

**PLANNING COMMITTEE MEETING: 11 February 2010**

**PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC  
REPORT OF THE DIRECTOR OF PLANNING**

<b>UDC CASE NUMBER:</b>	LTGDC-09-100-FUL	<b>DATE MADE VALID:</b>	16/11/2009
<b>APPLICATION NUMBER:</b>	09/01825/LTGDC/LBNM	<b>TARGET DATE:</b>	10/02/2010

<b>APPLICANT:</b>	Lightbanner (Stratford) Ltd.
<b>AGENT:</b>	DPDS Consulting
<b>PROPOSAL:</b>	Erection of a 11 storey, 188 bedroom budget hotel with ground floor restaurant, 1 disabled parking space, 10 motorcycle parking spaces, 12 bicycle spaces and ancillary development.
<b>LOCATION:</b>	Kwik Fit Euro Ltd, 1 - 4 Park Lane, Stratford, E15 2JG

**1.0 SUMMARY**

1.1 On 9 November 2009 Lightbanner (Stratford) Ltd. submitted a planning application to redevelop the site to provide a 188 bedroom hotel. The application has been submitted in full and is referable to the Mayor of London. The applicant advises that a pre-let has been entered into with a budget hotel operator (Travelodge). The site is currently occupied by a single storey Kwik-Fit garage. The south east corner of the site is in the ownership of the London Borough of Newham and leased to Lightbanner (Stratford) Ltd.

1.2 The application site measures 0.07 hectares and is located to the south of Stratford town centre. The site is bounded by High Street to the south east, Park Lane to the south west, a development site at 236-252 High Street to the north east and a two storey building accommodating a Place of Worship and single storey MOT garage/workshop to the north west. Officers have encouraged the applicant to adopt a more comprehensive approach to redevelopment by acquiring the Place of Worship and MOT garage/workshop. The applicant has been unable to agree terms.

1.3 A planning application has also been submitted to redevelop a site located beyond Park Lane at 206-214 High Street with a 26 storey residential-led mixed used building and is the subject of a separate report on this agenda. Jupp Road West and the Carpenters Estate are located beyond the Place of Worship and MOT garage/workshop. The site will benefit from the High Street public realm improvements being funded by the Corporation, supported by S106 contributions.

1.4 The application site is located within a development block bounded by High Street, Carpenters Road, Jupp Road West and Ward Road. The development block

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

accommodates consented and proposed development sites at the corners of High Street/Ward Road (236-252 High Street) and High Street/Carpenters Road (206-214 High Street). The application site provides an opportunity to introduce an appropriately designed mid-section that can 'complete' the development block in a legible and coherent way.

1.5 The 11 storey hotel is proposed to contain the following:

- 188 bedrooms;
- Entrance/reception and lounge;
- Breakfast/restaurant area/bar/kitchen/staff room;
- Plant room and bin store;
- Hard landscaped terrace;
- Ten motorcycle parking spaces;
- Twelve cycle parking spaces;
- 1 disabled parking space.

1.6 The principle of redeveloping the site with a 188 bedroom hotel is consistent with Unitary Development Plan, London Plan and Lower Lea Valley Opportunity Area Planning Framework policies that promote high density, mixed use, town centre related development along High Street. While redevelopment will result in the loss of a Kwik-Fit garage, the proposed hotel is anticipated to generate an increase in employment opportunities.

1.7 The application proposes a height, scale and form of development that responds appropriately to its context. The 11 storey block complements the scale of High Street and exhibits a form and massing that contributes appropriately to the architectural language established by the consented and under construction scheme at 236-252 High Street and the proposed development at 206-214 High Street. The development will contribute to an emerging form of development that will help animate and reinforce the existing and planned hierarchy of vehicular and pedestrian routes within the area.

1.8 While the development will be notably higher than the adjacent 2 storey Place of Worship and MOT garage/workshop, it is not considered to result in unacceptable levels of townscape or amenity harm given the changing character of the area and the activity being undertaken in these premises. As the separation distance between the hotel and development proposed at 206-214 High Street is limited to the width of Park Lane, it is recommended that the details of obscure glazing and window openings are submitted to ensure privacy between developments is maintained.

1.9 The application will result in a level of trip generation that can be accommodated on the existing road and public transport network. The application proposes alterations to the surrounding road network that will facilitate effective access and servicing to the application site and the proposed development at 206-214 High Street. An indicative highway design and layout has been agreed with the Highway Authority to demonstrate a coach, a 10m rigid Heavy Goods Vehicle, taxis and pedestrians can safely manoeuvre within and occupy this space.

1.10 The application raises no significant objections in relation to flood risk, sustainable design and construction and renewable energy.

1.11 Given the scale and type of development, the application is considered to make a reasonable financial contribution. It is recommended that the S106 Agreement ring fence

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

contributions agreed for the Stratford High Street public realm improvement (£100,000) and skills training (30,876), with delegated authority given to the Director of Planning to seek clarification from LBN on the justification for ring fencing contributions for the remaining items before deciding whether these contributions should contribute to the POCBS pooled S106 fund.

1.12 The application is recommended for approval subject to any direction from the Mayor of London, the planning conditions set out in section 12.0 of this report and a Section 106 Agreement securing the Heads of Terms set out in section 11.1 of this report.

## **SITE AND PROPOSAL**

### **2.1 Description of Site & Surroundings**

2.1.1 The application site measures 0.07 hectares and is located to the south of Stratford town centre. The site is bounded by High Street to the south east, Park Lane to the south west, a development site at 236-252 High Street to the north east and a two storey buildings accommodating a Place of Worship and MOT garage/workshop to the north west. A vehicle access to the MOT garage/workshop flanks the application site and separates it from the existing development site at 236-252 High Street (see appendix 1).

2.1.2 The site is currently occupied by a single storey Kwik-Fit garage that sits to the north west (rear) of the site with the forecourt, accessed from High Street, to the south east (front).

2.1.3 The adjacent site at 206-214 High Street (Three Mills West), located beyond Park Lane and at the junction of High Street and Carpenters Road, is the subject of a planning application proposing redevelopment to provide a 26 storey residential-led mixed used building. Please see the separate report on this agenda.

2.1.4 The Place of Worship and MOT garage/workshop located to the rear of the site front Jupp Road West. The Place of Worship benefits from an existing right of way/access to the rear of their property. The Carpenters Estate, which accommodates a mix of high and low rise residential development, including the 25 storey James Riley point block, is located beyond Jupp Road West.

2.1.5 The site is currently accessed from High Street, a 6 lane highway that acts as a strategic route between central London and Stratford. Park Lane has been stopped up to vehicular traffic at its centre point with access only from Jupp Road West. This would appear to have been undertaken to prevent rat-running by vehicles attempting to avoid the signal controlled junction between High Street and Carpenters Road.

