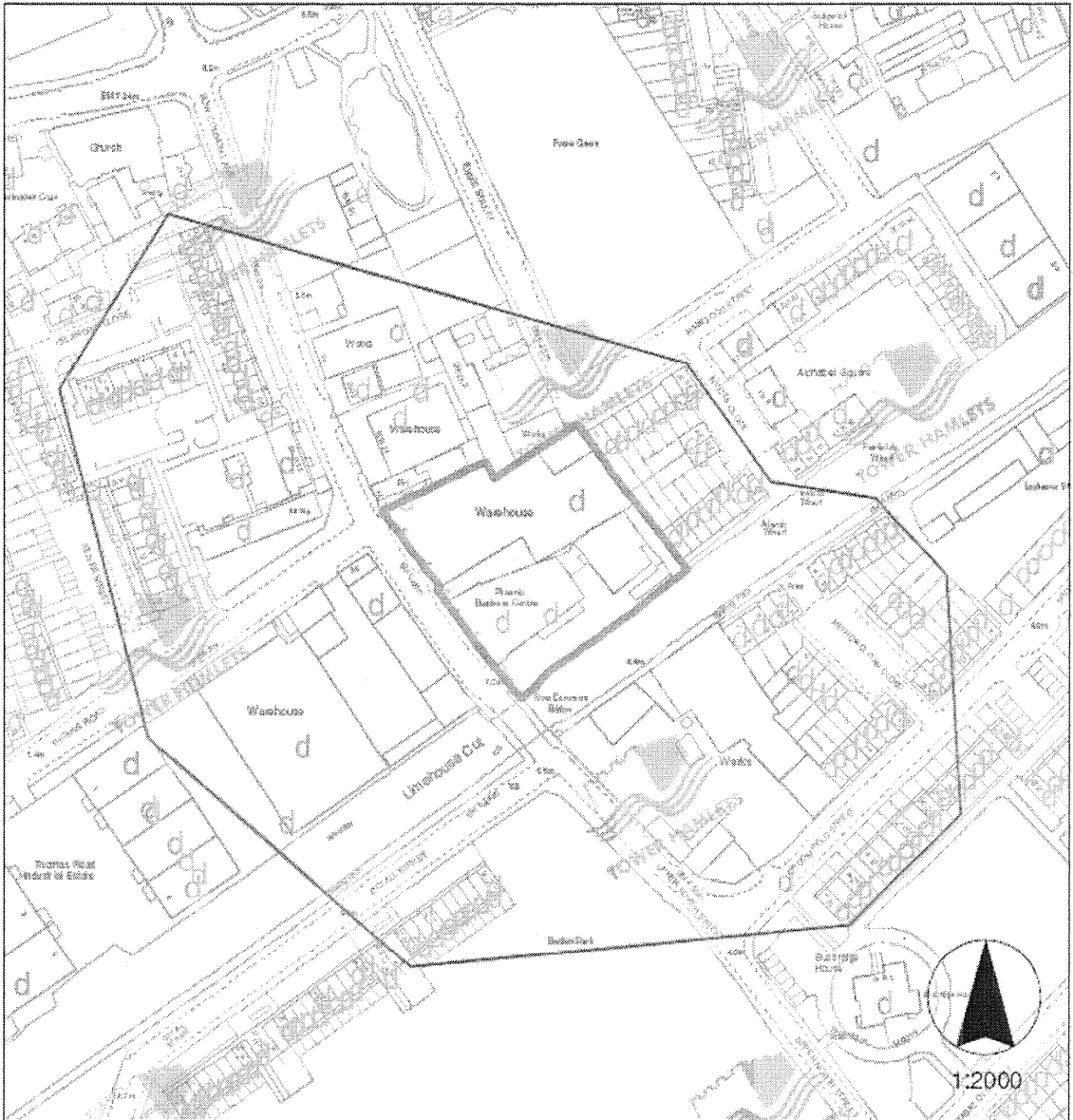
- TfL requests that the current recommendations for the 2-10 Bow Common Lane application to be reviewed to include contributions towards mitigation of impact on bus network capacity. S106 contributions secured from developments in the area are essential in covering the pump-prime cost of any transport improvement proposals in future. Tower Hamlets' support in this aspect would be genuinely appreciated.

