

LONDON THAMES GATEWAY DEVELOPMENT CORPORATION

PLANNING COMMITTEE MEETING: 21st June 2007

Planning Application For Determination By The LTGDC

Report Of The Director Of Planning

CASE NUMBER: LTGDC-07-006-FUL	DATE MADE VALID: 23/02/2007
APPLICATION NO: 07/00257/FUL/LBNM	TARGET DATE:

APPLICANT:	London Bus Services LTD
AGENT:	Tribal MJP
PROPOSAL:	Construction of bus garage, two storey office building (Class B1(a)), associated facilities (including wind turbine of 35m to hub with a 21m propellor), hardstanding and landscaping together with the provision and use of a temporary hardstanding for vehicle parking and associated temporary facilities.
LOCATION:	Royal Mail Parcel Force Stephenson Street Canning Town London E16 4SA

1. SUMMARY

- 1.1 This report considers an application for full planning permission by London Bus Services Ltd. for the phased redevelopment of part of an LDA and TfL owned site in West Ham, known as The Parcellforce Site as a bus garage with a recommendation for **approval**.
- 1.2 The London Thames Gateway Corporation have considered the planning application with regard to the provisions of the development plan (The London Plan and London Borough of Newham Unitary Development Plan), so far as material to the application, and to other material considerations and recommend that the application be granted full planning permission subject to referral to the Chief Executive of the Greater London Authority, who will undertake the Mayor's role in assessing this application if appropriate.
- 1.3 The proposal includes the development of a bus garage building with ancillary offices (including a head office), bus parking and associated infrastructure (including a wind turbine). The associated head office building which forms part of the application is capable of occupation by a separate and unconnected tenant and will fall within use class B1(a) office use; the proposed bus garage, associated facilities, wind turbine, hardstanding, landscaping and carparking do not fall within any use class and is therefore considered as 'Sui Generis' under

the Town and Country Planning Act Use Classes Order 2005.

2. BACKGROUND

- 2.1 Three bus garages operated by two companies are required to vacate their current locations to release land for the development of the Olympic Park and two replacement sites are required. There are three proposed relocation sites and all fall within the planning functions area of the London Thames Gateway Development Corporation. Members are requested to note that two other bus garage relocation applications are also being considered at this committee meeting, those being LTGDC-07-012-FUL (Wyke Road) and LTGDC-07-058-OUT (Jenkins Lane).
- 2.2 The London Borough of Newham was due to consider this application at its Planning Committee on 13th June with a recommendation for refusal, favouring its own LB Newham application for the Waterden Road bus garages to be relocated at Jenkins Lane. LB Newham Committee ran out of time at that meeting and have not yet considered the report. LTGDC have considered the Parcelforce and Jenkins Lane applications on their own merits as potential bus garages and not as alternatives and recommend that both applications be approved. The suggested reasons for refusal are appended to this report at Appendix 5.
- 2.3 The Government Office for London have confirmed via a screening direction that the proposed scheme will not result in an environmental impact of such significance that it warrants an Environmental Impact Assessment (EIA).
- 2.4 The application is referable to the Mayor of London under Category 1C of the Schedule of the Order 2000, because of the height of the proposed wind turbine. The Mayor of London has demonstrated a conflict of interest with the 2012 Olympic and Paralympic Games. The application has therefore been referred to the Chief Executive of the Greater London Authority, who will undertake the Mayor's role in assessing this application.
- 2.5 Should Members be minded to agree to grant planning permission, LTGDC must first allow the Greater London Authority Chief Executive an opportunity to decide whether to direct to refuse permission, if necessary. (If the wind turbine is removed from the proposal as a result of a maintained objection by NATS, referral will not be necessary).
- 2.6 The subject application seeks consent to develop part of a wider site in the ownership of the LDA / TfL. Part of that wider site, is in close proximity to The Transco, Bromley Gas Holder Station at Twlevetrees Crescent which is identified as a hazardous installation by the Health and Safety Executive (HSE). The HSE guidance 'Planning Advice for Developments near Hazardous Installations (PADHI)' has been consulted and the subject development is found to fall outside of the 'consultation distance' set around the hazardous substance site. (The 'consultation distance' is the distance around a site within which all applications for planning approval must be referred to HSE for comment).
- 2.7 LTGDC officers are mindful of the regeneration potential of the wider area as a whole, including and beyond the subject application site, including land within the ownership of the LDA and TfL to the immediate north.

3. SITE AND PROPOSAL

3.1 Description of site & surroundings

The application site covers an area of 4.32 hectares. The permanent bus garage is proposed to utilise 2.92 hectares of that area, and the temporary bus garage is to take up the remaining 1.4 hectares. The site within the LDA's ownership (inclusive of the aforementioned 4.43 hectares) is 14.09 hectares. Also included within the site is a smaller area of land, owned by TfL that was formerly occupied by Edwin Shirley Trucking but is now vacant.

This application site is located in the southern part of the larger Parcellforce site.

The land use context of the site is predominantly industrial in nature with a mix of industrial and business activities to the west and south of the application site. The application site is bounded to the east by the Jubilee line and Manor Road with residential developments occurring beyond that. Vehicular and pedestrian access and egress is to the south of the site.

A principal employment area (emp1) lies to the immediate southwest of the site. It comprises of businesses on both North Crescent and South Crescent, collectively known as the Cody Road Estate. To the west of that is Prologis Park on Twelvvetrees Crescent, which is a designated Major Opportunity Zone (MOZ5). To the south, Electra Business park off Stephenson Street falls within another Major Opportunity Zone (MOZ6).