2.1.6 The south east side of High Street is characterised by development that exhibits a variety of forms and architectural styles, including a petrol filling station, 10 storey block (Poland House) and a lower scale terrace. An existing hotel (Holiday Inn) is located to the south west of Carpenters Road.

2.1.7 Carpenters Road is proposed to act as a key vehicular and pedestrian route to the Olympic Park Legacy development. The Stratford High Street public realm works are proposed to extend along Carpenters Road.

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

2.1.8 National Rail, London Underground, Docklands Light Railway and bus services can be accessed at Stratford station interchange. There are walking routes to the station interchange and the town centre via Jupp Road and High Street. High Street is a red route for local bus services and provides eastbound and westbound bus priority lanes and associated loading and unloading restrictions.

2.1.9 Any redevelopment of the site will be required to adopt an appropriate scale and design that responds positively to the scale and function of High Street, the development under construction at 235-252 High Street, the development proposed at 206-214 High Street and the existing buildings fronting Jupp Road West.

## 2.2 Description of Proposal

2.2.1 The application proposes a part 1, part 9 and part 11 storey building accommodating a 188 bedroom hotel (see appendix 2). The primary elevation will be to High Street and the secondary elevation will be to Park Lane. The hotel will accommodate:

- 188 bedrooms;
- Entrance/reception and lounge;
- Breakfast/restaurant area/bar/kitchen/staff room;
- Plant room and bin store;
- Hard landscaped terrace;
- Ten motorcycle parking spaces;
- Twelve cycle parking spaces;
- 1 disabled parking space.

2.2.2. The reception and breakfast/restaurant areas are located at ground floor to provide an active frontage to High Street. The reception/office area and undercroft disabled car, motorcycle and cycle parking are located along the Park Lane frontage. The reception area can be accessed directly from the undercroft parking area. The bin store and plant room are located to the rear of the site.

2.2.3 Vehicular access and servicing will be from Park Lane. Park Lane will operate in a one-way direction from High Street to Jupp Road West. Park Lane will enable access for servicing, deliveries and pick up/drop off for the proposed hotel and adjacent mixed use development at 206-214 High Street (see appendix 3).

2.2.4 The architect has had to work to a brief that predetermines the construction method, internal layout and size of window openings (see appendices 4 and 5). A model of the development will be presented at the committee.

## **MAIN ISSUES**

3.1 The main planning issues for consideration are:

- Land Use
- Building Scale, Design and Massing
- Highway, Parking and Servicing
- Access
- Residential Amenity
- Energy and Sustainability

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

- Planning Obligations Community Benefit Strategy

#### 4. RELEVANT SITE HISTORY

4.1 Planning permission was granted in 1979 (Council Ref.79/4491/11803) for the retention of an exhaust fitting centre. There is no other relevant planning history for the application site.

#### 5. CONSULTATIONS/NOTIFICATIONS

##### Greater London Authority

5.1 The application is referable under category 1C of Part 1 of the Schedule to the Town and Country Planning (Mayor of London) Order 2008: *“Development which comprises or includes the erection of a building of one or more of the following descriptions (c) the building is more than 30 metres high and outside the City of London”*.

5.2 On 22 December 2009 the Mayor of London issued a Stage 1 report stating that the application does not comply with the London Plan and that further information or amendments are required in relation to urban design, access and inclusion, transport and climate change. The following provides a summary of the key issues:

- While the scale, design and orientation is considered appropriate, it will be important to ensure that the entrance to the hotel is clearly demarcated and legible from the street. At present the submitted images suggest that the entrance is difficult to distinguish as part of the glass façade at ground level and this could be improved;

*Please refer to paragraph 9.15 and Condition B1*

- While the overall approach is supported, a very high quality of design, materials and finishes will be required to ensure that the proposed simple, clean and linear approach is successful. Further careful detailing will be essential to ensure the glazing treatment and colour palette will function effectively rather than detract from over designed details, finishes and colours;

*Please refer to paragraph 9.19 and condition B1*

- While the submitted Access Statement seeks to demonstrate, with reference to Part M of the building regulations, that the hotel will provide accessible hotel bedrooms, consideration should be given to the standards set by BS8300 *Design of buildings and their approaches to meet the needs of disabled people*;

*Please refer to paragraphs 9.28-9.29 and condition A2.*

- Further consideration should be given to increasing the number of wheelchair accessible rooms to 10% to address the shortage of wheelchair accessible hotel bedrooms in London and meet the requirement of draft replacement London Plan Policy 4B.5;

*Please refer to paragraph 9.28-9.29 and condition A2.*

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

- Further consideration should be given to demonstrating how the shared loading bay in Park Lane will be managed for use by taxi and coach pick up/set down and servicing. This information should be provided by a Delivery and Servicing Plan;

*Please refer to paragraphs 9.21-9.26, appendix 3 and conditions D1 and D3.*

- Further consideration should be given to (1) the location of cycle parking facilities (2) the submission of a Construction Logistics Plan, (3) installing DAISY (Docklands Arrival Information System) screen in the reception area and (4) the content, management, monitoring and enforcement of a Travel Plan.

*Please refer to paragraph 11.1 and conditions D2, D3 and E1.*

- Further information is required to demonstrate how the development maximises its potential to reduce carbon dioxide emissions, adopts energy efficient design and technology (district heating), provides appropriately sized Combined Heat and Power plant and accommodates photovoltaic panels.

*Please refer to paragraphs 9.36-9.40 and condition C2.*

#### London Borough of Newham

5.3 The LBN Planning Committee will consider the application in its capacity as a statutory consultee on 3 February 2010. The officer recommendation is that planning permission be granted subject to the S106 Heads of Terms listed at paragraph 9.43 and the planning conditions set out at section 12 of this report. An update of the LBN Planning Committee decision will be reported at the Committee meeting.

5.4 The following provides a summary of the officer's reasons for approval:

- The principle of a hotel is acceptable given the site's high PTAL and close proximity to Stratford town centre and the Olympic Park;
- The simple, linear design approach is supported and the design of the hotel is considered to be acceptable subject to a condition securing the submission of materials and finishes;
- The development will not result in any undue loss of daylight, sunlight or privacy to adjoining residents subject to a condition securing the details of obscure glazing to windows in the northwest elevation.
- The development will not result in any unacceptable traffic and parking issues subject to conditions and section 106 contributions.
- The sustainability and energy strategy is satisfactory subject to a condition requiring the submission of details of renewable energy technologies, including the potential to connect to a planned district heating network.
- The application provides a planning gain package that would adequately mitigate the impact of the development on local services and infrastructure.

