

**OLYMPIC DELIVERY AUTHORITY**

**ODA PLANNING COMMITTEE**

**SUBJECT: MINUTES OF 22nd COMMITTEE MEETING**  
Held on 8 April 2008 at 18.00

Old Town Hall, Stratford, 29 Broadway, London E15 4BQ

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**Present:** Lorraine Baldry Chairman  
David Taylor Deputy Chairman

**Local Authority Members:**

Cllr Rofique Ahmed	LB Tower Hamlets
Cllr Conor McAuley	LB Newham
Cllr Terry Wheeler	LB Waltham Forest
Cllr Geoff Taylor	LB Hackney

**Independent Members:**

Michael Appleton  
William Hodgson (for Items 6,7 and 8 only)  
Janice Morphet  
Dru Vesty

**Officers in attendance:**

Anthony Hollingsworth	ODA, Chief Planner, Development Control
Joanne Pacey	ODA Planning Decisions Team
Liz Fisher	ODA Planning Decisions Team
Richard Griffiths	ODA, Legal adviser, Planning Decisions Team, (Pinsent Masons)
Betty Morgan	ODA, Committee Secretary

**1. APOLOGIES  
(AGENDA ITEM 1)**

Apologies were received from Celia Carrington, who was unable to attend the meeting.

## 2. UPDATES, ORDER OF BUSINESS AND REQUESTS TO SPEAK (AGENDA ITEM 2)

### 2.1 Item 5

In respect of Item 5, the Chairman drew attention to updates to the report as circulated:

#### Update

- Note of consultation response from and minutes of the meeting of the Stratford City Design Review Panel held on 2 April 2008
- Copy of response dated 8 April 2008 from RPS
- Note of consultation response from ODA TPPT (Design Team) and ODA TPPT (Planning)
- Copy of email from Network Rail dated 8 April 2008
- Amended recommendation
- Amended and additional conditions and amended and deleted informatives

### 2.2 Item 6

In respect of Item 6, the Chairman drew attention to updates to the report as circulated:

#### Update

- Note of consultation response from and minutes of the meeting of the Stratford City Design Review Panel held on 2 April 2008
- Copy of response dated 8 April 2008 from RPS
- Note of consultation response from ODA TPPT (Design Team) and ODA TPPT (Planning)
- Copy of email from Network Rail dated 8 April 2008
- Amended and additional conditions and new informative
- Reasons for approval and summary of relevant development plan policies

### 2.3 Item 7

In respect of Item 7, the Chairman drew attention to updates to the report as circulated:

#### Update

- Note of consultation response from Stratford City Consultative Access Group
- Note of consultation response from Union Railways (North) Ltd together with copy letter from Union Railways (North) Ltd dated 7 April 2008
- Note of consultation response from Network Rail together with copy letter from Network Rail dated 7 April 2008
- Note of consultation response from Environment Agency

- Note of consultation response from the London Borough of Newham together with copy letter from the London Borough of Newham dated 7 April 2008
- Amended and additional conditions and new informative

2.4 The order of business was unchanged.

2.5 There was a request to speak by Mr Martin Knight of Knight Architecture on behalf of the Applicants in relation to Items 5 and 6. The Chairman agreed to permit Mr Knight to speak in relation to both items together.

### **3 DECLARATIONS OF INTEREST (AGENDA ITEM 3)**

3.1 The Secretary read the following statement:

'Members of this Planning Committee need to declare personal interests relevant to the agenda at the beginning of each meeting of the Planning Committee.

'Members will see that the paper for Item 3 lists interests which they have declared which appear to be personal interests relating to Item 5.

'Would Members please confirm that the declarations of personal interests listed in the paper for Item 3 are correct; and state if there are any other interests you wish to declare?

'Personal interests are prejudicial if a reasonable member of the public with knowledge of the relevant facts would conclude that the nature of your personal interest is such that your judgement of the public interest is likely to be affected. If, by virtue of your personal interest you have been involved in decisions about these proposals, you may have a prejudicial interest. In that circumstance you would need to leave the meeting during the consideration of that item. In light of the agenda before you this evening, please state whether or not any of the interests declared are prejudicial interests?'

