

Subject: Application for Non Material Amendments (16/00585/NMA), Reserved Matters Applications (16/00587/REM [Bridge H14] and 16/00588/REM [Bridge H16]) and Approval of Details Application (16/00593/AOD) pursuant to Conditions LCS0.030 and LCS0.191 (North-South Highway Link) of the Legacy Communities Scheme (LCS) outline planning permission 11/90621/OUTODA (as varied by 14/00036/VAR) within LCS Planning Delivery Zone 4, Queen Elizabeth Olympic Park, London.

Meeting date: 28 March 2017

Report to: Planning Decisions Committee

Report of: Josh Hackner, Planning Development Executive

FOR DECISION

This report will be considered in public

1. EXECUTIVE SUMMARY

- 1.1 This report considers four linked applications: two Reserved Matters applications; a Non-Material Amendment application; and an approval of details application. These submissions relate to the delivery of Bridges H14 and H16 and the North-South highway link to connect Fish Island to the Sweetwater neighbourhood planned within Planning Delivery Zone 4 (PDZ4).
- 1.2 Under the Legacy Communities Scheme (LCS) Outline Planning Permission (OPP), approval was granted for:
- Bridge H14: A new all-modes bridge (including a vehicular route) connecting Sweetwater (PDZ 4) to Roach Road/Monier Road and Fish Island; and
 - Bridge H16: A new pedestrian and cycle bridge connecting Sweetwater (PDZ4) to Stour Road (Fish Island).
- 1.3 The principle of both bridges has been established by the LCS OPP and the Reserved Matters applications for these bridges seek the approval for design details within the approved parameters set by the outline planning permission.

Bridge H14 - Reserved Matter Approval (RMA)

- 1.4 The Reserved Matters application for Bridge H14 (ref: 16/00587/REM) seeks approval for the details of layout, scale, appearance, means of access and landscaping, together with details of the abutment and bridge deck. Bridge H14 will be a new all-modes bridge (including a vehicular route) connecting Sweetwater to Roach Road/Monier Road, along with extending the Engie CHP network to extend into Fish Island.

- 1.5 The new all-modes H14 will replace the existing pedestrian and cycle bridge that currently crosses the River Lee Navigation at the same location. The delivery of Bridge H14 is dependent on Bridge H16 first being approved, completed and available for use.

Bridge H16 - Reserved Matter Approval (RMA)

- 1.6 Bridge H16 (ref: 16/00588/REM) seeks approval for the details of layout, scale, appearance, means of access and landscaping. The LCS OPP includes within the application area part of an existing building, known as Vittoria Wharf. The H16 proposals include structural alterations to this building, involving the partial demolition of approximately one third of the structure. The section of Vittoria Wharf that will be demolished is unoccupied and planning permission has already been granted to demolish and redevelop the remainder of the building (Ref: 13/00280/FUM).

Non-Material Amendment Application (NMA)

- 1.7 The NMA seeks to amend the definition of "Excepted Infrastructure" contained within the LCS OPP. The purpose of the proposed amendment is to allow Reserved Matters applications for Bridges H14 and H16 to be submitted and approved prior to the approval of a Zonal Masterplan (ZMP) for Planning Delivery Zone (PDZ 4).
- 1.8 Since the Accelerated Delivery Permission has been granted the phasing of the Site Wide Infrastructure in PDZ4, part of the PDZ4 Legacy Loop Road has now been approved as part of the Reserved Matters Approval for Sweetwater School in 2016 (Ref: 16/00039/REM) and has been constructed. The details of the remaining sections of the PDZ4 highway network are now provided within the Reserved Matters submission for H14 and the approval of detail submission in relation to the north-south highway link.
- 1.9 The applicant has advised that it is necessary to commence construction of bridges H14, H16 and the north-south highway link this year to allow works to be underway on H16 in advance of the Sweetwater school opening and to ensure that site wide infrastructure needed for the LCS can be delivered in line with the approved outline Site Wide Phasing Plan. Including bridges H14 and H16 within the LCS definition of 'Excepted Infrastructure' would allow the Reserved Matters details to be approved prior to the approval of a Zonal Masterplan for PDZ4.

Approval of Details (AOD)

- 1.10 This application seeks to discharge the design details of Condition LCS0.191 (north-south highway link) of the LCS OPP 11/90621/OUTODA (as varied by 14/00036/VAR).
- 1.11 The assessment of these applications focuses on suitability of the details provided when viewed against the frameworks and perimeters set by the OPP. However, consideration has also been given to the changes in circumstances that have emerged since the time of the OPP.
- 1.12 An environmental information report (EIR) was submitted which confirms that the Reserved Matters applications do not materially alter the conclusions of the topic specific assessments contained within the 2011 Environmental Statement (ES) and the 2012 ES Addendum. Therefore it has been found that the RMA

applications do not give rise to any new or different likely significant environmental effects than those which were reported in the 2011 ES and the 2012 ES Addendum.

- 1.13 After the OPP was granted The Fish Island and White Post Lane Conservation was extended in 2014. The Conservation Area now includes the Lee Navigation Canal over which Bridges H14 and H16 will cross and therefore the assessment of the applications has included consideration of the effect on the character and setting of the Conservation Area. The ES (and amendments) that supported the original OPP identified moderate beneficial townscape effects. It is not considered that the detailed design of the bridges would alter the previously predicted overall effect the development would have on this area, including the now extended to the Fish Island and White Post Lane Conservation Area. The proposed design, materials and colour are considered to be of high quality and it has been concluded that the proposals would have less than substantial harm to non-designated heritage assets, such harm outweighed by the assessed benefits of the bridges and would enhance the character and appearance of the conservation area.
- 1.14 Whilst substantial objections have been received relating to the need for bridge H14 as an all-mode bridge, the applicant has undertaken further work and reviewed the current traffic profile in the area compared with what was projected. The testing demonstrates that without H14 as a highway bridge the local network in this area would be likely to suffer from congestion at peak times. The provision of H14 as a highway bridge would improve accessibility to/from Fish Island and the Olympic Park in relation to public transport, provide resilience in the highway network and offset the potential impacts of longer term growth.
- 1.15 The outline approval for Bridge H14 required a 4m offset from nearest habitable window of Crown Wharf. To provide the offset the road width has been decreased in width from 7.3m to 6.5m which has allowed for an improved separation distance between the bridge and the nearest window in the adjacent residential properties of 4.52m to be secured. The design of bridge H14 has includes measures to reduce the impact on adjacent residential developments by talking account of traffic noise, air quality, light spill and overlooking and privacy.
- 1.16 The conclusion reached for the assessment of the applications is that the proposed bridges would represent high quality developments. They sit within the framework and parameters set by the original LCS OPP and, in the case of H14, provide improved separations distance to safeguard the amenities of surround residents. The proposals would secure the implementations of key elements of infrastructure set out by the LCS OPP and will provide for improved connectivity that this an important part of securing the regeneration objectives of the Legacy Corporation.

2. RECOMMENDATIONS

The Committee is asked to:

2.1 Non Material Amendment (ref: 16/00585)

Approve the application for Non-Material Amendments to the definition of 'Excepted Infrastructure' contained in the Legacy Communities Scheme (LCS) outline planning permission (11/90621/OUTODA as varied by

14/00036/VAR) to include Bridges H14 and H16 for the reasons given in the report.;

2.2 Reserved Matters Approval (ref: 16/00588/REM) Bridge H16

Approve the application for the approval of Reserved Matters for Bridge H16 (pedestrian and cycle bridge) with associated works pursuant to conditions LCS0.29 (Reserved Matters for Excepted Infrastructure) and LCS0.31 (Reserved Matters Details) of the Legacy Communities Scheme (LCS) outline planning permission 11/90621/OUTODA (as varied by 14/00036/VAR) being details of layout, scale, appearance, means of access and landscape;

2.3 Reserved Matter Approval (ref: 16/00587/REM) Bridge H14

Approve the application for the Approval of Reserved Matters for Bridge H14 (all-modes bridge) with associated works pursuant to conditions LCS0.29 (Reserved Matters for Excepted Infrastructure), LCS0.30 (Bridge H14 abutment and bridge deck limit of deviation) and LCS0.31 (Reserved Matters Details) of the Legacy Communities Scheme (LCS) outline planning permission 11/90621/OUTODA (as varied by 14/00036/VAR) being details of layout, scale, appearance, means of access and landscape; and

2.4 Approval of Details (ref: 16/00593/AOD) North-south highway link

Approve the application for the approval of details pursuant to condition LCS0.191 (North-South Highway Link) of the Legacy Communities Scheme (LCS) outline planning permission 11/90621/OUTODA (as varied by 14/00036/VAR).

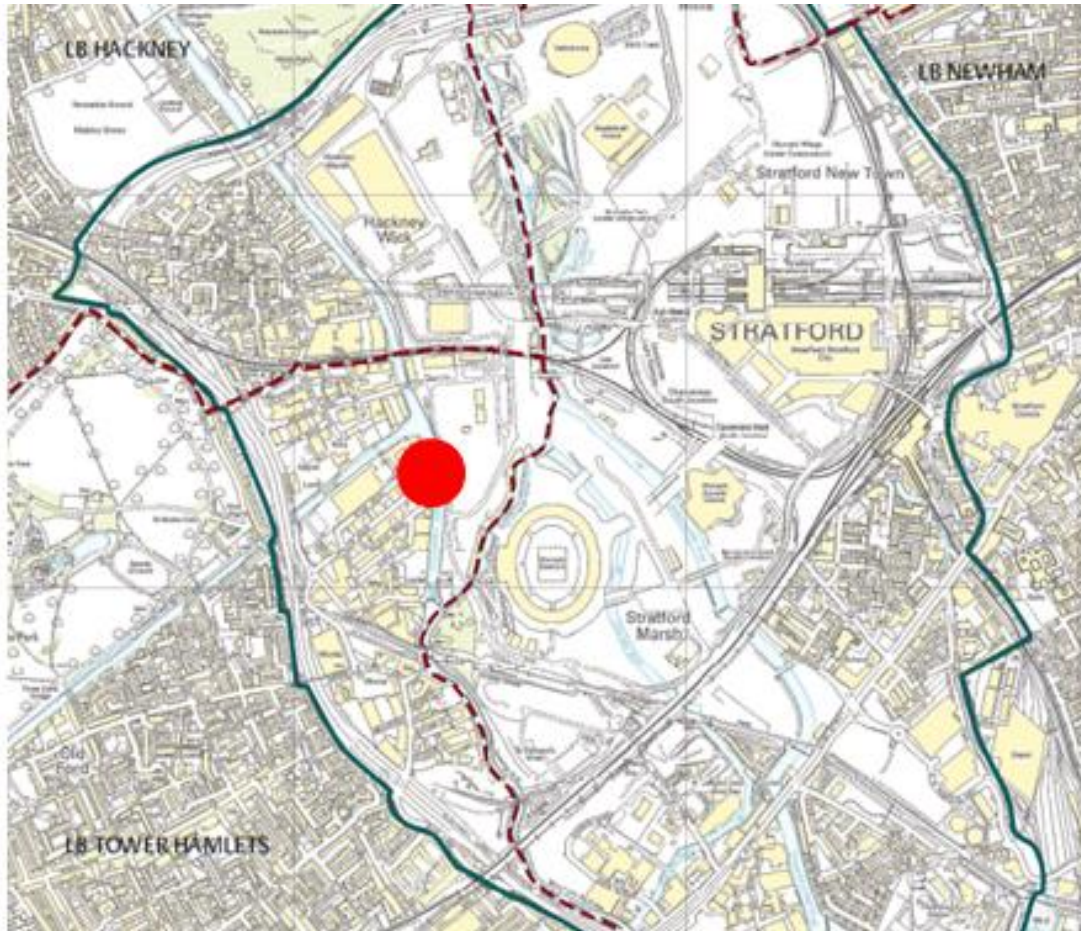
3 FINANCIAL IMPLICATIONS

3.1 None

4 LEGAL IMPLICATIONS

4.1 None

Site Plan



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- Location:** Bridge H16 (Stour Road Bridge), Planning Delivery Zone 4, Queen Elizabeth Olympic Park, London
Bridge H14 (Monier Road Bridge), Planning Delivery Zone 4, Queen Elizabeth Olympic Park, London
North-south highway link: Olympic Planning Delivery Zones 4 and 5
NMA: East Wick and Sweetwater, Planning Delivery Zones 4 and 5
- London Borough:** Tower Hamlets
- Applicant:** LLDC / East Wick & Sweetwater
- Planning Consultant:** Quod
- Architect:** Sheppard Robson
- Engineering:** Buro Happold
- Landscape Architect:** Fabrik
- CDM Consultant:** Stace

5 SITE & SURROUNDINGS

- 5.1 The applications under consideration relate to the LCS development in PDZ4 (Sweetwater), located to the north east of Queen Elizabeth Olympic Park (QEOP).

Bridge H14 & H16

- 5.2 Bridges H14 & H16 comprise a site area of 0.50ha and 0.43ha respectively. Both bridges span the River Lee Navigation connecting Fish Island to a planned new neighbourhood called Sweetwater in the Queen Elizabeth Olympic Park (Planning Delivery Zone 4).

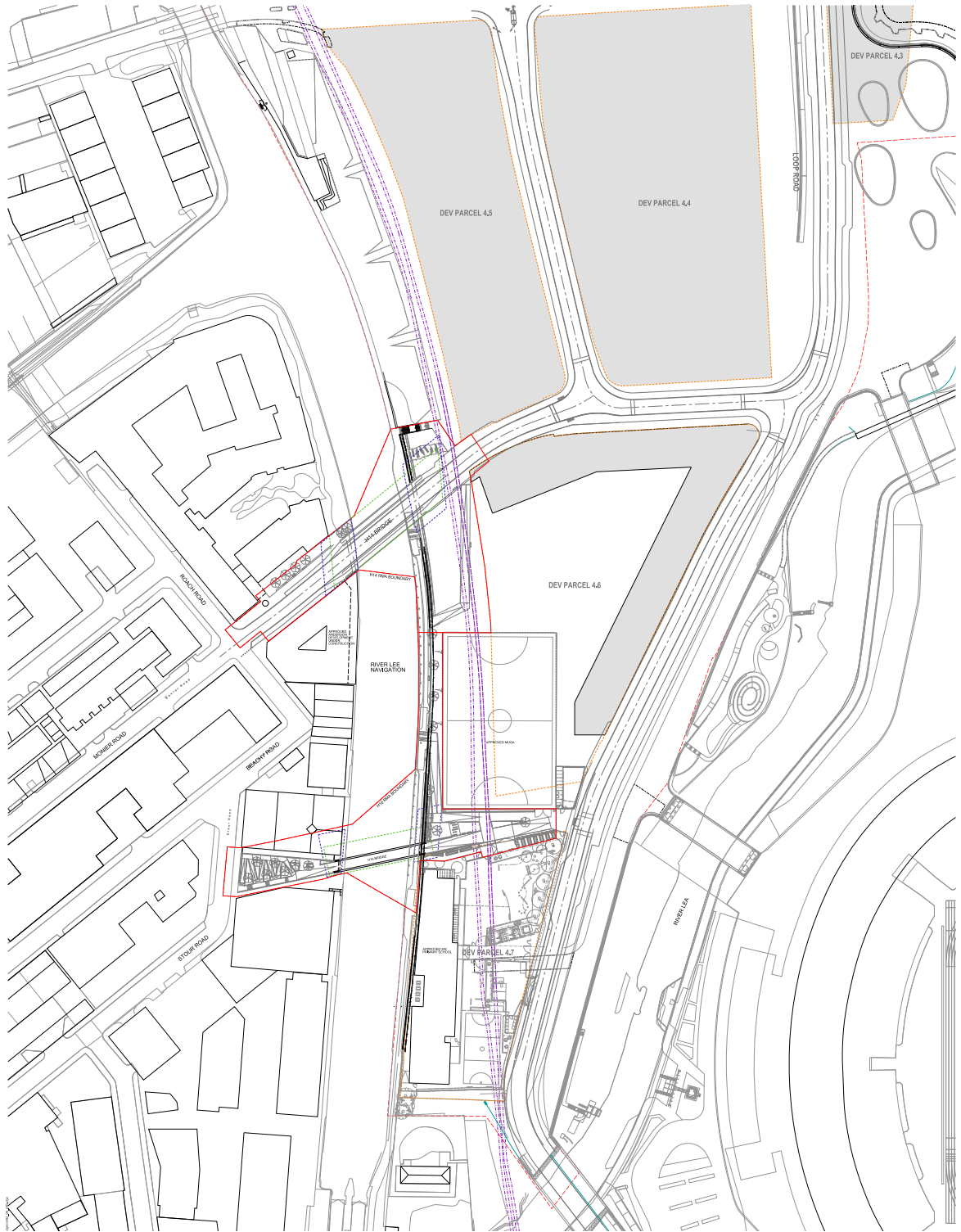
H14 Bridge

- 5.3 The new all-modes H14 will replace the existing pedestrian and cycle bridge that currently crosses the River Lee Navigation at the same location.
- 5.4 The western landing of Bridge H14 is located between an existing residential development to the north, Crown Wharf (this development is also known as Omega Works. This report refers to the development as Crown Wharf/Omega Works and an approved residential building currently under construction, 4 Roach Road, (Permission reference: 14/00260/FUL) to the south.
- 5.5 Crown Wharf was granted planning permission in March 2007 (LBTH Ref: PA/05/02130/A1) and is a modern residential building between 5 and 8 storeys in height (+36m approx. AOD). 4 Roach Road has planning permission for a 6 storey (+33m approx. AOD) mixed use development comprising 687sqm of commercial space and 44 residential units.

- 5.6 The Carlton Chimney, a local non-designated heritage asset is located to the west of the site.

H16 Bridge

- 5.7 Bridge H16 will be situated to the south of H14 and to the north of the Old Ford Lock, accessible on the western bank via Stour Road. Part of an existing building known as Vittoria Wharf, which is partially owned by LLDC, is included within the site boundary of the H16 application and is currently vacant. The H.Forman & Son. premises is located immediately to the south of the western landing and the eastern landing adjoins the site for Sweetwater Primary School (*Bobby Moore Academy primary school*), currently under construction. The application sites are shown edged red in the plans below



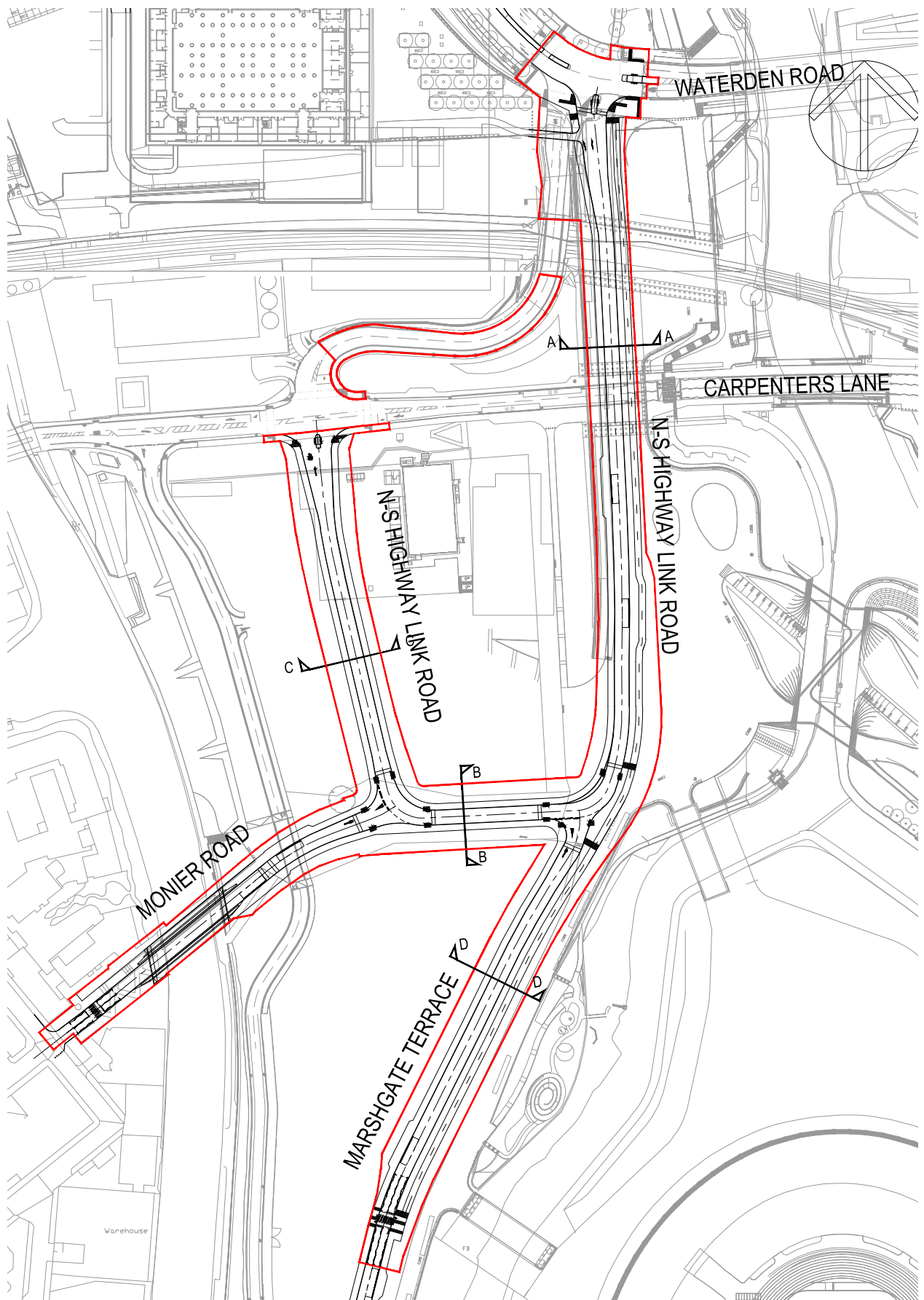


Figure 1 - Redline plan of the North-South Highway Link (proposed under application reference 16/00593/AOD)

6 APPLICATION PROPOSAL

Non Material Amendment (ref: 16/00585/NMA)

- 6.1 The NMA seeks to amend the definition of “Excepted Infrastructure” contained within the LCS Outline Planning Permission to include reference to Bridges H14 and H16.
- 6.2 The purpose of the proposed amendment is to enable the commencement of works for the delivery of Bridges H14 and H16 prior to the approval of a Zonal Masterplan (ZMP) for Planning Delivery Zone (PDZ 4) as required by Conditions LCS0.1 and LCS0.4 of the LCS OPP, which state:

Condition LCS0.1

“Save in respect of Excepted Infrastructure and development in PDZ6, no applications for Reserved Matters approval shall be submitted in respect of any Planning Delivery Zone and in respect of any Sub Planning Delivery Zone until a Zonal Masterplan or Sub Zonal Masterplan for that Planning Delivery Zone or Sub Planning Delivery Zone has been prepared in accordance with this permission and has been submitted to and approved by the Local Planning Authority in writing. No applications for Reserved Matters approval shall be submitted in respect of any Sub Planning Delivery Zone that has been the subject of Part B of the Zonal Masterplan Specification through the submission of a ZMP until a Sub Zonal Masterplan for such Sub Planning Delivery Zone has been prepared in accordance with this permission and has been submitted to and approved by the Local Planning Authority in writing”.

Condition LCS0.4

“Save for Excepted Infrastructure, no Development shall be Commenced in any Planning Delivery Zone until the Zonal Masterplan for that Planning Delivery Zone has been approved in writing by the Local Planning Authority”.

- 6.3 No ZMP has been approved for PDZ4 and the Excepted Infrastructure is defined in the LCS OPP as including:
“Excepted Infrastructure” means any of the following to be provided as part of the Development:
- ***Schools and their related playing fields;***
 - ***Youth Play Space;***
 - ***Canal Park; and***
 - ***infrastructure or other enabling works in a Planning Delivery Zone without an approved Zonal Masterplan provided that such works directly relate to development in a Planning Delivery Zone with an approved Zonal Masterplan.***
- 6.4 The proposed definition of “Excepted Infrastructure” would state:
“Excepted Infrastructure” means any of the following to be provided as part of the Development:
- ***Schools and their related playing fields;***
 - ***Youth Play Space;***
 - ***Canal Park;***
 - ***Bridge H14;***
 - ***Bridge H16; and***

- ***infrastructure or other enabling works in a Planning Delivery Zone without an approved Zonal Masterplan provided that such works directly relate to development in a Planning Delivery Zone with an approved Zonal Masterplan.***

6.5 The approved LCS Development Specification and Framework (LCS-GLB-APP-DSF-011) identifies Bridges H14 and H16 as being Site Wide infrastructure that span the River Lee Navigation to provide key connections from the development in Planning Delivery Zone 4 to Fish Island. The LCS OPP definition of Excepted Infrastructure did not include bridges H14 and H16, meaning that Reserved Matters could not be submitted ahead of the Zonal Masterplan for that zone.