The application site is located southwest of West Ham station, which has been identified as one of three 'Olympic Gateway Stations'. The Jubilee, Hammersmith and City, and District Underground lines, and the Overground Fenchurch Street-Southend c2c line all serve West Ham station. DLRL are will soon take over operation of the North London Line between Canning Town and Stratford International station, with a new station planned for Star Lane close to Cody Road, to the south of the Parcellforce Site.

3.2 Description of Proposal

The application seeks full planning permission to provide 8,462 m² of sui generis bus garage space and 3,533 m² of office space.

This space will be provided through the development of a bus depot, with workshop area, ancillary administration and support accommodation, with associated hard standing area for 324 standard buses, a bus washing and fuelling area and a Vehicle and Operator Services Agency (VOSA) inspection bay. The building height will range from 5 to 12.8m.

The application also seeks permission for a two storey office building, falling within Use Class B1a for office use: which will provide the office head quarters for East London Buses.

Planning permission is also being sought to allow for the temporary use of land to the north of the proposed bus depot site. This temporary site will allow for washing, bus parking and fuelling until the remainder of the site has been cleared, at which point the temporary activities will cease.

A non-building integrated wind turbine has been proposed for the southwestern section of the bus parking area. The turbine is 35m high to the hub, with a rotor blade diameter

of 21m, giving a total height from ground level to the top of the rotors of 45.5m.

Explanation of proposed phasing

Site assembly The existing Parcelforce sorting office is to be demolished later this year, freeing up the northernmost two thirds of the application site for development. A demolition programme and exit strategy for the Parcelforce site has been prepared by the London Development Agency. The existing Parcelforce distribution centre which stands in the remaining southern third of the site will remain in operation, resulting in the temporary dual use of the site by both Royal Mail and East London Buses. Royal Mail vehicles will continue to use their existing access point at Stephenson Street at the south east corner of the site. East London Buses will use the access point at North Crescent in the southwestern corner of the site for buses and all other vehicles. The proposed bus garage would have capacity for up to 324 buses, including some 250 that are being relocated from the existing garages at Waterden Road. The majority of all bus staff vehicle movements associated with the garage will take place in either the early morning or the late evening and night, predominantly outside peak periods.

Phase one of development – The northernmost 1.4 hectares of the site is proposed to temporarily facilitate temporary offices, bus parking, staff accommodation and fuel/wash and repair areas until the permanent bus garage, offices and bus driver parking areas are built out to the immediate south. Royal Mail will continue to occupy the Distribution Centre in the southernmost part of the site up to March 2009.

Phase two of the development – (1) Royal Mail will vacate the Distribution Centre and move to Thurrock, freeing up the southernmost part of the site for the development of the permanent fuelling, washing, vehicle inspection area, hard standing and wind turbine. (2) Decommissioning and removal of pylons. (3) Transfer of staff facilities and offices from temporary site and relocation of Head Quarters offices from Ilford to new building.

Once freed up, the northernmost part of the application site that is intended to temporarily accommodate the bus garage whilst the permanent facility is built, will form part of the wider LDA/TfL land to the north. It is assumed that a residential led mixed-use development may come forward at a later date on that land which was the original intention for all of the site prior to the bus garage proposal. LTGDC are also aware of discussions regarding the possible relocation of West Ham United Football Club to the site.

4. MAIN ISSUES

- Principle of Development
- Transport
- Car Parking
- Cycle and Motorcycle parking
- Vehicular/Highway Accessibility
- Energy
- Design
- Sustainable drainage and floodrisk
- Employment
- Noise
- HSE Consultation Guidance
- Impacts on the surrounding locality

5. RELEVANT SITE HISTORY

5.1 The site has been used by Royal Mail for their operations since the 1970's. No relevant planning history is pertinent to this application.

6. CONSULTATIONS/NOTIFICATIONS

GLA - The stage 1 report concluded that the principle of the bus depot scheme is generally supported by strategic planning policy, however, there are a number of matters that need to be addressed before this application can be referred back to the Chief Executive for a direction. The matters include the need to demonstrate compliance with the Mayor's policies on inclusive design, pedestrian and cycle movement and connections to the surrounding environment, on site car parking, access and bus movements through the surrounding industrial area and the effect that the bus depot proposal, combined with the nearby Bromley gas holder station, will have on the viability of regenerating the wider Parcellforce site.

LDA – Fully supportive of the application. The LDA has been working closely both with TfL and ELB for some time in securing this relocation. This followed a comprehensive site search of possible sites over a period of time, which failed to identify a site, which was suitable in terms of size, location and planning policy. The Parcellforce site was the only site that satisfies the relocation criteria, and will therefore help ensure bus service continuity and reliability in the area.

ODA – No objection is raised to the proposed development. This proposal is linked to the relocation of bus garage facilities from within the proposed Olympic Park and the opportunity to provide for that relocation is welcomed by the Olympic Delivery Authority.

London Travel Watch – Support the proposed bus garage at West Ham.

London Underground Limited – Advised that the site is close to the Jubilee Line tracks. Any development carried out adjacent to a railway is both a hazard to and at hazard from the railway. Therefore, demolition and building works must be undertaken in accordance with the LUL "Special Conditions for Outside parties working on or near the Railway".

Docklands Light Railway - DLRL advised LB Newham (on 21.03.2007) that it applied for Compulsory Purchase over land within this planning application boundary. This land was needed facilitate the conversion of the existing North London Line railway into a DLRL extension. The conversion is part of the Olympic proposals for the provision of public transport and is therefore crucial.

