

**Subject: Land adjacent to Eastcross Bridge, Queen Elizabeth Olympic Park, London, E20; ref: 18/00340/FUL**

**Meeting date: 25 September 2018**

**Report to: Planning Decisions Committee**

**Report of: Josh Hackner, Planning Development Manager**

FOR DECISION

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**This report will be considered in public**

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## **1. EXECUTIVE SUMMARY**

- 1.1. The application seeks planning permission for the construction of a high ropes adventure course, with a reception, store and associated landscape. The proposed course consists of a series of columns connected by various rope-based activities.
- 1.2. Two structures at the eastern end of the site would provide a reception kiosk, storage space and WC. Step access to the course would also be provided within these structures. A total of 23 tree-like structure columns are proposed across the site, with platforms provided on each. The columns would vary in height, the tallest being 14.8 metres from ground level and the smallest being 6.8 metres (refer to Appendix 5 for proposed site elevations). The platforms would be a minimum of 3 metres above ground and the area around the columns at ground level would remain open and accessible at all times.
- 1.3. The application site (0.28ha) is situated within North Park area of Queen Elizabeth Olympic Park (QEOP), within the London boroughs of Hackney and Newham. The site runs parallel with the Eastcross Bridge, without restricting any public access. The majority of the site is contained on the east of the River Lea, and comprises a small parcel of undeveloped grassland to the west of the River Lea.
- 1.4. The proposed scheme is considered to meet the relevant policies in the Local Plan and the London Plan which promote QEOP as a major visitor and tourist destination in accordance.
- 1.5. The site is within Metropolitan Open Land (MOL) and the proposals are not considered to harm the openness of the MOL in accordance with Policies BN.6 of the Local Plan, 7.17 of The London Plan and the NPPF.
- 1.6. The River Lee runs through the centre of the site, which is designated as a Site of Importance for Nature Conservation (SINC). The proposed scheme is not considered to have an adverse impact on the biodiversity value of the site or the SINC, compliant with Local Plan Policy BN.3, London Plan Policy 7.19 and Paragraph 118 of the NPPF.
- 1.7. Officers consider the design to be sympathetic to the site context and reflect the character of the North Park through its scale, massing and material selection. The development would optimise the function and enhance the local distinctiveness of the waterway environment by creating opportunities for recreational activities along the

waterway. It would provide an accessible recreational facility, for users to enjoy this part of the Park.

- 1.8. The proposals are not considered to have an adverse impact on the residential amenity of existing or future residents by way of noise or visual amenity, nor would it compromise the open space of the area, which contributes to healthy and sustainable communities.
- 1.9. As such, Officers consider the development to be in accordance with national, London and local plan policies and represent sustainable development.

It is therefore recommended that the Committee resolve to grant planning permission for the development proposed subject to the following conditions.

## **2. RECOMMENDATIONS**

### **2.1. The Committee is invited to:**

**2.1.1 APPROVE the applications, for the reasons given in the report and grant planning permission and advertisement consent subject to the conditions set out in this report.**

**2.1.2 AGREE TO DELEGATE AUTHORITY to the Director of Planning Policy and Decisions to finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Director of Planning Policy and Decisions considers reasonably necessary.**

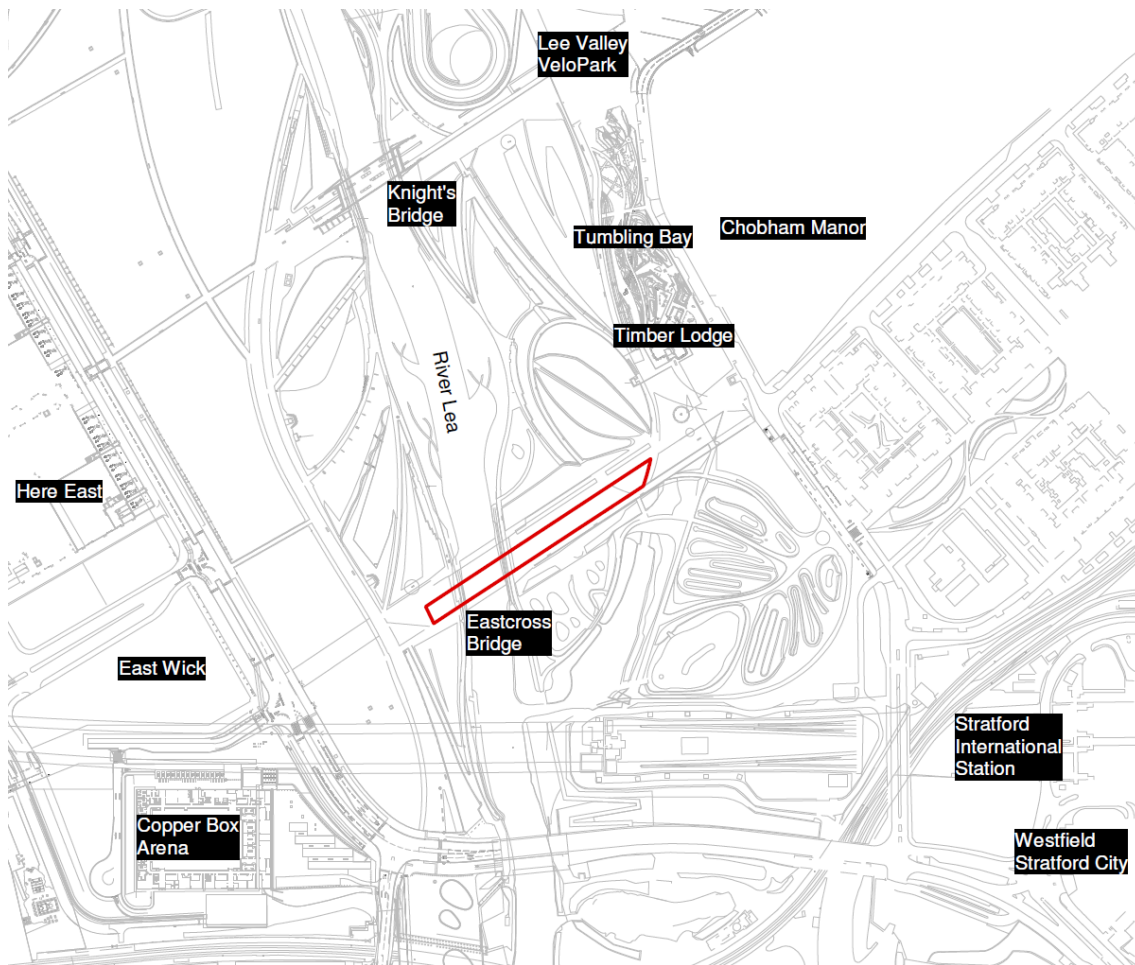
## **3. FINANCIAL IMPLICATIONS**

- 3.1. There are no financial implications as a result of this application.