6.6 However, since the Accelerated Delivery Permission (Ref. 14/00036/VAR) has been granted the phasing of the Site Wide Infrastructure in PDZ4 has been reviewed, including the PDZ4 highway network and the delivery of the Sweetwater Primary School.

6.7 The PDZ4 highway network comprises the North–South Highways Link, the PDZ4 Legacy Loop Road and Bridge H14. The LCS includes a series of Grampian styled conditions to secure the timely delivery of the PDZ4 highway network and are summarised as follows:

LCS0.48: Requires that the development is carried out in accordance with the Outline Site Wide Phasing Plan, which identifies bridges H14 and H16 as being delivered between 2015 and 2021.

LCS0.191: Requires that details of the north-south highways link are approved before development can commence in PDZ4.

LCS0.192: Requires that the north-south highways link is constructed and available for use before 100 residential units in PDZ4 can be occupied.

LCS0.193: Requires that the details and timing PDZ4 Legacy Loop Road (the route between the Stadium and junction Z04J15) to be approved before development can commence in PDZ4.

LCS0.194: Requires that the new H14 Bridge is constructed and available for use before 400 residential units in PDZ4 can be occupied.

LCS0.195: Requires the new H16 bridge to be constructed and occupied before the existing H14 bridge can be removed.

6.8 Part of the PDZ4 Legacy Loop Road has now been approved as part of the Reserved Matters Approval for Sweetwater School in 2016 (Ref: 16/00039/REM) and is under construction. The details of the remaining sections of the PDZ4 highway network are now provided within the Reserved Matters submission for H14 and the approval of detail submission in relation to the north-south highway link.

6.9 The applicant has advised that it is necessary to commence construction of H14, H16 and the north-south highway link this year. This will allow the majority of H16 to be constructed in advance of the Sweetwater school opening and ensure that site wide infrastructure needed for the LCS can be delivered on time.

6.10 Including bridges H14 and H16 within the LCS definition of 'Excepted Infrastructure' would allow these Reserved Matters to be approved in advance of the Zonal Masterplan for PDZ4 and in turn would allow these connections to be delivered in line with the existing LCS Grampian conditions that relate to the PDZ4

highway network and the LLDC's construction programme. It would also not prejudice the ZMP due to the extant parameters set by the LCS OPP.

Approval of Details (ref: 16/00593/AOD) North-south highway link

- 6.11 This application seeks the Approval of Details pursuant to Condition LCS0.191 of the LCS outline planning permission. The details submitted for approval relate to the north-south highway link between Planning Delivery Zones 4 (Sweetwater) and 5 (East Wick).
- 6.12 Condition LCS0.191 requires submission of the details for the north south highway link between PDZ4 and PDZ5 prior to commencement of development in either Zone. The condition also requires details regarding the timing of construction works and how public access is to be continuously made available for vehicles (including buses), pedestrians and cyclists between Waterden Road and the western side of the Lea Navigation.
- 6.13 The proposed carriageway maintains a total width of 6.5m and provides a two-way off street cycleway and a 3m wide footpath.
- 6.14 The proposed footway surfacing is precast concrete slabs laid in a staggered arrangement. The carriageway and cycle lane surfacing are subject to future approval.

Reserved Matters Approval (ref: 16/00588/REM) Bridge H16

- 6.15 The application seeks approval of associated works pursuant to conditions LCS0.29 (Reserved Matters for Excepted Infrastructure) and LCS0.31 (Reserved Matters Details) of the LCS OPP 11/90621/OUTODA (as varied by 14/00036/VAR).
- 6.16 The application seeks approval of Reserved Matters being details of layout, scale, appearance, means of access and landscape for a pedestrian and cycle bridge, connecting Sweetwater (PDZ4) with Stour Road (Fish Island).
- 6.17 The proposed bridge comprises of two main plate girders supported on concrete abutments on the western and eastern banks. The side of the girder is perforated by a number of varying hole sizes along the length of the bridge, to create a geometric pattern.
- 6.18 The bridge is approximately 38m in length and is a single span structure, with an overall structure width of 5.3m and an internal bridge width (walkway) of 4m. From the bridge deck to the top flange of the girder provides a parapet height of 1.4m for cyclists and pedestrians.
- 6.19 Weathering steel would be the primary material for the structure. The abutments, piles and slabs will be constructed from reinforced concrete.
- 6.20 The LCS OPP covers part of an existing building known as Vittoria Wharf. Part of Vittoria Wharf is required to be demolished in order to construct Bridge H16. The part of Vittoria Wharf within the red line of the application is within the ownership of LLDC and is currently vacant. The remaining section of the building is owned by Palm Lane Estates and is subject to a separate planning permission to demolish and redevelop the Vittoria Wharf site (Ref: 13/00280/FUM).

- 6.21 In the period before Palm Lane Estates demolish the remaining section of Vittoria Wharf, the Bridge H14 works include installing a new wall along the southern boundary of the retained section of Vittoria Wharf, along with landscape works to the area of land between the retained building and western abutment.

Reserved Matter Approval (ref: 16/00587/REM) Bridge H14

- 6.22 The application seeks approval of associated works pursuant to conditions LCS0.29 (Reserved Matters for Excepted Infrastructure), LCS0.30 (Bridge H14 abutment and bridge deck limit of deviation) and LCS0.31 (Reserved Matters Details) of the LCS OPP 11/90621/OUTODA (as varied by 14/00036/VAR).
- 6.23 The application seeks approval of Reserved Matters being details of layout, scale, appearance, means of access and landscape for an all-modes bridge (Vehicular, pedestrian and cycle) connecting Sweetwater (PDZ4) with Stour Road (Fish Island).
- 6.24 The Bridge H14 structure comprises two main plate girders that separate the vehicle carriageway and the pedestrian walkways. Similarly to Bridge H16, the girders are supported on abutments at either end of the bridge which spans approximately 45m.
- 6.25 The primary material for the structure is weathering steel and the abutments, piles, slabs and vehicle barrier will be formed from reinforced concrete (similar to those materials chosen for H16). Barriers are also integrated into the bridge and are also formed from reinforced concrete.
- 6.26 An internal road width of 6.5m across the bridge is proposed and a 2m wide pedestrian footway provided on either side of the bridge.
- 6.27 The bridge will also incorporate a service corridor to accommodate district heating pipes that will allow the Engie network to be extended into Fish Island.
- 6.28 The existing pedestrian and cycle bridge and its approaches are to be demolished to make way for the new bridge. Due to the differing spans across the canal the existing footbridge could not be used as the new H16 footbridge. However, the current bridge that will be removed is intended to be kept for re-use and is currently under consideration by the LLDC.

Environmental Impact Assessment

- 6.29 A request for a screening opinion has been sought for the RMAs associated with the current development and was submitted on 26 October 2016 (16/00592/SCRES) under Regulation 5(3) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. This regulation applies the EIA screening process to subsequent applications that follow on from previously consented schemes.
- 6.30 As part of the statutory consultation process initiated by LLDC PPDT, a detailed response to the screening request was received from London Borough of Tower Hamlets (LBTH). As a result of this response, an environmental information report (EIR) was submitted to LLDC PPDT to provide clarification to the points raised by LBTH. This was in addition to the EIRs submitted as part of the RMA and NMA applications. It is the opinion of the officer's environmental advisors (Arup) that this additional EIR in response to LBTH comments, does not include further

environmental information and consequently does not alter the conclusions of the 2011 ES or the 2012 ES Addendum.

- 6.31 Information submitted a part of the request for a screening opinion and the RMAs demonstrated that the design of bridges H14 and H16 was in accordance with the following parameter plans, which were assessed as part of the 2011 ES and 2012 ES Addendum:
- H14 Vehicle Bridge Parameter Plan – Drawing Number: LCS-DWG-APP-BRG-PAR-GLB-000-001
 - H16 Pedestrian/Cycle Bridge Parameter Plan – Drawing Number: LCS-DWG-APP-BRG-PAR-GLB-000-002
- 6.32 Furthermore, the expedition of the bridges H14 and H16 would not affect the approved LCS site-wide phasing plan (LCS-DWG-APP-PHS-PAR-GLB-001), which provided for the two bridges to be constructed between 2015 and 2021. Fundamentally the 2011 ES and 2012 ES Addendum reported effects at the phase level, therefore, the fact that the NMA and the two RMAs would allow for the two bridges to be consented ahead of the Zonal Masterplan for PDZ4 does not alter the assumption contained within the 2011 ES and 2012 ES Addendum that the construction of the bridges will be undertaken prior to 2021.
- 6.33 With respect to bridges H14 and H16 becoming excepted infrastructure, the parameters permitted by the outline planning permission specify the locations for the where each of the bridges can be constructed. This means that the preparation of a Zonal Masterplan for PDZ4 is not considered to be a necessary pre-requisite for the development the of the bridges.
- 6.34 Therefore, the information submitted in support of the request has been considered to conclude that the Reserved Matters applications do not materially alter the conclusions of the topic specific assessments contained within the 2011 ES and the 2012 ES Addendum. Officers have taken advice from their environmental advisors (Arup) and agree with the applicant's view that the RMA applications do not give rise to any new or different likely significant environmental effects than those which were reported in the 2011 ES and the 2012 ES Addendum.

7. RELEVANT PLANNING HISTORY

Bridges H14 and H16

- 7.1 On the 1st October 2004 planning permission was granted for a mixed use regeneration scheme for the Olympic and legacy development (ref: 2004/0001), which included a range of supporting infrastructure including, a number of new vehicle bridges, including H10, H14 and H16. This scheme was used in support of London's bid to host the 2012 Games and formed the basis of the London Development Agency's (LDA's) compulsory acquisition of the land required to deliver the Olympic and Legacy development. The Compulsory Purchase Order (CPO) process began in 2005 and examined the need for the land, including the Western Bridges. The Order was confirmed by the Lower Lea Valley, Olympic and Legacy CPO in 2006 following a public inquiry.
- 7.2 In February 2006 London Green Developments Limited submitted a planning application for Crown Wharf for 98 live/work units and 2,255sqm of A1, A3, A4 and 81 floorspace with ancillary car parking and landscaping. The planning application sought permission for a revised scheme that took account of the road bridge

proposed by the London Development Agency (bridge H14) that would be delivered as part of the Olympic and Legacy development.

- 7.3 The Olympic Facilities and their Legacy Transformation planning permission (ref: 07/90010/OUMODA) was granted in 2007. Condition LTD.30 of this permission required the Olympic Delivery Authority (ODA) to bring forward H14 and H16 as “permanent legacy bridges” before the occupation of buildings within Planning Delivery Zone 4 and 5.

LTD.30 Permanent Legacy bridges

Unless otherwise approved in writing by the Local Planning Authority the bridges H10, H14 and H16 shown on the approved drawings shall be provided before the first occupation of the first building within either of the relevant Development Platforms within Planning Delivery Zones 4 and 5 in accordance with details previously approved by the Local Planning Authority.

Reason: To ensure appropriate access to the venues and public realm for residents to the west of the Lee navigation.

- 7.4 In 2010, planning permission (ref: 10/90344/FULODA) was granted for H14 as a temporary pedestrian and cycle bridge (its current state). This permission noted that this did not override the need to deliver a permanent highway bridge as part of the legacy development (the Legacy Masterplan Framework (LMF)), stating:

“Condition LTD.30 of the 2007 Olympic Facilities (OLF) planning application is the mechanism by which permanent Legacy Bridges will be brought forward. The requirements of condition LTD.30 are not sought for approval under the matters set out under the current H10 and H14 submission and therefore remain an obligation restricting occupation of any building within the development platforms in PDZ 4 and 5. The approved parameters of the LTD.30 bridges will not be superseded by the bridges proposed under this application and the requirements of Condition LTD.30 will remain unmet, requiring discharge in future. Condition LTD.30 is the means by which earlier bridges will be replaced by compliant highway bridges as LMF development comes forward. As such, Officers have assessed that there is no need for time limiting conditions on any permission relating to the current proposals as condition LTD.30 compliant bridges will bring about their eventual replacement.”

- 7.5 Outline Planning permission for the LCS was granted in September 2012 (11/90621/OUTODA, as varied by 14/00036/VAR). The LCS provides a framework for the comprehensive, mixed-use redevelopment of Queen Elizabeth Olympic Park (QEOP), including the creation of a series of new neighbourhoods that correspond with specific Planning Delivery Zones (PDZs) into which the LCS is subdivided. This permission authorised the development of up to 759,900sqm floorspace across the QEOP, including 641,817sqm residential development. Condition LCS0.194 of this permission prevents more than 400 residential units to be occupied in PDZ4 until Bridge H14 has been delivered as a multi-modal vehicle bridge, in accordance with the details approved by the Local Planning Authority (LPA) pursuant to Condition LCS0.31.

- 7.6 The Canal Park, located in PDZs 4 and 5 was granted Reserved Matters approval in February 2014 (13/00508/REM) for hard and soft landscaping including the laying out of open space and play space, public realm, streetscape, final levels and associated works pursuant to LCS0.28 (Reserved Matters) and LCS0.29 (Excepted

Infrastructure) of outline planning permission 11/90621/OUTODA within PDZs 4 and 5 (Canal Park). This open space has since been constructed and available for use.

- 7.7 On 11 August 2014 planning permission was granted (Ref. 14/00036/VAR) that allowed the accelerated delivery of the PDZ4 and PDZ5 sites and reinstated the building line of SPDZ 5B through the removal of condition LCSO.290 of planning permission 11/90621/OUTODA. The effect of this variation was to grant a new LCS outline planning permission under Section 73 of the Town and Country Planning Act 1990 subject to the original conditions, obligations and definitions - save for those which were amended to give effect to "accelerated delivery" in PDZ4 and 5.
- 7.8 The Sweetwater School gained Reserved Matters approval (Ref: 16/00039/REM) in June 2016 including the detailed design of the southern loop road, along with a NMA in relation to amendments to the school parameters (Ref: 16/00066/NMA). To allow access to the school, planning permission was granted in May 2016 for the construction of a temporary road linking the existing Loop Road in PDZ 4 /Sweetwater to White Post Lane (PPDT ref: 16/00039/REM). The pre-commencement conditions relevant to the school have since been submitted and approved. Construction of the school has commenced and the school is due to open in September 2017.
- 7.9 A number of NMA applications to the LCS Outline Planning Permission have been approved. All of these NMA applications were supported by an EIR and were prepared in accordance with the LLDC's approved Superseding Development Protocol (LCS-GLB-CON-APP-SDP-001-V02 which was approved on 1 August 2013 (13/00208/AOD), and deemed 'non-material' in terms of their effect on the conclusions of the LCS ES and ES Addendum.
- 7.10 The detailed design of the bridges must comply with the approved LCS parameters for H14 and H16. The LCS parameters set the heights and locations of both the bridge deck and abutments on the east and west banks. The parameter plans for Bridge H14 and H16 are:
- H14 Vehicle Bridge Parameter Plan – Drawing Number: LCS-DWG-APP-BRG-PAR-GLB-000-001 Rev 02
 - H16 Pedestrian/Cycle Bridge Parameter Plan – Drawing Number: LCS-DWG-APP-BRG-PAR-GLB-000-002 Rev 02

8. POLICIES & GUIDANCE

National Planning Policy

National Planning Policy Framework (NPPF)

- 8.1 The policies in the NPPF are material considerations in the determination of applications. The NPPF states that due weight should be given to relevant local plan policies according to their degree of consistency with the NPPF. The principle of sustainable development permeates the NPPF. The Framework makes clear that local authorities should be positive and proactive in encouraging sustainable growth and addressing barriers to investment. The NPPF should be read in conjunction with the Planning Practice Guidance, a web-based resource for all users of the planning system. This describes the importance of good design and how this can be achieved through planning decisions.

- 8.2 The following NPPF policies are relevant to this planning application:
- | | |
|------------|---|
| Section 4 | Promoting sustainable transport |
| Section 7 | Requiring Good Design |
| Section 8 | Promoting healthy communities |
| Section 12 | Conserving and enhancing the historic environment |

Regional Planning Policy

- 8.3 London Plan (March 2016)
- | | |
|-------------|--|
| Policy 2.4 | The 2012 Games and their legacy |
| Policy 2.9 | Inner London |
| Policy 2.13 | Opportunity Areas and Intensification Areas |
| Policy 5.3 | Sustainable design and construction |
| Policy 6.9 | Cycling |
| Policy 6.10 | Walking |
| Policy 7.2 | An inclusive environment |
| Policy 7.3 | Designing out crime |
| Policy 7.4 | Local character |
| Policy 7.5 | Public realm |
| Policy 7.6 | Architecture |
| Policy 7.8 | Heritage assets and archaeology |
| Policy 7.19 | Biodiversity and access to nature |
| Policy 7.30 | London's canals and other rivers and waterspaces |

Local Planning Policy

- 8.4 LLDC Local Plan (2015)
- | | |
|--------------|--|
| Policy SD.1 | Sustainable Development |
| Policy SP.3 | Integrating the build and natural environment |
| Policy B.1 | Building a strong and diverse economy |
| Policy BN.1 | Responding to place |
| Policy BN.2 | Creating distinctive waterway environments |
| Policy BN.3 | Maximising biodiversity |
| Policy BN.5 | Requiring inclusive design |
| Policy BN13 | Improving the quality of land |
| Policy BN.16 | Preserving or enhancing heritage assets |
| Policy 1.3 | Connecting Hackney Wick and Fish Island |
| Policy 1.5 | Improving the public and private realm in Hackney Wick and Fish Island |
| Policy T.4 | Managing development and its transport impacts |
| Policy T.6 | Facilitating local connectivity |
| Policy T.9 | Providing for pedestrians and cyclists |
| Policy S.3 | Energy Infrastructure and heat networks |
| Policy S.4 | Sustainable design and construction |
| Policy S8 | Flood Risk |
| Policy 4.2 | Bringing forward new connections to serve new development |
| Objective 4 | Secure the infrastructure required to support growth and convergence |

- 8.5 The application sites falls within the Site of Importance for Nature Conservation, as depicted within the Local Plan Policies Map and White Post Lane & Fish Island Conservation Area.

- 8.6 The bridges sit within Sub-Area 1 of the Local Plan (Hackney Wick and Fish Island). The policy aspiration for this area is to provide up to 4500 new homes, and continue to support thriving cultural and creative industries.

Site Allocation SA1.8 Sweetwater

- 8.7 The site allocation proposes “Comprehensive, phased mixed-use development, including residential, employment, retail and community floorspace (incorporating a new primary school, nursery, health centre and library). To facilitate this “new bridge links should be provided across the Lee Navigation that align with the street pattern of Hackney Wick and Fish Island”.

8.8 **Other Relevant Guidance Considerations**

- LLDC Inclusive Design Standards (March 2013)
- Standard IDS03: Bridges for Pedestrian Use
- Olympic Legacy Supplementary Planning Guidance (July 2012)
- Mayor of London Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment Supplementary Planning Guidance (October 2014)
- Mayor of London Sustainable Design and Construction Supplementary Planning Guidance (April 2014)
- Hackney Wick and Fish Island Supplementary Planning Document (SPD) – Consultation Draft July 2016
- Fish Island and White Post Lane Conservation Area appraisal November 2014
- Hackney Wick Conservation Area Management Guidelines (March 2015)

9. PUBLIC CONSULTATION

- 9.1 The applications were initially advertised in the East London Advertiser (LB Tower Hamlets) newspaper publication on 17 November 2016 and 10 site notices placed around the applications sites (Bridges H14 and H16) on 15 November 2016. Consultation letters were also sent to those who made representations to PPDT following the applicant’s pre-submission consultation events undertaken in the summer of 2016. A second round of consultation was undertaken on 12 January 2017 following the receipt of the following further information:

- Bridge 14: Noise Note dated 14 December; and
- Transport Technical Note dated 8 December 2016

- 9.2 This second round of consultation was consistent with the initial round, with additional letters sent to those who made representations on the applications in response to the first round of consultation.

Representations from statutory and non-statutory consultees

- 9.3 38 Statutory and 28 non-statutory consultee letters were sent out on the 15 November 2016 and 463 consultation letters sent to occupiers and landowners in the area.

- 9.4 The parties consulted are listed below; those who responded to the consultation are shown in **bold**.

LB Tower Hamlets Planning

LB Tower Hamlets Environmental Health

LB Tower Hamlets- Transportation & Highways

LB Tower Hamlets- Education

LB Tower Hamlets- Waste Authority

LB Tower Hamlets- Arboricultural
LB Tower Hamlets- Noise
LB Hackney- Conservation and Urban Design
LB Hackney Planning
LB Hackney- Highways and Transportation
LB Hackney- Waste
LB Newham- Planning
LB Waltham Forest Planning
Canal River Trust
Environment Agency
Lee Valley Regional Park Authority
National Grid
Natural England
Network Rail
Transport for London (TfL)
Natural England - London Region
Department for Transport
London Underground Infrastructure Protection
London and Continental Railways Ltd
Docklands Light Railway
London Ambulance Service NHS Trust
Inland Waterways Association
British Gas
Department for Communities and Local Government (DCLG)
Greater London Archaeological Advisory Service (GLAAS)
Thames Water Authority
Crossrail Limited
London Overground
Transport for London (TfL) - London Buses
Transport for London (TfL) - Taxi and Private Hire
HS1 Limited
London Stadium 185 (The Stadium Operator)
Mossbourne Community Academy
London Power Networks
Engie Limited
East London Waste Authority
BT Group PLC
London Cycling Campaign
Met Police
British Transport Police
EastEnd Waterways Group
EDF Energy (Network Plc.)
Eton Mission Rowing Club-
Get Living London
Hackney Wicked CIC
Health Protection Agency
Here East- Gavin Poole
Lea Rivers Trust

Lea Rowing Club
London Fire and Emergency Planning Authority
Port of London Authority
Sadlers Wells Trust Limited
Space Studios
The Yard Theatre
Bobby Moore Academy- DRET- Stuart Burns
London Wildlife Trust
East End Waterway Group
LLDC PPDT Environmental Consultants
LLDC PPDT Transport Consultants
LLDC Inclusive Design

9.5 A summary of response received is provided below:

London Borough of Tower Hamlets – Mayor John Biggs

Bridge H14 (ref: 16/00587/REM)

9.6 Bridge design: The Mayor of Tower Hamlets raised concern with the proposed design and construction of bridge H14 and the potential visual intrusion into the homes of adjacent residents. The Mayor requested the London Borough of Tower Hamlets (LBTH) to engage on the design and implementation of the bridge to ensure potential impacts are minimised. LBTH will also be the eventual 'legacy' authority for the area and therefore has an interest in ensuing management and amenity issues.