Further to the above DLRL advised LTGDC (on 13.06.2007) that since that representation was made, DLRL has entered into an agreement with Royal Mail plc. Which regulates DLRL's use of the land included within the application boundary, and in particular the temporary occupation of this land under DLRL's Order. Effectively, DLRL no longer has the right to occupy the land within the application boundary to carry out its works. However, DLRL has reserved the right to acquire the freehold of the land within parts of the application boundary.

Considering the above, DLRL have now advised that it would like to withdraw its representation to this application and requests that reference to DLRL's representation are removed from/ignored within the committee paper. DLRL will liaise directly with the applicant towards managing any interfaces as a consequence of this application.

Environment Agency – No objection to the application providing that four specified

conditions are included on any planning permission granted.

National Air Traffic Services (NATS) – The proposed development does conflict with NATS safeguarding criteria. National Air Traffic Services En Route Plc (NERL) believe the West Ham turbine will appear as a false plot on its ATC displays and this would be unacceptable to London Terminal operations. Due to the rotating nature of the blades turbines will be detected as aircraft by radar where a similarly sized stationary building would not. In the case of this application terrain modelling shows that whilst there is some terrain shielding this is insufficient for a turbine of this size, NERL would consider an application for a significantly reduced turbine should this be proposed by the developer.

Local Authorities have a legal obligation to consult NERL before granting planning permission for a wind turbine. In the event that any recommendations made by NERL are not accepted, local authorities are obliged to notify both NERL and the Civil Aviation Authority (CAA) of that fact (which may lead to the decision made being subject to review whether by the CAA referring the matter for further scrutiny or by appropriate action being taken in the courts).

National Grid – With respect to National Grid operational electricity transmission network and operational national gas transmission network, National Grid have concluded that the risk presented by the development is negligible.

Health and Safety Executive – HSE no longer provides Land Use Planning advice other than through the PADHI+ system.

LBN Transportation – Recommend refusal of the application on the following grounds: (1) lack of car parking provision, suggesting that a further 75 car parking spaces should be provided, totalling 190 spaces; (2) Substandard vertical and horizontal sight lines will present a safety risk to both buses and general traffic.

LBN Environmental Health – Recommend refusal, but with mitigation in suggested conditions if other planning aims override refusal. LBN commented that: (1) the noise assessment does not provide sufficient detail to ensure the premises does not give rise to disturbance; and (2) The air quality assessment provides inadequate detail to enable a reasonable assessment to be made.

7. APPLICATION PUBLICITY

7.1 Site Notice Expiry: **02/04/2007**

7.2 Press Notice Expiry: **11/04/2007**

7.3 Neighbour Notification: **26/03/1007**

8. REPRESENTATIONS

8.1 Summary of Representations Received

Six representations have been received in response to public consultation from:

Dockland Coach Works: Oppose the bus garage.	Response to Comment No reason has been given for the opposition to the scheme. LTGDC are therefore unable to respond.
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Comment by European Metal Recycling Limited:

Request that the application be refused on the grounds of potential traffic congestion. Vehicles (not EMR) are often parked on the road outside causing through traffic problems at peak times with the traffic coming to a stand still. The proposal will make the position much worse and indeed could mean that some of the smaller businesses / members of the public will not be prepared to wait in the queues and therefore the dumping of cars, fridges and redundant items can only increase.

H.F.Crick (Engineering Supplies) Ltd.:

Oppose the proposal, stating that the proposed bus station is going to be far larger and therefore much busier than was first muted. The estate is already very busy as it is without extra buses and employees of the bus station "clogging it" further still.

Anthony Crawley Supports the proposal stating that he thinks it will develop the area. Stated that he is particularly glad to see a wind turbine being used, and would be glad to see more of them.

Lawrence M Barry Expressed concerns in relation to: (1) Congestion due to the narrow width of the roads when articulated truck pass; (2) Questions how bendy buses will pass articulated vehicles on the Stephenson Street bridge; (3) States that his premises is classed as Class A flammable site; (4) Notes that accidents occur on the adjacent industrial estate, and that the air ambulance has been called on four occasions; (5) Notes that the proposed gate to be used by buses was previously only used for emergency evacuation by Royal Mail; (6) Requests that a more extensive vehicle flow study take place; (7) Would have liked to expand his business on the proposed development site; and (8) Requested a meeting in order to discuss the proposal with other owners of businesses on the estate.

Response to Comment

The application site does not fall within a Controlled Parking Zone (CPZ). Current negative impacts on the highway resultant from on street car parking are recognised and could be addressed through the imposition of a CPZ and better enforcement of the highway by LB Newham. This report seeks a financial contribution towards the provision of a CPZ in the locality through an agreement under section 106 of the Act.

Response to Comment

As above, the imposition of a CPZ will improve traffic flow in the locality, which is currently impeded by on street and pavement parking.

Overall traffic generation will be significantly less than that resulting from existing Parcellforce operations.

The proposal has not increased in size.

Response to Comment

Reason for support is noted.

A condition is suggested to be included in the decision notice precluding the inclusion of the wind turbine until NATS are satisfied that the development does not conflict with NATS safeguarding criteria.