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

### English Heritage (EH)

#### *Historic Buildings and Areas*

5.5 EH raise no objection to the application but comment on the need to consider the impact of the development on the setting of the Grade II listed "Old Log Cabin". The "Old Log Cabin" is located on the opposite side of High Street and approximately 100 metres north east of the site.

*Please refer to paragraphs 9.8-9.20.*

#### *Archaeology*

5.6 EH raises no objection to the application and recommends a planning condition that requires archaeological investigations are undertaken in advance of development works in accordance with an approved method statement. See recommended condition I1.

*Please refer to condition I1.*

### Environment Agency (EA)

5.7 The EA raises no objection to the application subject to the use of conditions requiring the submission of (1) a contamination risk assessment, site investigation and remediation strategy and verification report, (2) details of surface water drainage and (3) a restriction on impact piling.

*Please refer to conditions F2, E3, and H1-5.*

### Commission for Architecture and the Built Environment (CABE)

5.8 CABE advises that they are unable to review this scheme as they are consulted on more projects than they have the resources to deal with.

## **6. APPLICATION PUBLICITY**

6.1 Site Notice Expiry: 8.1.2010

6.2 Press Notice Expiry: 13.1.2010

6.3 Neighbour Notification:

6.3.1 A total of 239 neighbouring properties were consulted The application was advertised in the Newham Recorder and two site notices were posted outside the site on 18.12.2009.

6.3.2 The site notice stated that the application affects the setting of a grade II listed building ("Old Log Cabin").

## 7. REPRESENTATIONS

7.1 Three letters of support have been received from the Newham Chamber of Commerce, Main Street London and Travelodge Hotels Ltd. and one letter of objection received from a local resident. The reasons for objection are summarised below:

Individual Comment	Response to Comment
1. The Kwik Fit garage provides a valuable service to the local community. As hotels already exist on the High Street and within the town centre, the Kwik Fit garage should be retained;	The principle of redeveloping the site with hotel is in accordance with adopted land use policy. The use of the site as a garage is not protected by an existing or emerging land use policy. See paragraphs 9.1 to 9.7;
2. The proposed building height will result in a loss of light to the surroundings;	While the proposed development will adopt greater height and scale than the Kwik Fit garage, it will not result in an unacceptable loss of sunlight or daylight to surrounding premises. See paragraphs 9.8 to 9.20 and 9.31 to 9.35;
3. The development will generate an increase in noise/disturbance and traffic due to the number of occupants;	While the proposed development will generate a net increase in trips to and from the site, it will not generate an unacceptable level of traffic congestion, or associated noise and disturbance. See paragraphs 9.21 to 9.26.
4. The development could lead to traffic congestion and delays for passengers using public transport.	The Highway Authority and Transport for London have not raised concern about the impact on the capacity of the surrounding road and local public transport networks. See paragraphs 9.21 to 9.26.

## 8. RELEVANT PLANNING POLICY

### 8.1 Planning Policy Guidance

Planning Policy Statement 1	Delivering Sustainable Development
Planning Policy Statement 6	Planning for Town Centres
Planning Policy Guidance 13	Transport
Planning Policy Guidance 15	Planning and the Historic Environment
Planning Policy Guidance 16	Planning and Archaeology
Planning Policy Statement 22	Renewable Energy
Planning Policy Guidance 24	Planning and Noise
Planning Policy Statement 25	Development and Flood Risk

Meeting: 11 February 2010  
 Agenda Item: 6  
 Report No: LTGDC/10/PC09

## 8.2 The London Plan (Consolidated with Alterations Since 2004 (February 2008))

Policy 2A.1	Sustainability criteria
Policy 2A.2	The spatial strategy for development
Policy 2A.5	Opportunity Areas
Policy 2A.7	Areas for Regeneration
Policy 2A.8	Town Centres
Policy 3A.3	Maximising the potential of sites
Policy 3B.11	Improving employment opportunities for Londoners
Policy 3C.1	Integrating transport and development
Policy 3C.2	Matching development to transport capacity
Policy 3C.3	Sustainable transport in London
Policy 3C.9	Increasing the capacity, quality and integration of public transport to meet London's needs.
Policy 3C.14	Enhanced bus priority, tram and busway transit schemes
Policy 3C.17	Tackling congestion and reducing traffic
Policy 3C.20	Improving conditions for buses
Policy 3C.21	Improving conditions for walking
Policy 3C.22	Improving conditions for cycling
Policy 3C.23	Parking strategy
Policy 3C.24	Parking in town centres
Policy 3D.1	Supporting town centres
Policy 3D.2	Town Centre Development
Policy 3D.7	Visitor accommodation and facilities
Policy 3D.8	Realising the value of open space and green infrastructure
Policy 3D.14	Biodiversity and nature conservation
Policy 4A.1	Tackling climate change
Policy 4A.2	Mitigating climate change
Policy 4A.3	Sustainable design and construction
Policy 4A.4	Energy assessment
Policy 4A.5	Provision of heating and cooling networks
Policy 4A.6	Decentralised Energy: heating, cooling and power
Policy 4A.7	Renewable energy
Policy 4A.9	Adaptation to climate change
Policy 4A.10	Overheating
Policy 4A.11	Living Roofs and Walls
Policy 4A.12	Flooding
Policy 4A.13	Flood risk management
Policy 4A.14	Reducing noise
Policy 4A.19	Improving air quality
Policy 4B.1	Design principles for a compact city
Policy 4B.2	Promoting world-class architecture and design
Policy 4B.3	Enhancing the quality of the public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.6	Safety, security and fire prevention and protection
Policy 4B.8	Respect local context and communities
Policy 4B.9	Tall buildings – location
Policy 4B.10	Large-scale buildings – design and impact
Policy 4B.15	Archaeology
Policy 5C.1	The strategic priorities for North East London
Policy 5C.3	Opportunity Areas in North East London