## **4. LEGAL IMPLICATIONS**

- 4.1. The recommendation is that planning permission be granted, subject to conditions.

## Site Plan



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<b>Location:</b>	Land adjacent to Eastcross Bridge, Queen Elizabeth Olympic Park, London, E20
<b>London Borough:</b>	Newham and Hackney
<b>Proposal:</b>	Full planning permission for the construction of a high ropes adventure course, with two single storey buildings containing reception, store and accessible W.C; and associated landscaping and infrastructure.
<b>Applicants:</b>	Skywalk Adventure
<b>Agent:</b>	Nexus Planning

## 5. SITE & SURROUNDINGS

5.1. The application site (0.28ha) is situated within the North Park area of Queen Elizabeth Olympic Park (QEOP) (within the boroughs of Hackney and Newham), located between two existing pedestrian footbridges that span the River Lea between Planning Delivery Zones (PDZs) 5 and 6 in the core wetland area of the QEOP.

- 5.2. The site runs parallel with the Eastcross Bridge. The majority of the site is contained on the east of the River Lea, and comprises a small parcel of undeveloped grassland to the west of the River Lea.
- 5.3. The Timber Lodge Café is situated to the north-east of the site (approximately 80m from the eastern side of the application site), which is a single storey multi-functional Park Hub building containing a café and flexible space, with a reception area and WCs.
- 5.4. The proposals are within close proximity of the phased East Wick development, which was consented as part of the Legacy Communities Scheme (LCS), with phase 1 scheduled to be delivered between 2020 and 2021.
- 5.5. The Copper Box Arena is also situated approximately 160 metres to the south-west of the site. Existing neighbourhoods, known as Chobham Manor and East Village are situated approximately 100 metres to the east of the easternmost edge of the site.
- 5.6. The application site is within Metropolitan Open Land (MOL) and Sites of Importance for Nature Conservation (SINC) designations as identified within the Local Plan.
- 5.7. The site is also situated within the Opportunity Area, Stratford as identified in The London Plan (2016).
- 5.8. The Environment Agency Flood Zone Maps demonstrate that land either side of the River Lea is classed as Flood Zone 3.

## **6. APPLICATION PROPOSAL**

- 6.1. The application seeks planning permission for the construction of a high ropes adventure course, with two single storey buildings containing a reception, store and accessible W.C comprising a total floor area of 89sqm, along with associated landscape and infrastructure works.
- 6.2. The course would consist of a series of columns connected by various rope-based activities. Steel wires would also be provided between the columns to enable users to be safely attached onto the course.
- 6.3. A total of 23 structural columns are proposed across the site, with platforms provided on each. The columns would vary in height, the tallest being 14.8 metres from ground level and the smallest being 6.8 metres (refer to Appendix 5 for proposed site elevations). The platforms would be a minimum of 3 metres above ground and the area around the columns at ground level would remain open and accessible at all times.
- 6.4. Access to and egress from the course would be provided from within the proposed single storey buildings. The space in between the two structures would be used as a safety briefing area, and gates are proposed to close this area off during operational hours. Outside operational hours, the structures would be closed off and the space between opened up.
- 6.5. The course would start at the eastern end of the site, with rope connections linking the columns up to the river bank. At this point, a zip wire is provided across the River Lea onto a platform on the western river bank. Another zip wire allows access back to the eastern side of the river, and further rope connections provide a route back to the finish structure at the eastern end of the course.
- 6.6. For the proposed site plan, please refer to appendix 2 and for floor plans and elevational drawings refer to appendix 3 and 4.

## **7. RELEVANT PLANNING HISTORY**

- 7.1. The 2007 applications for the Site Preparation works (ref. 07/90011/FUMODA) and for the Olympic and Paralympic facilities and their Legacy Transformation (known as the OLF permission ref. 07/90010/OUMODA) were granted in September 2007 with an associated s.106 agreement.
- 7.2. 08/90287/REMODA: Reserved Matters pursuant to Condition OD.0.19 (submission of details for bridges) and Condition OD.0.59 (foundation details) of Olympic and Legacy Facilities Planning Permission Ref: 07/90010/OUMODA were approved on 13th January 2009 for the construction of Bridges F02 and F03 (Eastcross Bridge). This application granted approval for the permanent bridge structures and the temporary bridge abutment foundations, which included temporary piles and pile caps.
- 7.3. 12/90239/FUMODA: Full Planning Permission was granted on 14<sup>th</sup> August 2012 for the construction of a single storey multi-functional North Park Hub building (now known as Timber Lodge), landscape works comprising ecological themed Parklands incorporating a Neighbourhood Play Space and associated hardstanding.

## **8. POLICIES & GUIDANCE**

### **8.1. National Planning Policy Framework (July 2018)**

- 8.2. The National Planning Policy Framework sets out national planning policy and is a material consideration in planning decisions. It sets out a presumption in favour of sustainable development which plans and decisions should apply. This requires that in order to achieve this, development proposals that accord with an up to date development plan should be approved without delay. Where there are no relevant development plan policies or the policies that are most relevant are out of date, permission should be granted unless the application of policies within the NPPF that protect areas or assets of particular importance provides a clear reason for refusing development; or any adverse impacts of granting permission would significantly or demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole. The NPPF should be read in conjunction with the Planning Practice Guidance, a web-based resource for all users of the planning system. This set out detailed guidance in support of the policy areas in the NPPF, including the importance of good design and how this can be achieved through planning decisions.

- 8.3. The following sections of the NPPF are considered relevant to this planning application:

Section 2: Achieving sustainable development

Section 6: Building a strong, competitive economy

Section 8: Promoting healthy and safe communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well designed places

Section 15: Conserving and enhancing the natural environment

- 8.4. The adopted 'Development Plan' is the London Legacy Development Corporation Local Plan 2015 – 2031 (July 2015) and The London Plan (2016).