9.7 *Officer response: The design of bridge H14 has sought to minimise the impact on neighbouring properties through the following ways:*

- **Separation distance** – *Condition LCS.30 of the LCS OPP requires a minimum 4m separation distance between the north parapet of the proposed bridge and the nearest habitable window to ensure residential amenity is protected. The proposed H14 has been reduced in width from 7.3m envisaged in the LCS to 6.5m. This reduction in width has allowed a minimum separation distance of 4.35m between the proposed bridge and Crown Wharf at ground level. A separation of 4.52m is maintained from the nearest habitable window located at 1st floor level.*
- **Privacy** – *The proposed pedestrian walkway adjacent to residents of Crown Wharf would be at a lower level than compared to the existing pedestrian bridge. The walkway is approximately 1.25m below the floor level of the closest habitable window. The lower level of avoids situations where residents are directly overlooked by passing pedestrians. The average person's eye would typically be at floor level of the flat.*
- **Lighting** – *a minimal level of lighting has been proposed to avoid light spill into neighbouring properties, whilst still achieving safe levels of light along the pedestrian and highway*
- **Adoption of the highways and bridges** – *Both the bridges and highways have been designed to adaptable standards and LB Tower Hamlets highway officers have been consulted with in relations to the design and specification of the works as part of the pre-application discussions.*

9.8 *Officers therefore consider that the design of bridge H14 would not lead to any unacceptable visual impacts to adjacent residents.*

- 9.9 Walking and cycling: The Mayor of Tower Hamlets emphasised the importance of delivering a bridge that can safely support walking and cycling, as well as other modes of traffic.
- 9.10 *Officer response: The proposals for bridge H14 comprise two pedestrian footpaths that are 2m wide and an on carriageway cycle route. TfL have reviewed the scheme and have confirmed that the design raised no safety concerns. The proposals have also been shared with LBTH Highways and no issues regarding the integration of the footway into the bridge structure have been raised.*
- 9.11 Officers are therefore satisfied that the design of the all-modes bridge H14 safely accommodates walking and cycling, along with highway traffic.
- 9.12 Bus routes: To ensure bridge H14 provides maximum benefit to local residents and the regeneration aims for the area, the Mayor highlighted the requirement for the bridge to be accompanied by new bus routes that open up neighbourhoods to the East of the bridge to public transport and improve PTAL ratings.
- 9.13 *Officer response: The LCS S.106 Agreement includes a contribution of £6.59m to TfL (the Bus Service Enhancement Contribution) in order to fund the deliver the improvements identified on the Bus Enhancement Plan, which includes a new bus route along the 'Stratford to Tower Hamlets via West Park Corridor' – the rerouting of route 339 across H14.*
- 9.14 *TfL have confirmed that the design of the bridge would allow this route extension to take place and have highlighted that H14 will help improve the public transport accessibility of this area.*
- 9.15 Traffic Impact: The Mayor highlighted concerns regarding the risk of Bridge H14 becoming a route for 'rat running' and result in a deteriorated quality of life for residents living adjacent to it. The Mayor requested that the LLDC carry out further work to study the likely traffic flows, publish the findings to the public and consider measures that might mitigate problems.
- 9.16 *Officer response: LLDC has undertaken further work regarding the current traffic profile in the area compared with the projected QEOP development traffic flows and reviews the wider interactions of the bridge with the local area.*
- 9.17 *This confirmed that the traffic predictions set out in the LCS remained valid. PPDT received this report on 8th December 2016 and a re-consultation was initiated for inspection by the public. The applicant also provided further information in relation to noise, along with details of the mitigation included in the design that has reduced the level of predicted noise associated with the highway. This mitigation included the separation distances, lighting and privacy measures, along with the use of materials that reduce road noise. The re-consultation also comprised the availability of this information for public inspection.*
- 9.18 *Officers do not consider it necessary for any further mitigation, over that already committed to through the LCS OPP and by the transport and noise notes provided.*
- 9.19 *As part of the adoption process it would be possible for LLDC to support LBTH in monitoring traffic flows. As the highway authority, LBTH would then be able to manage and adjust the roads as they see fit.*
- 9.20 Responding to future impact: The Mayor confirmed the requirement to improve connectivity for the Sweetwater development as part of the masterplan, however

highlighted the importance of the quiet enjoyment of life in the Fish Island area for his constituents and the fear they have the new road crossing will have. As such, in order to mitigate traffic or other problems considered to be necessary in the future, the Mayor confirmed that the bridge would need to be adopted.

Officer response: The bridges and highways have been designed to adoptable standards and it is expected that the LBTH would adopt the roads.

9.21 District heating system: The Mayor requested confirmation that bridge H14 is intended to carry the infrastructure necessary to extend the district heating system to properties on the west of the canal in order to maximise the benefits of the bridge and overall sustainability. However, the potential increase in bulk and height this servicing may have on the bridge should be considered against the potential impacts this would have.

9.22 *Officer response: Bridge H14 has been designed to accommodate the extension of the Olympic District Heat Network and Engie have confirmed to LLDC that they expect to extend their network following the completion of the bridge. The inclusion of the district heat network has not led to any increase in the height of the bridge.*

Bridge H16 (ref: 16/00588/REM)

9.23 Principle: The Mayor informed that he considers the construction of the foot and cycle bridge to be unnecessary and should not go ahead. The Mayor's reasoning for this is that there is an existing footbridge approximately 100m from the site of the proposed H16 Bridge and if H14 is to be brought forward there would be no need for the extra bridge given H14 would be a safe route for cyclists. It was also advised that should a temporary footbridge be needed during the construction of H14 then this should be considered, preferably in a way that requires no demolition.

9.24 *Officers Response: H16 is needed in order to satisfy conditions LCS0.194 and LCS0.195. These conditions were placed on the LCS OPP because it was considered that the new pedestrian link would provide an important new route that will help support better connections between the new communities planned in both Sweetwater and Fish Island and was necessary to make the LCS development acceptable in planning terms. H16 will provide a direct link to Sweetwater School and has been design to meet the Inclusive Access Design Standards set for the Olympic Park, and ensure that wheelchairs and pushchairs will have good access to the school and Sweetwater site.*

9.25 *Officers consider that the need identified for the bridge remains important and they will help improve accessibility between the site and the local communities. Without these bridges it would also not be possible to deliver the permitted development in Sweetwater. Both bridges are therefore necessary in planning terms.*

9.26 *Planning condition LCS0.194 requires that Bridge H14 is available for use before 400 residential units in the Sweetwater site are occupied. Condition LCS0.195 then requires bridge H16 to be available for use before the existing H14 Bridge can be removed.*

London Borough of Tower Hamlets – Planning Authority

Bridge H14 (ref: 16/00587/REM) & H16 (ref: 16/00588/REM)

9.27 Principle: LBTH confirmed that the principle of Bridge H14 and H16 had already been approved by the outline planning permission for the wider Olympic Park which gave permission for a number of new bridges.

- 9.28 Overall, LBTH confirmed that the proposal is welcomed and the addition of a vehicular, pedestrian and cycle bridge is in accordance with their strategic policies outlined in their Core Strategy (2010) and the Fish Island Area Action Plan (2012).

Bridge H16 (ref: 16/00588/REM)

- 9.29 Design: LBTH have no objection to the overall design of the bridge and welcome its simple industrial style, however requested further details of the soffit detailing.

Bridge H14 (ref: 16/00587/REM)

- 9.30 Design: LBTH design officers have no major objections confirming that Bridge H14 has a strong coherent and rational design that is well thought out and the balance between industrial and elegant architecture has been achieved.
- 9.31 LBTH considered that further detailing around the soffits is needed given that how the bridge is seen from underneath is important.
- 9.32 The borough was unclear whether the concrete surface to be used on the bridge surface would be suitable during in periods of inclement weather conditions.
- 9.33 Clarification regarding the drainage of surface water was also requested.
- 9.34 *Officer response: With regard to drainage, Surface water drainage details will be provided to discharge LCS0.88. These details are required to be submitted and approved before the works can commence.*
- 9.35 *The proposed concrete surface will be tamped to provide all weather grip.*

London Borough of Tower Hamlets – Transportation & Highways Authority

Non-Material Amendment (ref: 16/00585/NMA)

- 9.36 The highway authority is concerned that allowing this application will allow delivery of bridges H14 and H16 without proper consideration of their relationship with movement networks in PDZ4. The authority stated that such information would be available if the proposals were considered as part of a Zonal Masterplan, which would enable the highway authority to comment on the detailed application with a full appreciation of the role they will play in PDZ 4
- 9.37 *Officer response: The layout of the PDZ4 highway network is defined by LCS-DWG-APP-HWY-PAR-PDZ4-001 (Rev 2). Detailed designs for the highway network have been approved for the southern portion of PDZ4 by Sweetwater School Reserved Matters Application, ref: 16/00039/REM. This application included this section of the loop road to provide the necessary access to Sweetwater Primary School (DRET), which is currently under construction and is planned to be open from September 2017. The details of the remaining sections of the PDZ4 highway network are then included within the north-south highway link approval of detail application. LCS0.191 (LPA Ref: 16/00593/AOD) requires this submission to be brought forward in advance of any Zonal Masterplan.*

It is considered that allowing the detailed approval for H14 and H16 alongside the detailed design of the north-south highway link will ensure the design fully considers the role of these connections. Designing these elements together now has allowed the highway to be reduced in width to provide improved conditions for pedestrians and cyclists.

The Reserved Matters applications for H14 and H16 also include drawings that explain how these new connections will relate to the wider network. H14 and H16 Context Plan (Ref: 5192_06_005) also shows how the bridges connect to the PDZ4 highway network, then SIW-FABR-80-XX-DZ-L-00110 shows how the landscape of these schemes integrates with the existing landscape.

The Zonal Masterplan for the PDZ4 site therefore does not have the scope to relook at the legacy highway network that relates to H14. In line with Annexure 2 of the LCS OPP the Zonal Masterplan will be to consider how the approved parameters of the LCS and explain the design narrative and overall principles for the Development Parcels within the PDZ4 site alongside the approved parameters and design codes. It will also provide a landscape strategy and define the inclusive access principles that will be applied within future Reserved Matters applications.

Bridge H14 (ref: 16/00587/REM) & Bridge H16 (ref: 16/00588/REM)

9.38 LBTH Highway Authority acknowledged that outline planning permission for bridges H14 and H16 and the parameter road network in PDZ4 were granted outline planning permission as part of the LCS. As such their comments below reflect the nature of the particular detailed applications.

9.39 Adoption: LBTH Highway Authority confirmed discussions between themselves and LLDC regarding the bridges becoming adopted highway structures. However, the highway authority informed that they would not agree to adopt a new structure that did not form a new link as part of the wider network. Areas of clarification requested by LBTH regarding aspects of the design pursuant to the respective bridges are detailed below.

Bridge H14 (ref: 16/00587/REM)

9.40 Clarification was also requested regarding the following:

- No protection from vehicles for the listed chimney stack has been included in the design;

Officer response: The risk of vehicles hitting the chimney was considered to be very low and would unlikely to pose a real threat to this heritage asset. However, Officers recognise the importance of the chimney and a condition is to be imposed requiring the applicant to submit details of specific vehicle mitigation to protect the structure against a potential collision.

- It is not clear how the road around the chimney stack will be surfaced;

Officer response: The road adjacent to the Carlton Chimney will be surface in asphalt. The footpath around the Carlton Chimney will be surfaced in concrete pavements.

- There is insufficient footway width between the listed chimney stack and proposed pedestrian crossing. This would be exacerbated when required crossing pole, which is currently not shown on the drawings is accounted for;

Officer response: In the proposed design there is a 1.4m wide path between the Carlton chimney and the proposed kerb. This width is sufficient for wheel chair users and visual impaired people with a guide and is in accordance with the inclusive mobility guidance.

- The stairs shown on the north side of the bridge connecting to the adjacent residential block are not required by the Highway Authority;

- It is not clear how the lighting of the road bridge will be designed and implemented to prevent overspill onto the canal;

Officer response: The lighting strategy for both bridges H14 and H16 is set out within Design and Access Statement. The detailed design of the public realm lighting is required to be submitted and approved before any lighting can be installed (LCS0.33). An informative is to be imposed to the RMA highlighting

that the lighting details provided as part of LCS0.33 will need to demonstrate that light spill into the noted areas does not exceed 2 lux.

- It is not clear which organisation is to maintain the pedestrian links between the bridge and the canal (on both sides); and

Officer response: Maintenance of the pedestrian links to the bridges will form part of the adoption discussions with the local authority.

- As the bridge will be a Highway structure any lighting under the bridge will need our agreement.

Officer response: lighting details will be provided as part of condition LCS0.33. LBTH will be consulted on this details once received by the Local Planning Authority.

Bridge H16 (ref: 16/00588/REM)

- 9.41 Highways: LBTH Highway Authority confirmed discussions between themselves and LLDC regarding the bridge becoming an adopted highway structure. However, the highway authority informed that they would not agree to adopt a new structure that did not form a new link as part of the wider network and at present it is not clear how H16 will be integrated into the highway network on the eastern side. Clarification was also requested regarding the following:

- It is not clear how the lighting of the road bridge will be designed and implemented to prevent overspill onto the canal
- It is not clear which organisation is to maintain the pedestrian links between the bridge, the canal and the school.

Officer response: A condition is recommended prohibiting light spill of more than 2 lux on the canal corridor.

North-South Highway Link (ref: 16/00593/AOD)

- 9.42 The Highway Authority welcome the overall changes to the design of link to become more supportive of lower traffic speeds and walking and cycling compared with the outline scheme. LBTH also echo TfL's comments regarding the junction radii and whether they are appropriate for the 20mph speed limit that will be implemented on these roads.

- 9.43 *Officer response:* The highway is considered to have been designed in accordance with the Olympic Park Transformation design standards. The applicant has explained that individual junctions have been tested with vehicle swept path analysis to tighten radii where possible. PPDT's Transport Consultants have not raised any concerns in this regard.

London Borough of Waltham Forest – Planning Authority

Bridge H14 (ref: 16/00587/REM) & Bridge H16 (ref: 16/00588/REM)

- 9.44 The borough confirmed they have no objection to either of the bridges.

Natural England – London Region

Bridge H14 (ref: 16/00587/REM) & Bridge H16 (ref: 16/00588/REM)

- 9.45 Provided no specific comments on the proposal. Advised that the application should be determined in accordance with national and local policy guidance, and on the basis of any specialist conservation advice received.

Canal River Trust (CRT)

Bridge H14 (ref: 16/00587/REM) & Bridge H16 (ref: 16/00588/REM)

- 9.46 Heritage: CRT explained that they were a little surprised that the submission does not include a standalone Heritage Assessment and that Consideration of the effects on the industrial topography, in particular the historic grain of industrial structures, roads, waterways and boundaries, and setting of heritage assets, did not seem to have been included within the submission, with only a short paragraph on "Heritage Context" presented as part of the DIAS, in Part 2.
- 9.47 *Officer response: LCS Condition LCS0.31 sets out the requirements for the Reserved Matters submission. Heritage considerations were taken into consideration as part of the LCS ES and further design details have been provided as part of the Reserved Matters submissions. An Environmental Information Report (EIR) has also been prepared by the applicant to corroborate the LCS ES, which confirms that the design does not give rise to new or additional significant environmental effects. Therefore the moderate beneficial effect on townscape and heritage is still expected from the LCS development. Officers are therefore satisfied that a heritage statement is not necessary. Furthermore, Historic England and the Museum of London Archaeology (MOLA) have considered the heritage issues and potential impact of the proposed bridges on the Fish Lane and White Post Lane Conservation Area and nearby Heritage Assets, specifically Carlton Chimney in relation to Bridge H14 and the cluster of buildings around Vittoria Wharf in relation to Bridge H16. They have concluded that although there will be change the harm to the significance of the Conservation Area and its setting will be minimal, overall the impacts are less than substantial and this will be more than adequately offset by the public benefit of improved physical access and opportunities for enhancement through new development.*
- 9.48 Drainage: CRT highlighted that there is no drainage plans accompanying the applications for bridge H14 and H16 and the applicant would require an agreement with the Trust's Utilities team if discharge to the Navigation is proposed.
- 9.49 *Officer response: The applicant is required to submit surface water drainage details in order to discharge condition LCS0.88 of the LCS OPP, which are required to be submitted and approved before works can commence.*

Bridge H14 (ref: 16/00587/REM)

- 9.50 Carlton Chimney: CRT suggested that to help protect the existing historic Carlton Chimney from the western approach road that would be in close proximity, the road should be proposed further south. Also advised that consideration should be given to whether this should include some sort of barrier. However, request further details to ensure that the measures for vehicle containment to protect the historic asset will not detract from its setting. Advised that sufficient unencumbered space around the chimney should be provided, to allow pedestrians and wheelchair users to view the structure and any associated interpretation when close-to.
- 9.51 *Officer response: The importance of protecting Carlton Chimney is recognised and the applicant accepts the need to include specific vehicle mitigation to protect the structure against the unlikely event of collision. The applicant has proposed to include appropriately designed mitigation that would form part of the public realm, ensuring that they protect and enhance the character of the local area. A condition will be imposed securing further details to be submitted, following consultation with CRT.*

- 9.52 Towpath (Eastern) Abutment: CRT welcomed that the proposed bridge abutment would not project into the towpath area as far as the existing footbridge abutment. CRT also support the proposed form liner treatment of the abutment, which will add interest and help avoid graffiti. Although, CRT state that this has not been successful in discouraging graffiti on the western abutment of the existing bridge and therefore request that further consideration be given to how this could be overcome, or how this might be managed on both proposed abutments in the future.
- 9.53 *Officer response: Permanent tow path lighting is to be installed on the eastern side of the bridge under the bridge deck over the tow path. This lighting will prevent creating a dark spot directly below the bridge deck during the hours of darkness acting as a security measure to discourage antisocial behaviour and application of graffiti.*
- 9.54 *Access to the western abutment will be secured by security fencing which will prevent unauthorised access onto set back area of non-towpath land. This security measure will limit the opportunity for antisocial behaviour and application of graffiti.*
- 9.55 *All exposed areas of concrete on both the western and eastern sides of the bridge will be treated with a clear, non-colouring proprietary Anti-graffiti coating. This treatment will reduce the adhesion of graffiti to the underlying surface. The graffiti can then be cleaned using a proprietary anti-graffiti cleaner. The anti-graffiti coating can be cleaned up to five times using anti-graffiti cleaner after which the surface will need re-coating. The maintenance and use of anti-graffiti coating and cleaner will be set out in the operational and maintenance manual produced for the ridge when it is handed over to the end user.*
- 9.56 Offside (Western) Abutment: CRT advised that the existing footbridge has a set-back on the off-side (non-towpath side) which is subject to fly-tipping and graffiti. CRT raised concern that the proposed road bridge would have a relatively deep set-back and there is no obvious treatment for how this will be better managed. CRT requested that this is assessed as part of an amended landscaping masterplan and suggest a planning condition for landscaping.
- 9.57 *Officer response: The applicant has advised that this area will be secured for maintenance access. Further details of this area will be secured by way of condition.*
- 9.58 Bridge Height: CRT have confirmed they are satisfied with the proposed headroom of 2.5m above the towpath, even though the Trust's Cost of Practice usually requires 2.7m but acknowledges the constraints by other bridge heights. However, CRT raised that it is not clear if this is measured from the top of the towpath ramp/table heritage feature, which raises the towpath level under the southern end of the bridge. CRT are concerned that this feature should not be affected and the bridge height clearance above the towpath must be at least 2.5m above this.
- 9.59 *Officer response: Condition LCS0.31 requires that bridge H14 provides a clearance height of no less than 2.5m between the towpath and the lowest edge of the bridge deck. The supporting drawings and Design and Inclusive Access Statement confirm this will be achieved.*

- 9.60 Lighting: CRT highlighted the importance of ensuring that light pollution from these does not spill over the waterscape. As such, CRT requested that condition be imposed to secure the submission of a lux levels plan.
- 9.61 *Officer response: The lighting strategy for both bridges H14 and H16 is set out in section 7.4 of the Design and Inclusive Access Statement which confirms the location and type of lighting proposed. Condition LCS0.33 also requires details of the public realm lighting including details of lux levels and measures to limit light spill. These details will therefore be submitted to LLDC PPDT in due course of which CRT will be consulted. An informative is also imposed reminding the applicant to submit these details and engage with CRT.*
- 9.62 Towpath Lighting: CRT highlighted that no lighting is shown beneath the bridge, over the towpath, which would be required, for people using the towpath at dawn and dusk.
- 9.63 *Officer response: towpath lighting is proposed adjacent to the bridges, including LED handrail lights and in ground lighting. The lighting will help users to safely join or exit the bridge. The remainder of the towpath would remain unlit to limit the impact on the canal corridor and to be consistent with the E1 (intrinsically dark) illumination classification.*
- 9.64 Remediation Statement: CRT confirmed that the Remediation Statement proposes suitable mitigation factors to alleviate concerns regarding potential for contaminated soil to be disturbed and for contaminated perch water and groundwater to be encountered.

Bridge H16 (ref: 16/00588/REM)

- 9.65 Towpath Ramp Heritage Feature: CRT raised concern with the proposed level access ramp to the north of bridge H16 that joins the towpath at the top of the towpath ramp/table heritage feature. They do not consider this to be the correct treatment for this heritage structure and are concerned at how this junction would be constructed without causing damage to its fabric. CRT suggests that the ramp should be extended north, to completely avoid this raised ramp/table heritage asset. CRT also suggests that the submission of, and compliance with, a new landscape masterplan should be required by condition and should specifically require further consideration of the positioning of this ramp.
- 9.66 *Officer response: The applicant has explained that the space is tight in this area and a 4m wide ramp is required to provide for wheelchair access. To alter the ramp as suggested by CRT would result in the ramp running directly adjacent to the MUGA requiring a longer retaining wall and the loss of 2 proposed trees. Officers therefore consider the proposed arrangement to be appropriate and less visually intrusive on the canal side.*
- 9.67 Towpath Surfacing Under Bridge: CRT requested that this area be hard surfaced to improve the towpath under the bridge, as was carried out when the footbridge at H14 was installed. The reasoning is that grass is unlikely to grow well and the area may become muddy and unkempt. The Proposed Landscape Masterplan drawing number SIW-FABR-80-XX-DZ-L-00110 shows the area retained as grass, and CRT have therefore request a planning condition that would require a new landscape masterplan to be submitted and complied with. CRT also requested that any landscape here should not disturb the existing mooring rings that are laid in blocks along the grass strip.

- 9.68 *Officer response: The grass indicated on the drawing relates to existing conditions and discussion between the applicant and LLDC are taking place to establish whether they are able to extend the hard surface materials beneath the bridge.*
- 9.69 Landscaped Seating and Towpath Widening: The Proposed Landscape Masterplan also shows seating at back of the towpath, which CRT are concerned will make seated people vulnerable to conflict with passing cyclists and other towpath users, as their legs will project into the towpath. CRT has therefore suggested that the proposed seating is positioned further back and that the towpath surfacing could also be widened to allow more room for cyclists avoiding the grassed edge.
- 9.70 *Officer response: The applicant has stated that the location of the ramp means that the seating cannot be moved further back although suggested that it may be possible to reposition the seating, however it is unlikely to be possible to widen the towpath. The applicant is looking in to this and will confirm the details as part of the landscape condition.*
- 9.71 Lighting: similarly to bridge H14, CRT commented that the only lighting that appears to be proposed on the Hard Landscaping General Arrangement Plan (drawing number SIW-FABR-82-XX-DG-L-00211) is a lighting column on either side of the bridge deck. CRT reiterated the importance that light pollution from these does not spill over the waterspace, and request lux level plans as part of a proposed condition. CRT also queried if any lighting is proposed to be incorporated into the handrail of the bridge.
- 9.72 *Officer response: A condition is to be imposed prohibiting light spill on the canal corridor to exceed 2 lux to ensure biodiversity is protected. Towpath lighting is proposed adjacent to the bridges, including LED handrail lights and in ground lighting. Further assessment of the lighting is set out in the Assessment section of this report.*
- 9.73 Offside Space Between the Bridge and Forman's Factory: CRT commented that the spaces between the bridge approach and the buildings on the western approach appear a bit tight and unpleasant, with little detail as to how these are going to be addressed. A small triangle of land is created between the western bridge abutment and the side of the Forman's factory building, which only partly falls within the application red line and is not shown as receiving any treatment. CRT request that this area, and the offside (non-towpath side) area beneath the bridge, be addressed with appropriate landscaping or infilling, to avoid it becoming unsightly, like the space that currently exists under the offside area of the H14 footbridge. CRT suggest that the most appropriate way to do this would be for the areas to be fully included within the site boundary, where it is not already, and for details of landscaping to be secured through condition.
- 9.74 *Officer response: This area lies outside of LLDC's control and the applicant has informed that they are in discussions with the owner of the Forman's Factory on how to treat this area.*

Environment Agency (EA)

Non-Material Amendment (ref: 16/00585/NMA)

- 9.75 EA explained that they understand that bringing the development of Bridges H14 and H16 through the amendment applied for, will not have any impact on the validity of planning conditions associated with the bridges and will not impact on the requirements set out in the outline permission. On this basis, the EA have no

objections to the development works on the bridges being brought forward. EA have no objection to the Non-Material Amendment to include Bridges H14 and H16 in the definition of 'Excepted Infrastructure'.

Bridge H14 (ref: 16/00587/REM) & Bridge H16 (ref: 16/00588/REM)

- 9.76 EA support the overall bridge design and have no objections to the approval of Reserved Matters, but only subject to conditions being applied to address some outstanding issues.
- 9.77 EA advised that the bridge abutments are set back an appropriate distance from the top of the bank and landscaping proposals should sufficiently mitigate for the loss of habitat caused by shading of the bridge structures. The soffit levels are also set an appropriate distance above the design flood level.
- 9.78 Despite the above, EA explained that the bridge is likely to have an impact on bat communities and requested that this impact is mitigated by the inclusion of bat boxes or bat bricks beneath the bridge.
- 9.79 *Officer response: In response to this the applicant has revised the Ecology Statement to include a commitment to provide 4 bat boxes and agreed to a condition that will secure this provision.*
- 9.80 Additionally, EA highlighted that the submitted information refers to lighting within the beams of the bridge, but specific details haven't been provided. As such, EA requested that in order to ensure that there are no unacceptable impacts on the ecological environment; light spill into the river channel and adjacent migratory river corridors needs to be kept no higher than 2 lux.
- 9.81 *Officer response: In response to the above, Condition LCS0.33 secures the submission of these details. An informative will also be added to the Reserved Matters Application highlighting that the lighting details provided as part of condition LCS0.33 will need to demonstrate that the light spill into the areas highlighted do not exceed 2 lux. Furthermore, in line with the LCS Site Wide Lighting Strategy no lighting is proposed along the towpath to limit light spill onto the canal and avoid adverse impact on ecology and bat corridors.*

Greater London Archaeological Advisory Service (GLAAS)

- 9.82 Confirmed that there are no archaeological requirements for any of the sites (references: 16/00585/NMA, 16/00587/REM, 16/00588/REM and 16/00593/AOD).