- 1.4 As stated at section 7.62-7.66 of the committee report the site, which has a PTAL of 3, is generally well located in terms of public transport. A contribution of £20,000 will be made to Transport for London towards the installation of the Docklands Arrival Information System (DAISY) In addition a contribution of £150,000 will be made to the London Borough of Tower Hamlets to improve accessibility between the site and the wider area. Thus it is considered neither necessary nor reasonable that the proposed development should be required to fund an additional bus service with a contribution of £270,000. The level of financial contribution already committed to funding local transport and accessibility improvement as well as the boroughs priorities such as affordable housing, health and education.

## **2. RECOMMENDATION**

- 2.1 My recommendation is unchanged.
- 2.2 The proposed conditions should be amended to include the above conditions as recommended by the Environment Agency.

# Site Map



## Legend

- Planning Application Site Boundary
- Consultation Area
- Land Parcel Address

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process. The Site Map was reproduced from the Ordnance Survey mapping with the permission of Her Majesty's Stationary Office © Crown Copyright.  
 London Borough of Tower Hamlets LA060506

## LONDON BOROUGH OF TOWER HAMLETS

<b>Agenda Item number:</b>	8.5
<b>Reference number:</b>	PA/07/00935
<b>Location:</b>	Site south of Westferry Circus and west of Westferry Road, London
<b>Proposal:</b>	Erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 327,255 sq.m)

### 1. SUMMARY

- 1.1 The following information is provided to update and clarify the following details to the Strategic Development Committee Report:

#### **Consultation Responses**

- 1.2 The following responses have been received from both internal and external consultees in relation to the further information provided pursuant to Regulation 19 of the EIA Regulations 1999.

#### Internal

##### *LBTH Environmental Health – Contaminated land*

- 1.3 Environmental Health are satisfied that the investigations carried out to characterise the contaminant status of the site are satisfactory. It is recommended that the applicant submit a copy of groundwater results, interpretation and any proposals for further works to the Environment Agency for comment. (As per the conditions recommended by the Environment Agency).

#### External

##### *Port of London Authority*

- 1.4 No comments to make on additional information. Please refer to the points raised in the Port of London Authorities previous correspondence of 24th April 2007.

1.5 Since the drafting of the Committee Report the Environment Agency has withdrawn their objections to the application. The Environment Agency recommends that the following conditions be imposed on any planning permission granted: (The Environment Agency request that they be consulted on any details submitted in compliance with these conditions).

- Detailed scheme for the ecological enhancement of the river wall.
- Ecological management plan detailing all ecological enhancements works for the site.
- Details of the riverside walk.
- Methods for the reconstruction of the river wall and basement construction, the use of barges, the storage of materials, the tracking of machinery and construction uses within 5 metres of the river wall. There will be no fires or dumping within this 5 metre zone.
- A landscape management plan.
- No development approved by this permission shall be commenced until a planting scheme, has been approved in writing by the Local Planning Authority.
- No development approved by this permission shall be commenced until a scheme for 'brown roofs', has been submitted.
- The construction of the foul and surface water drainage system shall be carried out in accordance with details submitted to and approved
- Surface water source control measures
- Scheme for the provision and implementation of surface water run-off limitation, by means of a sustainable drainage system,
- Detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment.
- The construction of the site foundations shall be carried out in accordance with details submitted and approved
- Submit a scheme for approval by the Local Authority detailing water efficiency measures along with rainwater harvesting and grey water reuse.