- 8.5. The most relevant policies are listed below:

#### The London Plan (March 2016)

Policy 2.4                      The 2012 Games and their legacy

Policy 2.9	Inner London
Policy 2.14	Areas for regeneration
Policy 4.1	Developing London's economy
Policy 6.1	Car Parking
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.13	Parking
Policy 7.2	An inclusive environment
Policy 7.17	Metropolitan Open Land

#### London Legacy Development Corporation Local Plan (July 2015)

SD.1	Sustainable development
SP1	Building a strong and diverse economy
B.2:	Thriving town, neighbourhood and local centres
BN.1	Responding to place
BN.2	Creating distinctive waterway environments
BN.3	Maximising biodiversity
BN.5	Requiring inclusive design
BN.6	Protecting Metropolitan Open Land
BN.8	Maximising opportunities for play
BN.9	Protecting key views
BN.11	Reducing noise and improving air quality
T.4	Managing developments and its transport impacts
T.8	Parking and parking standards in new development
T.9	Providing for pedestrians and cyclists
SP.5	A sustainable and healthy place to live and work
S.1	Health and wellbeing
S.4	Sustainable design and construction
S.5:	Water supply and waste water disposal
S.6	Waste reduction
S.8	Flood risk and sustainable drainage measures

#### Other material considerations:

Mayor of London – Olympic Legacy SPG (2012)

LLDC's Park Management Plan (adopted January 2017)

#### The Draft London Plan (December 2017)

- 8.6. The Mayor of London published, for the purpose of public consultation, a draft new London Plan on 29th November 2017. The policies in the draft new London Plan

currently have only very limited material weight when making planning decisions. That weight will increase once the new Plan is submitted for its Examination in Public. This report may make reference to policies within the new London Plan where they are directly relevant to the assessment of the application proposal. However, the relevant development plan policies remain those within the current London Plan (March 2016) and the LLDC Local Plan (July 2015).

8.7. Relevant policies include:

SD1	Opportunity Areas
D2	Delivering good design
D3	Inclusive design
G1	Green Infrastructure
G3	Metropolitan Open Land
G6	Biodiversity and access to nature
SI12	Flood risk management
SI14	Waterways – strategic role
SI17	Protecting London’s waterways
T5	Cycling
T6	Car Parking

## 9. PUBLIC CONSULTATION

### Statement of Community Involvement

- 9.1. A Statement of Community Involvement (SCI) has been submitted in support of the application. The SCI outlines the pre-application discussions, and public and stakeholder engagement undertaken in advance of the submission of the planning application by the applicant.

#### Pre-application discussions with the London legacy Development Corporation

- 9.2. Preapplication discussions took place with LLDC, to advise on the proposal, including what the key policy considerations and planning issues would be, and as to the requirements of the application submission.

#### Public Exhibition Events

- 9.3. The applicant carried out two public exhibition events which were held at Timber Lodge Café on 21<sup>st</sup> March 2018 and 14<sup>th</sup> April 2018, where boards were provided outlining the proposed high ropes course. The events were advertised by way of posters provided on Queen Elizabeth Olympic Park and Chobham Life website, and on the Timber Lodge Café notice boards. A comments box was provided at the event to enable attendees to provide feedback on the proposals. The applicant has informed that the comments and general feedback received was very positive. Examples of comments received included:

- “Great scheme! Would love more leisure by the river”;
- “Good to see ‘development’ which isn’t going to swallow up more of the park with new buildings”; and
- “This idea is very creative – for adults and children being able to go up will build togetherness. It’s very local for people in E20. Having birthday parties here is astonishing. It will still keep the greenery with using materials like wood.”

#### Consultation with other organisations

9.4. The applicant has carried out consultations with local organisation consisting of meetings to present the scheme to stakeholders and workshops that encourage stakeholders to input into the design of the scheme. The organisations the applicant has consulted include:

- Get Living London and East Village Management;
- Lee and Stort Boat Tours;
- Legacy Youth Voice;
- Here East;
- Canal and River Trust;
- Environment Agency;
- Metropolitan Police;
- LLDC Park Manager;
- MACE Construction

9.5. A summary of key response provided below:

Get Living London and East Village Management

9.6. Supportive of the scheme and would like to discuss potential co-marketing opportunities/wayfinding.

Lee Stort Boat Tours

9.7. Support the scheme and would also like to work with the applicant, Skywalk Adventure.

Legacy Youth Voice

9.8. Would like to know more about the cost and offers for young people. Some of the Legacy Youth Voice wanted to work on the course and other provided a number of visual ideas for the course elements which some have been incorporated in to the course design.

Here East

9.9. Support the principle of the proposal and the design, however would like to understand more around the expected visitor numbers, volume and parking arrangements and whether this will impact Parkes Street.

9.10. *Officers response: Submission of an Event Management Plan has been recommended, which would provide further details on this.*

Canal River Trust (CRT)

9.11. CRT were consulted and confirmed that the proposed development is outside of their statutory consultee area and therefore did not need to comment.

Environment Agency (EA)

9.12. Confirmed they have no major concerns.

Metropolitan Police

9.13. The Metropolitan Police provided comments in order for the development to be secured by design, which the scheme has positively responded to.

**Consultation**

9.14. Details of responses received from consultees are set out in the table and paragraphs below:



## External Consultees

<b>Consultee</b>	<b>Response</b>
<b>London Borough of Newham Planning</b>	No comments received
<b>London Borough Hackney Planning</b>	No objection
<b>London Borough Tower Hamlets Planning</b>	No comments received
<b>Lee Valley Regional Park Authority</b>	No comments received
<b>Environment Agency (EA)</b>	No comments received
<b>Natural England</b>	No comments received
<b>London Wildlife Trust</b>	No comments received
<b>Sport England</b>	No comments received
<b>Canal River Trust (CRT)</b>	No comments received
<b>Lea Rivers Trust</b>	No comments received
<b>Thames Water</b>	No comments received
<b>Greater London Archaeology Advisory Service (GLAAS)</b>	No comments received
<b>Transport for London (TfL)</b>	No comments received
<b>London Cycling Campaign</b>	No comments received
<b>Sustrans</b>	No comments received
<b>Metropolitan Police</b>	No comments received
<b>London Fire and Emergency Planning Authority (LFEPA)</b>	No comments received
<b>Greater London Authority (GLA)</b>	No comments received
<b>LLDC Inclusive Design</b>	No comments received
<b>LLDC Sustainability</b>	No comments received

9.15. The application was advertised in the Hackney Today newspaper on 23<sup>rd</sup> July 2018, and a site notice was placed near to the application site on 18<sup>th</sup> July 2018.

9.16. One letter of objection has been received (address of objector not provided). Their objection is summarised below:

- The tree structures detract from the beauty of the natural trees; and

- Dominance of the skyline by the course would adversely impact upon the peace felt by park users who currently cycle and walk along the Eastcross Bridge.

9.17. Officer response: The issues raised are considered in the assessment section of the report.

#### Internal Consultees

##### **PPDT's Environmental Consultant (Arup)**

9.18. PPDT's Environmental Consultants have reviewed the submitted Noise Assessment, Flood Risk Assessment (FRA), Preliminary Ecological Appraisal and Sustainability Statement and confirm that they are all acceptable.