Meeting: 11 February 2010  
 Agenda Item: 6  
 Report No: LTGDC/10/PC09

### 8.3 London Borough of Newham Unitary Development Plan (2001)

S1	Community Safety and Crime Reduction
S2	Community Benefit/Planning Obligations
S3	Quality of Development
S4	Sustainable Development
S6	Mixed Use Development
S7	Urban Regeneration: Promotion of Development
S9	Environmental Quality: Design Issues
S12	Environmental Quality: Improvements in Key Areas
S24	Employment: Meeting the Council's Regeneration Objectives
S28	Employment: Quality of Development
S35	Transport: Encouragement of Alternatives to the Motor Car
S37	Transport: Improvement of Facilities for Pedestrians and Cyclists
S38	Transport: Parking
EQ18	Promoting Urban Quality
EQ19	Urban Design Considerations
EQ20	Design Considerations: Residential Areas
EQ21	New Development: Landscaping
EQ25	Access
EQ26	Safety
EQ27	High Buildings: Control
EQ28	High Buildings: Design Considerations
EQ35	Preservation of Listed Buildings
EQ43	Archaeology: Investigation, Excavation and Protection
EQ45	Pollution
EQ46	Air Quality Management
EQ47	Noise Impact Statement
EQ48	Noise - Sensitive Development
EQ54	Promoting Sustainable Waste Management
EQ61	Recycling
EQ63	Surface Water Disposal
EMP1	Employment Growth
EMP3	Quality of Employment Development
EMP6	Diversification and Strengthening of Economy
SH2	Stratford Town Centre
TM1	Tourist Attractions: Improvement of Development Focal Points for
TM2	Tourism
T1	Hotel Accommodation
T3	New Development: Environmental Impact
T5	New Development: Highway Capacity
T10	Preferred Modes of Transport
T13	Road Hierarchy
T14	Road Safety, Traffic Management and Calming
T19	Design to Minimise Road Accidents in New Development
T20	Improvement of Conditions for Pedestrians
T21	Pavement Congestion
T24	Recreational Footway Network
T26	Access by Cycle and Cycle Parking Motorcycle Parking

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

#### 8.4 Other Relevant Planning Policies & SPG's

- Lower Lea Valley Opportunity Area Planning Framework
- Stratford High Street Urban Design and Public Realm Strategy

### **9. ASSESSMENT OF MAIN ISSUES**

#### Land Use

9.1 The principle of redeveloping the site with a hotel is established by planning policies adopted in the London Plan, Unitary Development Plan (UDP) and Lower Lea Valley Opportunity Area Planning Framework (LLVOAPF).

9.2 The London Plan locates the site within the Lower Lea Valley Opportunity Area. Policy 5C.3 requires development to maximise residential and non-residential densities and to contain a mix of uses that are linked to the 2012 Olympic and Paralympic Games and its legacy, and promote the development of a new Metropolitan town centre at Stratford. The 2012 Olympic and Paralympic Games, emergence of Stratford as an enhanced retail and leisure destination, and their relative proximity to central London, Canary Wharf and the O2 Arena will contribute to an increase in the demand for hotel bedrooms.

9.3 Policy 3D.7 states that the Mayor will encourage the provision of an additional 40,000 hotel bedrooms, with new hotels promoted in town centres and Opportunity Areas with good public transport access to central London and international and national transport termini. Emphasis is also placed on the need for an increase in the quality and quantity of fully wheelchair accessible accommodation. The site's proximity to Stratford town centre and station interchange helps meet this planning objective.

9.4 The Lower Lea Valley Opportunity Area Planning Framework locates the site within a linear strip along High Street considered suitable for redevelopment to provide mixed use development including housing, retail and commercial uses. A hotel development helps meet this planning objective and provides a welcome alternative to the residential-led sites along High Street.

9.5 Policy UR14 of the UDP identifies Stratford as a Major Opportunity Zone where substantial mixed use development, including tourism related development, is focused on the existing town centre and the integrated transport interchange serving Stratford International, the regional railway station and bus station. UDP Policy TM2 seeks to encourage proposals for new, high quality hotel accommodation in Stratford Town Centre. While the UDP proposals map does not provide a specific land use designation, nor is the site located within the Stratford town centre boundary, the principle of hotel redevelopment is supported by the site's proximity to the town centre and 2012 Olympic and Paralympic Games and legacy developments.

9.6 UDP policy EMP1 seeks to protect existing employment generating land and premises. As the application will maintain the use of the site for employment generating activity, increasing job creation from 6 to 15 full-time and 45 part-time, the application is considered to meet the planning objective of Policy EMP1.

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

9.7 The application is considered to be in accordance with Policies 3D.7 and 5C.3 of the London Plan, Policies TM2 and EMP1 of the Unitary Development Plan and the Lower Lea Valley Opportunity Area Planning Framework.

#### Building Scale, Design and Massing

9.8 London Plan Policy 4B.1 seeks to ensure that new developments (1) respect local context, character and communities, (2) are practical and legible, (3) are attractive to look at and, where appropriate, inspire, delight and excite.

9.9 London Plan Policy 4B.9 lends support to tall buildings where they (1) create attractive landmarks enhancing London's character, (2) act as a catalyst for regeneration and (3) are acceptable in terms of design and impact on their surroundings.

9.10 London Plan Policy 4B.10 requires large scale buildings to be of the highest quality and design and in particular to (1) be suited to their wider context in terms of proportion and composition and in terms of their relationship to other buildings, streets, public and private open spaces, the waterways or other townscape elements, (2) be attractive city elements as viewed from all angles and where appropriate contribute to an interesting skyline, consolidating clusters within that skyline or providing key foci within views, (3) illustrate exemplary standards of sustainable construction and resource management and potential for renewable energy generating and recycling, (4) be sensitive to their impact on micro-climates in terms of wind, sun, reflection and overshadowing and (5) pay particular attention, in residential environments, to privacy, amenity and overshadowing.

9.11 UDP Policy EQ19 requires all new developments to adopt (1) scale and bulk in relation to the plot size and surrounding and (2) aesthetic quality in terms of the intrinsic design of the proposal and its relationship to its surroundings.

9.12 The scale and function of the High Street as a strategic route into Stratford requires a careful townscape response if its character and enclosure and the quality of the pedestrian environment are to be enhanced. The site also presents a clear opportunity for the development block bounded by High Street, Carpenters Road, Jupp Road West and Ward Road to be redeveloped in a legible and coherent way. The proposed and approved developments at 236-252 and 206-214 High Street, together with the lower scale development fronting Jupp Road West, provide a context for determining an appropriate building form and height to introduce a complementary mid-section scheme design.

9.13 The proposed development comprises a part 1, part 9 and part 11 building. The site layout creates an L-shaped building plan with the long frontage rising to 11 storeys overlooking High Street. This reduces to 9 storeys to the rear and along Park Lane and a single storey adjacent to the MOT garage/workshop. The building adopts a height and scale that effectively defines and encloses the space created by High Street and sits comfortably between the scheme under construction at 236-252 High Street and that proposed at 206-214 High Street. The proposed development successfully manages the transition between the adjacent 7 storey 'wing' that forms the 236-252 High Street scheme and the 26 storey tower that form the 'book end' to the overall development block. The development will provide an appropriate mid-section to the larger development block and create overall development form that reflects the emerging role and character of the High Street. The development will contribute to an emerging form of development that will characterise and reinforce the emerging hierarchy of vehicular and pedestrian routes within the area.