Response to Comment

- (1) Noted, see EMR response regarding proposed CPZ contribution;
- (2) A traffic regulation order is sought that precludes bendy buses from using the Stephenson Street bridge other than in the event of an emergency;
- (3) Noted;
- (4) Noted;
- (5) Noted, the previous use does not preclude use other than for emergency evacuation in the future;
- (6) LTGDC commissioned Sinclair Knight Merz to undertake a review of the transport operational aspects of this application and the application proposed for Jenkins Lane. The findings of that report entitled 'Transport Review of Beckton and West Ham Bus Garage Relocation Options' dated 12 June 2007 are

- discussed later in this report;
- (7) Noted; and
 - (8) LTGDC and LBN officers met with Mr. Barry and other owners of businesses on the estate on 14th May 2007.

Epax Transport Ltd.: Object on the ground of inadequate access for the type and volume of vehicles intended to operate from the site.

Response to Comment

Noted. See Sinclair Knight review as stated in point (6) above.

8. RELEVANT PLANNING POLICY

8.1 Planning Policy Guidance

PPS1 Sustainable Development
PPG4 Industrial and commercial Development and Small Firms
PPG13 Transport
PPS22 Renewable energy
PPS25 Development and flood risk

8.2 The London Plan (Feb 2004)

2A.2 Opportunity Areas
3A.25 Social and economic impact assessments
3B.1 Developing London's economy
3B.2 Office demand and supply
3B.3 Office provision
3B.4 Mixed use development
3B.12 Improving the skills and employment opportunities for Londoners
3C.2 Matching development to transport capacity
3C.3 Sustainable transport in London
3C.4 Land for transport functions
3C.19 Improving conditions for buses
3C.21 Improving conditions for cycling
3C.22 Parking strategy
4A.7 Energy efficiency and renewable energy
4A.9 Providing for renewable energy
4B.1 Design principles for a compact city
4B.2 Promoting world-class architecture and design
4B.3 Maximising the potential of sites
4B.4 Enhancing the quality of the public realm
4B.6 Sustainable design and construction
4B.7 Respect local context and communities
4C.6 Flood plains
4C.8 Sustainable drainage
5C.1 The strategic priorities for East London
5C.2 Opportunity Areas in East London
6A.3 Promoting development
6A.4 Priorities in planning obligations
6A.5 Planning obligations

8.3 LB Newham UDP & LDF

S2 Planning Obligations
S3 Quality of Development
S5 Priority Development Nodes

S6 Mixed Use Development
 S9 Environmental Quality: Design Issues
 S24 Employment: Meeting the Council's Regeneration Objectives
 S33 Transport: Promotion of Improvements to the Public Transport System
 S35 Transport: Encouragement of Alternatives to the Motor Car
 S37 Transport: Improvement of Facilities for Pedestrians and Cyclists
 S38 Transport: Parking
 UR25 West Ham: Former Chemical Works and Parcel Force Site: Land Use Proposals
 T1 New Development: Environmental Impact
 T2 New Development: Public Transport accessibility
 T3 New Development: Highway Capacity
 T7 Bus Services
 T15 Off-Street Parking Standard for New Developments
 T24 Access by Cycle and Cycle Parking
 T26 Motorcycle Parking
 EQ15 Inclusion of Tree Planting in New Development
 EQ18 Promoting Urban Quality
 EQ19 Urban Design Considerations
 EQ21 New Development: Landscaping
 EQ24 Energy Efficiency
 EQ25 Access
 EQ26 Safety
 EQ27 High Buildings: Control
 EQ28 High Buildings: Design Considerations
 EQ45 Pollution
 EMP1 Employment Growth
 EMP3 Quality of Employment Development
 EMP11 Office Development
 EMP15 Displaced Businesses and Industries

Site falls within West Ham Priority Development Node (pg. 34 of UDP)

8.4 Other Relevant Planning Policies & SPG's

LBN SPG: Disability Access, 2001
 LBN SPG: Business, industry and warehousing, 1998
 LBN SPG: Sustainability Checklist, 2004
 LBN SPG: Lower Lea Valley Planning Framework, 2002

The London Plan: Sub-Regional Development Framework for East London
 The Lower Lea Valley Opportunity Area Planning Framework, January 2007
 The London Plan: Accessible London, achieving an inclusive environment, April 2004
 The London Plan: Sustainable Design and Construction, May 2006
 The Mayor of London's SPG: Land for Transport Functions, March 2007
 The Mayor of London's Energy Strategy: Green light to clean power, February 2004

9. ASSESSMENT OF MAIN ISSUES

Principle of Development

The principle of the phased redevelopment of the site for mixed use overall including the proposed bus garage application is considered by the applicant to accord with relevant planning policy and is essential to the development of the Olympic Park and provision of public transport to the locality.

The site is identified in the London Borough of Newham Unitary Development Plan as falling within a Major Opportunity Zone (MOZ4) . This designates the location as a priority development node closely related to the important public transport interchange at West Ham, where a mixed high quality development including a Local Centre relating

to West Ham station, a range of business uses (B1, B2) and residential use will be permitted.

LTGDC do not consider that the critical mass for the development of the wider Parcelforce site would be significantly lost by allocating a portion of the site to bus garage and office use, and it could promote a sustainable, mixed-use development in line with policies UR25 of the UDP and 3B.4 of the London Plan. However this 'end result' would be different from that originally envisaged because of the PADHI safeguarding zones.

The proposal does not preclude the future provision of a second station entrance to West Ham station.

A balance needs to be struck in securing the potential for a high quality residential led mixed development with a strong employment component.

The proposed location of the offices to the north of the site with a landscaping buffer will serve to soften the interface between the subject site and the wider site to the north without presenting any demonstrable harm to possible residential uses on that part of the site.