##### **PPDT's Transport Consultant (CH2M)**

9.19. PPDT's Transport Consultants have undertaken a review of the submitted Transport Statement.

9.20. Consultants advised that further details should be provided about the management of construction, with reference to its impacts on QEOP. Officers recommend a condition (see condition 5) is imposed securing the submission of a Construction Management Plan prior to the commencement of the development to the Local Planning Authority for approval, which would adequately address these matters.

9.21. Consultants also recommended that post construction further details are provided regarding staff and customer Travel Plan. Officers recommend a condition (see condition 9) is imposed securing the submission of a Travel Plan prior to the operation of the proposed development.

9.22. With regard to cycle parking, consultants raised concern over the principle of utilising cycle provision at Timber Lodge. Timber Lodge has a surplus of 23 cycle spaces (above policy requirements) and the applicant seeks to utilise this surplus to off-set the 2 cycle spaces which would be needed to meet London Plan policy for the proposed scheme. As detailed in the assessment section of the report, the existing spaces are considered to be underused and Officers therefore consider the principle of this arrangement to be acceptable in this instance, particularly given that it would avoid any unnecessary clutter of the public realm at this sensitive location.

##### **Quality Review Panel (QRP)**

9.23. The proposed scheme was presented to the QRP on 31<sup>st</sup> May 2018. The summary of their response is as follows (refer to Appendix 8 for the full report):

- "The attraction could contribute positively to the visual interest of the park";
- "The choice of cumaru timber as the primary material is considered appropriate";
- "The Panel is also pleased that the ground plane beneath the course - an attractive wild flower meadow - will be retained and accessible to the public throughout operation of the attraction";
- "The Panel commends the building's design - its division into two parts is an ingenious solution"; and
- "The form of the uprights has the potential to be elegant".

##### **Built Environment Access Panel (BEAP)**

9.24. The proposed scheme has been presented to the BEAP. Their comments are summarised below:

#### General design

- Installation of reasonable adaptations were encouraged to accommodate a range of individuals with disabilities to utilise the course;
- overtaking points were welcomed on the course;
- seating with arm rests is welcomed in areas where there could be prolonged waiting;
- building should be fully accessible for disabled staff and customers;
- temporary/ retractable canopy for inclement weather should be considered;
- no sharp edges; and
- 1 DDA accessible toilet should be considered.

9.25. Officer response: *The scheme has responded positively to the recommendation made at BEAP. There would be no restrictions to inclusive access and would be available at all time of course operation. The scheme incorporates a hoist and lowering system known as a Niko Rail system, which facilitates access to and from the course. The Niko Rail system allows for the customers to manoeuvre to the zip starting point and safe transition to the zip wire. The scheme has been designed to accommodate a buddy/chaperone to instructor to zip over the customers on a tandem basis.*

9.26. *Overtaking points have been included in response to recommendations from BEAP. These are included on a number of trees on the basis that someone who is slower does not feel pressured by holding others up.*

9.27. *The building is fully accessible for disabled staff and customers and a DDA compliant toilet has been incorporated. Three DDA compliant toilets are also available at the Timber Lodge.*

9.28. *A canopy in the reception area has also been designed into the scheme in response to BEAP.*

#### Hearing impairment

- allow for hearing loops at ticket desk and in briefing area; and
- have available written safety instructions.

9.29. Officer response: *A hearing loop at the ticket desk/reception and briefing area have been incorporated, along with written safety instructions.*

#### Visual impairment

- ensure some colour delineation on footings and areas where heads might bang against apparatus;
- demonstrate you have considered a secure area where guide dogs can be left; and
- consider audio descriptive technology on the course.

9.30. Officer response: *In response to recommendation made by BEAP, the scheme has been amended to aid visually impaired customers. Colour delineation on footings and elements of the course have been included.*

*As advised, an area for guide dogs has been incorporated into the scheme along with storage facilities.*

#### Physical disabilities

- ensure there are areas where wheelchairs and mobility aids can be stored; and
- demonstrate if someone with a severe physical disability can use the experience by considering:
  - a buddy system;

- being attached to the harness;
- possibility of being able to pull yourself around; and
- people accessing the zip.

9.31. Officer response: *As explained in paragraph 9.16, the scheme has incorporated facilities to ensure the less able bodied can experience the course through the installation of apparatus as listed above.*

#### Mental health

- consider what support Skywalk Adventures can provide;
- how information is relayed;
- allowance for carers;
- avoidance of queues; and
- integrated and dedicated sessions.

9.32. Officer response: Skywalk Adventures (applicant), has informed that customers with mental health issues are encouraged to engage with staff and dedicated sessions can be arranged.

#### **Planning Decisions Committee Briefing**

9.33. The scheme was presented to Members on 22 May 2018 and the following points were made:

- The entrance/ exit structure could look more exciting when closed;
- Better illustrations of how the entrance/exit structure would look would be helpful;
- Thought should be given to how the facility would be managed on match/event days; and
- How would the attraction work for spectators?

9.34. The matters raised have been addressed by the applicant and are discussed within the assessment section of this report.

## **10. ASSESSMENT OF PLANNING ISSUES**

### **Principle of Development**

10.1. The application site is situated within Sub Area 2 as designated by the LLDC Local Plan, which identifies the location suitable for open space, sports and leisure activities. Objective 1 and Policy SP.1 of the Local Plan, inter alia, seeks to promote QEOP as a visitor and tourist destination. Furthermore, Policy 2.4 of the London Plan 2016 and SD1 of the Draft London Plan 2017 promotes the QEOP, its venues and surrounding attractors as an international visitor designation for sport, recreation and tourism.

10.2. Policy BN.2 of the Local Plan also seeks to optimise the functions and enhance the local distinctiveness of waterway environments by encouraging development proposals that create opportunities for recreational activities along the waterway, providing the movement of passengers and freight along the waterways are not disrupted.

10.3. The NPPF provides guidance which promotes healthy communities. Officers consider that the proposal to be well aligned with the NPPF's guidance that planning decisions should aim to achieve places which enable and support health and well-being needs through the provision of sports facilities.

- 10.4. The North Park is primarily intended to be a quieter landscape, for existing and future residents. However, the proposed use, given its scale and intensity, is not considered to be inappropriate to this emerging area, and would contribute to the delivery of Objective 1 and Policy SP.1 of the Local Plan and the vision for Sub Area 2 by drawing visitors to explore the North Park.
- 10.5. Furthermore, the LLDC's Park Management Plan (adopted January 2017) sets out the vision for the Park, in particular it notes that the Park should provide –
- A highly active network of waterways, parks and public spaces, combining natural heritage with active programming for sporting, cultural and other events, and
  - Visitor attractions to form the basis of a growing visitor economy and to make the Olympic Park a compelling and popular destination.
- 10.6. The principle of the development in the proposed location is also considered to accord with policies in the London Plan, particularly Policy 2.4 (2012 Games and their legacy), which seeks to promote the QEOP as an international visitor designation and Policy BN.2 'Creating distinctive waterway environments' of Local Plan.