*BBC*

1.6 The supplements to the environmental statement do not concern the BBC.

*British Waterways*

1.7 No further comments to those made in the original response of 1<sup>st</sup> May 2007 and therefore no objection to the proposed development.

**Representations**

1.8 A total of three (3) additional representations in relation to the application have been received since the drafting of the Strategic Development Committee report.

1.9 One additional letter of objection to the application has been received. The objection relates to the closing of the pedestrian walkway along the Thames

during construction and the safety of the alternative path presently provided. The pedestrian walkway adjacent to the site, presently used by both pedestrians and cyclists is currently closed for safety reasons, given the construction works currently being carried out on the site. It is intended that at the completion of the development the walkway will be reopened for public access. Unobstructed public access will be secured through the Section 106 agreement as will improvements to the public realm, design and open space improvements in the vicinity of the site; this may include improvements to the Thames Path and Strategic Cycle Network.

- 1.10 A letter has been received from the Association of Island Communities. The association notes that they are in support of the application and would like to ensure that no conditions are attached to the planning permission which will prevent the use of barging to/from the site. It is noted that Condition 10 requests that river barges must be used to transport materials to/from the site during and post construction. A strategy must be submitted to secure this.
- 1.11 It is also noted that a local resident withdrew their objection to the application. A reason for withdrawal of objection to the application was not provided.

#### **Amendments to Committee Report**

- 1.12 It is recommended that the wording of condition 2 should state that: details shall be submitted prior to the relevant stage of construction, in order to maintain consistency with the wording of conditions in the approved Riverside South scheme.
- 1.13 It is recommended that condition 13 be deleted and the Environment Agency conditions included.
- 1.14 In relation to condition 20 it is recommended that a minimum of 345 cycle spaces be provided on the site for the office element and a minimum of 8 spaces located at the entrance to the retail elements as per the submitted scheme. It has been demonstrated that there is a high cycle provision throughout the Canary Wharf Estate (approximately 2000 spaces). Following the occupation of the development the cycle provision on the site will be reviewed in accordance with the travel plan and addressed accordingly.
- 1.15 In relation to the Section 106 heads of terms as detailed in section 3.1 of the report it is noted that some of the section 106 monies have been paid and the undertakings discharged as part of the existing Section 106 agreement. This includes payment to the Isle of Dogs Community Foundation (£500,000), new pedestrian crossing (£91,000) and Heron Quays Roundabout (£513,000). It is also noted that the leases for the Skillmatch office and the Ideas store have been transferred to the Council as part of the existing Section 106 agreement.
- 1.16 For additional clarification it is also noted that the £5,343,000 contribution towards public realm and art is not a payment but an obligation to provide the public realm and riverside walk as envisaged through the scheme. Any balance not spent on the implementation of these works shall be included in the additional contribution as referred to in the Section 106 agreement.

## **Strategic Transport (Transport for London)**

1.17 Since the drafting of the committee report the applicant has submitted the following information to provide further justification in response to the issues raised by Transport for London:

- Pedestrian Study (Draft) - June 2007
- Riverside South Travel Plan (Draft) - June 2007
- Canary Wharf Draft Travel Plan – June 2007

1.18 The applicant has provided further justification to TfL in response to the requirement for a pedestrian study and travel plan. TfL provided a response which welcomed the submission of these documents and notes that the travel plan and pedestrian study are comprehensive however some additional information is required. This will be addressed by the applicant prior to the Stage II Referral to Mayor which will incorporate TfL's final assessment.