London Bus Services Ltd. are required to relocate from Stratford as part of the 2012 Games proposal. Bus stations and garages are needed in the locality in order to support and develop the London bus network in accordance with policy 3C.19 of the London Plan.

The proposed development proposal can be delivered without causing delay to the delivery of the Olympic Park.

Whilst the principle of the development on balance is considered to be acceptable. LTGDC are of the opinion that there would be an advantage in the use of the application site solely for the temporary first phase, and that other alternative options should continue to be explored. Should an alternative site be identified elsewhere a permanent proposal for that site could be assessed and if found to be suitable, the whole Parcelforce site could be better utilised reducing negative impacts, in line with planning policy and the regeneration aspirations of both LTGDC and LB Newham.

Transport

The Parcelforce site as a whole (including land outside of this application), is constrained by the severance caused by the rail lines that run along its northern and eastern boundaries and the proximity of the gas holders to the east. Vehicular access is insufficient to provide for a qualitative regeneration of the overall site.

The applicant is proposing a detailed review of the traffic flow system, which would take place six months after the commencement of on-site bus operations.

The applicant has provided the GLA with a Travel Plan that is currently being examined by the GLA transport officers, and detailed comments on that Travel Plan will follow.

With regard to the LBN objection that substandard vertical and horizontal sight lines will present a safety risk to both buses and general traffic, the proposal does not present any greater risk than presently exists.

LTGDC have commissioned Pell Frischmann to assess the implications of access improvements to the Stephenson Street Bridge and associated junctions to provide improved vehicle access to and from potential development of the overall Parcelforce site and emergency access by buses to and from the proposed bus depot. The report

examines six models, concluding that Option 3 is preferred. Option 3 presents a new bridge to create a gyratory with the existing bridge used as one arm of the roundabout. An illustration of that model is appended to this report (Appendix 4).

The draft Pell Frischmann report demonstrates that enhanced vehicular access to the wider Parcelforce site (north of the subject application site) is attainable if a new highway is constructed in conjunction with improvements to existing infrastructure. LTGDC contend that such infrastructure provision/improvement is necessary to facilitate regeneration of the Parcelforce site. It is too early to confirm who would pay for any such highway infrastructure provision/improvement. It is expected that the LDA would make a considerable contribution as it would assist the delivery of the regeneration of the remainder of the site. The bus garage applicant should make an appropriate contribution towards the full cost of the requirements.

Comprehensive arrangements are needed to ensure that a programme for implementation of improved access to the site is worked up and delivered without significant disruption. LTGDC consider that a strategic approach is needed to ensure that the necessary pooling happens to meet the overall objective of providing the required infrastructure. This should be achieved by securing planning obligations under s106 of the Act.

LTGDC has also commissioned Sinclair Knight Merz (SKM) to undertake a review of the transport operational aspects of the Jenkins Lane proposal and the Parcelforce proposal, to feed into the decision regarding relocation of the bus garages to one of the proposed sites. That report concluded that both sites could be used to accommodate the relocated bus garage, stating that:

In both the short and long term West Ham is considered preferable to Beckton for provision of a bus garage for East London. It is a particularly strong candidate when specifically considering a replacement of Stratford and Waterden Road Garages. Public Transport Access to the site is good and will be further improved with the Star Lane DLR station within easy walking distance.

Beckton is not considered to be a poor option, but is considerably further from the current location of the garages, representing a significant skew of bus stabling capacity away from inner London. Staff access to Beckton by Public Transport is also substantially poorer than at West Ham, but is likely to improve over time. It is, however, well located to assist with supplying bus network enhancements in the London Riverside and Barking development areas.

It should be born in mind that SKM were not asked to take into account the wider regeneration benefits of the proposals.

LTGDC share the view that both Jenkins Lane and West Ham (Parcelforce site) are capable of accommodating the site. That said LTGDC maintain reservations as to the timescale in which the Jenkins Lane outline planning proposal could be delivered, being mindful of the Olympic Park programme of works and an update on a development programme for the site is being sought from Newham. (Update to be provided at committee).

Car Parking

65 car parking spaces are proposed on the site, including 6 spaces for disabled badge holders. The proposed parking provision meets LBN UDP and London Plan standards. LTGDC have taken into account the Transport Assessment submitted with the planning application, the objection raised by the London Borough of Newham and

the fact that as a sui generis land use, no published car parking standards are available. The proposed level of car parking is considered to be acceptable taking into account the need for bus drivers to deliver early morning services and the need to reduce as far as practical the opportunity for staff to drive to and from work.

The GLA have stated that the applicant have sufficiently justified the reasons for the proposed level of car parking and satisfied the GLA on the need for this level of parking as set out in the application.

The proposed new DLR station at Star Lane close to Cody Road, to the south of the application site will increase public transport accessibility to the site reducing the need to use car modes in line with policy 3C.22, as well as West ham station.

With regard to the LBN suggestion that a further 75 car parking spaces should be provided. Policy 3C.22 provides that, *'The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people'*.

The proposed level of car parking is considered to be acceptable.