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

9.14 While it is disappointing that the existing buildings fronting Jupp Road West do not form a larger development site in single ownership, the notable difference in height between the Place of Worship and MOT garage/worship and the proposed hotel is not considered to result in townscape impact that justifies a reason for refusal. Furthermore, the future use of these buildings will not be adversely impacted on by the introduction of a hotel development. There is sufficient distance between the proposed hotel and the nearest residential development located north of Jupp Road West such that no significant townscape or amenity harm will result.

9.15 While the scale, design and orientation is considered appropriate, it will be important to ensure that the entrance to the hotel is clearly demarcated and legible from the street. The applicant has submitted further details to demonstrate how signage will be used to identify the hotel entrance. To maximise scheme legibility, the hotel entrance and reception are located at the corner of High Street and Park Lane. This responds well to pedestrian routes and reinforces the ground floor activity within an environment being prioritised for pedestrian-oriented public realm improvements. The remainder of the ground floor elevation is activated by a bar/restaurant. The ground floor accommodates a 5m high floor to ceiling height to provide a generous relationship to the street and good proportion to the building.

9.16 A single lift and stair core provides access to hotel rooms served by a single corridor. The majority of hotel rooms are single aspect oriented towards High Street, Park Lane or Jupp Road West. A basement accommodates the linen depot, cellar and staff area with additional space for storage. The plant room is located within the single storey element located to the rear of the site. The scheme includes an undercroft zone accessed from Park Lane that provides space for cycle parking, disabled parking and bin stores with direct access into the reception area.

9.17 The development is proposed to be constructed using a modular pre-fabricated pod system. While the internal layout and predetermined window sizes create a repetitive building façade, the architect has off set window openings and cladding panels to create visually balanced and interesting elevations that respond appropriately to their context.

9.18 The application proposes durable, high quality materials, which, given the location of the site adjacent to busy road, are intended to weather well and require limited maintenance. The application proposes the use of composite insulated cladding panels in semi reflective zinc and off white/light grey finishes; off white/light grey Eternit board; double glazed polyester powder coated windows with imitation glazed panels above and below the central window module; and full height curtain wall glazing to the ground floor and plenum.

9.19 While the overall approach is supported, a very high quality of detailed design, use of materials and finishes will be required to ensure that the proposed simple, clean and linear approach is successful. Further careful detailing will be essential to ensure the glazing treatment and colour palette will function effectively rather than detract from over designed details, finishes and colours. A planning condition is recommended to secure the submission of details of external materials and finishes.

9.20 The application is considered to be in accordance with Policies 4B.1, 4B.9 and 4B.10 of the London Plan and Policy EQ19 of the Unitary Development Plan.

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

### Highways, Parking and Servicing

9.21 London Plan Policies 3C.18, 3C.19, 3C.21 and 3C.22 seek to ensure the highway and public realm are well design and give appropriate priority to the different users. Policy 3C.25 requires development to include appropriate servicing, parking and loading facilities, off-road where practicable, and ensure collection and delivery can take place off the main bus routes.

9.22 UDP Policy T1 seeks to minimise the environmental impact of traffic generated by new development. Policy T4 identifies Stratford and the Lower Lea Valley as being in need of major highway investment and notes that planning agreements will be used to secure improvements where necessary to meet the needs of new development. Policy T11 states that new access roads will be supported where they deliver net environmental benefits. Policy T14 requires new highway designs to minimise road accidents.

9.23 The size and configuration of the site, combined with its proximity to Stratford town centre and associated maximum Public Transport Accessibility Level (PTAL), reduces the ability and need to provide on-site car parking. This does, however, place greater reliance on the need for the development to make adequate provision for taxi and coach drop off and pick up, and ensure high quality pedestrian routes to and from public transport services.

9.24 The site is currently accessed via its High Street frontage. The application will remove the existing site access and egress and rely on Park Lane for taxi and coach pick up and drop off, refuse collection and servicing. While Park Lane is currently 'stopped up' to through traffic, and too narrow to operate two-way, it is proposed to operate in a one way direction from High Street to Jupp Road to allow servicing of the proposed hotel and the adjacent development at 206-214 High Street. This is supported by the Highway Authority and an indicative highway layout has been agreed to demonstrate a coach, a 10m rigid Heavy Goods Vehicle, taxis and pedestrians can safely manoeuvre within and occupy this space.

9.25 It is noted that, due to the surrounding highway arrangements, vehicular access to Park Lane will be restricted to traffic moving eastbound along High Street. This will require traffic coming from Stratford town centre to travel to the Bow flyover and return. Alternatively, Jupp Road West may function as a location for informal hotel pick up and drop off. In arriving at the decision to operate Park Lane in a northbound one-way direction, the Highway Authority placed emphasis on the need to encourage hotel visitors arriving at Stratford by public transport to walk the short distance to the development.

9.26 The application is considered to be in accordance with Policies T1, T4, T11 and T14 of the Unitary Development Plan and Policies 3C.18, 3C.19, 3C.21, 3C.22 and 3C.25 of the London Plan.

### Access

9.27 London Plan Policy 4B.1 and 4B.5 requires new development to be accessible, usable and permeable for all users and meet the highest standards of accessibility and inclusion.

9.28 The applicant has submitted an updated floorplan to demonstrate that the 16

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

wheelchair accessible rooms can achieve wheelchair turning circles with the appropriate furniture and that the 16 family rooms can be easily adapted for wheelchair access. This will increase the number of wheelchair accessible rooms to 32 in accordance with the recently published 'best practice' advice contained in BS8300 *Design of buildings and their approaches to meet the needs of disabled people*.

9.29 To address the other concerns raised by LBN and GLA Access Officers, the applicant has confirmed that all internal doors will have a 300mm leading edge and the two accessible toilets on the ground floor will have provision for outward opening doors in an emergency and a fire fighting lift will be provided with consideration given to the use of the fire evacuation lift to support the evacuation of guests throughout the building.

9.30 The application is considered to be in accordance with Policies 4B.1 and 4B.5 of the London Plan.

#### Residential Amenity

9.31 UDP Policy H17 requires new development to ensure that a satisfactory level of amenity, outlook and natural lighting is maintained to existing occupiers. UDP Policy EQ19 identifies the need for new developments to have regard to their surroundings in terms of scale and bulk and refers to the Residential Planning Guidelines SPG as providing supplementary detail on design standards to be incorporated within new development. The SPG adopts the Building Research Establishment (BRE) criteria for assessing the sunlight and daylight impact of new development on existing buildings.

9.32 The application site is located between two independent development sites. The site at 236-252 High Street benefits from planning permission for a residential-led mixed use development. The approved scheme is separated from the application site by a 5.0m wide road that provides access to the MOT garage located at 234 Jupp Road West. As the south west elevation of 236-252 is a flank wall that accommodates no window openings, the proposed development will not impact on the residential amenity of prospective residents. The proposed building does not project beyond the building lines established by the approved scheme.