Network Rail

- 9.83 No objection to the suite of applications

London Underground Infrastructure Protection

- 9.84 Wish to make no comments on applications pursuant to Bridge H14 and H16 (ref: 16/00587/REM, 16/00588/REM).

Transport for London (TfL)

Approval of Details (ref: 16/00593/AOD) – North-South Highway Link

- 9.85 TfL raised the following comments pursuant to the above application:
- The 6.5m width for the carriageways and H14 bridge is the minimum width for two-way bus operation for any prolonged distance, which is welcomed.
 - Broadly welcome the design, which includes replacing two signal-controlled junctions with two priority junctions.

- The applicant should clarify whether some of the geometry is appropriate to a 20mph environment – i.e. whether some of the corner radii can be tightened and crossing distances reduced.

Officer response: The highway is considered to have been designed in accordance with the Olympic Park Transformation design standards. The applicant has explained that individual junctions have been tested with vehicle swept path analysis to tighten radii where possible. PPDT's Transport Consultants have not raised any concerns in this regard.

- Some consideration also needs to be given to the need for access between the two-way cycle track and development sites to the west. These may require more places to cross the north-south link informally, particularly on Marshgate Terrace, which has quite a long section without any crossing points for pedestrians or cyclists.
- It will need to be confirmed who will adopt the highways and / or bridge structures – not least where there is a borough boundary between Hackney and Tower Hamlets, and where highway bridges cross the North London Line.

Officer response: LBTH are to adopt the bridge structures once completed. Discussions are currently underway and agreements are to be sought under Section 38 of the Highway Act 1980.

- It will need to be clarified how the north south link will dovetail with the future access to pedestrian /cycle bridge H16.
- The bus stops shown, especially to the east of Bridge H14, may be subject to detailed design changes during any construction phase, for example to ensure that there are sufficient footings for stops and shelters.

Bridge H14 (ref: 16/00587/REM) & Bridge H16 (ref: 16/00588/REM)

- 9.86 TfL considers that these two bridges form an integral part of the package of enhancements to improve connectivity, particularly for west-east crossings of the River Lee Navigation.
- 9.87 TfL highlighted that there is relatively low levels of public transport accessibility at Hackney Wick and Fish Island which will need to be improved to maximise access to the facilities and employment opportunities.
- 9.88 TfL is striving to improve the accessibility of the bus network and are aiming to ensure passengers do not have to walk more than 400 metres (or up to five minutes) to reach a bus stop. At present many parts of Fish Island are at the upper acceptable limit of the 400 metre range of a bus stop. TfL would therefore welcome the flexibility to provide a bus service through Fish Island to improve this situation for the elderly and those with mobility impairments. The proposals for bridge H14 (with a 6.5m wide carriageway) would enable TfL to run such a bus service. Any amendments to the bus network would be subject to a separate consultation process.

Crossrail Limited

- 9.89 No objection to the suite of applications.

London Cycling Campaign (LCC) (1st consultation response)

- 9.90 The LCC objects to planning applications 16/00587/REM, 16/00588/REM, 16/00585/NMA and 16/00593/AOD.
- 9.91 LCC considers the highway link to create a major new traffic stream across both residential and park zones that will adversely impact the amenity to residents and visitors, including children using the planned school on Fish Island.

9.92 LCC requested that the LCS OPP for this proposal be reviewed and a zonal masterplan provided.

Bridge H14 (ref: 16/00587/REM)

9.93 LCC's comments in relation to Bridge H14 are summarised below:

- The proposed new traffic link, connecting NE London and the A12 with Tower Hamlets and Hackney via the QE Olympic Park and the H14 bridge will attract an unacceptable amount of additional traffic.
- Insufficient evidence of measures in the application to exclude through traffic despite what appear to be misleading statements saying that the noise and environmental impact of traffic will be 'acceptable' and 'minor';
- The LCS application estimated traffic at Monier Road/Dace Road at up to 950 vehicles per hour 1 (most of which are expected to use the Monier Road bridge) and it is unclear if this includes through traffic or not;
- The proposal seeks to avoid the requirement of a Zonal Masterplan prior to implementation and describes this particular change as a 'Non-Material Amendment' despite the fact that the new bridge will enable thousands of vehicles to drive on narrow roads past residential homes (H14 will be 4 metres away from residents windows) generating congestion in Tower Hamlets, Hackney and Newham;

9.94 *Officer response: The traffic effects of the bridges were fully considered as part of the LCS Transport Assessment, and deemed acceptable. They were granted planning permission, and the submission now only applies for the detailed design of the bridges, as required by planning condition LCS0.31.*

However, for information, the 950 vehicle number (taken from LCS Transport Assessment Appendix H) is a 2031 evening peak hour forecast for traffic using Wansbeck Road, Dace Road, and Monier Road junction. Please note that this is for a PM peak hour only, not per hour. The corresponding traffic for the morning peak hour is 589 vehicles.

The increase in vehicle numbers, over a 19 year period from the 2014 (no bridge) baseline is between 74 and 228 for the morning and evening peak hours and not all use Monier Road.

Analysis of the junction indicates that all arms operate comfortably with good levels of reserve capacity.

The "acceptable" and "minor" descriptions of these increases in traffic are defined in the Environmental Statement which supported the Legacy Communities Scheme planning application, and are standard for assessing transport effects for schemes of this nature. This assessment was undertaken using standard traffic modelling methodology which was agreed in advance by Transport for London, the Local Planning Authority, and the relevant highways authorities.

- Claim that the Proposal is contrary to LLDC Policy, the proposal will bring traffic congestion, noise and air pollution to the park and surrounding area;
- Justification for the construction of the bridge by way of Objective 4 of the LLDC Local Plan (*Improving local connectivity, including delivery of new bridges and routes to maximise walking and cycling*) is not accurate. The objectives refer to cycling and walking bridges not a motor bridge that, according to LCS estimates (up to 850 vehicles per hour driving to or from Monier Road bridge), which will carry thousands of vehicles per day;

Officer response: The traffic effects of the bridges were fully considered as part of the LCS Transport Assessment, and deemed acceptable. They were granted planning permission, and the submission now only applies for the detailed design of the bridges, as required by planning condition LCS0.31.

However, it is important to note that the LLDC Local Plan includes a number of objectives which includes addressing severance in Hackney Wick and Fish Island, and which includes an all-modes bridge linking to Monier Road to Queen Elizabeth Olympic Park (

The LCS OPP which approves the principle of the bridge should be reviewed to take account of changes to the Park and to Mayor policy since the LCS permissions were granted;

Officer response: The case for both H14 and H16 were fully considered as part of the LCS transport assessment, and deemed acceptable. They were granted planning permission, in accordance with local policy at the time, and are identified as key connectivity enhancements as part of the LLDC Local Plan which was adopted in 2015.

- 9.95 Traffic Management: LCC suggested methods of restriction on through traffic that would minimise traffic use on Bridge H14, including ‘filtered permeability’ measures, which are commonly used in Hackney and allow residents and buses (using rising bollards) to access and area without permitting its use by through traffic.

London Cycling Campaign (LCC) (2nd consultation response)

- 9.96 LCC provided a second consultation response in relation to the additional information provided comprising a noise and transport note. Their comments are summarised below:

9.97 Noise Assessment

- Noise assessment suggests that the noise impacts of the H14 motor bridge will not be significant, however the noise maps clearly show a major increase in noise levels on the properties bordering the Lea River Navigation Canal and those bordering the bridge itself;
- Question the new calculations showing the bridge will be 7m (rather than 4m) away from residential homes;
- The assessment states the noise generated by the road is ‘acceptable’ citing its own staff as the judges; and
- “The noise levels predicted at Crown Wharf are on the lower range of similar residential properties that are located adjacent to existing small / minor roads in London.” As the numerous objections make clear, building a road that will attract more than 400 vehicles per hour will have significant noise and safety impacts.

9.98 Transport Assessment

- The Arup assessment establishes, on the basis of modelling, that motor traffic levels in the Olympic Park in 2031 will not exceed ‘saturation levels’ whether or not bridge H14 is converted into a motor bridge. Only if a notional 20% boost is added to the 2031 motor traffic levels, do any of the routes show saturation levels exceeding 100% without bridge H14;
- This ‘saturation’ based on a 20% increase in motor traffic levels above 2031 projections is then used to justify a conclusion that an additional bridge is necessary to provide ‘resilience,’ or additional capacity, for through traffic that will continue to create congestion on an unchanged street network in Hackney

and Tower Hamlets. It is likely that construction of the bridge will in fact 'induce demand' and create additional motor vehicle trips – using up that 'resilience';

- the construction of bridge that will boost motor traffic in the Olympic Park and create additional congestion in surrounding boroughs;
- The assessment does not consider that, until 2013, the White Post Lane bridge was closed for several years without notable impacts on surrounding areas. With the re-opening of the bridge the relatively small proportion of car owners on Fish Land have easy access to Stratford and Olympic Park without blighting the area with additional traffic.

9.99 *Officer response: Bridges H14 and H16 were granted planning permission in 2012 on the basis that they are important components of the improvements to connectivity that are needed to overcome the current access problems and create a fully permeable area such that, overall, provide significant positive benefits in terms of public transport and local connectivity and accessibility. Bridges H14 and H16 are committed infrastructure improvements and planning policy developed since 2004 has assumed that the improvements to local connectivity they provide will be delivered within the plan period.*

9.100 *The original strategic transport modelling for LCS was based on extensive traffic surveys before the closure of a number of roads in the area to enable the Olympic Park construction. The future base line traffic models were then developed with the traffic associated with the removed or relocated land uses to be taken into account. This was subsequently verified by further surveys during the Park closures. Strategic modelling for the LCS proposed land uses was then undertaken with a set of agreed transport assumptions to promote public transport, walking and cycling with limited parking standards across the area. This strategic modelling has identified the level of traffic at various stages of development in the future and the distribution of traffic by roads across the network with the aim of reducing the scale and size of roads across the Park. The Transport Technical Report provided with the Reserved Matters Applications reflects an updated baseline, based on recent observed flows which indicated a need to uplift the previous base line flows in the morning period. When the modified base line conditions are assigned to the future highway network without the H14 highway bridge and with the traffic associated with the planned development plus the accepted allowance for peak hour fluctuations in traffic conditions across the park the two sensitive signal junctions on Carpenters Road and Waterden Road will exceed their upper limit of practical capacity for signalised junctions as defined by TfL. To mitigate this eventuality the provision of the H14 Bridge will help redistribute local traffic and bring these junctions into acceptable operational limits.*

9.101 *The design of the bridge has been considered in close consultation with TfL and their cycling team in order to promote this as a cycle friendly route whereby the widths are kept to a minimum so as to increase the attractiveness of this as a street for cycling. Cycle access will be less convoluted in the street condition and a cycle only alternative is planned to be provided.*

9.102 Bus Routes

- The Arup assessment argues that the motor bridge will permit an additional bus connection but it does not considering the potential alternatives for bus connections. Suggested a bus route and bus stop on the Loop Road next to the H14 bridge would be readily accessible to Fish Island residents;

9.103 Suggestion to incorporate rising bollards which allow buses to pass but no other motor vehicles or a bus gate;

9.104 *Officer response: Securing a bus route through Fish Island has been an aspiration for LBTH and TfL. The Fish Island Area Action Plan, adopted by London Borough of Tower Hamlets, stated that: "A new vehicular bridge between Fish Island Mid and Fish Island East will allow bus services to achieve greater penetration into residential areas, increasing public transport accessibility levels". Comments received from TfL in relation to the Reserved Matters for bridge H14 stated "At present many parts of Fish Island are at the upper acceptable limit of the 400 metre range of a bus stop. TfL would therefore welcome the flexibility to provide a bus service through Fish Island to improve this situation for the elderly and those with mobility impairments". Furthermore, the LCS planning permission (of which H14 was part) included financial contributions to allow for the delivery of a new bus route across the new bridge (£6.59m).*

9.105 *The bridge forms part of a reconfigured highway network which is being delivered to the east of the canal, and this is one that has designed to be permeable to all users. The intention is to address the long-standing issue of severance of Fish Island, and to ensure that Queen Elizabeth Olympic Park is physically connected to its neighbouring communities. The bridge has been reduced to the narrowest width necessary to support buses (from 7.3 to 6.5m), and will have a 20mph speed limit to conform with the rest of the area which will help reinforce the character of this link more a neighbourhood street rather than a through route. The provision of the additional highway connection also helps balance traffic flows between the new H14 bridge and the White Post lane bridge rather than concentrating higher two way flows, of circa 950 vehicles, in the evening peak hour across a single bridge. Hence, the reduced and balanced flows across each bridge helps to promote bus connectivity and journey times and also improves cycle environments.*

9.106 Severance

- 'severance' has already been addressed by the construction of the H14 walking and cycling bridge, the re-opening of the White Post Lane Bridge (previously closed for 4 years), the creation of good cycling and walking links to Stratford Station, Pudding Mill Station and Hackney Wick station;
- Proposed creation of a through motor route along Monier Road will act to sever the community on Fish Island by inducing external motor vehicle traffic in significant volumes through it.
- Nearby communities in De Beauvoir Town , Walthamstow Village, and Hackney Central have all sought to filter out through traffic rather than increase it.

9.107 *Officer response: Addressing severance between QEOP and the neighbouring communities has been a constant theme in legacy planning since the bid for the 2012 Olympic and Paralympic Games. Addressing the severance to the Fish Island area has been a long-standing policy objective for the area, and the requirement to provide these bridges to give greater flexibility and choice for local residents of connections and to balance flows across these routes is a requirement of the LCS planning permission. The LLDC Local Plan (adopted in 2015) reinforces the need for the bridge to address barriers to movement within Fish Island.*

9.108 *The examples of DeBeavoir Town, Walthamstow Village and Hackney Central are all neighbourhoods which have more than one street running through them which*

are contributing factors to making them safe, accessible and cycle friendly areas. Fish Island by contrast has none. There are also examples where the main severing arterial infrastructure has been addressed with vehicular bridges, over the canal in DeBevoir and the railway in Walthamstow.

Bridge H16 (ref: 16/00588/REM)

- 9.109 LCC consider the need for Bridge H16 to be removed if the current cycling and walking bridge (H14) is retained and improved to provide a longer ramp on the western approach. LCC highlighted that this would save on costs and help preserved the 'place' function of Fish Island.

London Fire and Emergency Planning Authority

- 9.110 No objections to the suite of applications.

Port of London Authority

- 9.111 No objections to the suite of applications.

East End Waterway Group

- 9.112 Object to the four planning applications (ref: 16/00587/REM, 16/00588/REM, 16/00585/NMA and 16/00592/SCRES) as the proposed bridges H14 and H16 would:

- block the long views up and down the Hackney Cut and towpath between White Post Lane Bridge and Old Ford Locks (included as a heritage asset in the FI & WPL Conservation Area)
- create a "sense of enclosure" in the middle part of this protected section of canal and towpath, which is characterised by a "sense of space";
- contravene Local Plan Policy 1.4.2 in that the proposed bridges would fail to "enhance and reveal the significance of (three) heritage assets" – the canal and towpath, "Carlton Chimney" and the northern of three travelling crane ramps in the towpath;
- contravene Local Plan Policy BN.16 in that the proposed bridges would fail to "conserve or enhance (three) heritage assets and their settings";
- contravene Conservation Area Management Guidelines in that the proposed "all modes" Bridge H14 would fail to have regard to the "enclave" or "island" character of the FI & WPL Conservation Area; and
- cause less than substantial harm to the significance of the FI & WPL Conservation Area but the harm would not be outweighed by any alleged public benefits associated with the proposed bridges as these would be outweighed by harmful environmental impacts in two LLDC neighbourhoods and intervening open spaces, caused by proposed bridge H14.

LLDC Quality Review Panel

- 9.113 The application was presented to the Quality Review Panel (QRP) on three occasions (21 April 2016, 7 July 2016 and 11 August 2016).
- 9.114 These meetings provided the opportunity for the design team to present a considerable amount of material to explain the general principles behind the designs and respond to queries and feedback from the Panel.
- 9.115 An overview of the comments received is detailed below:

21 April 2016

- The purpose of this first review was to discuss the design of Bridge H16, at a strategic level in advance of a Reserved Matters application that would determine the location of piling on the east bank of the Lee Navigation. As such, the Quality Review Panel's comments were on the broad principles of the design with more detail on the bridge landings.
- QRP welcomed the aspiration to design a new bridge that relates to and complements existing bridges in and around Queen Elizabeth Olympic Park.
- The panel thought the simple beam structure was a sound approach, although noting that a tied arch would have advantages in reducing the structural depth of the deck, and therefore minimising the length of ramps and stairs on either side. However, the key issue at this stage was that the design of the bridge landings resolved sufficiently, to demonstrate that a generous towpath would be maintained under the bridge, and that options for high quality bridge design are maximised.
- The panel recommended that the handrail should be designed as a separate element, rather than integrated into the structural solution.

7 July 2016

- While generally a plate girder was considered preferable to a truss, it was noted that both options should be kept open as the design solutions were explored further.
- The panel found much to admire in the simplicity of the design of Bridge H16, which was more advanced. Success will depend on attention to every detail.
- The panel suggested that further thought should be given to the bridge's landings, which currently sit uncomfortably, including in relation to the towpath.
- It was also suggested that the landscape design should, in particular, be carefully integrated with that of the Sweetwater primary school- Bobby Moore Academy.

11 August 2016

- The Quality Review Panel commended the design team for the improvements made to the designs of both Bridge H14 and Bridge H16.
- Of the two options developed for Bridge H14 – a curved plate girder or a curved Vierendeel truss – the panel thought that, on balance, the plate girder was the more successful solution. Relocating district heating pipes to either side of the bridge would effectively address the previous incongruity of footpaths at different levels.
- The panel repeated its strong support for the simplicity of the design of Bridge H16, the abutments of which are now much improved.
- The panel welcomed the detailed landscape design strategy developed for approaches to both bridges.

Neighbours (1st Round Consultation Response):

9.116 In response to the Round 1 consultation, **476** responses were received, comprising **473** objections and **3** letters of support. 2 petitions were also received comprising a total of 204 signatures (1st petition received October 2016 comprising 112 signatures and the 2nd received on the 06th December 2016 comprising 92 signatures).

9.117 The objections raised are summarised below:

- **Principle of Bridge H14 and H16:** Large numbers of objections have been received regarding the principle of the bridges. Concerns have been raised that

the outline planning application was not sufficiently consulted on. Objections stated that a community survey of 560 local people indicated 90% did not see or receive any information relating to the H16 footbridge proposal and that 99% objected to its construction.

- **Delivery of bridges before the approval of a Zonal Masterplan (PDZ4):** Objections towards that delivery of the bridges prior to the approval of the Zonal Masterplan for PDZ4 have been received stating Bridges H14 and H16 should be brought forward following the approval of a Zonal Masterplan allowing the proposed bridges to be assessed fully in the context of the wider area. The applications provide insufficient justification for why the bridges were not included within “Excepted Infrastructure” at the time of the LCS OPP or why these should be included at this stage. The inclusion of bridges H14 and H16 in the definition of “Excepted Infrastructure” being sought under the NMA application (ref: 16/00585/NMA) is a material consideration.
- **Adequacy of the LCS EIA:** Objections to the conclusions of the EIA Screening Request letter provided by the applicant which states that the LCS OPP assessed the potential environmental effects, the proposed developments are in full accordance of the with the LCS OPP and the local planning authority has sufficient environmental information before them to assess the environmental effects of the development. Objections claim Fish Island has undergone many material changes since both assessments, particularly in relation to the socio-economic & cultural environment. Therefore, judgement on both the RMAs and NMA can only ever be robust in the light of a full and current Environmental Impact Assessment.
- **Impact on the Conservation Area:** The scale and massing of bridge H14 would have a detrimental impact on and cause harm to the character of Fish Island and White Post Lane Conservation Area.
- **Impact on Heritage Assets:** Objections have been raised concerning the impact the proposed bridges would have on nearby heritage assets and their setting. These include:
 - **Vittoria Wharf (H16):** Objections to the demolition of Vittoria Wharf have been received, stating Vittoria Wharf is now an Asset of Community Value (ACV) and should be central to the future of Fish Island and Hackney Wick.
 - **Carlton Chimney Stack:** Concerns have also been raised regarding the impact bridge H14 would have on the Carlton Chimney Stack, stating the bridge would jeopardise the integrity of the chimney, which is a heritage asset.
- **Transport Justification:** Objections regarding the justification for a vehicle bridge (H14) have been received stating there is no need for bridge H14 and no future demand given many of the developments to come forward in the surrounding area are car free developments (e.g. East Wick & Sweetwater, Monier Road and Neptune Wharf).
- **Residential Amenity:** the following objections were raised relating to residential amenity:
 - **Traffic Noise & Air Quality:** Adverse effects on residential amenity due to noise and pollution caused by the H14 bridge and amplified by inadequate space for the **bridge** and clearance from opening windows adjacent to the bridge approach (western) conflicting with the Mayor's commitment to protect London's environment and clean air.

- **Privacy and Overlooking:** Bridge H14 will result in a significant loss of privacy for those apartments on the lower floors of Crown Wharf whose bedrooms and living room windows will be directly overlooked by road users.
- **Loss of Views:** The proposed design of bridge H14 is overbearing and out of scale with the area of land available to build on and within the local vicinity. The proposed height and mass of the integrated concrete vehicle barrier lack visual permeability and will block views up and down the river.
- **Ecology:** The green space on the site of the proposed bridge will be lost. The proposed bridge will inevitably prove detrimental to local wildlife. If the bridges are built the birds, bats and animals will be lost.
- **Conflict of Interest:** Objections have been raised on the grounds LLDC is both the applicant and decision-maker and hence a conflict in interest.
- **Public Fund:** Objections have been raised regarding the misuse of public funds to deliver a vehicle bridge that is unwarranted and unnecessary stating the links between Fish Island and the Park are sufficient. Objections also claim that the new proposed developments in the area are to be mostly car free and therefore there is no need for the addition of a new road and bridge. Public funding could be spent in more effective ways by investment in maintaining the character, culture and identity of peaceful, artistic, industrial Fish Island.

9.118 *Officers response: The issues raised are considered in the Assessment section of the report.*

Representations of Support

9.119 Three letters in support of the applications have been received from nearby *landowners*. The reasons are summarised below:

9.120 **Peabody** (developing Fish Island Village comprising Neptune Wharf and 85, 105 and 115 Monier Road sites which will deliver nearly 600 new homes and over 5,000 sqm of new commercial space. The Monier Road site adjoins the proposed H14 bridge)

- welcome the upgrading of bridge H14 to be an all modes bridge, from the current pedestrian and cycle only facility it is at present;
- Improving connections in this part of East London has been a key part of work in the area. Establishing better connectivity between the Olympic Park and surrounding communities was identified as a key planning priority at the outset of the masterplanning process that supported London's Olympic bid, and culminated in hosting the 2012 Olympic and Paralympic Games;
- This objective to increase connectivity has been carried through to the adopted LLDC Local Plan which includes specific support for new bridge links across the River Lee Navigation which align with the street pattern of Hackney Wick/ Fish Island, and help address physical severance. It is clear that the H14 and H16 bridges will provide a key network connection for pedestrians, cyclists and vehicles alike; and
- Fish Island itself has no train, Overground, Underground or DLR stations and only very limited bus routes, so the residents and people working are nearly completely dependent on bridge connections. Traditionally there were no links to the north and east, although these have been improved recently, further improvement is welcome to accommodate the extra numbers of people that will no doubt wish to walk, cycle, catch a bus or drive east to Stratford.

H.Forman & Son

9.121 H.Forman & Son provided written support for bridges H14 & H16. The business is located adjacent to the proposed H16 Bridge and is a 4th generation family business. Support is given on the following grounds:

- Contribution bridges H14 and H16 will have on improving connectivity between Stratford and Bow;
- There is currently only one route out of the area and this is a roundabout at the junction of Dace Road and Monier Road, which is increasingly becoming a bottleneck and making deliveries difficult/less efficient with new development set to come forward;
- Support H16 bridge as this would improve connectivity/accessibility to Fish Island;
- Bridges will support local art communities by making their space more accessible, so more people can visit and see their art and help fund them.