3.2 Cllr McAuley queried why his name was listed in Item 3 as having a personal interest. Cllr McAuley is a Councillor for the London Borough of Newham. Items 5, 6 and 7 are all located within the administrative jurisdiction of the London Borough of Newham and has been consulted by the ODA Planning Decisions Team in respect of these items, thereby giving rise to a personal interest for Cllr MacAuley.

3.3 Members confirmed that there were no additional interests to be declared and that the interest declared in respect of Cllr MacAuley was not a prejudicial interest.

### **4 MINUTES AND MATTERS ARISING (AGENDA ITEM 4)**

4.1 The Committee

**AGREED the Minutes of the 21<sup>st</sup> Planning Committee Meeting.**

4.2 There were no matters arising.

#### *PLANNING APPLICATIONS*

### **5 PLANNING APPLICATION 07/90226/FULODA (AGENDA ITEM 5)**

**Construction of Stratford City Access Bridge 12, associated road comprising a part 2, part 3-lane road with cycleway and footway (known as the Southern Access Road) roundabout and associated works, linking Warton Road to Zone 1 of the Stratford City site**

5.1 Mr Martin Knight of Knight Architecture Limited gave a presentation describing the application, including an explanation of the constraints imposed by Network Rail in relation to parapet height and the requirement to use solid concrete and highlighting the fact that the design maintains sightlines which allow for views of the Aquatic Centre.

5.2 A planning officer gave a presentation to the Committee who considered the report and took into account the Update which had been circulated. The planning officer described the application and explained the Update, summarising the consultation responses and amended and revised conditions to deal with the points raised in consultation. The planning officer also highlighted to Members that since the Update had been published, there was a further revision to the amended recommendation with the insertion of the following words after "Town and Country Planning Act":-

"and subject to satisfactory confirmation being received from Network Rail on the clearance height beneath the bridge..."

This amendment was required as comment is still awaited from Network Rail as to whether there is sufficient clearance beneath the proposed bridge.

5.3 The construction of a bridge with associated road linking Warton Road to the Stratford City site was granted full planning permission by the London Borough of Newham on 17 February 2005 (Ref: P/03/0659). Members noted that, following the grant of outline planning permission for the Olympic Park, Phase 2 of planning permission P/03/0659 (which included Bridge 12) cannot now be implemented due to the infrastructure requirements for the Olympic Park and specifically the location of the Carpenter's Road head house utility secure compound which will be used by National Grid and EDF to serve underground pipes. The present application seeks approval for a new road to be sited and aligned in a similar position to the bridge/road approved under planning permission P/03/0659. Members noted that the principle of the bridge was established under this earlier planning permission.

5.4 Members queried the need for a roundabout when the design only shows two arms. The Chairman permitted the question to be answered by the Applicant,

who stated that due to the volume of traffic and the tightness of the right turn in that location, a roundabout is the most suitable solution.

- 5.5 Members expressed concern that suggested Condition 3 did not go far enough in securing the concerns of the Stratford City Design Review Panel. Members requested that Condition 3 be amended to encompass the Panel's suggestions. Members also asked for a reference to cycleways be inserted into Condition 10.
- 5.6 Members expressed concern regarding the length of the pedestrian route without access and egress and that there was a risk of dumping in the underbridge area. A planning officer confirmed that the length was unavoidable and that the underbridge areas would be looked at as part of the ODA Park and Public Realm details, due for submission in September 2008.
- 5.7 Members also discussed the proposed textual design of the proposed bridge. Planning officers confirmed that Network Rail insists that the inner face of the bridge has to be smooth, with no ridged surfaces, and that anti graffiti finishes would be applied. Members requested that the details of the parapet designs, including the finishes to the concrete parapets be reported back to Committee for approval following their submission pursuant to the recommended condition on materials and balustrade design. A planning officer confirmed that the bridge has changed substantially during the design process. It is no longer wholly concrete and the pedestrian experience has been improved.
- 5.8 There being no further questions the Chairman moved to a vote and the Planning Committee RESOLVED unanimously that

#### The Committee

- (a) AGREED the reasons for approval
- (b) AGREED to delegate to the Head of Development Control to grant planning permission subject to satisfactory assurance in respect of the non-implementation of the relevant part of Permission P/03/0659 including if appropriate a legal agreement under s.106 of the Town and Country Planning Act and subject to satisfactory confirmation being received from Network Rail on the clearance height beneath the bridge and subject to the following conditions and informatives:

1. The development hereby permitted shall be commenced not later than the expiration of THREE YEARS from the date of this permission.

*Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act.*

2. The development hereby approved shall only be undertaken in full compliance with all details as shown on the following drawings, prepared by Arup with the Job Reference of 113942: SC-ARP-SO-00-DR-C-20010 (Issue P4), SC-ARP-SO-00-DR-S-20010 (Issue P4), SC-ARP-SO-00-DR-S-20012 (Issue P3), SC-ARP-SO-00-DR-S-20011 (Issue P3), SC-ARP-SO-00-DR-S-21011 (Issue P2), SC-ARC-SO-00-DR-C-08201 (Issue P4), SC-ARC-SO-00-DR-C-08202 (Issue P4), SC-ARC-SO-00-DR-C-08203 (Issue

P4), SC-ARC-SO-00-DR-C-08204 (Issue P1) and SC-ARC-SO-00-DR-C-08301 (Issue P2).

*Reason: The works are acceptable on the basis of the particulars contained within the application and this condition seeks to ensure that the development is undertaken in strict accordance with those details as approved, in accordance with Policies 4B.1 of the London Plan.*

3. Prior to commencement of any part of the construction of the parapets of the bridge, full details of the parapet, railings, and bridge abutments, shall be submitted to and approved by the Local Planning Authority, and shall be implemented and completed within 12 months of the approval of the details

*Reason: To ensure that the Local Planning Authority are satisfied with the details and to ensure compliance with policy EQ19 of the Unitary Development Plan.*

4. Full details of all street lighting, their columns and siting, proposed for the road, the bridge and the underside of the bridge over publicly accessible areas shall be submitted to and approved by the Local Planning Authority. Such details shall include light spread and lux levels. The development shall be undertaken in accordance with the lighting details approved pursuant to this condition.

*Reason: To ensure the Local Planning Authority (in consultation with the Local Highway Authority) are satisfied with the details of the proposal and in accordance with policy EQ26 of the Newham UDP, as saved, and to ensure integration with the approved Olympic Loop Road to be provided as part of the Olympic Games development.*

5. No development shall take place until the applicant has undertaken a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority (in consultation with English Heritage). 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 suitable qualified investigating body acceptable to the Local Planning Authority.

*Reason: Significant archaeological remains may survive on the site. The Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance national guidance PPG16 and EQ43 of Newham's UDP (as saved).*

6. If at any time during the development unexpected contamination is encountered, the development shall not proceed, unless agreed in writing by the Local Planning Authority, until an assessment of that contamination and a scheme and timetable to contain, treat or remove it has been submitted to and approved by the Local Planning Authority. These works shall be carried out in accordance with the approved details.

*Reason: To ensure that appropriate remedial action is taken in relation to contamination encountered during the course of construction in the interests of*



*human health, safety of construction workers, amenity and the environment in accordance with Policy EQ49 of Newham's Unitary Development Plan.*

7. Dust management shall be undertaken in accordance with the Zonal Construction Management and Method Statement (Bridge 12) submitted as part of this planning application.

*Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties and with regard to Policy EQ45 of the adopted Unitary Development Plan and in the interests of keeping adjoining roads safe and clean.*

8. Unless otherwise agreed in writing by the LPA, within six months from the approval of this application, an ecological management plan for the area SNHA4 of Zone 7 (as shown in approved Parameter Plan 5 of the Stratford City Planning Permission ref: 07/90023/VARODA) shall be submitted to the local planning authority for approval. The development hereby permitted shall be carried out in accordance with the approved ecological management plan.