9.33 The site at 206-214 High Street is the subject of a planning permission to redevelop the site with a 26 storey residential-led mixed use development. The proposed internal layout creates dual aspect corner flats oriented towards High Street but with a secondary elevation to Park Lane. The Park Lane elevation includes secondary windows to a deep open-plan living/dining/kitchen area to enhance daylight levels. They also have the potential to add to the natural surveillance of Park Lane. While the separation distance between both buildings will be limited to 12m, it is recommended that the south west facing windows of the hotel are obscure glazed with limited openings to ensure an appropriate level of privacy is maintained between future occupiers. A planning condition is recommended to secure the submission of these details.

9.34 The applicant has submitted a Sunlight and Daylight Assessment which satisfactorily demonstrates that the proximity of the proposed hotel scheme will not create unacceptable sunlight and daylight conditions for existing and future residents of surrounding buildings.

9.35 The application is considered to be in accordance with Policies H17 and EQ19 of the Unitary Development Plan.

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

### Energy and Sustainability

9.36 Policy 4A.3 of the London Plan requires development to meet a high standard of sustainable design and construction. Policies 4A.5, 4A.6 and 4A.7 of the London Plan require the use of heating and cooling networks, decentralised heating, cooling and power and renewable energy within major developments. Beyond reducing carbon emissions through the use of energy efficient construction techniques, the London Plan and Mayor's Energy Strategy seeks 20% of energy demands to be achieved through the use of on-site renewable energy technologies.

9.37 The applicant submitted an Energy Statement which has been revised in an attempt to address the concerns raised by the Mayor of London. To reduce carbon emissions the application proposes sustainable design and construction principles. The layout of the building has been designed to ensure that all bedrooms benefit from natural daylight. The proposed development at 206-214 High Street will help shade the building during periods of intense afternoon sun. The prefabrication method of construction helps to improve air tightness, insulation and build quality. The applicant advises that to achieve the level of comfort required in all spaces mechanical cooling is required. The hotel proposes a range of devices to reduce energy demand, including low energy lighting, heat recovery to the mechanical ventilation and occupancy sensors.

9.38 The application proposes the use of a gas fired combined heat and power. The applicant advises that the use of photovoltaic cells, and replacing the gas fired CHP plant with a bio-diesel or bio-gas unit will be investigated to increase the use of on-site renewable energy. The applicant also acknowledges the potential to connect to a proposed district heating system. A planning condition is recommended to secure the submission of details of renewable energy technologies to be incorporated within the final building design.

9.39 The application proposes a BREEAM 'Very Good' rating by adopting a combination of sustainable design and construction, energy efficiency and renewable energy and water saving measures. A green roof is proposed above the single storey flat roof element located to the rear of the site.

9.40 The application is considered to be in accordance with Policies 4A.3, 4A.5, 4A.6 and 4A.7 of the London Plan and Policies BR1 of the Borough Wide Development Policies Document.

### Planning Obligations Community Benefit Strategy (POCBS)

9.41 The POCBS requires S106 contributions for non-residential development to be negotiated on a site specific basis taking into account site circumstances and the impact of the proposed development.

9.42 LBN has requested that the following financial contributions are secured and ring fenced towards a range of local infrastructure and community based projects and initiatives.

- £400,000 towards the Stratford High Street public realm improvements;
- £20,000 towards public transport improvements within the vicinity of the site;
- £30,000 towards implementing the proposed Carpenters Road Controlled Parking Zone (CPZ);
- £30,876 towards local skills training;

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

- £2,000 towards the administration cost associated with preventing employees of the hotel from obtaining a parking permit for the proposed Carpenters Road Controlled Parking Zone;
- £3,000 towards the cost of implementing waiting, loading and unloading restrictions along Carpenters Road and Jupp Road West;
- £9,000 compensation for the loss of revenue during the construction period from the parking bays on Park Lane;
- £3,778 towards the cost of Section 106 monitoring.

9.43 Following negotiations, the applicant has agreed to contribute a total of £192,654 towards the range of initiatives requested by the LBN. The applicant has agreed to specifically contribute £100,000 towards the Stratford High Street public realm improvements and £3,000 towards the loss of revenue from existing parking bays incurred during the anticipated one year construction period. Given the scale and type of development, the application is considered to make a reasonable financial contribution.

9.44 It is recommended that the S106 Agreement ring fence monies identified for the Stratford High Street public realm improvement (£100,000) and skills training (30,876). It is also recommended that delegated authority be given to the Director of Planning to seek clarification from LBN on the justification for ring fencing monies for the remaining items before deciding whether these contributions should contribute to the POCBS pooled S106 fund.

9.45 The application is considered to be in accordance with the Planning Obligations Community Benefit Strategy, Policies 6A.4 and 6A.5 of the London Plan and Policy S2 of the Unitary Development Plan.

## **10. CONCLUSION AND REASONS FOR APPROVAL**

10.1 The redevelopment of the site to provide a hotel development is consistent with London Plan, Unitary Development Plan and Lower Lea Valley Opportunity Area Planning policies designed to promote employment generating town centre uses along the High Street and within proximity of the town centre and station interchange. The application is considered to be in accordance with Policies 3D.7 and 5C.3 of the London Plan, Policies TM2 and EMP1 of the Unitary Development Plan and the Lower Lea Valley Opportunity Area Planning Framework.

10.2 The application will help meet the need for new hotel bedrooms and increase the quality and quantity of fully wheelchair accessible accommodation. The application is considered to be in accordance with Policies 3D.7, 4B.1 and 4B.5 of the London Plan.

10.3 The application proposes a building that adopts a height, scale and form that responds appropriately to its changing context. The building forms a positive relationship to the street and complements the adjacent approved and proposed developments to create a logical and coherent development block. The simple building form, and use of a restricted palette of materials, has the potential to enhance the character of the High Street. It is important that the architecture proposed in the application is reinforced at the detailed design stage. The application is considered to be in accordance with Policies 4B.1, 4B.9 and 4B.10 of the London Plan and Policy EQ19 of the Unitary Development Plan.

10.4 The application will result in a level of trip generation that can be accommodated on

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

the existing road and public transport network. The application proposes alterations to the surrounding road network that will facilitate effective access and servicing. The application is considered to be in accordance with Policies T1, T4, T11 and T14 of the Unitary Development Plan and Policies 3C.18, 3C.19, 3C.21, 3C.22 and 3C.25 of the London Plan.

10.5 The application proposes a building design that ensures the amenity of surrounding occupiers is appropriately safeguarded. The application is considered to be in accordance with Policy 4B.10 of the London Plan and Policies H17 and EQ19 of the Unitary Development Plan.