9.122 David Ross Education Trust (DRET) – London Free School (Bridge H16)

- The aim of the school is to serve the local community and to provide an inspirational opportunity for young people to be educated at the heart of the QEOP, thereby benefitting from the outstanding extra-curricular opportunities and facilities that have been and are being developed there. As such we aspire to reach out and attract pupils from all local boroughs and communities, which is why we welcome the addition of this bridge to enable a safe, easy and environmentally sound route to the heart of the school.
- We have been consulted throughout the design phase of this bridge and are content that it will achieve this goal of greater connectivity for the school, as well as providing pleasing views both to and from the bridge itself.
- At the core of our travel plan will be the ability for pupils and families to reach us on foot and by bicycle and so this bridge is an enhancement. We also look forward to working closely with businesses and cultural organisations/venues to our immediate west and expect this easy route to facilitate that outreach opportunity.
- The school will have excellent sporting and performance spaces of its own, such as a 3G pitch, sports halls, theatre and studios. We will be doing all we can to ensure that there is good access to these facilities from local people from all directions and so welcome this development.

Neighbours (2nd Round Consultation Response):

9.123 In response to the Round 2 consultation (undertaken in January 2017) on the additional information received by way of a Transport and Noise note, a further **912** objections were received. Objections are summaries below:

- Disagreement with the comments about flow of traffic in both reports (*Transport and Noise Notes*). Few residents in Fish Island own motor vehicles as majority of flats do not have car parking spaces and a fraction of new homes will have car parking spaces. Monier Road will become a traffic route through Fish Island and the purpose of the new vehicle bridge is to make it easier for road drivers to reach Stratford / Westfield from the A12. The purpose cannot be to make access to the Olympic Park easier given that the purpose of visiting the Olympic Park is to walk / run / enjoy physical exercise and fresh air;

- The noise note refers to flats as live/work units and therefore a higher degree of noise levels is acceptable. Many of the units have been converted into residential units (Central UK Government website states that all flats in Omega Works (Crown Wharf) are classed as residential).
- The noise report is inaccurate, misleading based on incorrect data and not properly verified. The original planning permission for Crown Wharf makes no mention of a "future highway bridge at H14". In fact planning permission for an 'all modes vehicular bridge' was only given outline permission after the Olympic Games were over in September 2012. So at no point before Q3 2012 were either designers or residents of Crown Wharf sure that a bridge carrying buses, hgv's and cars was going to be built next to where they lived.
- The transport assessment also states that by 2031 "predicted peak flows (2031) are predicted to be low and are not expected to lead to an unacceptable level of noise" (paragraph 3). This would, if true, nullify the estimates projected in your traffic flow report; its impossible here to have it both ways. There's either going to be more traffic or there's not.
- Traffic it is claimed would be driving at only 20mph but there are no guarantees that traffic will stick to those limits nor it would seem any traffic light systems or hazards are envisaged to either discourage nor slow the flow of traffic which your other non-independent traffic assessment claims would increase over the next decade.
- The traffic flow report intends making Monier Road and the North-South Highway Link the primary thoroughfare through the southern part of the park with traffic flows predicted at 280 and 311, at least 50% higher than any other routing. LLDC are trying to get most traffic through the park to go straight down Monier Road and across the proposed bridge and vice versa, rerouting it down from its present route via Clarnico Lane and White Post Lane/ Carpenter Rd.
- The traffic assessment makes very clear that if H14 is not turned into a road bridge then "consideration of the basic 2021 and 2031 scenarios illustrates that the junction network could manage the traffic volumes, noting that all approaches are within the maximum threshold of 90% of the theoretical traffic capacity for AM and PM peaks". The report states that even at morning rush hour and only with through traffic, the existing road systems using Clarnico Lane are well within even projected operating limits and that therefore the H14 bridge is unnecessary.
- This road scheme (North-South Highway Link) is also specifically against your own Local Plan adopted in 2015 which creates a transport hierarchy within QEOP and the new neighbourhoods where pedestrian and cycle transport is at the apex and private cars and vehicles are at the bottom;
- The Buro Happold study uses a computer model, rather than taking decibel reading for actual vehicles passing by residents' windows while crossing a vehicular bridge. On-road vehicles typically do not conform to noise levels in computer models;
- The Noise Note does not take into account the effect on Carpenters Wharf or consider that noise from vehicles will be amplified in the narrow space between the two blocks;
- the report from Buro Happold through Quod clearly show values for the noise level at the elevation of the building facing the bridge will be between

63 dBA and 58 dbA (or equal to 58). This is in breach of the World Health Organisation (WHO) guidelines, the safe level is set at 60dBA;

- The noise level at the next level up on the elevation of the building cannot be predicted to drop in the way described since the final level of the bridge is not determined as yet. The height of the bridge is likely to mean that the south west corner of Crown wharf will be closer giving rise to higher noise levels than predicted by the simulation;
- A calculation (law of physics) shows that at 4 m (from your plan it is illustrated as 5m-SIW-FABBr-81-XX-DG-L-00610), from the source (a vehicle on the bridge) the noise will be 63 dBA at the building elevation . In the current EU law all vehicles must not exceed 75 dBa (in a drive by test at 1m hence the 4 m noise source). 63 dBa exceeds the safe limit.

9.124 *Officers response: The issues raised are considered in the Assessment section of the report.*

10. ASSESSMENT OF PLANNING ISSUES

Principle of Development

- 10.1 The submitted Reserved Matters applications provide the detailed design and landscape proposals of the two bridges across the Lea Navigation, along with the detailed design of the north-south highway link that connects Waterden Road in PDZ5 to the PDZ4 site, Sweetwater. The Non-Material Amendment (S.96A) submitted alongside these submissions seeks to amend the definition of 'Excepted Infrastructure' in the LCS OPP to include Bridges H14 and H16.
- 10.2 The principle of Bridges H14 and H16 was established by the LCS OPP, granted in 2012 (as amended in 2014). Officer's assessment of the applications has therefore principally related to the matters of detailed design required by the relevant conditions of the LCS OPP and the adequacy of the information supporting these submissions.
- 10.3 Given that a number of the objections to the applications are on the basis of whether there should be bridges at these locations as well as the impacts arising from their use, Officers have summarised below the reasons why outline planning permission was granted for the bridges. Officers have also set out the planning context for that decision, as well as the planning policy support for the proposals.
- 10.4 Bridges H14 and H16 would improve connectivity between the Queen Elizabeth Olympic Park (QEOP) and surrounding communities. The need has been tested and reviewed since the masterplanning process in 2003 in support of the London's Olympic Bid which resulted in hosting the 2012 Olympic and Paralympic Games. As detailed in section 7 of this report, the bridges have been a consistent proposal to improve connectivity for the area.
- 10.5 Prior to the 2012 Games the original 2003 Masterplan and subsequent 2004 planning permission included a number of new roads and bridges including Bridges H14 and H16 (then referenced as R14 and R16). The 2006 Lower Lea Valley (Olympic and Legacy) Compulsory Purchase Order confirmed the need to acquire land to support both bridges. The 2007 Olympic Facilities and the Legacy Transformation (OLF) Planning Permission (ref: 07/90010/OUMODA superseding the 2004 consent) was then implemented and constructed. The commitment to deliver the permanent all modes bridge at H14, and the pedestrian and cycle

bridge at H16 was delayed, until the delivery proposed part of the strategic LCS development.

- 10.6 Planning permission (ref: 10/90344/FULODA) was granted in 2010 for a pedestrian and cycle only H14 bridge (current state), however this was on the basis that a permanent highway bridge would still be delivered as part of the wider Legacy proposals (secured by condition LTD.30 of the 2007 OLF planning permission). This was a key factor in ensuring support from LB Tower Hamlets for these proposals.
- 10.7 The London Borough of Tower Hamlets Fish Island Area Action Plan 2012 (now superseded by the London Legacy Development Corporation's Local Plan 2015) also identified an all-modes highway bridge to Monier Road and a pedestrian/cycle bridge at Roach Road as "essential infrastructure".
- 10.8 Specific support for bridges H14 and H16 is also contained within the LLDC Local Plan (July 2015), which identifies in policy T6 the need for improvements to local connectivity as identified at Figure 24 and Objective 4 which seeks to secure the infrastructure required to support growth. The Local Plan identifies the need for a range of new connections as part of a wider package of improvements to movement within, to and from Fish Island.
- 10.9 The proposals also accord with Site allocation SA1.8 of the Local Plan. The Site Allocation seeks improvements to new bridge links across the River Lee Navigation (including H14 and H16) that align with the street pattern of Hackney Wick and Fish Island helping to overcome the severance imposed by the waterways. Sub Area 1 policy 1.3 on connecting Hackney Wick and Fish Island supports improvements across and into the area, including the provision of new bridges across waterways and Figure 30 on Sub Area 1 identifies the H14 and H16 bridges as key connections. The commitment to deliver the bridges has supported investment into Fish Island (with support for the proposals confirmed by Peabody, H Forman & Son and DRET) and they will benefit the connectivity of Fish Island with neighbouring local communities overcoming the physical severance imposed by the waterways consistent with the aims and objectives of the Local Plan. Overall, the bridges are part of a package of measures including infrastructure which support the regeneration of the area as a legacy of the London 2012 Games and their provision is consistent with the Legacy Corporation's planning and regeneration objectives.

Transport Justification for Bridge H14 (all-mode bridge)

- 10.10 A large amount of objection has been received relating to the need for bridge H14 as an all-mode bridge. Whilst only the design of the bridge is being considered (not the principle), the applicant has undertaken further work and reviewed the current traffic profile in the area compared with the projected LCS development traffic flows and reviewed the wider interactions of the bridge with local area to provide a view on the value of the new bridge in terms of connectivity and junction operations. A Transport Note prepared by Arup was provided to the Local Planning Authority detailing the results.
- 10.11 The transport note presents the impacts on the highway network both with and without H14 as a highway bridge. In both cases, using traffic flows derived from the LCS assessments for 2021 and 2031, the local highway network of White Post Lane/Rothbury Road and Monier Road operates without significant congestion

with east-west traffic distributing relatively evenly between the White Post Lane and Monier Road routes.

- 10.12 The note considers the impact of updated traffic counts and sensitivity tests. Recent counts have identified that in the AM peak hour traffic flows between the north and south Park are some 200 vehicles higher than in the LCS assessment. In addition, compared to the previous assessment, the LCS development is being brought forward to an accelerated timetable. Taking these two changes into account, without the introduction of H14 as a highway bridge the junction of White Post Lane with the new highway linking to the north of the Park starts to become congested in a 2021 assessment. In addition, the note has considered the impact of a 'higher growth' scenario with an additional 20% growth in traffic.
- 10.13 While the recent surveys are a snapshot in time, they demonstrate the variability in traffic levels that needs to be accommodated. That is the reason that tests such as the 'higher growth' test undertaken by Arup are routinely required to test the resilience and robustness of the highway network. In this case the test demonstrates that without H14 as a highway bridge the local network in this area would be likely to suffer from congestion at peak times. With H14 as a highway bridge, the levels of traffic forecast in this test are well within the overall capacity of the local network.
- 10.14 The summary of the review sets out that H14 as a highway bridge would improve accessibility to/from Fish Island and the Olympic Park in relation to public transport. This is equally the case for general traffic. The summary also notes that H14 as a highway bridge would provide resilience in the network. This would apply both to day-to-day traffic variations or incidents and to the potential impact of longer term growth.
- 10.15 This note has been reviewed by PPDT Transport Consultants and considered that the analysis in the note appropriately supports these conclusions.

APPLICATION FOR NON-MATERIAL AMENDMENT (REF:16/00585/NMA)

- 10.16 The NMA application is made under section 96A of the Town and Country Planning Act 1990 (as amended). There is no statutory definition of 'non-material'; this is because what may be material in one context may not be material in another. It is for the Local Planning Authority to be satisfied that the amendment sought is non-material in order to grant an application under s96A. In reaching its decision the Local Planning Authority must have regard to the effect of the proposed change, together with any previous change made under s96A, on the planning permission as originally granted and must also take into account any consultation comments made on the proposed changes.
- 10.17 The NMA seeks to amend the definition of "Excepted infrastructure" contained in the LCS OPP to include Bridges H14 and H16. This would enable the bridge development to commence prior to the approval of a Zonal Masterplan (ZMP) for Planning Delivery 4 (PDZ 4) as required by condition LCS0.4 attached to the LCS OPP.
- 10.18 There is no approved ZMP for PDZ4 and bridges H14 and H16 are not included within the definition of Excepted Infrastructure.

- 10.19 In accordance with the LLDC Superseding Development Protocol (approved on 1st August 2013 reference: 13/00208/AOD) an Environmental Information Report (EIR) has been submitted in support of the NMA application the LCS OPP.
- 10.20 The Protocol requires an EIR "...that will consider whether the impact of the proposed amendment is likely to give rise to any material new or materially different significant environmental effects in comparison with the development considered under the LCS Environmental Statement (ES)".
- 10.21 The EIR evaluates the proposed changes for each of the topics considered in the LCS Environmental Statement (ES) 2011 and the Addendum of 2012 (comprised soils, geology, contaminated land and groundwater; waste; water resources; traffic, transport and access; air quality; noise and vibration; townscape and visual amenity; archaeology and cultural heritage; biodiversity; socio-economic and community; wind - microclimate; and daylight, sunlight and overshadowing).
- 10.22 In considering whether the proposed NMA would lead to any new or different significant environmental effects that were not previously reported in the LCS ES and Addendum ES it is acknowledged that development will be delivered in line with the mitigation measures identified in the LCS ES and Addendum and in accordance with the Code of Construction Practice (CoCP) and Topical Environmental Management Plans.
- 10.23 The proposed NMA does not seek to alter the parameters of bridges H14 and H16 approved by the LCS OPP.
- 10.24 The submitted EIR has been assessed by PPDTs Environmental Consultants and it is considered that the NMA would not give rise to no new or additional significant environmental effects in comparison with the development considered under the LCS Environmental Statement (ES).

Excepted Infrastructure:

- 10.25 Condition LCS0.194 of the LCS OPP allows no more than 400 residential units to be occupied in PDZ4 before Bridge H14 is delivered as a multi-modal vehicle bridge.
- 10.26 The applicant has advised that commencing construction of H14, H16 and the north-south highway link this year will allow engineering works for H16 to be constructed in advance of the Sweetwater school opening and ensure that site wide infrastructure needed for the LCS can be delivered on time.
- 10.27 Including bridges H14 and H16 within the LCS definition of 'Excepted Infrastructure' would allow these connections to be delivered in line with the existing LCS Grampian conditions that relate to the PDZ4 highway network.
- 10.28 The London Borough of Tower Hamlets raised a concern relating to the NMA regarding the delivery of bridges H14 and H16 without proper consideration of their relationship with movement networks in PDZ4, which would be available if the proposals were considered as part of a Zonal Masterplan. Whilst Officer's note that the PDZ4 Zonal Masterplan has not yet been submitted or approved, the location and layout of the highways network in the PDZ4 site is already defined by the LCS by the approved Legacy Street Layout Parameter Plan (The bridges are therefore considered to form part of the wider site wide movement strategy that has underpinned the LCS).

- 10.29 Detailed designs for the highway network have already been approved for the southern portion of PDZ4 by Sweetwater School Reserved Matters Application, ref: 16/00039/REM). This application included this section of the loop road to provide the necessary access to Sweetwater Primary School (Bobby Moore Academy), which is currently under construction and is planned to be open from September 2017.
- 10.30 Officers consider that preparing the detailed approval for H14 and H16 and the alongside the detailed design of the north-south highway link is logical and has enabled a reduction in width of the highway network in order to provide improved conditions for pedestrians and cyclists. The ZMP specification for the LCS development requires all zonal masterplans to conform to the parameter plans as approved, which includes the highway arrangement drawings in PDZ4. As such the principal movement routes and structure for development in PDZ4 is largely set ahead of the ZMP submission and bringing forward the proposals for these and the bridges would not materially affect the zonal masterplan process.
- 10.31 The submission shows the connection into the street network proposed for PDZ 4 and with H16, the interface with the Bobby Moore Academy and development plots. Officers are therefore of the view that allowing H14 and H16 to be approved in advance of a Zonal Masterplan would not prejudice the Zonal Masterplan process.
- 10.32 Delivering H14 and H16 from this year will also be in accordance with the approved LCS site-wide phasing plan which indicates that both bridges H14 and H16 would come forward between 2015 and 2021.
- 10.33 Consultation comments relating to the NMA application have been taken in to consideration. The assessment above sets out the justification for including the bridges as 'Excepted Infrastructure'. The proposed amendments would not alter the parameters approved as part of the LCS OPP and would not lead to any new or materially different significant environmental effects in comparison with the development considered under the LCS ES.
- 10.34 In granting permission for the LCS it was acknowledged that there was planning and regeneration merit in enabling the early delivery of key physical and social infrastructure in QEOP. 'Excepted Infrastructure' was intended to allow early development of infrastructure that had wider benefits than just their immediate PDZ and includes schools, youth play space and the canal park. In this case, and as highlighted in this assessment, the connectivity benefits which would result from bridges are considered to be sufficiently beyond the confines of the immediacy of PDZ4, that these could reasonably be considered to fall into the schemes identified as being 'excepted'.
- 10.35 It is therefore considered that the proposed amendments are non-material to the development as approved under the LCS OPP.

APPROVAL OF DETAILS – NORTH-SOUTH HIGHWAY LINK (REF: 16/00593/AOD)

- 10.36 Details have been submitted pursuant to condition LCS0.191 of the LCS OPP. The details submitted for approval relate to the North-South Highway Link between PDZ4 (Sweetwater) and PDZ5 (East Wick).

- 10.37 Officers have agreed for details of the North-South Highway Link can be submitted after 31 December 2015 (the date required by condition LCS0.191).
- 10.38 The reason for the date trigger is *“to ensure early consideration of the final design of this highway given its importance in the site-wide highway network and the need for early implementation”*.
- 10.39 The Section 73 permission (14/00036/VAR) approved the accelerated delivery of development within PDZs 4 and 5. The LCS OPP recognised that early delivery of the North-South Highway Link would be driven by the wider design development for both East Wick (PDZ5) and Sweetwater (PDZ4). East Wick phase 1 Reserved Matters were approved at the January 2017 Planning Decisions Committee and work on site is due to commence in June 2017.
- 10.40 The proposed North-South Highway Link comprises the following reconfigurations;
- Replacement of two signalised junctions (LCS TA reference: Z04J12 and Z04J15) with give way junctions; and
 - Reduction of carriageway widths to 6.5m (reduced overall land take by approximately 1,300m²)
- 10.41 An Environmental Information Report (EIR) has been prepared to consider whether the revised designs could give rise to new or different significant environmental effects from those reported in the LCS Environmental Statement. The EIR has been prepared in accordance with the Superseding Development Protocol, which requires the submission of an EIR *“...that will consider whether the impact of the proposed amendment is likely to give rise to any material new or materially different significant environmental effects in comparison with the development considered under the LCS Environmental Statement”*
- 10.42 The report evaluates the proposed changes for each of the topics considered in the LCS Environmental Statement (ES) 2011 and the Addendum of 2012.
- 10.43 In considering whether the proposed north-south highway link would lead to any new material or materially different significant environmental effects that were not previously reported in the LCS ES and Addendum ES it is acknowledged that development will be delivered in line with the mitigation measures identified in the LCS ES and Addendum and in accordance with the Code of Construction Practice (CoCP) and Topical Environmental Management Plans.
- 10.44 The proposed design changes would not alter the parameters of the north-south highway link as approved by the LCS OPP.
- 10.45 The submitted EIR has been assessed by PPDT Environmental Consultants and it is considered that there are no new or materially different significant environmental effects in comparison with the development considered under the LCS Environmental Statement (ES).
- 10.46 The proposed north-south highway link maintains a width of 6.5m and provides a two-way off street cycleway and a 3m wide footpath. The proposed footway surfacing is precast concrete slabs laid in a staggered arrangement. The carriageway and cycle surfacing finish details are subject to future approval.
- 10.47 Condition LCS0.191 also requires details regarding the timing of construction works and how public access is to be continuously made available for vehicles

(including buses), pedestrians and cyclists between Waterden Road and the western side of the Lea Navigation.

Timing of Works

- 10.48 Commencement of the proposed works are scheduled to begin in 2017. The construction of the north-south highway link is expected to take 8 months, with the subsequent removal of the existing carriageway taking approximately 2 months.
- 10.49 Condition LCS0.192 of the LCS OPP requires the north-south highway link to be completed prior to the occupation of 1,200 residential units. The proposed phasing of works set out in appendix 18 complies with this requirement.
- 10.50 As part of the works to deliver Sweetwater primary school a section of the existing Loop Road in the southern part of PDZ4 is currently being realigned. These works have recently been completed. . The southern end of the north-south highway link will tie into the section of the realigned Loop Road. The remaining Loop Road adjacent to the River Lee Navigation will be closed when the north-south highway link is opened.

Access During Construction

- 10.51 To ensure continuous pedestrian, cycle and vehicle access (including buses) between Waterden Road and the western side of the River Lee Navigation is maintained the proposed works are to be carried out in two phases. Phase 1 relates to the construction of the new road over bridge L03. Phase 2 relates to the removal of part of the Loop Road and Clarnico Lane/bridge E28 which will no longer be required once the north-south highway link is opened.
- 10.52 During phase 1, access for pedestrians, cycle and vehicle access (including buses) from Waterden Road to White Post Lane will be maintained via bridge E28. Phase 2 will follow the completion of phase 1 and will comprise the removal of the highway connection over E28. At this point the vehicle access from Waterden Road will be diverted via the newly completed road and will re-join White Post Lane and once completed the new highway connection proposed at bridge H14.
- 10.53 Sign-posting is proposed on approach roads in surrounding areas with advanced warning of progress and timescale which will include when the routes will be swapped.
- 10.54 In summary, Officers consider the proposed details to be acceptable and meets the requirements of condition LCS0.191.

Assessment of the Reserved Matters and Compliance with the LCS Permission, Parameter Plans and the Design Code

Parameter Plans

- 10.55 The LCS parameters set the heights and locations of both the bridge deck and abutments on the east and west banks.
- 10.56 The main design constraints as set out by the LCS parameters for H14 include:
- 4m offset from nearest habitable window at Crown Wharf;
 - 3m clearance over 80% of channel width; and
 - 2.5m clearance over towpath.

- 10.57 The main design constraints as set out by the LCS parameters for H16 include:
- 3m clearance over the entire channel width; and
 - 2.5m clearance over the towpath.
- 10.58 The proposed design of both bridges H14 and H16 are in accordance with the parameters detailed above.

Conditions of the LCS Outline Planning Permission

- 10.59 In addition to the scheme's compliance with the approved parameters of the LCS OPP, the development has to adhere to a number of conditions.
- 10.60 Where the Reserved Matters relates to Excepted Infrastructure in a PDZ where there is no approved ZMP. Condition LCS0.29 requires further information to that already specified by condition LCS0.31.
- 10.61 The information required in this case relates to the submission of plans showing the proposed Excepted Infrastructure and its strategic integration with adjoining areas. A Context Plan for Bridges H14 and H16) accompanied the application detailing the requirements specified by condition LCS0.29. The requirements of this condition seek to ensure that the proposals are considered in their wider emerging context. Officers consider that these requirements have therefore been met. However the discharge of this condition is dependent upon the acceptability of the amendments proposed to the definition of "Excepted Infrastructure" currently being sought under the NMA application (ref: 16/00585/NMA).

Condition LCS0.30 – Bridge H14 Western Approach Bridge Deck Limit of Deviation

- 10.62 Condition LCS0.30 relates to Bridge H14 only and restricts the submission of the Reserved Matters application for bridge H14 until details confirming a 4m separation distance between the north parapet of the proposed bridge and the nearest habitable window has been approved by the Local Planning Authority (LPA).
- 10.63 PPDT Officers agreed that this condition could be addressed alongside the Reserved Matters application for Bridge H14. Given that the design has confirmed that the minimum separation distance of 4m has been exceeded, PPDT officers consider that there would be no planning harm by submitting both the details for the H14 western approach bridge deck and abutment limit of deviation alongside the detailed design for bridge H14.
- 10.64 The drawing submitted pursuant to this condition (drawing number: SIW-SHRO-81-XX-DG-A-06205) confirms that a minimum separation of 4.52m between the bridge and the nearest window will be maintained, which is in accordance with the minimum distance required by condition LCS0.30.