The application site does not fall within a Controlled Parking Zone (CPZ). Current negative impacts on the highway resultant from on street car parking are recognised and should be addressed through the imposition of a CPZ and better enforcement of the highway by LB Newham. Representations received from adjoining businesses are considered to be justified. It is agreed that the grant of planning permission for the subject application may give rise to increased on street carparking, particularly until the new DLR station at Star Lane is operational. Once the immediate streets area saturated, there is also a possibility that displaced vehicles will be parked to the east of the Jubilee line to the detriment of the amenities of the occupants of that residential area. A CPZ is made necessary by and relates directly to the proposed bus garage application. LTGDC consider that a CPZ should be provided for by the applicant by securing planning obligations under s106 of the Act. The CPZ should allow permits to be issued to local businesses only and exclude provision for any bus depot staff.

The London Plan states that, 'Developments, and especially larger developments, that will generate large numbers of trips should be located at places accessible by public transport and with existing capacity or planned capacity coming on-stream in time to meet need. In determining applications for development and any conditions attached to implementation including those relating to the phasing of developments, account should be taken of the availability of adequate public transport access and capacity, and the development's transport impact'. Policy 3C.2 of the London Plan states that developments with significant transport implications should include a Transport Assessment and Travel Plan as part of planning applications. In accordance with the provisions of the London Plan, LTGDC require the applicant to provide a (Green) Travel Plan containing details of measures to be implemented in order to encourage staff, contractors and visitors to travel to the development by means other than by private car and to minimise car useage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling to and from the development. A Green Travel Report should also be submitted to and approved by the Local Planning Authority analysing the effectiveness of the measures implemented pursuant to the approve Green Travel Plan and setting out details of the new measures and initiatives to be implemented in order to improve the effectiveness of the Green Travel Plan. This can be secured through obligations under s106 of the Act.

Cycle and Motorcycle parking

The Design and Access Statement submitted in support of the application confirms the proposed provision of 32 secure and covered cycle spaces and 20 motorcycle spaces as part of the application. In line with London Plan policy 3C.21 and LB Newham policies T24 and T26, it is suggested that a condition be imposed to ensure that the proposed cycle and motorcycle parking facilities are implemented and maintained for the life of the development.

Vehicular/Highway Accessibility

The site has a Public Transport Accessibility Level (PTAL) ranging from 1a to 3 dependant on the time of day. The site is not within a Controlled Parking Zone (CPZ).

A Transport Assessment (TA) by Capita Symmonds on behalf of the London Development Agency (LDA) has been submitted in support of the application.

Currently, vehicular and pedestrian access and egress to the application site is from the south. There is a dedicated site access onto Stephenson Street via an unnamed access road 130 metres south of Stephenson Street's junction with Manor Road. A second access connects with North Crescent in the southwestern corner of the site. It is proposed that buses will mainly get to and from the site from the south.

The northern part of Stephenson Street does not permit two large vehicles of any sort, including buses, articulated lorries, refuse collection vehicles etc, to pass each other. In every case, a vehicle travelling northbound on Stephenson Street must stop before the bend to permit another vehicle to complete the southbound manoeuvre. Articulated (bendy) buses and articulate lorries travelling northbound have to stop some 20 metres before the bend to allow an oncoming vehicles to pass. Articulated vehicles regularly use it, including those presently serving Royal Mail at the Parcellforce site. In addition there is an existing bus route (Route 323) which operates with a 12 minute headway in each direction during most of the day and is served by single-deck vehicles. There are thus well in excess of 100 small buses a day undertaking the manoeuvre through the sharp bend on Stephenson Street.

LTGDC wish to preclude the use of the Stephenson Street bridge by articulated buses, whether in service or otherwise, unless in the event of an emergency. Articulated buses should only exit the bus garage via Stephenson Street southward to the A13. This can not be achieved through the imposition of a condition. Therefore a traffic regulation order for prescribing that the bridge may not be used by articulated buses is required. Such an order would need to be made by the Traffic Authority under section 6 of the Road Traffic Regulation Act 1984. It would be for the Traffic Authority to determine whether it is appropriate to make such an order. It is therefore recommended that Members agree that any resolution to grant planning permission be subject to the Traffic Authority making a traffic regulation order to prevent the bridge being used by articulated buses.

The only route currently operating from the East London Buses garages at Waterden Road with bendy buses is the Route 25, which runs from Ilford to Oxford Circus. Exiting the proposed Garage at West Ham via Stephenson Street southwards to the A13 is achievable. Routes to Stratford and Oxford Street are then achievable without causing disruption to the safe and free flow of the public highway. The return route could follow a route via Romford Road; Stratford High Street (both of which are on route); Blackwall Tunnel Northern Approach; A13; Stephenson Street or alternatively use the A406 and A13 and use the existing 'bus only' U turn at Abbots Road. Therefore not needing to turn into or out of Manor Road.

The additional buses will be replacing large HGVs that currently operate from the

Parcelforce site. The sweep of the buses and the HGVs are comparable. That said, it is noted that the articulated lorries accessing the Parcelforce site have to make another sharp turn close to the rail bridge in order to get to and from the access to the Parcelforce depot, whereas all buses would avoid this turn by using Cody Road and North Crescent instead.

LTGDC recognise that the existing highway infrastructure is often congested and that this can be worsened by on-street parking and is likely to be further exacerbated by the proposed use. There is a clear need for parking restrictions to be enforced/upgraded if the proposed development is to be brought into use in order to optimise the capacity of the highway network in accordance with policies T2 and T3 of the LBN Unitary Development Plan.

Energy

The London Plan requires the inclusion of energy efficiency and renewable energy measures in all new developments, where feasible.

The application proposes the installation of an on-site wind turbine. NATS have objected to this proposal. This objection is currently under review.