#### Metropolitan Open Land (MOL)

- 10.7. The application site is situated within MOL and this is a primary consideration in the determination of this application. Policy BN.6 of the Local Plan states that development should preserve the openness of MOL. This is further emphasised in Policy 7.17 of The London Plan, which gives the same level of protection as in the Green Belt. The policy guidance of paragraphs 133-147 of the NPPF on Green Belts apply equally to MOL.
- 10.8. Paragraph 145 of the NPPF states that a local planning authority should have regard to the construction of new buildings as inappropriate in the Green Belt, however it also outlines an exception toward the provision of appropriate facilities for outdoor sport and outdoor recreation providing the facility preserves the openness of the Green Belt, and does not conflict with the purpose of including land within it. Officers consider the proposed use to fall within the exception outlined with the NPPF; as it would provide recreation. The matter of openness is discussed below. In this policy context, consideration relates to the start/finish kiosks and related structures necessary to support the proposed outdoor recreation use and whether the openness of the MOL would be adversely affected.
- 10.9. With regard to the single storey buildings, these would comprise a total floor area of 89 square metres, which in the context of the wider site (0.28ha/2,800 sqm) is considered to be modest in scale. The buildings have been appropriately minimised and represent ancillary structures, supporting the proposed outdoor recreational facility.
- 10.10. The 23 columns proposed across the site would vary in height. The tallest column would measure 14.8 metres from ground level and the lowest, 6.8 metres. The columns have been designed to appear 'tree-like' with vertical timber slats to create visual permeability and minimising perceived density. The area around the columns would remain open and accessible at all times.
- 10.11. In summary, it is considered that the proposed development would not harm the openness of the MOL and does not conflict with the purpose of including land within in it, in accordance with Polices BN.6 of the Local Plan, 7.17 of The London Plan and the NPPF. The principle of the development is therefore acceptable.
- 10.12. The design and appearance of the overall proposal has been assessed in more detail under the relevant headers below.

#### **Design**

- 10.13. Strategic Policy SP.3 of the Local Plan relates to how development should integrate with the natural, built and historic environment. It states that LLDC will create a high-quality built and natural environment, by ensuring development contributes to place making, enhances its surroundings, maintains and promotes local distinctiveness, supports delivery of the priorities for the various sub-areas and respects LLDC's Design Quality Policy.
- 10.14. The proposed scheme has been subject to a Quality Review Panel on the 31<sup>st</sup> May 2018 (QRP Report is provided in Appendix 8).

#### Height, scale and massing

- 10.15. The proposed development has been designed to be sympathetic to the surrounding context and to relate well to the character of the North Park. The development has been designed to appear subservient to the adjacent Eastcross Bridge and the Timber Lodge Café, which is situated in close proximity. The single storey buildings containing the reception, store and accessible WC would have a combined floor area of 89 square metres, which is considered to be minor in scale, helped by splitting the required floor area into two structures to minimise the perception of massing and allowing the retention of views through QEOP. QRP... 'commends the building's design – its division into two parts is an ingenious solution'.
- 10.16. The structures would be clad in vertical cumaru timber slats that would enable visual permeability, contributing to reducing the perceived massing of the buildings.
- 10.17. The course would comprise a total of 23 tree-like structure columns situated across the site ranging between 14.8 metres and 6.8 metres (refer to Appendix 5 for proposed site elevations), with standing/landing platforms provided on each. The column structures are connected by way of different 'elements' that range in complexity for customer enjoyment, with the key part of the proposal being the two zip lines that would sail across the River Lea.
- 10.18. The tree-like structures have been designed to appear as an attractive feature of the North Park, whilst trying to appear minimal and blend in to the setting of the site. To achieve this, the tree structures would be clad in cumaru timber vertical battens to create visual permeability and minimise perceived density. QRP considered the form of the uprights to have, 'the potential to be elegant'. The vertical slats around the columns would increase in both numbers and density as the structures get higher, and the top would form a wider opening reminiscent of a tree canopy. The tree structures are proposed to have different types of pole structures to represent the various growth stages of the trees and provide visual variation across the site and the skyline (refer to Appendix 5 and 6 for further details on proposed column types and site elevation). The design of the platforms has been influenced by the 'History Trees' located around the QEOP by comprising a blackened steel ring around the platform (refer to Appendix 6 for details of the columns).
- 10.19. By request of QRP, the applicant provided a prototype of the uprights of the column structures. Design Officers have reviewed the prototype and offer their support, however recommend the submission of further detailed drawings pertaining to key elements of the columns to ensure the design quality aspirations of the scheme are delivered. In light of this, Officer recommend a planning condition requiring the submission of these details to the Local Planning Authority for approval.

#### Views

- 10.20. Figure 17 of the Local Plan identifies vistas, sightlines and viewing corridors that warrant consideration when determining development proposals. Policy BN.9 of the Local Plan states that proposals for development that impact a key view will only be considered acceptable when the development makes a positive contribution to the characteristics and composition.

- 10.21. In support of the application, analysis that evaluates and justifies the visual impact upon that view has been provided.
- 10.22. The Local Plan identifies a key view corridor which runs along the Lea Navigation towards the Lee Valley VeloPark to the north. Viewing along this corridor (approximately 200 metres south of the application site toward the north to the VeloPark) it is considered that only the structures proposed adjacent to the river alongside the zip wire would be visible from this location. These visible elements are considered to have been designed in a sympathetic way to the surrounding context and would respect the character of the North Park, making a positive contribution in accordance with Policy BN.9 of the Local Plan. Officers consider the key view through QEOP to be retained and the proposed development would appear subservient against the backdrop and immediate surrounding and built forms, such as the Eastcross Bridge and Timber Lodge.
- 10.23. Officers consider the massing to be acceptable and that it would not impact on the amenity of existing or proposed developments; nor would it have an adverse impact on the character and setting of North Park.

#### Materials

- 10.24. Cumaru timber is the proposed primary cladding material, which has been selected to be in-keeping with other developments within the QEOP and would be sustainably sourced. This material would be used in the single storey buildings comprising the reception, store and accessible WC and applied to the steel columns. QRP support the choice of material.
- 10.25. Rope and Cumaru would be used to form the connection between the columns, and steel wires would also be provided between the columns to enable users to be safely attached onto the course.
- 10.26. Officers consider the proposed materials to be acceptable, however to ensure high quality of design and detailing, it is recommended that a condition is imposed (see Condition 3) requiring the submission of material samples as detailed within the condition.