Condition LCS0.95 - Remediation Strategy

- 10.65 This condition requires all applications for approval of Reserved Matters to be accompanied by a remediation statement and no development shall be commenced pursuant to the Reserved Matter approval until the Remediation Statement has been approved by the LPA. The condition also requires the remediation statement to relate to the whole of the Planning Delivery Zone in

which the site of the Reserved Matters application is located unless agreed in writing by the Local Planning Authority. The submitted Remediation Statement relates to the PDZ4 site (Sweetwater) , including the two bridges spanning the River Lee Navigation (H14 and H16). The Remediation Statement provides details of:

- remediation works undertaken as part of the 2007 Olympic, Paralympic and Legacy Transformation Permission and the validation reports;
- History and status of the remediation works, including the measures and controls needed to maintain the integrity of those works;
- Ongoing ground water monitoring; and
- The assessment of the LCS Global Conceptual Site Model against the approved land uses in the PDZ4 site.

Further details of the remediation work will then be provided as part of the Site Specific Remediation Statement and Remediation Method Statement, as required by conditions LCS0.98 and LCS0.99. These details are needed to be submitted and approved before the development commences.

- 10.66 PPDT Environmental Consultants are satisfied with the conclusions of the Remediation Strategy.
- 10.67 CRT and the EA have reviewed the Remediation Statement and are satisfied that statement proposes suitable mitigation factors to alleviate concerns regarding potential for contaminated soil to be disturbed and for contaminated perch water and ground water to be encountered.

Condition LCS0.31 – Reserved Matters specification for H14 and H16 Bridges

- 10.68 This condition lists details that need to be included as part of a Reserved Matters application for Bridges H14 and H16. Below deals with each requirement of condition LCS0.31 (Appendix 20 sets out material submitted to satisfy the condition).
- 10.69 ZMP Compliance: Part of the condition requires the submission of a document that demonstrates that the Reserved Matters applications accord with the ZMP approved in respect of the relevant PDZ. However, no ZMP has been approved for PDZ 4. Officers are satisfied that the design would not prejudice the ZMP. A set out above a Non-Material Amendment application (ref: 16/00585/NMA) has been submitted which seeks alterations to the definition “Excepted Infrastructure” to include reference to Bridges H14 and H16 allowing them to be commenced prior to a ZMP being approved for PDZ4.
- 10.70 Bridge H14 Limits of deviation: Condition LCS0.31 also requires a statement and such other material as may reasonably be necessary to demonstrate that the Reserved Matters application accords with the limits of deviation approved pursuant to Condition LCS0.30. The details submitted are in accordance with the submission pursuant to LCS.30..
- 10.71 Quality Review Panel (QRP) comments: A summary statement of QRP comments which details how those comments have been taken into consideration and reflected in the final Reserved Matters application is required by this condition. A summary of QRP comments are set out in the Consultation comments section of this committee report and the full reports are set out in appendix 21.
- 10.72 Siting, Design and Structure: The condition also requires details of the siting, design and structure of the bridge, which include provision for pedestrian and

cyclists (including abutments and wing walls), external appearance, materials to be used, finished levels and street furniture. The Reserved Matters for both bridges H14 and H16 were accompanied with drawings and a Design and Inclusive Access Statement (DIAS) that provides details on the requirements specified in this condition. The assessment of these elements can be found in the assessment of the Reserved Matters submissions for bridges H14 and H16 respectively.

- 10.73 Design and Access Statement: A Design and Access Statement summarising the results of the design competition for both bridges, together with details of a methodology and principles employed in the design of the bridge accompanied the RMA applications. The document also details how inclusive design standards have been incorporated into the scheme.
- 10.74 The Design and Inclusive Access Statement (DIAS) informs that the designs for the bridges have been informed by the context of the bridges and the overarching objective to ensure walkable connections as part of an integrated (public) transport network as the whole area undergoes significant change.
- 10.75 The principles employed in the design of the bridge are centred around the following:
- Integration of elements;
 - Structural logic;
 - Simple elegant forms;
 - Functional Material; and
 - Invention.
- 10.76 Flood risk, Hydraulic Impact, Navigation Impact and Ecology Statement: A Flood risk, hydraulic impact, navigation impact and ecology statement. The statements detailed by the condition have been submitted in support of the applications.
- 10.77 The Flood Risk and Hydraulic Impact Statement describes the impact of the proposed bridges on the flood risk of the local area and the wider Lower Lee Valley. The statement concludes that the proposed bridges will have no impact in terms of flood risk in the local area or the wider Lower Lee Valley.
- 10.78 PPDT Environmental Consultants have reviewed the Flood Risk and Hydraulic Impact Statement and are satisfied with the conclusions made. PPDT officers are therefore satisfied that the proposed bridges will not give rise to potential flooding in the local and wider area and as such the proposals accord with Policy S8 of the Local Plan.
- 10.79 Ecology Statement: In accordance with condition LCS0.31, an Ecology Statement was submitted in support of the RMA applications.
- 10.80 Policy BN.3 (Maximising biodiversity) of the Local Plan requires the protection and enhancement of biodiversity within open space, parks and built-up neighbourhoods.
- 10.81 The River Lee Navigation is a Site of Metropolitan Importance for Nature Conservation (SINC). It is important for its groupings of plants, fish, birds and invertebrates, and as a corridor for mobile species such as bats.
- 10.82 The submitted Ecology Statement sets out the results of the ecological survey carried out by the applicant on 27th June 2016 to identify the habitats present

within the site boundaries of bridges H14 and H16. The statement concludes that the habitats within the sites are largely common and widespread and considered to be sub optimal for a range of protected species. The statement also details that areas of hard standing present at the site were considered to be of low ecological interest. Both the temporary H14 footbridge and H16 bridge were not considered to be suitable for roosting bats. Whilst the Lee Navigation channel provides some foraging habitat, the canal edge along this stretch is open and exposed, with some lighting along the eastern side of the canal.

- 10.83 The ecology report also suggested that currently the habitat within the boundaries of H14 and H16 are not considered to provide any opportunity for roosting bats however, the EA requested the provision of bat boxes to be incorporated into the bridges. Officers are satisfied that from the Ecology survey there are no bats present at either of the bridges, however in the interest of enhancing biodiversity in the area, in accordance with policy BN.3, a condition is recommended requiring the applicant to provide bat boxes.
- 10.84 Light spill: Concerns have been raised by the EA and CRT relating to the potential impact both bridges could have on the ecological environment by way of light spill into the River Lee Navigation and adjacent migratory river corridors.
- 10.85 The proposed Lighting Strategy submitted in support of the Reserved Matters application details the locations and type of fixtures for both bridges H14 and H16 (as set out from paragraph 10.121). The applicant has confirmed that light spill to adjacent residential buildings and the canal corridor will not be greater than 2 lux. This will be secured by a planning condition and is consistent with the approach that PPDT has taken for other developments in QEOP adjoining waterways (e.g.stadium wrap and screen).
- 10.86 PPDT Officers and their Environmental Consultants have considered the submission alongside the consideration of the LCS Lighting Strategy that recognises the sensitivity of natural habitats to light spillage, stating that ecological corridors (primary habitat areas) should not be lit if at all possible to retain dark corridors in QEOP, with only occasional spots of light spillage.
- 10.87 No significant effects were reported in the LCS ES (as amended) as a result of the H14 and H16 bridges. A review of the baseline environment has been undertaken by the applicant and it is not considered that the baseline conditions have introduced any new sensitive receptor that would cause any new or materially different significant effects, above what was described in the ES (as amended). Therefore, the effects on ecology is considered to remain valid and unchanged.
- 10.88 PPDT Environmental Consultants are satisfied with the conclusions of the Ecology Statement. Officers are satisfied that the proposals are in accordance with Policy BN.3 of the Local Plan.
- 10.89 Clearance height: In relation to Bridge H14, this condition also requires confirmation that the clearance height above the towpath for the lower edge of the soffit and the lower edge of the bridge deck is not less than 2.5m and confirmation that the clearance height above the normal operating water level of the lower edge of the soffit and lower edge of the bridge deck is not less than 3m across 80% of the channel width. The proposed design for Bridge H14 complies with these requirements. Bridge H16 required to meet 3m across the whole of the channel width (and the 2.5m towpath clearance). Both H14 and H16 bridge designs are compliant with the requirements of the condition.

- 10.90 Conduits provision: The condition also requires the provision of conduits capable of accommodating bridge utilities including lighting and highway drainage. Both bridges H14 and H16 are compliant with this requirement. H14 will also facilitate the crossing of district heating pipes extending the network into Fish Island.
- 10.91 Access and egress from existing premises: this part of the condition requires that adequate access and egress from existing premises surrounding the western landing of bridges H16 and H14 to be retained or provided and to ensure existing retail active frontages are not prejudiced.
- 10.92 With regard to H14, the location of the western landing is not considered to inhibit the existing frontages at the ground floor of Crown Works. The level change along this route is 3.3m and in order to achieve a 1:21 slope transition, it is proposed to raise the levels around the heritage chimney from 7.00m to 7.60m (between the junction with Roach Road and the chimney).
- 10.93 A retaining wall is proposed between the footpath and the public realm adjacent to Crown Wharf/Omega Works (at a lower level). The wall is proposed to have a height of 1.2m and would be formed of concrete. A 1.4m high railing is also proposed to run along the top of the retaining wall. Landscaping by way of creeper and compact trees are proposed along the retaining wall.
- 10.94 The landscaping for this area will include resting places, planting and an arrival space. Compact trees will also be incorporated into the area. Access to and egress from existing premises adjacent to H14 are not considered to be adversely affected.
- 10.95 The proposed scheme has also been coordinated with the approved development (No.4 Roach Road) to the south of H14. The footpath levels have been coordinated with the development to ensure H14 tie in with the door thresholds of the No.4 Roach Road
- 10.96 With regard to bridge H16, the western landing will comprise a level change between +6.25 and +9.43m between Stour Road and the proposed bridge level. A series of 1:21 ramps are proposed with landings along with direct step access.
- 10.97 The H.Forman & Son business adjacent to the western landing are in discussion with the LLDC over potential activation of their premises on to the landing of the bridge.
- 10.98 In summary, the access and egress of existing premises surrounding the western landings of the bridges are not considered to be prejudiced by the proposals sought.
- 10.99 Foundation details and construction methodology: In support of the requirement of Condition LCS0.31, the application were accompanied by foundation detail drawings and a Construction Methodology.
- 10.100 The Construction Methodology report describes the overall approach to constructing the two bridges, provides details of the foundations of the bridges along with means of protecting the amenity of occupiers of adjoining developments during construction. This information includes hours of work and noise limits for those works with the western landings of each bridge.

- 10.101 The proposed works will be carried out in accordance with the approved LCS Code of Construction Practice.
- 10.102 Prior to the commencement of bridges H14 and H16, a range of detailed construction information will be submitted to the LPA for approval as required by the following conditions contained within the LCS OPP:
- Condition LCS0.57 – A project-specific Code of Construction Practice;
 - Condition LCS0.59 – Construction Transport Management Plan;
 - Condition LCS0.61 – Construction Waste Management Plan; and
 - Condition LCS0.78 – Demolition and Waste Management Plan.
- 10.103 The proposed construction hours for the western landings of bridges H14 and H16 are Monday to Friday, 0800hrs to 1800hrs and Saturday, 0800hrs to 1300hrs. Half an hour set-up and close down is also proposed from 07.30-08.00 and 18.00-18.30. No noisy activities will occur during the set-up and close-down periods. Usual activities will include movement of plant to the worksite; unloading and maintenance of plant and equipment.
- 10.104 The applicant has confirmed that occupiers of nearby properties would be informed in advance of the works taking place, including the duration and likely noise and vibration impacts. Potentially affected occupiers will also be notified of the helpline number.
- 10.105 Best practicable means will be employed to keep the level of noise and vibration generated on site as low as reasonably practicable (ALARP). Measures to be considered in implementing best practicable means will be consistent with the recommendations of BS5228 and include one or more of the following as appropriate:
- Careful selection of plant and construction methods. Only plant conforming to relevant national, EU or international standards, directives and recommendations on noise and vibration emissions will be used.
 - Design and use of site enclosures, housing and temporary stockpiles, where practicable and necessary, to provide acoustic screening at the earliest opportunity. Where practicable, doors and gates shall not be located opposite occupied noise-sensitive buildings. The mechanisms and procedures for opening doors/gates will minimise noise, as far as reasonably practicable
 - Choice of routes and programming for the transport of construction materials, spoil and personnel.
 - Careful programming so that activities which may generate significant noise are planned with regard to local occupants and sensitive receptors.
- 10.106 Section 61 consents will be sought for all works that may generate significant noise (greater than 70dB), or for works that are required to be undertaken outside of the above hours.
- 10.107 With regard to noise limits the applicant has committed to maximum noise limits during construction hours which are consistent with the approved Code of Construction Practice.
- 10.108 PPDT Environmental Consultants have reviewed the Construction Methodology and are satisfied with the strategy. As such, in accordance the requirements of this element of the condition the details submitted are considered to ensure the amenity of occupiers of adjoining developments will be protected during the construction phases of the bridges.

Amenity

- 10.109 Condition LCS0.31 requires details of means of protecting the amenity of adjoining occupiers to the north of bridge H14 Crown Wharf properties), including visual and acoustic privacy of any habitable rooms which directly face onto Bridge H14, from traffic noise, overlooking and highway light disturbance, including consideration of the height and treatment of the north parapet and retaining walls of Bridge H14 and any proposed screening or buffer design in consultation with occupiers of the adjoining residential development. An assessment of these factors is set in the consideration of the Reserved Matters applications for the bridges.
- 10.110 Statement of Participation: In accordance Condition LCS0.31 the application was accompanied by a Statement of Participation which sets out the full pre-application consultation programme carried out by the applicant with a range of stakeholders in relation to the design of H14 and H16 between March and September 2016.
- 10.111 Stakeholders such as TfL, Thames Water, Canal and River Trust, Engie, and the London Boroughs of Hackney and Tower Hamlets have all had an opportunity to input.
- 10.112 The statement explains that the local community were consulted through a number of public exhibition events and neighbouring sessions. Given the proximity of the landings for bridges H14 and H16 to existing residents a number of sessions with neighbours were held, including engagement with residents of Vittoria Wharf and Crown Wharf/Omega Works. The scope of engagement comprised:

Vittoria Wharf

- Dedicated drop-in session for tenants at Vittoria Wharf held on 14 July 2016;
- Two meetings were held with representatives from Vittoria Wharf Community Interest Group (First session held on the 2 August 2016 at LLDC Offices and a second session was held on the 22 August 2016 at Stour Space);

Crown Wharf/Omega Works

- A meeting held on the 24 May 2016 with Crown Wharf freeholder representative and the commercial property owners;
 - Dedicated drop-in session for residents and commercial tenants of Crown Wharf/Omega Works was held on the 12 July 2016 at Stour Space;
 - Follow up design workshop was arranged to include the managing agent and 6-8 residents for 27 September at 6pm at LLDC offices. This session was also arranged through resident committee to allow the residents to determine who should attend the session. The focus of the workshop was on the design of the bridge and discussing any mitigation measures that could be made to reduce the impact of the bridge on the residents. LLDC, East Wick and Sweetwater Projects and the design team were present (residents were unable to attend).
- 10.113 Public exhibition drop-in sessions were held at both Stour Space and Hub 67. The venues are fully accessible and within close proximity to the proposed bridges. These sessions were held over a two day period including an evening and a weekend opening. The applicant team communicated the awareness of the project and the consultation process by way of a variety of methods including:
- flyer to 3000 properties within Hackney Wick and Fish Island;
 - email invite to LDDC mailing list and through the Hackney Wick and Fish Island Cultural Interest Group mailing list;
 - Flyers available and displayed in local businesses, cafes, shops. Including Hub 67; Crate; Howling Hops; Yard 90 and Stour Space;

- A dedicated page on the Queen Elizabeth Olympic park website; and
- Notice in Park News issued in May 2016 to 18,000 households and community facilities surrounding the Park that design work was being undertaken and that consultation activity would take place over the summer.

10.114 Inclusive Access Statement: Condition LCS0.31 requires the submission of an Inclusive Access Statement and shall demonstrate compliance with the LCS Site Wide Inclusive Access Strategy (LCS Site Wide Inclusive Access Standards were approved in December 2012 reference 12/00234/AOD). The Design and Inclusive Access Statement demonstrated compliance with this.

10.115 The design for both bridges H14 and H16 were presented to the Built Environment Access Panel (BEAP) on 14 June 2016 who supported the scheme.

Bridge H14

10.116 This bridge will provide graded routes from Fish Island, over the canal and into the Parks existing movement network, including the Canal Park and the Towpath alongside the River Lee Navigation.

10.117 On the western approach there is graded access provided to Crown Wharf and seating within the plaza. The pedestrian walkways either side of the bridge deck do not exceed a gradient of 1:21. These paths will also have slip-resistant surface of pre-cast concrete flag paving. BEAP also requested that the footpath on both side of the bridge have a minimum width of 2m. The proposed design of bridge H14 has responded to this requirement and ensures a width of 2m on each of the walkways.

10.118 Bridge H14 is to also facilitate the crossing of district heat network piping. Initial design stages accommodated the pipes underneath the northern walkway, which meant that the walkway either side of the bridge deck would be at different levels. BEAP raised concerns that this design would make the northern walkway non-accessible. In response to this, the design of bridge H14 was altered to incorporate split pipes situated on both of the walkways at low level. This design change ensured both walkways are at the same level and both walkways accessible to all users.

10.119 The southern side eastern approach of H14 allows access to Canal Park, via a 4m wide 1:21 graded path allowing for shared use between cyclists and pedestrians. Given the shallow gradient no handrails are required.

10.120 To the north of the eastern approach the towpath. The existing stairs at this point are to be retained and extended with Building Regulations Part M compliant stairs with handrails to match existing.

10.121 Blistered paving will be provided at the crossing and raised table for safety of visual impaired people crossing with flush kerbs.

Bridge H16

10.122 This bridge will provide graded routes from Fish Island, across the canal to the DRET Primary School/MUGA, existing tow path and Canal Park.

10.123 The incorporation of a lift in to the bridge was initially suggest by the BEAP. However, given the space constraints, particularly around the western approach, make it difficult to provide a lift alongside steps, an access ramp and a cycle route.

However, in order to satisfy the LLDC Inclusive Design Standards 1:21 routes, a series of resting points and handrails have been included, in line with the comments received from BEAP. This is considered to provide a sufficient level of accessibility across the bridge.

- 10.124 A series of 1:21 routes with 1500mm long intermediate landings with maximum gradient of 1:60 are also proposed, which meet the LCS inclusive design standards. 1.4m high handrails have been provided on top of the retaining wall between the western approach and adjacent Stour Road and paths on the northern and southern side. The paths will have a slip-resistant surface of resin bounded gravel.
- 10.125 Given bridge H16 will extend to a distance of around 120/125m, BEAP recommended the consideration of rest points, in particular seating. The panel also advised locating seating at each end of the bridge, at the landings, rather than on the bridge itself, as this would ensure the bridge's clean lines are not interrupted. Furthermore, BEAP also requested seating along the ramped routes, as many wheelchair users will need to take regular breaks to use these ramps.
- 10.126 Resting points are proposed at intervals of between 3 and 40 metres. Responding to comments received from BEAP and QRP resting points are proposed on the approach structures rather than the bridge deck itself. Positioning resting points on the approach ensures the bridge deck remains clear and uncluttered which PPDT officers, BEAP and QRP consider to be positive.
- 10.127 LLDC Inclusive Design Officer has reviewed the scheme and confirms that the design of Bridges H14 and H16 have assessed BEAP concerns and the proposed designs are acceptable.
- 10.128 The design of Bridge H14 and H16 is therefore considered to meet the LLDC Inclusive Design Standards and responds to the comments made by BEAP in accordance with Condition LCS0.31.

Lighting – Bridges H14 & H16

- 10.129 Condition LCS0.31 requires details of external lighting (including a statement of how such lighting is in accordance with the approved Site Wide Lighting Strategy) and CCTV installations.
- 10.130 No CCTV installations are proposed on the bridge or within the surrounding landscape.
- 10.131 The approved Site Wide Lighting Strategy identifies the PDZ4 site and the bridges as “E3 Areas of ‘middle district brightness’: generally urban residential areas (where roads are lit to traffic route standard)”. The River Lee Navigation is identified as “E1 Areas with intrinsically dark landscapes: national parks, areas of outstanding natural beauty (where roads are usually unlit)”.
- 10.132 In relation to the bridges the strategy provides the following guidance:
- H14 All Modes Bridge: shall be illuminated to lighting class ME3B to be consistent with the Olympic Park Loop Road. Lighting on the towpath should allow users to safely join and exit to the bridge and set at maximum of 3 lux.
 - H16 Pedestrian and Cycle Bridge: illumination of the bridges must ensure pedestrians have good visibility across the length of the bridge to enable them to make a decision as to whether it is safe to cross. It goes on to state that spill

light onto the waterways must be minimised so as to protect ecology, particularly bats.

10.133 The RMA Lighting Strategy then sets out the proposed lighting scheme and confirms that it complies with the approved Site Wide Lighting Strategy. The lighting strategy has been designed to minimise the impact on the surrounding residential buildings whilst still ensuring both the road and the footpaths are appropriately lit. The proposed lighting include light fittings that reduce light spill and direct light to the road and footpath surfaces.

10.134 Towpath lighting is proposed adjacent to the bridges, including LED handrail lights and in ground lighting. The lighting will help users to safely join or exit the bridge. The remainder of the towpath would remain unlit to limit the impact on the canal corridor and to be consistent with the E1 (intrinsically dark) illumination classification.

10.135 Bridge H14 Lighting: Directional lighting has been proposed to prevent light spill into adjacent residential buildings. The proposed lighting comprises the following:

- Four 8m high lighting columns are proposed and would be located on the western and eastern bridge landings. This would provide an average 10 lux across the highway.
- Wall lighting along the bridge girder would then provide lighting for the pedestrian footpath. This would provide an average 20 lux across the highway, with a minimum of 10 lux.
- LED Handrail lighting adjacent to the stairs on the northern edge of the western bridge landing.

10.136 EA highlighted the importance that light pollution from the lighting columns on either side of the bridge deck do not spill over the waterscape and request a lux levels plan as part of a proposed condition. A condition is recommended prohibiting light spill to exceed 2 lux on the surface of the canal.

10.137 CRT highlighted the need for lighting beneath the bridge and over the towpath. On the eastern side of the bridge will have permanent tow path lighting installed under the bridge deck over the tow path preventing dark spots under the bridge deck, discouraging anti-social behaviour/graffiti. This lighting will prevent creating a dark spot directly below the bridge deck. During the hours of darkness. This will act as a security measure to discourage antisocial behaviour and application of graffiti.

10.138 Access to the western abutment will be secured by security fencing which will prevent unauthorised access onto set back area of non-towpath land. This security measure will limit the opportunity for antisocial behaviour and application of graffiti.

10.139 All exposed areas of concrete on both the western and eastern sides of the bridge will be treated with a clear, non-colouring proprietary anti-graffiti coating. This treatment will reduce the adhesion of graffiti to the underlying surface. The graffiti can then be cleaned using a proprietary anti-graffiti cleaner. The anti-graffiti coating can be cleaned up to five times using anti-graffiti cleaner after which the surface will need re-coating. The maintenance and use of anti-graffiti coating and cleaner will be set out in the operational and maintenance manual produced for the bridge when it is handover over to the end user.

- Bridge H16 Lighting: The proposed lighting along the footpath and cycle way on Bridge H16 the proposed lighting will be directed to avoid light spill into the canal corridor. The proposed lighting includes:

- Eight 5m high lighting columns are proposed and would be located on the western and eastern bridge landings. This would provide an average 10 lux across the highway, with a minimum of 2 lux.
- Wall lighting beneath the bridge handrails would then light the full extent of the footpath and cycleway. This would provide an average 20 lux across the highway, with a minimum of 10 lux.
- LED Handrail lighting adjacent to the towpath access point.
- In ground lighting on the eastern landing to provide illumination for the access route to the towpath.

10.140 Like Bridge H14, CRT and EA sought reassurance that light pollution from the lighting columns on either side of the bridge deck should not result in more than 2 lux light spill over the canal corridor and this is secured by the recommended conditions.

10.141 In summary, the proposed lighting is considered to be acceptable subject to the recommended conditions and accords with policies BN.1 and BN.3.

BRIDGE H16 – RESERVED MATTERS (REF: 16/00588/REM)

10.142 The following paragraphs consider the matters reserved by the LCS OPP for Bridge H16 being details of layout, scale, appearance, means of access and landscaping. The main issues in respect of the assessment of this application are considered to be as follows:

- Layout, Scale and Appearance;
- Transport;
- Impact on Conservation Area and Heritage Assets; and
- Landscaping.