10.6 The application proposes an energy efficient building that incorporates uses renewable energy technologies to help mitigate climate change and reduce carbon emission while meeting the energy demands of the hotel. The application is considered to be in accordance with Policies 4A.3, 4A5, 4A.6 and 4A.7 of the London Plan and Policies BR1 of the Borough Wide Development Policies Document.

10.7 The application has agreed to contribute a total of £192,654 towards a range of local project and initiatives requested by the LBN. Given the scale and type of development, the application is considered to make a reasonable financial contribution. It is recommended that the S106 Agreement ring fence monies identified for the Stratford High Street public realm improvement (£100,000) and skills training (30,876), with delegated authority given to the Director of Planning to seek clarification from LBN on the justification for ring fencing monies for the remaining items before deciding whether these contributions should contribute to the POCBS pooled S106 fund. The application is considered to be in accordance with the Planning Obligations Community Benefit Strategy, Policies 6A.4 and 6A.5 of the London Plan and Policy S2 of the Unitary Development Plan.

## **11. RECOMMENDATION**

11.1 It is recommended that Members give delegated authority to the Director of Planning to GRANT PLANNING PERMISSION subject to:

- A. any direction from the Mayor of London to refuse planning permission;
- B. the planning conditions set out at section 12. of the report;
- C. the completion of a S106 Agreement to secure the Heads of Terms listed 1-12 below:
  - 1. £100,000 towards the Stratford High Street public realm improvements;
  - 2. £30,876 towards local skills training;
- D. seek clarification from the London Borough of Newham on the justification for ring fencing the following Heads of Terms before deciding whether monies should contribute to the Planning Obligations Community Benefits Strategy pooled fund:
  - 3. £20,000 towards public transport improvements within the vicinity of the site;
  - 4. £30,000 towards implementing the proposed Carpenters Road Controlled Parking Zone (CPZ);
  - 5. £2,000 towards the administration cost associated with implementing a

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

car-free development that prevents hotel employees from obtaining a parking permit within the proposed Carpenters Road Controlled Parking Zone;

6. £3,000 towards the cost of implementing waiting, loading and unloading restrictions on Carpenters Road and Jupp Road West;
7. £3,000 compensation for the loss of revenue generated by parking bays on Park Lane;
8. £3,778 towards Section 106 monitoring;
9. A commitment to enter into a S278 Agreement to fund and implement the necessary highway and footway works to Park Lane, High Street and Jupp Road West;
10. A commitment to prepare, monitor and enforce a Travel Plan;
11. A commitment to install DAISY (Dockland Arrival Information System) screens in the hotel reception area;
12. A commitment to enter into a Local Goods and Services and Local Labour Scheme.

## **CONDITIONS AND REASONS**

### **A. Time Limits, approved drawings / documents and content of development**

A1. The development hereby permitted must be commenced no later than the expiration of THREE YEARS from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 and because of the scale and timescale of the development.

A2. Save as these conditions provide otherwise, or any matter is reserved for the later approval of the Local Planning Authority, all works are to be completed in accordance with the drawing numbers 3678/PL/01, 3678/PL/02 Rev B, 3678/PL/03, 3678/PL/04, 3678/PL/05, 3678/PL/06, 3678/PL/07 Rev A, 3678/PL/08, 3678/PL/09, 3678/PL/10 Rev A and 3678/PL/11 prepared by Sutton Griffin Architects unless otherwise approved in writing by the Local Planning Authority:

Reason: To ensure that the development is constructed in accordance with the approved drawings in accordance with Policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policy 4B.1 of the London Plan (adopted February 2008 and consolidated with alterations since 2004). The development is acceptable on the basis of the particulars contained within the application and this condition seeks to ensure the development is undertaken in strict accordance with the approved details.

### **B. External Design**

B1. No development shall take place until full details, including samples, specifications and annotated plans of the following have been submitted to and approved in writing by the local planning authority:

1. facing materials;
2. external signage,
3. windows;

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

4. external lighting
5. external plant

The development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

Reason: To ensure a satisfactory standard of external appearance and to protect local amenity in accordance with Policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policy 4B.1 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

B2. No development shall take place until details of obscure glazing and opening specifications for the windows of hotel rooms on the southwest elevation have been submitted to and approved in writing by the Local Planning Authority. The windows shall be installed and maintained in accordance with the approved details and to the satisfaction of the Local Planning Authority.

Reason: To minimise any overlooking of proposed neighbouring residential properties in accordance with Policies EQ19 and EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th September 2007 in accordance with the direction from the Secretary of State) and Policies 3A.3, 4B.1, 4B.2 and 4B.10 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

B3. No development shall take place until the details of the green roof have been submitted to and approved in writing by the Local Planning Authority. The green roof shall be implemented prior to occupation of the development and permanently maintained to the satisfaction of the Local Planning Authority.

Reason: To maximise the biodiversity and nature conservation value of the site in accordance with Policy 3D.14 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

B4. All ground floor doors shall open inwards into the site and not outwards over the public highway to the satisfaction of the Local Planning Authority.

Reason: To ensure the development does not clutter the highway or compromise pedestrian safety in accordance with Policies EQ26 and T14 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policy 3C.20 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

#### C. Sustainability

C1. No development shall take place until a certificate confirming BREEAM rating 'Very Good' or 'Excellent', accompanied by a full assessment of all energy saving measures that will be implemented to achieve this rating, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and operated in accordance with the BREEAM certificate.

Reason: In the interest of climate change and sustainability in accordance with Policies S4, EQ47 of the London Borough of Newham Unitary Development Plan (adopted June

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policies 4A.2, 4A.3 AND 4A.8 of the London Plan consolidated with alterations since 2004 (February 2008).

C2. No development shall take place until details of renewable energy technologies, including the infrastructure required to connect to a future district heating network, have been submitted to and approved in writing by the Local Planning Authority. The renewable energy technologies shall be implemented in accordance with the approved details and permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure the development contributes adequately towards mitigating climate change and reducing carbon emission in accordance with Policy 4A.3, 4A.5, 4A.6 and 4A. 7 of the London Plan.

#### D. Highways and Access

D1. No development shall take place until the detailed design of the following highway and access works have been submitted to and approved in writing by the Local Planning Authority:

1. the access to and layout of the undercroft car park, including:
  - a. disabled parking;
  - b. cycle parking facilities;
  - c. surface materials
  
2. the detailed highway design of Park Lane, including:
  - d. the location of taxi pick up and drop off;
  - e. vehicle loading and unloading;
  - f. pedestrian footways;
  - g. surface materials;
  - h. drainage;
  - i. signage;
  - j. street furniture;

Reason: To agree an acceptable vehicular access to the development to maintain pedestrian safety on the footway in accordance with policy T14 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and T19 and policy 3C.20 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

D2. No development shall take place until details of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 12 cycle parking spaces have been installed in accordance with the approved details.