*Reason: In the interests of the protection of ecology on the site and in accordance with Policy EQ9 of Newham's Unitary Development Plan and the Stratford City Site Wide Sustainability Manual.*

9. Works for the construction of the bridges hereby approved shall be carried out in compliance with the Stratford City Construction Method and Management Statement.

*Reason: To safeguard the amenity of the environment of the surrounding area, in accordance with policy EQ45 of the London Borough of Newham Unitary Development Plan (June 2001).*

10. Unless otherwise agreed in writing by the Local Planning Authority, prior to the completion of the road carriageway associated with Bridge12, details of the treatment of the pedestrian link and cycleway at the junction of the gradients of the Olympic Loop road and Bridge 12, for during the Olympic Games and in Legacy phase, shall be submitted to the local planning authority for approval. These works shall be carried out in accordance with the approved details.

*Reason: To ensure that the Local Planning Authority are satisfied with the details and to ensure compliance with policy EQ19 of the Unitary Development Plan.*

11. Prior to opening of the bridge to the general public, a feasibility study which investigates the potential for the provision of an additional pedestrian / cycle crossing across the bridge shall be submitted to the local planning authority for approval. The recommendations of the approved study shall be implemented prior to the opening of the bridge to the general public or within 6 months of the approval of the study, whichever is later.

*Reason: To ensure the Local Planning Authority (in consultation with the Local Highway Authority) are satisfied with the details of the proposal and in accordance with policy EQ25 of the Unitary Development Plan.*

### **Informatives**

1. The development of the site is likely to damage archaeological remains. The application should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.
2. It is expected that details of parapets (including design), railings, abutments and lighting will be designed in consultation with the ODA promoter, to ensure that consistency is maintained with the Olympic Park, where appropriate. The applicant is also expected to refer to the UDLP Appendices and any ODA Lighting or Public Realm strategy (final or draft), should these documents be available.
3. There are public sewers crossing this site, and no building works will be permitted within 3m of the sewers without Thames Water's approval. Should a building over / diversion application form, or other information relating to Thames Water's assets be required, the applicant should be advised to contact Thames Water Development Services on 0845 850 2777.
4. There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Development Services on 0845 850 2777 for further information.
5. Please be aware that the Ecological Management Plan required under condition J3 of planning permission 07/90023/VARODA should identify additional ecological improvements to mitigate against the ecological impact attributable to Bridge 12.
6. You are advised that there is a separate legal agreement attached to this permission securing the non-implementation of the corresponding bridge element of planning permission ref: P/03/0659 by the London Borough of Newham (as the then Local Planning Authority) on 17<sup>th</sup> February 2005.

### **6. PLANNING APPLICATION 07/90229/REMODA**

**Reserved Matters Application pursuant to Condition B1 of Stratford City Outline Permission (Ref: 07/90023/VARODA) for the construction of an access bridge known as Stratford city Bridge 20 to allow for 4 vehicle lanes during Olympic and Paralympic games and construction phase, and**



**reconfigured to form a single carriage post gates with the inclusion of footways and cycleways.**

6.1 Mr Martin Knight gave a presentation describing the application. He confirmed that Bridge 20 crosses the CTRL box at a low level and because it crosses a railway, Network Rail requires a high parapet and concrete.

6.2 A planning officer gave a presentation to the Committee who considered the report and the Update which had been circulated. The planning officer drew the attention of the Committee to the additional consultation responses contained in the Update and pointed out that Network Rail area in discussion with the applicants in relation to the 200mm clearance above the Overhead Line Electrification works being constructed for the Docklands Light Railway. Accordingly, the officer highlighted to Members that since the Update had been published, there was a revision to the amended recommendation with the insertion of the following words after "Approve the application,":-

"subject to satisfactory confirmation being received from Network Rail on the clearance height beneath the bridge..."

6.3 The application is a Reserved Matters application for the construction of a north-south orientated bridge across the CTRL Box. During the construction phase and up until the end of the Olympic Phase, the bridge is to be for vehicles only, with two lanes provided in each direction, separated by the central arch. In legacy, it is proposed to remove the outer lanes leaving one vehicular lane in each direction and allowing the installation of pedestrian and cycle-ways either side of the bridge.