Layout, Scale and Appearance

10.143 Chapter 7 of the NPPF and London Plan Policies 7.4 (Local character), 7.5 (Public realm) and 7.6 (Architecture) require development proposals to be of the highest design quality and have appropriate regard to local context. Local Plan policies BN1, 4 and 5 reinforce this strategic approach and require new development to consider how proposed uses integrate with, and relate to, public and private space; provide an accessible and inclusive environment; contribute positively to the streetscape; provide accessible public space; define routes and spaces; and promote legibility. The layout, scale and appearance of Bridge H16 comply with the relevant approved LCS Parameter Plans.

Layout

10.144 Parameter Plan LCSBRG-PAR-GLB-000-002 Rev 02 of the LCS OPP sets out the location of H16 Bridge (Appendix 4).

10.145 The eastern landing of H16 meets the canal front park and makes a direct link from the bridge level to the tow path that runs along the eastern side of the Lee Navigation. H16 will also land in-between the DRET Primary School and MUGA Pitch, which has received planning approval (ref: 16/00039/REM).

10.146 Officers are satisfied that the layout of the bridge accords with the approved LCS parameters.

Scale

- 10.147 The H16 Pedestrian/Cycle Bridge Parameter Plan) defines the location, heights, width and length of both the bridge deck and abutments on the east and west bank (Appendix 4). The proposed width, height and length of bridge H16 is compliant with the approved parameter plan.
- 10.148 Condition LCS0.31 of the LCS OPP require a 3m clearance across at least 80% of the navigable width of the canal, which means a minimal bridge deck is required. Bridge H16 is compliant with this requirement.
- 10.149 The location, scale, height and massing of the proposed Bridge H16 are compliant with the approved parameters.

Appearance

- 10.150 Policy BN.1 of the Local Plan requires careful consideration to be given to architectural and historic style, material, fenestration, colour and overall appearance.
- 10.151 Bridge H16 comprises of two main plate girders supported on concrete abutments either side. The bridge is a through-girder solution in which the deck sits within and between the girders (minimising structural depth).
- 10.152 The bridge spans approximately 38m across the River Lee Navigation, with a clear internal bridge width of 4m along the length of the bridge and a handrail height of 1.4m from the bridge deck (required height for cyclists and pedestrians).
- 10.153 The material palette has been influenced by the industrial heritage of the surrounding buildings in the immediate context of Fish Island and the wider context of the family of bridges within the Olympic Park.
- 10.154 The primary material for the structure is weathered steel (same as the proposed Bridge H14) and the abutment, piles and slabs will be constructed from reinforced concrete. The balustrades of the immediate approaches onto the bridge are also in concrete. Along the eastern towpath to the south of H16, a new concrete wall is proposed, which will match the materials used along the towpath as part of the approved Sweetwater School development.
- 10.155 The approaches to the bridge are formed of the abutment walls and two retaining walls either side. The design intent behind the materiality of the abutments is to help ground the weathered steel bridge by way of a concrete plinth and to relate to the industrial context of the area. The use of concrete has been widely incorporated into other areas around the Olympic Park and particularly the wider family of bridges. As such, the proposed material is considered to be appropriate. As set out in section 10.176 of this report, QRP were also supportive of the proposed materials.
- 10.156 The single I-beam is to a perforated pattern which related to the stress distribution of the beam (removing more material from areas where the beam is working less hard). The perforations vary in size, ranging from a diameter of 100mm openings to 20mm offset every 150mm. Appendix 11 highlights how the pattern has stemmed from the stress pattern on the plate girder. The proposed perforations are considered to be successful, striking a balance between structural integrity and permeable/playful balustrade which adds interest to the appearance of the bridge.

- 10.157 The bridge deck comprises of a steel deck plate strengthened by a number of transverse stiffeners in a ladder arrangement. Initial designs for the bridge had comprised a metal deck finish, however due to Officers concerns over slippery qualities of this material, a concrete deck with an anti-slip finish is now proposed. The concrete finish is also considered to successfully tie in with materiality of the abutment.
- 10.158 Bridge H16 has been through an extensive design process, which has positively responded to feedback from public consultations, the Built Environment Access Panel (BEAP) and the LLDC Quality Review Panel (QRP) where it was presented on three occasions.
- 10.159 The quality, colour and tone of the materials to be used in the construction of the bridge will be vital to the success of the scheme and requires consideration. Further details and samples of materials will therefore be reserved by condition. However overall, the approach to materials as currently suggested is supported by both PPDT Officers and QRP. Through the use of this minimal palette of robust materials, Officers are content that a high quality design can be achieved in practice.
- 10.160 In summary, the QRP supports the proposed structure stating “The proposed structure is a genuine, clear and simple expression of the bridge’s forces – with the potential to be beautiful”. The panel also consider the abutment design to be “considerably improved and appreciate the simplicity of the solution arrived at”. Further support was also given towards the proposed materials and found the stress pattern of the single I-beam into a perforated pattern to be “*particularly successful*”.

Means of Access

- 10.161 With regard to accessibility, Bridge H16 meets the LLDC Inclusive Design Standards and as such accords with policy BN.5 of the Local Plan. The western approach includes direct step access and a series of 1:21 slopes and landings. The eastern approach provides a connective route that integrates the bridge with the Sweetwater primary school, MUGA and tow path. This route incorporates a 1:21 gradient to the towpath which is 4m wide and wraps the MUGA.

Impact on the Conservation Area and Heritage Assets

- 10.162 The Fish Island and White Post Lane Conservation was extended in 2014 to include the waterways, buildings, streets, yards and structures which are considered to contribute to the area’s special historic or architectural interests, the character and appearance of which is desirable to preserve or enhance. This was approved by Board of the London Legacy Development Corporation on 30th April 2014. The Conservation Area now includes the Lee Navigation Canal over which Bridges H14 and H16 will cross.
- 10.163 Paragraph 138 of the National Planning Policy Framework (2012) informs that Conservation Areas as a baseline are of high significance as a designated asset but not all parts of a Conservation Area are necessarily of the same quality or significance. However, the Fish Island & White Post Lane Conservation Area as a heritage asset can be regarded as ‘medium to high’ (Conservation Area Appraisal 2014 LLDC).

- 10.164 PPDT Heritage consultants have reviewed the proposed scheme and considered its potential impacts on the Conservation Area, concluding that “*although there will be change, the harm to the significance of the designated asset will be minimal, overall - i.e. less than substantial - and this will be more than adequately offset by the public benefit of improved physical access and opportunities for enhancement through new development. By improving access, physical and to a certain extent visual, the proposals as a whole could be considered to ‘better reveal’ the significance of the CA as a designated heritage asset*”.
- 10.165 Bridge H16: An existing building, known as Vittoria Wharf is located on the site of the western Landing of bridge H16. Part of this building would need to be demolished in order to construct the approved in principle Bridge H16. The part of Vittoria Wharf within the red line of the application is within the ownership of LLDC and is currently vacant. The remaining section of the building is owned by Palm Lane Estates and is subject to a separate planning permission to demolish and redevelop the remainder of the Vittoria Wharf site (Ref: 13/00280/FUM).
- 10.166 Objections have been received on the grounds that Vittoria Wharf is an Asset of Community Value (ACV) and should be central to the future of Fish Island / Hackney Wick and hence should be preserved. The intention of the Community Right to Bid is that, if an ACV comes up for sale, then the local community will be given a fair chance to make a bid to buy it on the open market.
- 10.167 The Government’s guidance (Community Right to Bid: Non-Statutory advice note for local authorities, 2012), makes it clear that the fact that a site is listed as an ACV may affect planning decisions, and that it is “*open to the Local Planning Authority to decide that listing as an asset of community value is a material consideration if an application for a change of use is submitted, considering all the circumstances of the case*”. In this instance the application under consideration is not for a change of use of the building and therefore would not meet the trigger under the Government’s guidance as to when an ACV should be given material weight in the determination of a planning application.
- 10.168 It is also important to note that the development proposals only affect a small proportion of the Vittoria Wharf building which has previously been subject to a compulsory purchase order specifically to allow the land to be acquired to facilitate the provision of the bridge. The redline of the LCS outline permission covers the section of the building necessary to accommodate the bridge, and the outline planning consent has already granted consent for the demolition works (termed as ‘ancillary supporting infrastructure’ in the LCS Development Specification and Framework).
- 10.169 Vittoria Wharf and Stour Space were not included in the Conservation Area as they were identified as buildings that are of no great intrinsic architectural merit but their form, materials and uses contribute positively to the townscape of this part of the Conservation Area.
- 10.170 PPDT Heritage Consultants have also reviewed the potential impact on the cluster of buildings around Vittoria Wharf and conclude that the, “Harm caused will be negligible; the ‘balanced judgement’ should be therefore in favour of development as the significance of the asset will if anything be better revealed”.
- 10.171 The proposed bridge picks up on the design and material palettes of the surrounding area particularly the area’s industrial heritage and the recent addition of bridges into QEOP.. The scheme is considered to be sympathetic to the

character of the Conservation Area and would suitably preserve and given the quality of the design and the comments received from PPDT's heritage advisors be considered to enhance the Conservation Area in accordance with policy BN.16 of the Local Plan.

10.172 CRT raised concern regarding the proposed access ramp to the north of the bridge which joins the towpath at the top of the towpath ramp/table and how this affected this heritage feature. CRT suggested that the submission of, and compliance with, a new landscape masterplan should be required by condition and should specifically require further consideration of the positioning of this ramp. The applicant has considered this suggestion and has advised that the proposals have sought to provide wheelchair access and integrate with the design of the adjacent MUGA. This would mean that such a change would lead to a longer and more imposing retaining wall and would also result in the loss of 2 of the proposed trees. To ensure the works are undertaken in a manner that protects the existing heritage feature, a condition is proposed to require the submission of a method statement that is prepared in consultation with CRT for their approval before works commence on any existing heritage towpath feature.

Landscaping

10.173 London Plan policy 7.5 requires the public realm to be secure, accessible, safe, and easy to understand and maintain and relate well to local context and incorporate the highest quality design. Policy BN.1 of the Local Plan requires careful consideration to be given to landscape and water, ensuring proposal relate well to the local area's defining natural and man-made landscape features, in particular the linear form of the waterways and parklands.

10.174 The design approach towards the landscaping around bridge H16 is to ensure a strong relationship with the local context and the overall Canal Park experience.

10.175 Soft Landscaping: The eastern approach comprises feature shrub planting within raised beds. Meadow grass is also proposed to the north of the eastern approach which will connect with the meadow grass proposed to the south of Bridge H14. Lawns, hedges and planting are proposed to tie in with the feature seating. Beds of shrub planting are incorporated with areas of lawn with feature play. The western landing incorporates sections of planting divided by the cycle desire lines/ramps. QRP considered the detailed landscape design strategy for the approaches to both of the bridges to show considerable promise.

10.176 Concrete terraces with timber tops would be situated along the eastern towpath along with timber benches and cubes for seating adjacent to the eastern landing of the bridge. The proposed seating replicates furniture within Canal Park.

10.177 CRT raised concern with the proposed seating at the back of the towpath and the potential conflict seated people may have with passing cyclists and other towpath users given the towpath is relatively narrow in this stretch. As such CRT suggested positioning the seating further back and widening the towpath to allow more room. The applicant considered CRT's comments and advised that given the location of the ramp the seating cannot be moved further back, however it maybe possible to reposition the seating.

10.178 On the eastern landing, pre-cast concrete stepping stones provide a shortcut down to the towpath. The approach has also been used elsewhere on the Olympic Park.

10.179 QRP commended the landscape design team and welcomed the strategy that draws on precedents in the wider QEOP. QRP also considered the composition created by the proposed routes and landscape design at both the eastern and western approached works well.

10.180 The proposed landscaping is considered to relate well to the wider landscaping strategy for the Olympic Park and Canal Park. The space also provides a variety of functional areas which can be used as play or social areas/seating in accordance with Policy BN.1 of the Local Plan.

10.181 In summary, the layout, scale, appearance, means of access and landscaping of the proposed development are considered to be in accordance with the design principles approved as part of the LCS OPP.

10.182 Overall, officers consider the appearance and scale of bridge H16 to respond well to the local context of the bridge and the family of western bridges, and consistent with the LCS OPP. The design of the bridge is considered to comply with the relevant policies of the London Plan, LLDC Local Plan and LLDC's Inclusive Design Standards

BRIDGE H14 – RESERVED MATTERS (REF: 16/00587/REM)

10.183 The approved LCS Parameter Plans, Design Codes, planning conditions and S106 obligations provide the framework for the RMA, against which the proposals are assessed.

Assessment of Planning Issues

10.184 The following paragraphs consider the matters reserved by the LCS OPP for Bridge H14 being details of layout, scale, appearance, means of access and landscaping. The main issues in respect of the assessment of this application are considered to be as follows:

- Layout, Scale and Appearance;
- Amenity (Residential and Visual);
- Noise;
- Air Quality;
- Transport and traffic;
- Impact on Conservation Area and Heritage Assets; and
- Landscaping.

Layout, Scale and Appearance

10.185 Chapter 7 of the NPPF and London Plan Policies 7.4 (Local character), 7.5 (Public realm) and 7.6 (Architecture) require development proposals to be of the highest design quality and have appropriate regard to local context. Local Plan policies BN1, 4 and 5 reinforce this strategic approach and require new development to consider how proposed uses integrate with, and relate to, public and private space; provide an accessible and inclusive environment; contribute positively to the streetscape; provide accessible public space; define routes and spaces; and promote legibility. The layout, scale and appearance of Bridge H14 are informed by the relevant approved LCS Parameter Plans.

Layout

- 10.186 Parameter LCS-DWG-APP-BRG-PAR-GLB-000-001 Rev 02 of the LCS OPP sets out the location of H14 Bridge (Appendix 6). The AOD application for the North-South Highway Link then provides the PDZ4 street connection for bridge H14.
- 10.187 The western landing is located between an existing residential development (Crown Wharf/Omega Works) to the north and an approved residential development (4 Roach Road) to the south. Condition LCS0.30 of the LCS OPP requires a minimum separation distance between the north parapet of the proposed bridge and nearest habitable room within Crown Wharf/Omega Works. H14 is compliant with this requirement. Further residential amenity considerations are set out in the paragraphs below.
- 10.188 The eastern landing meets the canal front park. The Park is largely open landscape currently however this area will be developed for the new Eastwick & Sweetwater neighbourhood.
- 10.189 Overall, the layout of the bridge has sought to minimise the footprint of the structure, particularly the width of the carriageway, whilst making suitable provision for pedestrians and cyclists and for extending the district heating network.

Scale

- 10.190 The H14 Vehicle Bridge Parameter Plan of the LCS OPP defines the location, heights, width and length of both the bridge deck and abutments on the east and west bank (The proposed width, height and length of bridge H14 is compliant with the approved parameter plan).
- 10.191 The parameters allow a certain amount of deviation of the bridge components though reduce the range of design responses and bridge types that are feasible. Specifically, the parameters and condition LCS0.31 of the LCS OPP require a 3m clearance across at least 80% of the navigable width of the canal, which means a minimal bridge deck is required. Bridge H14 is compliant with this requirement.
- 10.192 The scale, height and massing of the proposed Bridge H14 are compliant with the approved parameters. QRP has commended the design development of the bridge, including its scale.

Appearance

- 10.193 Policy BN.1 of the Local Plan requires careful consideration to be given to architectural and historic style, materials, colour and overall appearance.
- 10.194 The Bridge H14 structure comprises two main plate girders, separating the vehicle carriageway and the pedestrian walkways spanning 45m across the Lee Navigation. The structural elements of the proposed bridge are located above the deck (known as a through-girder solution) in order to maximise the clearance underneath the bridge and to ensure the design accords with the LCS parameters.
- 10.195 Weathering steel will be the primary material used for the structure of H14 and the abutments, piles, slabs and vehicle barrier will be formed from reinforced concrete, with barriers integrated into the bridge structure. A condition is proposed requiring the submission of material samples.

- 10.196 The material palette has been influenced by the industrial heritage of the surrounding buildings in the immediate context of Fish Island and the wider context of the family of bridges within the Olympic Park.
- 10.197 Vehicle barriers have been incorporated within the curved steel girder in order to minimise the width of the bridge whilst maximising the road width. The top of the bridge vehicle parapet curves with the plate girder. This design aspect reinforces that curvature of the bridge.
- 10.198 To match the industrial context of the area the abutments that sit either end of the bridge are to be formed from concrete. The approaches to the bridge consist of the abutment, reinforced concrete retaining wall either side and a ground slab supported on piles.
- 10.199 With regard to the deck design, the pedestrian walkway is proposed to be constructed with a flagstone concrete finish to tie in with both the bridge abutments and both the approaches. Structurally, the walkway deck comprises a series of transverse beams in a 'ladder' arrangement. Below the carriageway these elements are encased in concrete.
- 10.200 Bridge H14 has undergone an extensive design process. It has been presented to the QRP on three occasions and the Built Environment Access Panel (BEAP). Following these sessions, the overall design has continued to develop in response to QRP feedback to the point where QRP has commended the final design. The appearance of the development is considered to be appropriate the context of the site in accordance with Policy BN.1.

District heating Network

- 10.201 Bridge H14 will facilitate the crossing of the District Heat Network supporting Policy S.3 of the Local Plan. Policy S.3 (Energy infrastructure and heat networks) states that support will be given towards proposals that proposal for new heat networks or extensions to any existing heat networks or for renewable energy infrastructure, to serve development within or outside the Legacy Corporation area will be supported.
- 10.202 H14 will expand the district heating network beyond the Park and into communities west of the River Lee Navigation.
- 10.203 The position of the pipes has responded to QRP feedback by locating the servicing routes either side of the bridge along the walkways at low level, boxed in weathering steel. QRP commended the design team on arriving at a solution for accommodating the district heating pipes. This arrangement allows for easy access to the pipes from the walkway when maintenance is required and provides a form of informal seating arrangement across the bridge's full span.
- 10.204 LB Tower Hamlets had also raised concerns regarding the potential impact the incorporation of the districting heating pipes would have on the height and bulk of the bridge. However, the final design ensures that the inclusion of the district heat network has not lead to any increase in the height of the bridge.
- 10.205 The proposed location and incorporation of the pipes is considered to be successful, ensuring accessible walkways that will not adversely impact upon the overall design of the bridge whilst providing an important connection that will

facilitate the extension of the heating network in to Fish Island in accordance with Policy S.3 of the Local Plan.

10.206 Overall, officers consider the appearance of the bridge to respond well to the surrounding context of Hackney Wick and Fish Island, providing a clear and legible structure that relates to the family of western bridges. The design of the bridge is considered to comply with the relevant policies of the London Plan, LLDC Local Plan and LLDC's Inclusive Design Standards.

Amenity (Residential and Visual)

10.207 Amenity of adjoining occupiers (Bridge H14): Details of means of protecting the amenity of adjoining occupiers located to the north of Bridge H14 (Crown Wharf properties/Omega Works), including visual and acoustic privacy of any habitable rooms which directly face onto Bridge H14, from traffic noise, overlooking and highway light disturbance, including consideration of the height and treatment of the north parapet and retaining walls of Bridge H14 and any proposed screening or buffer design in consultation with occupiers of the adjoining residential development are required.

10.208 The design of Crown Wharf/Omega Works was designed with the H14 all-modes bridge in mind. In February 2006 London Green Developments limited submitted a planning application (ref: PA/05/02130) for Crown Wharf for 98 live/work units and 2,255sqm of A1, A3, A4 and 81 floorspace with ancillary car parking and landscaping. The planning application sought permission for a redesign of the previously approved scheme (ref: PA/02/01705) that reflected the London Development Agency's (LDA) proposed compulsory purchase of land within the application site to provide a road bridge (bridge H14) that would be delivered as part of the Olympic and Legacy development. The ground floor drawing (no. P(00)100) for the development labels 'new road' along the alignment of the H14 all modes bridge.

10.209 In considering the application LBTH planning officers notes that the one of the reasons stated for recommending approval for the scheme was that it 'safeguards land subject to compulsory purchase by the LDA to facilitate a bridge crossing between Fish Island and the Olympic site'.

10.210 In accordance with Condition LCS0.31, the design of bridge H14 has includes measures to reduce the impact on adjacent residential developments by taking account of traffic noise, air quality, light spill and overlooking and privacy.

10.211 Overlooking and privacy: Condition LCS0.30 requires bridge H14 to ensure that a minimum 4m separation distance between the nearest habitable window and the north parapet of the proposed bridge.

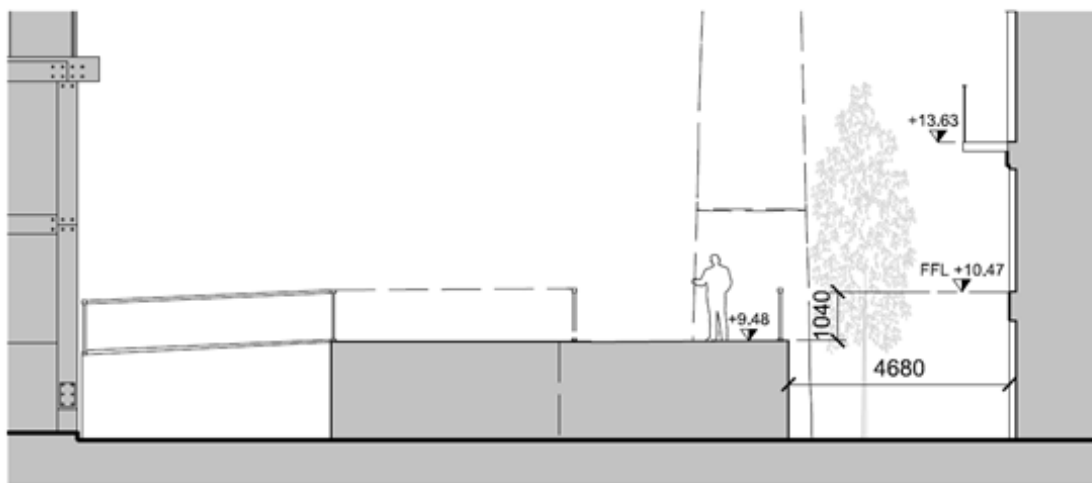
10.212 The nearest habitable window adjacent to the western landing of Bridge H14 is at first floor level and comprises a full height glazed window. The proposed H14 has been reduced in width from 7.3m envisaged in the LCS to 6.5m. This reduction in width has allowed a separation distance of 4.52m (Cross-section shown in figure 3 below) from the nearest residential window (7m from the nearest bedroom based on the approved Crown Wharf layout). The proposed separation would therefore be compliant with Condition LCS0.30.

10.213 At ground level, the proposed bridge design has a horizontal offset of 4.35m between the Crown Wharf and the north parapet of the bridge (Cross-section provide in figure 3). The existing separation between Crown Wharf and the

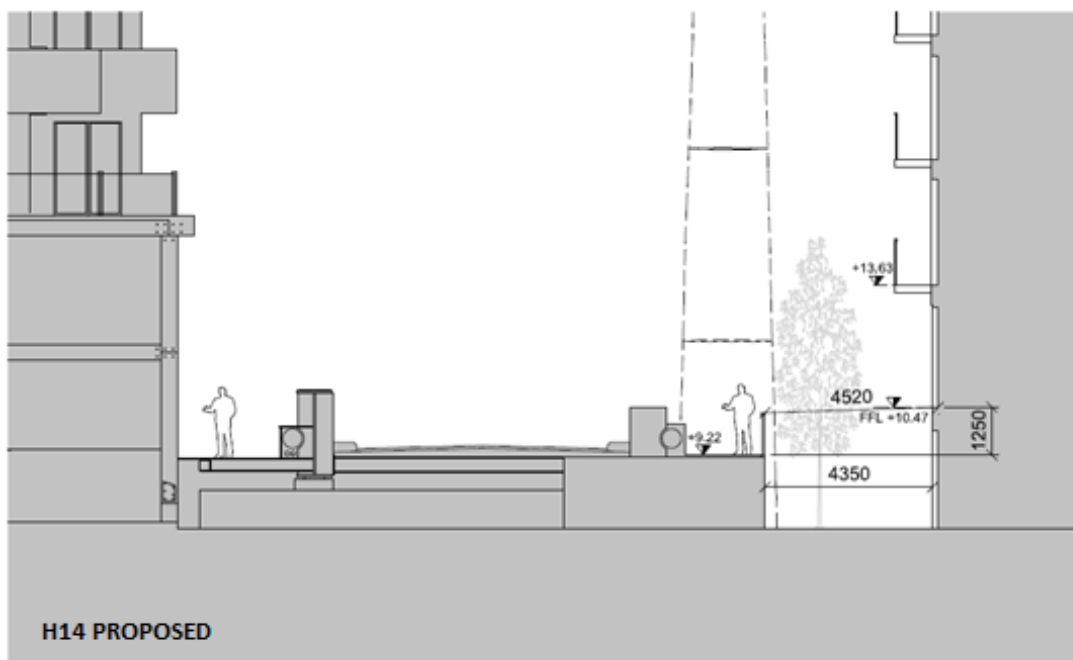
existing footbridge has an off-set of 4.68m. The proposal would therefore result in a slight narrowing of the separation. However, notwithstanding the compliance with Condition LCS0.30, the proposed pedestrian walkway would be at a lower level than the existing pedestrian bridge at the corner of Crown Wharf. The difference in level avoids situations where residents are directly overlooked by passing pedestrians. The proposed walkway to the north of the carriageway is approximately 1.25m below the floor level of the closest window.