## **2. RECOMMENDATION**

2.1 My recommendation is unchanged.

2.2 The proposed conditions should be amended to include the above conditions as recommended by the Environment Agency.

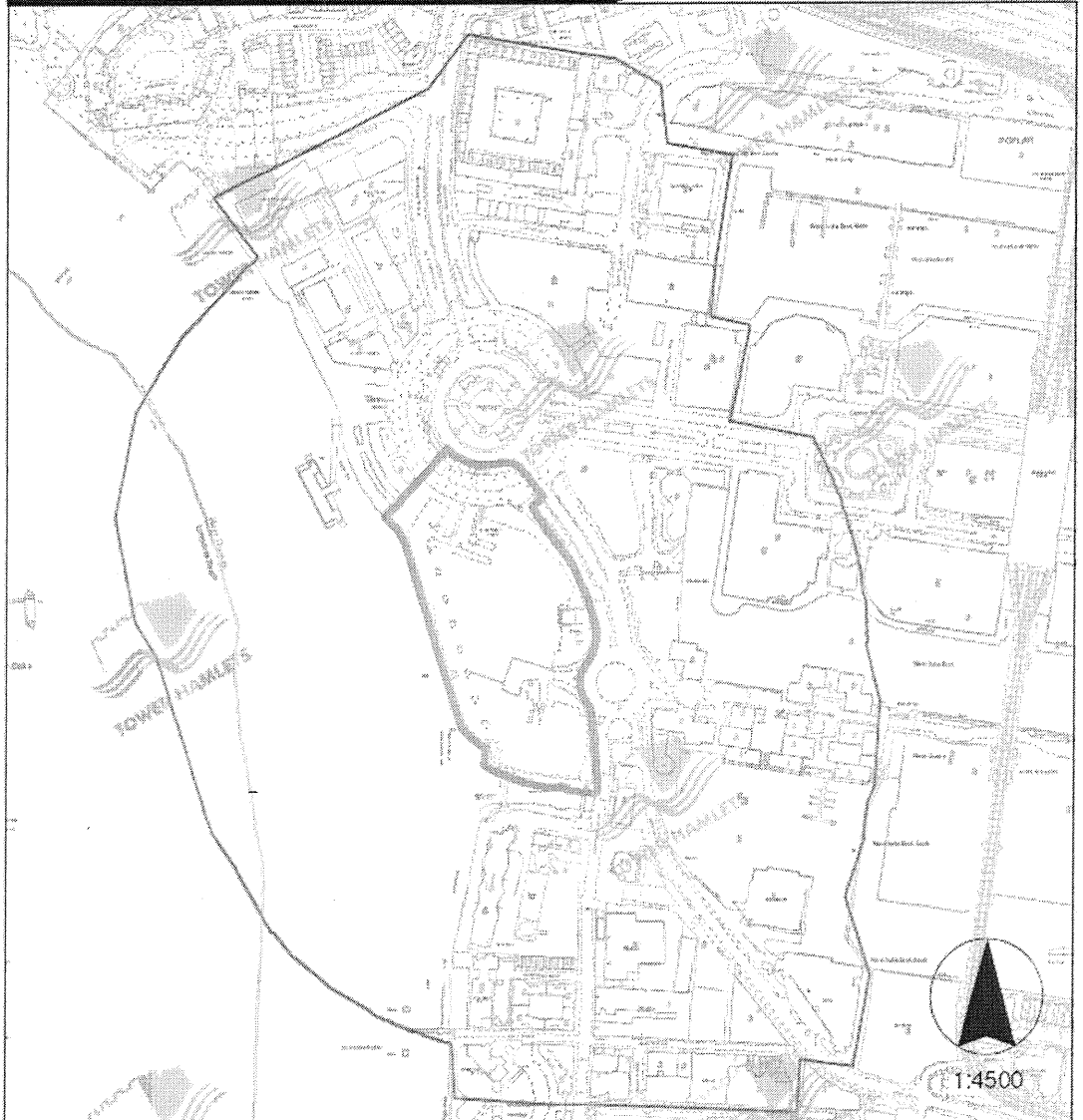
2.3 Proposed condition 2 should be amended as per section 1.12 of this report.

2.4 The proposed conditions should be amended to include the requirement for a pedestrian capacity study. To be considered in consultation with Transport for

London.



## Site Map



### Legend

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