Reason: To promote sustainable modes of transport in accordance with Policy T24 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and policies 3C.3 and 3C.22 of the London Plan (adopted February

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

2008 and consolidated with alterations since 2004).

D3. No development shall take place until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London. The Delivery and Servicing Plan shall set out the proposed management arrangements for taxis, coach pick up and set down and servicing using Park Lane.

Reason: To prevent obstruction of the public highway and avoid accidents in accordance with Policies T13 and T14 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and policy 3C.3 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

#### E. Construction

E1. No development shall take place until a Construction Logistics Plan, including a full breakdown of the timing and detail of construction works and their impacts on the public highway and Olympic Road Network (ORN), has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Olympic Delivery Authority and Transport for London.

Reason: To ensure there are no adverse impacts on the Olympic Road Network during the Olympic Games in accordance with Policy 5C.2 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

E2. No demolition, construction or building works shall be carried out except between the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturday or at any time on bank or public holidays without the prior written approval of the Local Planning Authority, unless the works have been approved in advance under section 61 of the Control of Pollution Act 1974.

Deliveries of construction and demolition materials to and from the site by road shall take place between 08:00 - 18:00 Monday to Friday and 08:00 - 13:00 on Saturday and at no other time except with the prior written approval of the Local Planning Authority.

Reason: In order to minimise noise and disturbance, in the interest of residential amenity, in accordance with Policies EQ45, EQ46 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27<sup>th</sup> September 2007 by direction from the Secretary of State) and Policies 4A.3, 4A.19, 4A.20 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

E3. No impact piling shall be permitted during the construction of this development without the prior written consent of the Local Planning Authority, in consultation with Thames Water and the Environment Agency.

Reason: To ensure that the development does not cause undue impacts to the amenity of adjoining neighbouring occupiers through noise and vibration disturbance, to protect underground water and sewage utility infrastructure and to protect controlled waters from pollution in accordance with Policies EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

policies 4A.16, 4A.17 and 4A.33 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

#### F. Hydrology and Water Resources

F1. No development shall take place until impact studies of the existing water supply infrastructure have been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. The studies shall determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure the water supply infrastructure has sufficient capacity to cope with additional demand, in accordance with Policies EQ18, EQ19 and H17 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27<sup>th</sup> September 2007 by direction from the Secretary of State) and Policies 4A.16, 4A.18 and 4B.1 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

F2. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details to the satisfaction of the Local Planning Authority.

Reason: To avoid pollution to controlled waters, and with consideration to policies EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27<sup>th</sup> of September 2007 in accordance with the direction from the Secretary of State), and policies 4A.16, 4A.17 and 4A.33 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

#### G. Flood Risk

G1. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Scott Wilson dated 30<sup>th</sup> October 2009 Rev 02 and the following mitigation measures detailed within the FRA:

1. Finished floor levels in the transformer and plant rooms are set no lower than 4.45 m above Ordnance Datum (AOD);
2. The level of access routes into the basement areas are set no lower than 4.45 m above Ordnance Datum (AOD).

Reason: To reduce the impact of flooding on the proposed development and future occupants in accordance with Policies 4A.12 and 4A.13 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

#### H. Contamination

H1. No development shall take place until a site investigation and risk assessment, in addition to any assessment provided with the planning application, have been completed in accordance with an agreed scheme for assessing the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report shall be submitted to

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

and approved in writing by the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's *'Model Procedures for the Management of Land Contamination, CLR 11'*.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27<sup>th</sup> September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

H2. No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use, by removing unacceptable risks to human health, buildings and other property and the natural and historical environment, has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27<sup>th</sup> September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

H3. The remediation scheme approved pursuant to Condition H2 must be carried out in accordance with its terms prior to the commencement of development other than works required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced prior to the commencement of the development other than works required to carry out remediation, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27<sup>th</sup> September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

H4. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition H1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition J2 which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared prior to the commencement of the development other than works required to carry out remediation, which is subject to the approval in writing of the Local Planning Authority in accordance with condition H3.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27<sup>th</sup> September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

H5. Works to the relevant Phase of the development hereby approved shall not commence until a monitoring and maintenance scheme, to include monitoring the long-term effectiveness of the proposed remediation and provision for reporting the findings to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced prior to the commencement of the development other than works required to carry out remediation, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'

Reason: To ensure that risks from land contamination to the future users of the land and

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ45 and EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27<sup>th</sup> September 2007 by direction from the Secretary of State) and Policies 3D.14, 4A.3 and 4A.17 and 4A.33 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

#### I. Archaeology

I1. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: Important archaeological remains may exist on this site. The Local Planning Authority wishes to secure the provision of an archaeological investigation and the recording of any remains prior to commencement of development, in accordance with Policy EQ43 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27<sup>th</sup> of September 2007 in accordance with the direction from the Secretary of State) and Policy 4B.15 of the London Plan (adopted February 2008 and consolidated with alterations since 2004).

#### J. Noise and Vibration

J1. Prior to the commencement of works on the development hereby approved, detailed plans demonstrating the development will achieve the noise mitigation standards as specified in table 6 of the BDP Acoustic Report submitted with this application shall be submitted to and approved in writing by the Local Planning Authority. The developer shall certify the provision of the mitigation works on completion to the satisfaction of the Local Planning Authority.

Reasons: To protect the amenity of future occupants in accordance with policy EQ19 and EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27<sup>th</sup> of September 2007 in accordance with the direction from the Secretary of State) and Policy 4A.20 of the London Plan (adopted February 2008, consolidated with alterations since 2004).

#### K. Air Quality

K1. Prior to the occupation of the development hereby approved full details of any mechanical ventilation or other plant associated with the in house catering facilities shall be submitted to and approved in writing by the Local Planning Authority. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the potential high level discharge of kitchen extract air. The approved scheme shall be implemented prior to occupation of the development and shall be permanently maintained thereafter.

Reason: To protect the amenity of future occupants and/or neighbours and with regard to policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27<sup>th</sup> of September 2007 in accordance with the direction

Meeting: 11 February 2010  
Agenda Item: 6  
Report No: LTGDC/10/PC09

from the Secretary of State) and Policy 4B.1 of the adopted London Plan (adopted February 2008 and consolidated with alterations since 2004).

**CASE OFFICER:** Will Steadman

**Appendix 1:** Site Location Plan  
**Appendix 2:** Proposed Site Layout Plan  
**Appendix 3:** Access and Servicing Plan  
**Appendix 4:** Proposed Elevations  
**Appendix 5:** Computer Generated Images