#### Landscaping

- 10.27. 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 proposals relate well to the local area's defining natural and man-made landscape features, in particular the linear form of the waterways and parklands.
- 10.28. The proposed course would 'float' above the existing wildflower lawns and therefore would impede access beneath the course, maintaining free access. QRP are supportive that the ground plane beneath the course, an attractive wild flower meadow, would be retained and accessible to the public throughout operations of the attraction.
- 10.29. The proposed landscaping would include making good any damage caused as a result of the installation of the columns. Existing trees are to be maintained as part of the proposal, however the applicant has advised that should the removal of any smaller stock trees be required these would be relocated within the park. A planning condition has been recommended, requiring the applicant to submit details of any such trees that are to be removed and where they would be relocated.

#### Ecology/Biodiversity

- 10.30. The River Lee runs through the centre of the site, which is designated as a Site of 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.

- 10.31. The NPPF and Local Plan Policy BN.3 seeks the protection and enhancement of biodiversity within open space, parks and built-up neighbourhoods. The policy requires developments (relevant to the proposed) to maximise opportunities to protect and enhance biodiversity; Integrated habitat and other measures that will support biodiversity; ensure measures are taken to conserve and promote SINC; retain trees and contribute to tree-planting. This is re-enforced by Policy 7.19 of The London Plan, which also requires developments to make positive contributions to the protection, enhancement, creation and management of biodiversity where possible.
- 10.32. The proposed development would retain existing trees on the site and would reinstate any areas of grassland that may be disturbed by the installation of the foundations for the tree columns with new species-rich meadow turf. Also, the use of peat free compost and species-rich meadow turf to make good any areas that are disrupted, would result in a net ecological gain through the proposed development. QRP welcomed the retention of the existing immature trees, however raised concerns that no thorough analysis of likely growth over the 20 years lifespan of the attraction had been completed. QRP advised that trees would need some pruning where they intersect with the proposed attraction's platform and lines. To ensure this is fully considered in the future, Officers recommend a planning condition requiring the applicant to submit an Arboricultural Report and details of any trees that may need to be removed (including where they would be relocated) to the Local Planning Authority for approval.
- 10.33. Whilst the proposed 23 columns would result in a total loss of 4.5sqm of wild meadow typology where the columns enter the ground, the proposal seeks to extend the existing north facing edge of wild meadow grassland by 21sqm in the same axis by converting part of the existing gold top bridge tarmac. Officers are satisfied that the targets set within the approved BAP would not be compromised. The proposal would offset the loss and result in a net gain of 16.5sqm, and has the added benefit of providing further security distance from the existing trees. The proposed structure for the staff and briefing area would be situated on existing hard standing, so would not affect BAP figures for the park.
- 10.34. PPDT Environmental Consultants have reviewed the Ecological Appraisal and consider it to be acceptable.
- 10.35. Officers do not consider the proposed development to have an adverse impact on the biodiversity value of the site or the SINC, compliant with Local Plan Policy BN.3, London Plan Policy 7.19 and Paragraph 118 of the NPPF.

#### Lighting

- 10.36. Lighting and signage is not proposed outside of the proposed start/finish buildings. Directional signage would be provided onto existing finger posts, but this is not considered to require planning permission or advertisement consent.
- 10.37. The proposed landscaping is considered to relate well to the wider landscaping of QEOP.

#### Inclusive Design

- 10.38. Policy BN.5 requires non-residential proposals to respond to the needs of all users and to provide accessible and inclusive environments.
- 10.39. The scheme was presented to BEAP and their comments have helped ensure that the proposed development would be accessible.
- 10.40. The course would provide inclusive access at all times during hours of operations, alongside specific time slots for group or individual participation. This was a concern also raised by QRP, who recommended that the operator make the accessible course available whenever the attraction is open.



- 10.41. The course would incorporate a hoist and lowering system, which would allow inclusive access to the course for all. Whilst on the course, overtaking points would be included on a number of columns, to allow someone who is slower in enjoying the course to not feel pressured by holding up others.
- 10.42. Furthermore, in response to BEAP advice, the design of the course has been modified to aid visually impaired customers by introducing colour delineation on footings/elements on the course. BEAP also recommended that an area for guide dogs be designed in to the scheme, which has been incorporated, as well as storage for mobility aids and wheelchairs.
- 10.43. The building would also have hearing loops at the ticket desk and in the briefing area, along with written safety instructions.
- 10.44. A DDA compliant toilet would also be incorporated, with three more DDA compliant toilets available at the Timber Lodge Café (located approximately 80 metres away from the application site).
- 10.45. In summary, Officers consider that the scheme would achieve a good standard of accessibility and meets the requirements of Policy BN.5 of the Local Plan.

### **Transport**

- 10.46. London Plan policy 6.3 'Assessing effects of development on transport capacity' states that development should not adversely affect safety on the transport network and that development effects on transport capacity should be fully assessed. The applicant has submitted a Transport Statement to support the planning application.

### Accessibility

- 10.47. Policy T.4 of the Local Plan requires development to promote sustainable transport choices and minimise reliance on the private car to ensure that the development of the legacy area is optimised.
- 10.48. The site has a public transport accessibility level (PTAL) rating of 2, although the easternmost end of the site is classed as PTAL 3 (where 1 is generally considered to be very poor and 6 is excellent). The site is well served by bus stops located on Olympic Park Avenue and Waterden Road. Stratford International Station is located approximately 450 metres south-east of the site, providing rail services on the Southeastern and Dockland Light Rail network. Stratford national rail station is approximately 1km south-east of the site, which is served by Greater Anglia, TfL Rail, London Overground and Underground. The Jubilee and Central Lines operate through this station. Hackney Wick Station is situated approximately 550 metres to the west of the site, which is served by the London Overground.
- 10.49. Given the development is well served by public transport, many visitors to the proposed facility are expected to arrive and depart via public transport and/or by walking in accordance with Policy T.4 of the Local Plan.
- 10.50. Officers are satisfied that the site is accessible and served well by sustainable modes of transport.
- 10.51. An events management plan condition is recommended (condition 8) which would, amongst other things, require details to be submitted for approval for the hours of operation of events and relationship with the timing of events at the London Stadium; as well as crowd management arrangements for visitors both arriving or leaving the site.

### Cycle Parking

- 10.52. Policy T.9 requires parking provision to meet or preferably exceed minimum standards set out in The London Plan, specifically Policy 6.13. The London Plan requires 1 cycle parking space per 8 staff members and 1 visitor space per 100 square metres. Provision should also be in a safe and secure location and integrate well with

the street network. The site is accessible by foot via the existing footpath network within the QEOP.