10.214 As such, it is considered the proposed arrangement would not give rise to direct overlooking by passing pedestrians and would improve the level of privacy currently experienced.

10.215 In the context of the site's urban setting, the wider precedent and improvements over the current situation the proposal is considered to maintain acceptable levels of privacy.



H14 EXISTING



H14 PROPOSED

Figure 3: Existing and proposed Bridge

- 10.216 Traffic Noise: As part of the Environmental Impact Assessment the noise effects of the LCS including the impacts of road traffic were predicted and assessed. Changes to the noise levels were deemed minor over short term periods and negligible over the long term and consequently no specific mitigation was required.
- 10.217 Further work has been undertaken by the applicant in respect of the predicted noise from the LCS traffic flows.
- 10.218 This Noise Note for Bridge H14 explained the potential noise effects of the proposed bridge using modelling work undertaken by Buro Happold. The results of the modelling showed noise levels between 53 and 63 LAeq dB(A) are expected on the southern façade, with noise levels decreasing on the eastern and western facades.
- 10.219 The note concludes that the noise levels would be typical in this urban context. The predicted noise levels indicated are on the lower range of similar residential properties adjacent to minor roads in London.
- 10.220 The note also detailed methods of mitigation included as part of the design that will reduced the level of predicted noise associated with the highway. These included:
- Separation distances between the proposed bridge and neighbouring residential occupiers in accordance with condition LCS0.30;
 - Lighting and privacy measures;
 - Use of materials that reduce road noise (use of asphalt surfacing to ensure noise is minimised)
- 10.221 Furthermore, Crown Wharf was designed with an all-modes bridge in mind. Planning permission was sought for a redesign of the previously approved scheme (ref: PA/02/01705) that reflected the London Development Agency's (ODA) proposed compulsory purchase of land within the application site to provide a road bridge (bridge H14) that would be delivered as part of the Olympic and Legacy development. The ground floor drawing (no. P(00)100) for the development labels 'new road' along the approved alignment of the H14 all modes bridge. It is considered that there is no further mitigation is required to those already proposed.
- 10.222 Air Quality: The effects of the LCS on air quality, including the impacts of road traffic were predicted and assessed as part of the Environmental Impact Assessment (EIA) that was reported in the Environmental Statement (ES) and Addendum ES accompanying the LCS OPP (September 2012). This modelled future pollutant concentrations at worst case locations with future predicted traffic flows, including a receptor at Roach Road adjacent to H14.
- 10.223 There have been no changes to the scheme that would materially alter the air quality effects assessed and therefore the conclusions of the ES and Addendum ES remain valid.
- 10.224 The Code of Construction Practice and associated management plans would ensure that construction air quality effects are mitigated.
- 10.225 Highway Light Disturbance: Twin 8m high columns either side of the bridge are proposed which can achieve the required lighting for a highway bridge. The fittings on the proposed light columns reduce light spill behind the columns and direct light down to illuminate the road and footpath surface. The Lighting Strategy in the Design and Inclusive Access Statement states that light spill into adjacent

properties will not exceed 2 lux and a condition ensuring compliance with this is proposed.

Impact on Conservation Area and Heritage Assets

- 10.226 Conservation Area: The Fish Island and White Post Lane Conservation was extended in 2014 to include the waterways, buildings, streets, yards and structures which are considered to contribute to the area's special historic or architectural interests, the character and appearance of which is desirable to preserve or enhance. This was approved by Board of the London Legacy Development Corporation on 30th April 2014. The Conservation Area now includes the Lee Navigation Canal over which Bridges H14 and H16 will cross.
- 10.227 Local Plan policy BN.16 requires that development preserve or enhance the character of the conservation areas and respect features that are identified as having significant value to the industrial heritage of this area. This aligns with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires that special attention paid to the desirability of preserving or enhancing the character or appearance of a conservation area. The NPPF (para 131) identifies three key factors planning authorities should take into account in determining applications: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.
- 10.228 Carlton Chimney, a non-designated Heritage Asset, is situated within close proximity to the western landing of bridge H14. Carlton Chimney, which is a circular red brick stack with blue cornice (1899-1900) by builders J Chessum & Son for their own Crown Wharf builders yard. The chimney is acknowledged as part of the Stour Road Cluster, which comprises a series of industrial structures situated between the roadways and the water, along Roach Road, Stour Road and Bream Street. The Hackney Wick and White Post Lane Conservation Area Appraisal (2014) notes that, these structures *"are not architecturally distinguished, but together, and taking into account creative uses, are of interest"*.
- 10.229 The design of the bridges pick up on the material palettes of the surrounding area, particularly the area's industrial heritage, such as the use of whether steel and concrete (further design assessment is set out in section 10.221). The design and scale of bridge H14 is considered to be a successful response to the sites context and heritage assets and the design has been commended in the responses received from the QRP. The scheme is considered to complement and enhance the existing urban grain of the area, and work well within the context of the Conservation Area and the heritage assets in accordance with policy BN.16 of the Local Plan.
- 10.230 PPDT Heritage Consultants have reviewed the potential impact the development would have and conclude that the chimney is already devoid of its original context and setting and the proposed development will not change that position and therefore there would be less than substantial harm to the significance of the Carlton Chimney having given special regard to the desirability of preserving the setting of the conservation area and the heritage asset.

10.231 Paragraph 134 of the National Planning Policy Framework (NPPF) states, 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal'. The delivery of H14 as a all-modes bridge would provided the following public benefits:

- Improving access to key sites within Fish Island;
- Helping planned growth for the area, by supporting the density of consented development (Public Transport Accessibility Level can be improved from 2 to 3 through Fish island with new bus routes);
- Enabling future development – many developers have brought forward proposals on the assumption H14 would be delivered as an all-modes bridge;
- Providing a safer route to walk for pedestrians, as passing traffic and a wider street will give passive surveillance and reinforce a feeling of safety over a canal environment; and
- Facilitating the crossing of the District Heat Network to support sustainable development within the LLDC area (H14 has been designed to carry district heating pipes across into Fish Island, which is not possible within the constraints at H16).

10.232 The above public benefits are considered to outweigh the less than substantial harm caused to the non-designated heritage asset.

10.233 The ES (and amendments) that supported the LCS Planning Application identified moderate beneficial townscape effects on the Fish Island Conservation Area resulting from the development. It is not considered that the detailed design of the bridges would alter the overall effect the Development would have on this area, including the now extended to the Fish Island and White Post Lane Conservation Area. The bridges will not introduce new structures that were not assumed in the LCS OPP and the Conservation Area extension was undertaken in the full knowledge of the outline permission for the bridges at these locations. The proposed design, materials and colour are considered to be of high quality, commended by QRP and have taken appropriate account of its context and setting. It is therefore considered that the proposals would enhance the character and appearance of the conservation area in accordance with policy BN.16 of the Local Plan.

10.234 Canal River Trust (CRT) and local residents have raised concerns regarding the proximity of the western approach of bridge H14 to Carlton Chimney and requested that the road be moved further south. CRT also suggested further protection of this feature by way of vehicle barriers. Further details were requested of how this could be done whilst not detract from its setting whilst also maintaining sufficient unencumbered space around the chimney. The location of the bridge is within the parameters approved by the LCS OPP. As such the location was considered acceptable under the LCS OPP. Officers therefore do not consider it necessary or reasonable to alter the proposed location of the western approach. However, the importance of protecting Carlton Chimney from vehicle strike is recognised and therefore a condition is recommended requiring the submission of vehicle mitigation to protect Carlton Chimney.

Landscape

10.235 London Plan policy 7.5 requires the public realm to be secure, accessible, safe, and easy to understand and maintain and relate well to local context and incorporate the highest quality design. Policies BN.1 and BN.3 of the Local Plan

requires that development proposals be well landscaped and maximise the nature conservation opportunities wherever possible.

10.236 Ensuring a strong relationship with the local context and the overall Canal Park experience has been the design approach towards the landscaping around bridge H14.

10.237 Soft Landscaping: Meadow grass is proposed to the south of H14, which would wrap the base of the approved MUGA and ties into the H16 proposal to the south. An area of ornamental planting with feature seating walls is proposed to the north of the eastern approach adjacent to a social area. The bed of ornamental planting would be separated with mown lawn and stepping stones creating an informal route down to the canal park. Along the western approach, a number of Liquidambar trees are proposed to replace the existing trees in this location. Ornamental planting and climbers will be incorporated into the proposed retaining wall.

The proposed landscaping is considered to relate well to the wider landscaping strategy for the **Olympic** Park and Canal Park. The space also provides a variety of functional areas which can be used as play or social areas/seating in accordance with Policy BN.1 of the Local Plan.

Objector's main comments

10.238 As set out in section 9 of this committee report, the applications have generated a significant amount of public interest from local residents, landowners and business owners in the area. The main points of objection are addressed in the relevant sections of the report but also summarised below.

- Adequacy of consultation;
- Principle of Bridges H14 and H16;
- Impact of the Hackney Wick and White Post Lane Conservation Area;
- Preservation of Heritage Assets - Vittoria Wharf/Stour Space and Carlton Chimney stack;
- Environmental Impact Assessment carried out as part of the LCS should be updated;
- Transport justification for the bridges;
- Delivery of the bridges prior to the approval of a Zonal Masterplan in PDZ4;
- Residential Amenity – Bridge H14 (Privacy and overlooking, traffic generated noise, air quality and lighting)
- Visual Impact of the bridges;
- Cyclist safety (Bridge H14);
- Impact on local ecology and landscape; and
- Conflict of Interest
- Misuse of public funding

Adequacy of Consultation

10.239 An extensive consultation with a wide range of statutory bodies as well as local people and business was carried out as part of the LCS application. Some 5,000 individual letters were sent along with the posting of site notices and press notices.

10.240 As part of the Reserved Matters application for the bridges, an extensive consultation was carried out at pre-application stage which is summarised in this report. Section 9 of this report also details the extent of the consultation carried out by the Local Planning Authority upon receipt of these applications. The

consultation undertaken by PPDT has met both statutory requirements and that specified in its Statement of Community Involvement.

Principle of Bridges H14 and H16

10.241 The principle of Bridges H14 and H16 was established by the LCS OPP, granted in 2012 (as amended in 2014) and before that as described in the planning context set out in this report. The bridges are in accordance with policies T4, T6, T9 and Sub Area 1 1.3 which seek to ensure the infrastructure necessary to improve connectivity and support growth and regeneration in the Legacy Corporation area.

Impact of the Hackney Wick and White Post Lane Conservation Area

10.242 The impact of the proposed bridges on the character of the Conservation Area have been assessed as part of the consideration of the Reserved Matters details for both of the bridges. This concludes that, on the basis of heritage advice given to PPDT, that the proposals would enhance the character of the Conservation Area in accordance with Local Plan policy BN.16.

Preservation of Heritage Assets - Carlton Chimney stack

10.243 An assessment of the potential impacts bridge H14 and H16 would have on identified Heritage Assets is provided in the assessment of the Reserved Matters for both bridges). This concludes that on the basis of heritage advice given to PPDT, that there would be less than substantial harm to the non-designated heritage asset, with the public benefits of the proposal outweighing the harm in accordance with the NPPF and policy BN.16 of the Local Plan.

10.244 Regarding the Asset of Community Value, the application for H16 under consideration is not for a change of use and therefore would not meet the trigger under Government Guidance as to when an ACV should be given material weight in the determination of a planning application.

Environmental Impact Assessment carried out as part of the LCS should be updated

10.245 The Reserved Matters for Bridge H14 and H16 were supported by an Environmental Information Report (EIR). The EIR has reviewed each of the specialist assessments presented in the LCS ES and LCS ES Addendum Consideration has been given to potential changes in baseline conditions assumed in the assessments in the ES (as amended), when determining the potential for the RMAs for Bridges H14 and H16 to result in new or materially different significant environmental effects to those identified in the ES (as amended).

Transport justification for the bridge H14 and noise impact

10.246 Further work has been undertaken by the applicant in respect of the predicted noise from the LCS traffic flows and concludes that the impacts are in accordance with LCS forecasts. Whilst only the design of bridges H14 and H16 is being considered (not the principle), given the resident comments the traffic case has been reviewed and sense checked against the LCS transport assessment. The review work has concluded that the LCS assessment remains robust and a transport case supporting bridge H14 remains. Bridge H14 will provide resilience

to the transport network and improve the overall accessibility of the local area. The bridges would be in accordance with Local Plan policies T4, T6 and T9.

Delivery of the bridges prior to the approval of a Zonal Masterplan (ZMP) in PDZ4

10.247 The acceptability of delivering the bridges prior to the approval of a ZMP for PDZ4 has been assessed.. It is considered that including bridges H14 and H16 in the list of 'Excepted Infrastructure' is a Non-Material Amendment to the LCS planning permission.

Residential Amenity (Privacy and overlooking, traffic generated noise, air quality and lighting)

10.248 Potential impacts on the residential amenity of those in close proximity to Bridge H14 have been assessed and officer's consider that there would generally be no adverse impacts and where the works may give rise to adverse impacts, such as during construction, these are suitably mitigated by conditions on the LCS or on the recommended permission.

Pedestrian and Cyclist safety (Bridge H14)

10.249 H14 includes two pedestrian footpaths that are 2m wide. An on carriage way cycle route is also provided. TfL have reviewed the scheme and have confirmed that the design raised no safety concerns. The proposals have also been shared with LB Tower Hamlets Highway who have not raised any issues with the integration of the footway into the bridge structure.

Visual Impact of the bridges

10.250 The appearance of the bridges has been considered in the Assessment section (Bridge H14) and (Bridge H16) of this report. Officers conclude that the bridges are of a high quality design, supported by QRP, and utilising a form, scale and materiality appropriate to their setting in accordance with policy BN.1 of the Local Plan.

Impact on local ecology and landscape

10.251 The impact of both the structures and their lighting have been considered in terms of biodiversity impact. Subject to conditions controlling the light level at the surface of the Lee Navigation, there would be no adverse impacts and an enhancement with the incorporation of bat boxes into the structures at the request of CRT. Landscape design is considered to be of a high quality suitable to the site context.

Conflict of Interest

10.252 The issue of the London Legacy Development Corporation as both applicant and Planning Authority has been raised as a conflict of interest. In response, officers can state that the Legacy Corporation operates in the same way as any other Local Planning Authority, with clear separation between its planning decisions and development functions and decision making on planning applications undertaken in an open and transparent way. Powers are delegated from the LLDC Board to the Planning Decisions Committee to make decisions in accordance with an agreed and published scheme of delegation. The Corporation's Planning Decisions Committee, made up of Board members, Borough Councillors and

independently appointed members, operates to a published Code of Conduct, meets in public and takes decisions based upon reports which assess the merits of development proposals against Development Plan policies and other material considerations. There is no inherent conflict of interest in the Legacy Corporation determining applications where it is also the applicant.

Misuse of public funding

10.253 Objections have been raised claiming the proposed upgrade of bridge H14 to a vehicular bridge is a misuse of public funding on the basis that the bridge is unwarranted and unnecessary given the existing connections provide sufficient connectivity. The land for the bridges has been compulsorily acquired for the purpose of delivering these bridges, which have a lengthy planning history and context. The Legacy Corporation has reviewed the regeneration and other public benefits which would result from implementing the bridges and has concluded that these remain valid and in accordance with policies in the Local Plan which require infrastructure delivery to support the planned growth in the area.

11. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

11.1 Members should take account of the provisions of the Human Rights Act 1998 as they relate to the application and the conflicting interests of the Applicants and any third party opposing the application in reaching their decisions. The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report. In particular, Article 6 (1), of the European Convention on Human Rights in relation civil rights and a fair hearing; Article 8 of the ECHR in relation to the right to respect for private and family life and Article 1 Protocol 1 of the ECHR in relation to the protection of property have all been taken into account.

11.2 In addition the Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics namely: age, disability, gender reassignment, pregnancy and maternity, race, religion, or beliefs and sex and sexual orientation. It places the Local Planning Authority under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. Officers have taken this into account in the assessment of the application and Members must be mindful of this duty inter alia when determining all planning applications. In particular Members must pay due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

11.3 Officers have taken these matters into account in the consideration of the application, including the impact of the proposals on residential amenity, inclusive design and the impact of the proposals on the setting and context of the site, amongst other material issues and are satisfied that the submitted details have taken into account these issues.

12. CONCLUSION AND RECOMMENDATION

- 12.1 The conclusion reached for the assessment of the applications is that the proposed bridges would represent high quality developments. They sit within the framework and parameters set by the original LCS OPP and, in the case of H14, provide improved separations distance to safeguard the amenities of surround residents. The proposals would secure the implementations of key elements of infrastructure set out by the LCS OPP and will provide for improved connectivity that this an important part of securing the regeneration objectives of the Legacy Corporation. On this basis it is recommended that approval be granted to the applications as set out in section 2 of this report.

13. PLANNING CONDITIONS

Bridge H14 – (ref: 16/00587/REM)

1. Works in accordance with approved details

Unless minor variations have been agreed by the Local Planning Authority and to the extent that it does not deviate from this permission, the development shall be carried out in accordance with the following details and plan numbers:

(to be confirmed and inserted prior to the decision notice being issued)

and the description of development contained in the application and any other plans, drawings, documents, details, schemes or strategies which have been approved by the Local Planning Authority pursuant to these conditions.

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

2. Landscaping

Notwithstanding the landscaping shown in the submitted landscape details drawing number SIW-FABR-80-XX-DZ-L-00110 no landscaping works shall be undertaken until an amended Landscape Masterplan has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out in accordance with the approved details. The Landscape details shall include the following amended details:

Landscaping of the land beneath the western bridge abutment.

Reason: in the interests of visual amenity, waterway character, and towpath access.

3. Waterway wall

Prior to the commencement of the development hereby permitted, a survey of the waterway walls beneath the proposed bridge, and full details of any proposed repairs to the waterway wall, shall be submitted to and approved in writing by the Local Planning Authority. The waterway wall repairs shall be carried out in accordance with the approved details.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation.

4. Materials Samples

Material samples of all external facing materials to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning

Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve an satisfactory quality of design and detailing.

5. Maintenance of western abutment

Prior to the commencement of development details the western abutment arrangements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent this area being used for anti-social activity by appropriate design.

6. Details drawings

Prior to commencement of the development the following detailed drawings shall be submitted to the Local Planning Authority for approval. Detailed drawings including sections (at a scale to be agreed with the Local Planning Authority):

- vehicle mitigation to Carlton Chimney's;
 - Treatment surround Carlton Chimney; and
 - retaining wall structure/barrier (western and eastern landings of bridge H14)
- the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order to ensure that a high quality of design and detailing.

7. Light Spill

Unless other agreed by the Local Planning Authority light spill from external lighting hereby approved shall not exceed 2 lux on the Lee Navigation canal corridor.

Reason: To ensure there is no adverse impact on the ecology of the Navigation, or any waterway users.

8. Bat Boxes

Prior to the opening of Bridge H14 hereby approved, a scheme for the provision of four bat boxes within the development shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure the proposal protects and enhances biodiversity.

Informatives

1 Positive and Proactive Statement

In accordance with the National Planning Policy Framework and with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the following statement explains how the LLDC as Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with this planning application.

Following submission of the planning application to LLDC, the local planning authority continued to work with the applicant in a positive and proactive manner. The planning application complies with planning policy as stated above and was determined in a timely manner. The applicant has been kept informed of the progress of the application and has been given the opportunity to respond to and address any problems arising.

The applicant/developer should refer to the current Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>).

The applicant/developer is advised that any further encroachment or access onto the waterway or towpath than that already agreed requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Head of Estates

Lighting details submitted pursuant to condition LCS0.33 will need to demonstrate that the light spill into the waterscape do not exceed 2 lux. The Canal River Trust and the Environment Agency shall be consulted on these details.

Bridge H16 – (ref: 16/00588/REM)

1. Works in accordance with approved details

Unless minor variations have been agreed by the Local Planning Authority and to the extent that it does not deviate from this permission, the development shall be carried out in accordance with the following details and plan numbers:

(to be confirmed and inserted prior to the decision notice being issued)

and the description of development contained in the application and any other plans, drawings, documents, details, schemes or strategies which have been approved by the Local Planning Authority pursuant to these conditions.

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

2. Landscaping

Notwithstanding the landscaping shown in the submitted landscape details drawing number SIW-FABR-80-XX-DZ-L-00110 no landscaping works shall be undertaken until an amended Landscape Masterplan has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out in accordance with the approved details. The Landscape details shall include the following amended details:

- Landscaping of the land beneath the western bridge abutment.
- An amended level access to the north of Bridge H16, that avoids the towpath ramp heritage feature;
- Landscaping of the triangle of land between the western bridge abutment and the adjacent Forman's Factory building;
- Landscaping of the land beneath the western bridge abutment;
- Removal of the proposed seating adjacent to the towpath to the north of the bridge;
- Hard surfacing of the waterside towpath area beneath the bridge deck, to retain all mooring rings.

Reason: in the interests of visual amenity, waterway character, and towpath access.

3. Waterway wall

Prior to the commencement of the development hereby permitted, a survey of the waterway walls beneath the proposed bridge, and full details of any proposed repairs to the waterway wall, shall be submitted to and approved in writing by the Local Planning Authority. The waterway wall repairs shall be carried out in accordance with the approved details.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation.

4. Materials Samples

Material samples of all external facing materials to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve an satisfactory quality of design and detailing.

5. Details drawings

Prior to commencement of the development the following detailed drawings shall be submitted to the Local Planning Authority for approval. Detailed drawings including sections (at a scale to be agreed with the Local Planning Authority):

- retaining wall structure/barrier (western and eastern landings of bridge H16)

the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order to ensure that a high quality of design and detailing.

6. Landscaping Details

Prior to the implementation of structural alterations to Vittoria Wharf details of landscaping of this area shall be submitted and approved by the Local Planning Authority.

Reason: To ensure that high standards of landscaping and placemaking are achieved.

7. Bat Boxes

Prior to the opening of Bridge H16 hereby approved, a scheme for the provision of four bat boxes within the development shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure the proposal protects and enhances biodiversity.

Informatives

1 Positive and Proactive Statement

In accordance with the National Planning Policy Framework and with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the following statement explains how the LLDC as Local Planning Authority has worked with the applicant in a positive and proactive manner

based on seeking solutions to problems arising in relation to dealing with this planning application.

Following submission of the planning application to LLDC, the local planning authority continued to work with the applicant in a positive and proactive manner. The planning application complies with planning policy as stated above and was determined in a timely manner. The applicant has been kept informed of the progress of the application and has been given the opportunity to respond to and address any problems arising.

2. The applicant/developer should refer to the current Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>).

The applicant/developer is advised that any further encroachment or access onto the waterway or towpath than that already agreed requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Head of Estates

3. Lighting details submitted pursuant to condition LCS0.33 will need to demonstrate that the light spill into the waterscape do not exceed 2 lux.

Approval of Details – (ref: 16/00593/AOD)

1. Works in accordance with approved details

Unless minor variations have been agreed by the Local Planning Authority and to the extent that it does not deviate from this permission, the development shall be carried out in accordance with the following details and plan numbers:

(to be confirmed and inserted prior to the decision notice being issued)

and the description of development contained in the application and any other plans, drawings, documents, details, schemes or strategies which have been approved by the Local Planning Authority pursuant to these conditions.

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

Informatives

1. Positive and Proactive Statement

In accordance with the National Planning Policy Framework and with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the following statement explains how the LLDC as Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with this planning application.

Following submission of the planning application to LLDC, the local planning authority continued to work with the applicant in a positive and proactive manner. The planning application complies with planning policy as stated above and was determined in a timely manner. The applicant has been kept informed of the progress of the application and has been given the opportunity to respond to and address any problems arising.

Appendices: See overleaf