The proposal also includes the installation of two small Biomass Boilers that would provide a 12.1% reduction in carbon dioxide emissions alone. Based on the biomass proposal alone, the application would still meet the requirements of London Plan policy 4A.9, which sets a requirement to provide a 10% reduction in carbon dioxide emissions through the development of on-site renewable energy. If NATS maintain their objection the on-site wind turbine could be omitted from the proposal without falling below the 10% reduction requirement.

LTGDC recognise the outstanding objection by NATS as a possible reason for refusal of the application and therefore suggest the use of a condition that precludes the inclusion of the wind turbine until the local planning authority in consultation with NATS are sufficiently satisfied that the rotating blades will not adversely affect the ability of radar equipment at Heathrow to detect small aircraft in the vicinity of the application site so as to overcome NATS outstanding objection.

In taking forward the Mayor's Energy Strategy and policies 4A.7 - 9, LTGDC suggest the use of a condition to ensure that the proposed Biomass Boilers are fully implemented prior to the first occupation of the development and retained / maintained for so long as the development shall exist unless otherwise agreed in writing by the Local Planning Authority.

Design

The proposal presents a design approach that accords with policy EQ19 and London Plan policy 4B.1. The bus depot's design, massing and layout offer an interesting and modern approach to designing transport functions.

The proposal incorporates a four-span arched roof, with 100 metre extended vaults, arranged north to south along the site. The proposed roof arrangement would reduce the noise and visual impacts caused by the proposed wind turbine and bus operations. The scheme incorporates a sedum planted roof on the eastern and western vaults, which will further soften the visual impacts of the proposed use.

The presence of a sedum roof will improve building insulation and assist with water drainage run off and rainwater harvesting. London Plan policy 4C.8 promotes the use of green roofs in developing sustainable urban drainage systems, while the draft London Plan further alterations promotes the use of green roofs in improving the performance,

design and visual impact of a building and reducing the heat effect of a building. A condition should be included requiring detailed plans for the installation and management of the proposed sedum roof in line with London Plan policies 4B.1 and 3D.12 and London Plan Supplementary Planning Guidance on Sustainable Design and Construction so as to promote high quality design and encourage biodiversity and nature conservation.

Sustainable drainage and floodrisk

The site is within Flood Risk Zone 3a. The proposed land use is classified as being 'less vulnerable' to flood risk and the design of the scheme meets the exceptions test. Consequently, there are no objections, in principle, on flood risk grounds.

The site incorporates rainwater harvesting from the bus depot roof for use in on-site vehicle washing. London Plan policy 4C.8 on sustainable drainage welcomes this approach as a method of reducing water consumption and surface water discharge.

The four conditions suggested by the Environment Agency have been included in the suggested conditions that form part of this report.

Employment

The proposed bus garage will be a significant employer and is found to accord with the provisions of policies EMP1 and 3B.1. 870 existing staff will be employed at the site. As part of the Parcellforce site proposals, around 70 jobs will be relocated from Ilford. As the capacity of the bus garage is taken up the workforce will also expand and it is expected that over 1000 jobs of a variety of types will be based at the garage ultimately. 150 or more of these will be totally new jobs with the remainder being relocations from Waterden Road and Ilford.

Noise

The GLA are currently assessing a detailed noise assessment report submitted in response to the GLA's Stage One report. The GLA have not concluded their assessment of that report and will provide detailed comments in due course.

The LB Newham Environmental Health concern is noted in respect of the Noise Assessment prepared by Halcow dated January 2007 and appended to the planning application. A condition is suggested advising that it is not approved because it does not provide sufficient detail to ensure the premises does not give rise to disturbance. In particular the report lacks detail regarding offsite effects and the method of reporting may underestimate the impact. That condition requires a revised/amended Noise Assessment to be submitted to and approved by the Local Planning Authority and put in place/implemented in full.

HSE Consultation Guidance

Regarding the HSE guidance for the adjoining gas holder site, the LDA appointed Sergison Bates to examine the possibility of delivering a residential led, mixed use scheme on the remaining part of the site in the ownership of the LDA and TfL. The Sergison Bates advice provides that the site could yield approximately 2,094 units (at a density level of 676 habitable rooms per hectare), at a building height of up to 15 storeys, in line with the policy requirements as set out in the Lower Lea Valley Opportunity Area Planning Framework.

The LDA, in conjunction with the GLA, is reviewing the HSE guidance regarding Hazardous Sites. A report has been prepared by Capita Symonds Ltd (Planning), supported by Andrew Francis & Associates to examine the potential impacts on current London planning and spatial development policies and development projects of proposed changes to the planning regime for sites around "hazardous installations" by

the HSE. Findings to date indicate that there may be a case to seek reassessment of the HSE PADHI guidance in relation to the Bromley By Bow gasholders specific to the site's adjoining land.

The GLA have advised that they are satisfied that the remainder of the Parcellforce site could be sufficiently developed so as to achieve the density rates and housing provision levels that would be required to meet the needs of the London Plan Housing Supplementary Planning Guidance.

Members are reminded that the subject bus garage proposal does not fall within the HSE consultation area, but the consultation area does affect land within the context of the overall site. LTGDC have considered the development of the wider site (including the HSE consultation area) as part of its strategic assessment. LTGDC are not satisfied that the Sergison Bates or Capita Symonds reports provide a sufficiently rigorous assessment of the risks associated with development proposals adjacent to or within HSE consultation areas. LDA are presently in discussion with National Grid Gas. This does not prevent LTGDC from issuing a decision on the subject application.