6.4 Members noted that the bridge was envisaged in the outline planning permission for the Stratford City site approved by the London Borough of Newham on 17<sup>th</sup> February 2005. On 13<sup>th</sup> November 2007, following the completion of a revised S 106 agreement, two separate s73 planning applications, which varied the wording of conditions attached to the original outline planning permission, were granted planning permission by the ODA Planning Committee. Within these outline applications, the road layout was approved with details to be submitted pursuant to Condition B1. Bridge 20 was identified as part of the Secondary Road Network, with a cycleway incorporated. The bridge and its road provides for a key northern access route which runs along the western edge of Zone 5, across Zone 3 (via Bridge 20) and into a T junction at the eastern end of Bridge 14 in Zone 2 (the officer noted that the application for Bridge 14 would be coming to Members to determine at a subsequent planning committee). The planning officer explained that connections to the north and south of the bridge are not part of the planning application and that an assessment of the application has been carried out which confirmed the application to be consistent with the outline planning permission (Ref: 07/90023/VARODA).

6.5 Members requested that illustrations used in future presentations include a representation of a human figure in order to establish scale. Members requested a briefing at a future date on the segregation and treatment of cycleways, which design guidance is being followed for the Olympic and Stratford City sites and the engagement arrangements with cycling groups on these details.

- 6.6 Planning officers noted during the discussion that new Condition 6 in the Update report was not required as Condition 2 deals with the same point. Members also noted that given the revised recommendation, there was no need for the new informative as set out in the Update.
- 6.7 Planning officers also clarified for Members that whilst the update refers to confirmation being received from the ODA that Bridge 20 would not be physically incompatible with the parts of the Olympic Games authorised to occur within the Yellow Area (as defined in Condition Y1 of permission 07/90023/VARODA), the ODA has only provided this confirmation indicatively and that planning officers have requested that the ODA carry out modelling to technically confirm that there is no incompatibility. Accordingly, Informative (b) is recommended.
- 6.8 There being no further questions the Chairman moved to a vote and the Planning Committee RESOLVED unanimously that

#### The Committee

- (a) AGREED the reasons for approval
  - (b) AGREED to delegate to the Head of Development Control to grant planning permission subject to satisfactory confirmation being received from Network Rail on the clearance height beneath the bridge and subject to the following conditions and informatives
- (1) The development hereby approved shall only be undertaken in full compliance with all details as shown on the following drawings, prepared by Arup with the Job Reference of 113942: SC-ARC-NA-00-DR-S-08201 (Issue P6), SC-ARC-NA-00-DR-C-08202 (Issue P5), SC-ARC-NA-00-DR-C-08203 (Issue P1), SC-ARC-NA-00-DR-C-08204 (Issue P1), SC-ARC-NA-00-DR-C-08205 (Issue P1), SC-ARP-NA-00-DR-S-21004 (Issue P4), SC-ARP-NA-00-DR-S-21010 (Issue P1), SC-ARP-NA-00-DR-S-21011 (Issue P1), SC-ARP-NA-00-DR-S-22001 (Issue P3).

*Reason: The works are acceptable on the basis of the particulars contained within the application and this condition seeks to ensure that the development is undertaken in strict accordance with those details as approved, in accordance with Policies 4B.1 of the London Plan.*

- (2) Drawings SC-ARP-NA-00-DR-S-21005 (Issue P4) and SC-ARP-NA-00-DR-S-22002 (Issue P3) are not approved. Unless otherwise agreed in writing by the Local Planning Authority, within one month from the date of this permission, drawings are to be submitted to the Local Planning Authority for approval, showing the inclusion of a central delineator strip, of a minimum of 20mm, in the shared footway/cycleway to be provided on each side of the approved bridge in accordance with the Department for Transport guidance, as set out at Chapter 5 – Segregated Shared Cycle Track/Footway Surface and Central Delineator Strip. The development shall be carried out in accordance with the approved plans pursuant to this condition.