- 10.53. The application seeks approval for 89sqm of floorspace (kiosk buildings), with 8 full time employees. This generates a policy requirement of 2 cycle parking spaces.
- 10.54. The applicant has informed that an agreement is in place for the proposed development to share the existing cycle parking provision at the Timber Lodge Café, which is situated approximately 80 metres to the north-east of the site.
- 10.55. Timber Lodge has a floorspace of 483sqm with 10 full time employees, which generates a cycle parking requirement of 7 spaces in-line with Policy 6.13 of The London Plan. As part of the Timber Lodge permission, 20 cycle spaces were secured exceeding policy requirements however, 30 spaces have been provided for users of the Timber Lodge and other facilities within the park.
- 10.56. As such, there is a surplus of 23 cycle spaces for the wider park use which can also be utilised by the proposed High Ropes attraction. The applicant has also demonstrated that these spaces are currently being underused during peak times. As such, Officers consider the current provision to be sufficient and if more cycle spaces were to be installed, would clutter the public realm.
- 10.57. Officers consider this arrangement to be acceptable in this instance and would support the aspirations of Policy T.9 of the Local Plan.

#### Car Parking

- 10.58. No car parking is proposed as part of this development, however if staff and participants so choose they could use car parking facilities in and around the QEOP.
- 10.59. No blue badge spaces are to be provided as part of the scheme, however spaces are available on Olympic Park Avenue, approximately 100m east of the site. A mobility service is also available to those arriving through the South Park. PPDT Transport Consultants consider the proximity of the spaces to be acceptable and provide a reasonable justification for the scheme not to provide blue badge spaces.
- 10.60. Given the range of public transport connections available within walking and cycle distance of the site, the principle of no car parking provision is considered to be acceptable in this instance. The provision of no additional car parking would also encourage staff and participant to use sustainable transport modes and minimise reliance on the private car in accordance with Policy T.4 of the Local Plan, Policy 6 of the London Plan and Paragraph 103 of the NPPF (July 2018).
- 10.61. A planning condition is recommended requiring the applicant to monitor customer journeys and to submit these details to the Local Planning Authority for review on an annual basis.

#### Servicing and Delivery

- 10.62. The proposed scheme would utilise the existing QEOP refuse system. A service charge would be paid by the applicant, which would be secured through the lease agreement. Existing waste and recycling is available at Timber Lodge, which the proposed development would utilise. The amount of waste generated by the proposed scheme is considered to be minimal. As such, Officers consider this arrangement to be acceptable.
- 10.63. Overall, Officers are satisfied that the proposals meet London Plan policies 6.9, 6.10 and 6.13 and LLDC Local Plan policies T.4, T.8 and T.9 in proposing a development which supports sustainable transport.

#### **Flooding**

- 10.64. The applicant provided a Phase 1 Flood Risk Assessment (FRA) in support of the application. The assessment concludes that the site is not at risk in a 1 in 100 year

fluvial flooding event, as the River Lea flood waters are predicted to be confined in-channel.

- 10.65. The eastern 100m of the site is within Flood Zone 2 and as such fluvial flooding poses a risk to site users. The site is within an EA Flood Alert and as such site users can be evacuated prior to a flooding event.
- 10.66. PPDT's Environmental Consultants have reviewed the FRA and confirm that the proposed development is suitable within Flood Zones 2 and 3, providing the flood risk management measures are implemented and visitors are made aware of the evacuation plan. These submitted details are secured by condition 2 which lists the Flood Risk Assessment as an approved document.
- 10.67. Officers therefore consider the proposed development to be acceptable within a Flood Zone 2 and 3, in accordance with Policy S.8 of the Local Plan.

### **Noise and Disturbance**

- 10.68. Policy BN.11 of the Local Plan requires developments to minimise the effect of noise on amenity.
- 10.69. In support of the application a Noise Assessment has been submitted, which assess the impact of the proposed development on amenity in the locality. The assessment focuses on the impact at the location of the residential developments at East Wick and Chobham Manor.
- 10.70. The assessment demonstrates that the noise level associated with the proposed development would be significantly lower than the pre-existent residual noise level. PPDT Environmental Consultants reviewed the noise assessment and confirm its acceptability.
- 10.71. With regard to opening hours, the facility would have varied operating hours depending on the time of year. Between 1<sup>st</sup> October to 31<sup>st</sup> March, the facility would be open to the public from 10:00 to 18:00, Monday to Saturday; and 10:00 to 17:00 on Sundays and Bank Holidays. Between 1<sup>st</sup> April to 31<sup>st</sup> September, the facility would be open to the public from 10:00 to 20:00, Monday to Saturday; and 10:00 to 18:00 on Sundays and Bank Holidays. The proposed hours maximise daylight hours and ensure the facility does not operate after dark. Officers consider these operating hours to be reasonable and would ensure the surrounding amenity is protected; and that noise and disturbance is minimised. A planning condition has been recommended securing these operating hours to the public.
- 10.72. It therefore concludes that the proposed development would have no unacceptable impact on the residential amenity of existing or future residents near the site with respect to noise, meeting the requirements of Policy BN.11 of the Local Plan.

### **Sustainability**

- 10.73. In support of the application the applicant provided a Sustainability Statement, which demonstrates sustainability measures that would be incorporated into the proposed development. The statement includes details of bio-toilets, sustainably sourced building materials, ventilated and naturally illuminated internal floorspace and measures to encourage sustainable transport modes.
- 10.74. Policy S.4 'Sustainable design and construction' of the Local Plan requires major developments to take the following matters in to account:
  - Resource efficiency;
  - Carbon dioxide emissions reduction;
  - Natural heating and ventilation;
  - Utilisation of decentralised energy sources;
  - Living roofs; and

- Sustainable drainage systems.
- 10.75. Although the scheme being considered does not comprise 'Major Development' in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015, the applicant has demonstrated consideration towards these matters in the design of the development.
- 10.76. Local Plan Policy S.5 encourages building-specific measures to reduce potable water demand and use. Policy S.6 requires proposals to contribute towards the reduction of waste during construction and once operational.
- 10.77. London Plan Policy 5.3 requires developments to demonstrate that sustainable design standards are integral to the proposals.
- 10.78. PPDT Environmental consultants have reviewed the Sustainability Statement and consider it to be acceptable, meeting the requirements of Policies S.4, S.5 and S.6 of the Local Plan; and Policy 5.3 of the London Plan where relevant.

## **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 proposal and the conflicting interests of the applicants and any third party opposing the application in reaching their decision. 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 (ECHR) 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 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 are satisfied that the application material and their assessment has taken into account these issues as relevant in the Assessment section of this report. Officers consider that the effects of the proposal would not be so adverse as to cause harm and justify a refusal of consent or permission.

## **12. CONCLUSION**

- 12.1. The proposed scheme is considered to support the aspirations of the QEOP by promoting the park as a visitor and tourist destination in accordance with Local and Regional Policy.
- 12.2. Officers consider the design to be sympathetic to the site context and reflects the character of the North Park through its scale, massing and material selection. The development would optimise the function and enhance the local distinctiveness of the

waterway environment by creating opportunities for recreational activities along the waterway.

- 12.3. The proposed scheme is considered to represent an appropriate outdoor recreational use to be located within an MOL, meeting the exception outlined with the NPPF. The openness of the MOL is considered to be maintained. Furthermore, the proposals are not considered to have an adverse impact on the biodiversity value of the site or the SINC.
- 12.4. The proposals are not considered to have an adverse impact on the residential amenity of existing or future residents by way of noise or visual amenity.
- 12.5. As such, Officers consider the development to be in accordance with national, London and local plan policies and represent sustainable development.
- 12.6. It is therefore recommended that the Committee resolve to grant planning permission for the development proposed subject to the following conditions.

### **13. PLANNING CONDITIONS**

#### **1. Time limit**

The development shall be commenced before the expiration of three years from the date of the permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

#### **2. Works in accordance with approved details**

The development shall be carried out and retained thereafter in accordance with the following drawings and documents:

- (Document titles and drawing references to be inserted ahead of issuing the decision notice)

Reason: To ensure that the development is undertaken in accordance with the approved drawings

#### **3. Material samples**

Prior to above ground works commencing associated with the development hereby permitted material samples of the following have been presented on site and approved in writing by the Local Planning Authority:

- Cumaru Timber;
- Blackened Steel;
- Pavilion 'timber' lining; and
- 'Tree' platforms.

The construction of the development shall be implemented and thereafter retained in accordance with the approved details.

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

#### **4. Detailed Drawings**

Prior to commencement of the relevant part of the development the following detailed drawings shall be submitted to and approved in writing by the Local Planning Authority.

Detailed drawings including sections (at 1:50 / 1:20) of:

- Bay study of façade/ cladding/ glazing system;
- Entrances complete with canopy;
- Principal features on all facades;
- Pavilion 'timber' lining;
- Tree-like Structures including columns, platforms, junctions/fixings, ties, cladding, 'branches', foundations, depth of soil/reinstatement around the base of the columns etc (the different type of structure needs to be clearly indicated on the location plan showing design and height/mass);
- Parapets / roof edges;
- Gates;
- External lighting;
- Rooflights; and
- Signage.

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

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

Pre-commencement justification: In order to ensure that a high quality of design and detailing.

#### **5. Construction Management Plan**

The development shall not commence until a Construction Management Plan (CMP) has been prepared in consultation with the Local Planning Authority, local highway authorities, and local environmental health teams and such CMP has been submitted to and approved in writing by the Local Planning Authority. The development shall be provided in accordance with the agreed CMP.

The Construction Management Plan shall include information on the following points:

- Delivery of construction materials including details of vehicle movements, traffic routes and how the site entrance would be managed during construction
- Details of a community liaison officer to be appointed and employed throughout the construction period
- Storage of materials
- Hours of construction
- Adherence to the Considerate Constructors Scheme

Pre-commencement justification: To ensure that the Local Planning Authority can assess whether construction of the development would generate any unacceptable environmental impacts upon neighbours that would require appropriate mitigation.

Reason: To ensure that the construction of the development minimises its impacts on local residents.

## **6. Tree Planting**

Prior to the first use of the development full details of all proposed tree planting and the proposed times of planting, shall have been submitted to approved in writing by the local planning authority, and all tree planting shall be carried out in accordance with those details and at those times. Planting shall comply to BS:4428 Code of practice for general landscaping operations.

A scheme for the protection of the retained trees by way of a Arboricultural Method Statement shall also be submitted to and approved in writing by the Local Planning Authority.

If within the lifetime of the development any tree planted or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, [or becomes, in the opinion of the local planning authority, seriously damaged or defective,] another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason: To ensure that the Local Planning Authority is satisfied as to the design and details of the landscaping in the interest of visual amenity and sustainability.

## **7. Hours of Operation**

The premises shall not be open for customers to use outside the following hours between 1st October – 31st March:

- i. 1000 – 1800 Mondays – Saturday
- ii. 1000 – 1700 Sundays and Bank Holidays

The premises shall not be open for customers to use outside the following hours between 1st April – 30th September:

- iii. 1000 – 2000 Monday – Saturday
- iv. 1000 – 1800 Sundays and Bank Holidays

The premises shall not be open for customers beyond the above times unless details of the proposed opening hours on a set date are submitted to and approved by the Local Planning Authority in writing in advance.

Reason: To minimise noise and disturbance to local residents.

## **8. Events Management Plan**

Prior to the opening of the facility to the general public or the occupation of the facility, whichever is first, an Events Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Strategic and Local Transport Authorities and the Metropolitan Police.

The Events Management Plan shall include details of hours of operation, noise mitigation measures, the proposed arrangements for coordinating the use of the public realm of the site with other events in the area, the proposed set down and pick up of visitors including facilities for bus, coach and taxis and measures to manage spectator travel and the coordination and control of car parking when Events are taking place. A schedule of intended Events and other programmed activities taking place at the facility shall be submitted to the Local Planning Authority prior to any Events taking place. Events shall only be held in accordance with the approved Events Management Plan.

In addition to those topics covered above the Events Management Plan shall include details of the following:

- i. Date, type and scale of events;
- ii. Hours of operation of events and relationship with the timing of events at the London Stadium, such as football matches;

- iii. Predicted noise levels at sensitive receptors (such as the nearest residential properties) and details of noise mitigation measures including for plant and generating equipment. Noise levels from plant shall not exceed those likely to give rise to complaint as assessed under BS4142;
- iv. Details of any proposed licensing arrangements;
- v. The provision of set down and pick up points for visitors;
- vi. Crowd management arrangements for visitors both arriving or leaving the site, getting to public transport hubs including stewarding;
- vii. Queue control measures for the use and their impact upon pedestrian facilities.

Thereafter the approved Events Management Plan shall be implemented.

Reason: In the interests of public safety, and to minimise noise and disturbance to residents.

## **9. Travel Plan**

a) Before the development hereby permitted is first used the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors. The approved Travel Plan shall thereafter be implemented.

b) At the start of the second year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason: In order to encourage sustainable means of travel.

## **APPENDICES**

Appendix 1: Site Location

Appendix 2: Proposed Site Plan

Appendix 3: Proposed Floor Plans of Kiosk Buildings

Appendix 4: Proposed Elevations and Sections of Kiosk Buildings

Appendix 5: Proposed Site Elevations

Appendix 6: Proposed Column Structure Types

Appendix 7: CGIs

Appendix 8: Quality Review Panel report