*Reason: To ensure that the bridge is accessible to people with limited mobility in accordance with Policy 4B.5 of the London Plan and EQ25 of Newham's UDP (as saved).*

- (3) Prior to commencement of any part of the construction of the parapets of the bridge, full details of the treatment of the appearance of bridge parapets shall be submitted to and approved by the Local Planning Authority, and implemented fully in accordance with such approval thereafter.

*Reason: To ensure that the Local Planning Authority are satisfied with the details and to ensure compliance with policy EQ19 of the Newham UDP (as saved).*

- (4) Full details of all street and architectural lighting including columns and siting proposed for the road/bridge shall be submitted to and approved by the Local Planning Authority prior to commencement of the road carriageway associated with Bridge 20. Such details shall include light spread and lux levels.

*Reason: To ensure the Local Planning Authority (in consultation with the Local Highway Authority) are satisfied with the details of the proposal and in accordance with policies OS9 and EQ1 of the Hackney UDP(as saved) and EQ26 of the Newham UDP (as saved).*

- (5) Prior to Bridge 20 being open for the use of the general public, the road layout shall be reconfigured to accord with the layout shown on approved plan SC-ARP-NA-00-DR-C-08204 and on the plans to be approved pursuant to Condition 3.

*Reason: To ensure that the legacy layout of Bridge 20 accords with the strategic road network as approved under the Stratford City Outline Planning Permission, Parameter Plan 6.*

### **Informatives**

- (a) The applicant is advised of their obligations under Condition B10 of planning permission 07/90023/VARODA which requires full details (including samples) of all materials to be used on external surfaces to be provided to and approved by the Local Planning Authority, prior to their using within the site.
- (b) Condition Y1 of planning permission 07/90023/VARODA places restrictions on development of the areas of the Stratford City site indicated by yellow shading on the plan attached to the outline approval. Bridge 20 is located in this area, and therefore although approved by this permission, cannot be developed until the requirements of this Condition Y1 are met.
- (c) The applicant will need to address the restrictions placed on the development of roads in any Zone by Condition T1.

## **7. PLANNING APPLICATION**

### **Construction of 2no road bridges over existing railway lines (Revised design of bridges previously approved as part of P/03/0660**

7.1 A planning officer gave a presentation to the Committee, who considered the Report and the Update. Planning permission was granted on 17<sup>th</sup> February 2005 for new roads and for the bridges that are the subject of this application. As a

result of design developments, the appearance of the bridge structures proposed to be constructed as part of the Henrietta Street and Alma Street access routes has altered to the extent that a new planning permission is required.

7.2 The application relates solely to the bridge structures as they cross the railway corridor. Members noted that the works for construction of roads and associated earthworks on either side have not changed from the details previously approved. The planning officer drew members attention in particular to the very late comments received from Network Rail that the height of the proposed bridge at Alma Street should be increased by the addition of a 325mm stainless steel coping and that the clearance between the underside of the Bridge and the rail tracks should be increased to 5.5m from 5.3 m. The planning officer confirmed that a flood assessment has been carried out and that there is a condition relating to this.

7.3 Members expressed strong concerns regarding the appearance of the bridges and considered that the design of the bridges could be improved. Members were concerned that the bridges would create forbidding areas for access to residential areas. Members requested evidence of Network Rail's requirements. The Chairman proposed that the decision of the Planning Committee on the application be deferred. The planning officer confirmed that the concerns of the Committee were clear, and that officers would ensure that there will be architectural input into the scheme and the width of pedestrian areas improved. Members did acknowledge that there were improvements in terms of the increased width of footpaths in this proposed application.

7.4 There being no further questions the Planning Committee unanimously RESOLVED to defer a decision on the application to a future date.

## **8. ANY OTHER BUSINESS (AGENDA ITEM 8)**

8.1 A member queried why the sketches showing the location of planning applications in relation to the site were no longer shown. It was AGREED that these would be restored.

8.2 In answer to a members query it was confirmed that Updates are posted on the ODA's website.

*There being no other business the meeting closed at 7.35pm*

Signed: 

Date: 10/6/2008

Chairman