Impacts on the surrounding locality

LTGDC consider the main impacts on the surrounding locality to fall under the following headings: noise; air quality; congestion; car parking; visual amenity.

With regard to noise, the comments made by LB Newham's Environmental Health officers are justified. LTGDC do not consider this to warrant refusal of the application. The following condition is suggested to address this issue:

The Noise Assessment prepared by Halcow dated January 2007 and appended to the planning application is not approved because it does not provide sufficient detail to ensure the premises does not give rise to disturbance. In particular the report lacks detail regarding offsite effects and the method of reporting may underestimate the impact. Prior to the commencement of works on the development hereby permitted, a revised/amended Noise Assessment shall be submitted to and approved by the Local Planning Authority. The mitigation measures approved by the Local Planning Authority shall be put in place/implemented in full.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

With regard to air quality, the comments made by LB Newham's Environmental Health officers are justified. LTGDC do not consider this to warrant refusal of the application. The following condition is suggested:

The Air Quality Assessment by Faber Maunsell dated February 2007 and appended to the planning application is not approved because it provides inadequate detail to enable a reasonable assessment to be made. In particular the assessment has not used a "worst case year" ie 2003 Met data. Prior to the commencement of works on the development hereby permitted, a revised/amended site report detailing steps to minimise exposure to air pollution shall be submitted to and approved by the Local Planning Authority. That revised/amended report shall include details on how the building will be ventilated and how that could effect dispersion. The approved scheme is to be completed prior to occupation of the development

and shall be permanently maintained thereafter.

Reasons: To protect the amenity of future occupants and/or neighbours and in the interest of the declared Air Quality Management Area and with regard to policies EQ45 and EQ46 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

The issues of congestion and car parking are discussed in the 'car parking' section of this report (page 11).

In terms of visual amenity, the proposed development is considered to meet London Plan Policy 4B.1, 'Design principles for a compact city', which states that the Mayor will seek to ensure that new developments maximise site potential, enhance public realm, provide a mix of uses, are accessible, legible, sustainable, safe, inspiring, exciting and respect London's natural and built heritage, amongst others. The proposal presents a well considered design approach that does not present any negative impacts upon the surrounding environment.

10. CONCLUSION AND REASONS FOR APPROVAL

As Members are aware various applications for the relocation of businesses from the Olympics site have resulted in decisions having to be made on contentious issues in order to facilitate construction works for the Games site, both within, and outside, the LTGDC area. This particular application has raised more issues in terms of planning policies, regeneration aspirations and impact on adjacent activities than previous Olympic related applications considered by the LTGDC.

Whilst it is understandable that the applicants have focussed on operational needs being met and then provided supplementary information to demonstrate how the remainder of the Parcelforce site could be appropriately developed, there has been a parallel need to consider the wider regeneration issues and concerns of local businesses. The site obviously is particularly attractive to the applicants given it is in LDA ownership and there is an agreed programme with the current occupiers for them to vacate in two stages enabling an interim occupancy by the bus company prior to permanent development.

The original proposals for a high density residential led development of the overall site were to build on the planning and regeneration objectives for the lower Lea Valley area and take advantage of proximity to West Ham station. These objectives have since been compromised to an extent by the PADHI protection zones around the gas holders which mean that an area nearest the holders can not be developed for residential units. Whilst indicative plans have been provided indicating that a layout can be achieved which provides an appropriate number of residential units this is less optimum than previously envisaged but in itself does not justify refusal.

The site is part of a successful business area and it is important to ensure that those businesses are not significantly affected by the proposed bus garage. The times when the majority of buses will enter and leave the site by the preferred route (to and from Canning Town roundabout via Bidder Street and Stephenson Street respectively) will be significant in reducing the likely impact. Furthermore the provision of a CPZ which excludes the bus company employees from obtaining permits would address the concern about parking spaces on nearby streets currently used by employees of those businesses all being taken by bus drivers and other staff. There are still concerns that what is already not an ideal situation in terms of gaining vehicular access to and from the area, particularly with the constraints imposed by the Stephenson Street bridge, will be made worse by the proposals. Hence Pell Frischmann being commissioned to

consider improvements to the bridge in association with their wider Connections Study and a preferred option being proposed. Implementation of the option would, it is considered, facilitate both the redevelopment in due course of the remainder of the Parcelforce site – be it for residential led development or a new stadium for West Ham United - and improve access to the surrounding business area.

Having assessed at length the various reports and representations for and against the proposal it is considered that permission can be recommended subject to conditions and a S106 agreement as detailed in this report.

Any resolution to grant planning permission will be subject to the Traffic Authority making a traffic regulation order to prevent the Stephenson Street bridge being used by articulated buses unless in the event of an emergency.

LTGDC will notify both NERL and the Civil Aviation Authority (CAA) of that fact that it is minded to grant planning permission, detailing the wording of the proposed condition in relation to the wind turbine.

To conclude, no material considerations have been identified that warrant refusal of the application. As such, it is recommended that planning permission be granted subject to conditions and an agreement under section 106 of the Act, requiring:

- An index linked financial contribution towards the provision of a CPZ in the locality. The CPZ should allow permits to be issued to local businesses only and exclude provision for any bus depot staff.
- An index linked financial contribution towards the improvement of the Stephenson Street bridge and/or adjacent highway improvements; and
- A Green Travel Plan containing details of measures to be implemented in order to encourage staff, contractors and visitors to travel to the development by means other than by private car and to minimise car useage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling to and from the development.
- A Green Travel Report to be submitted to and approved by the Local Planning Authority analysing the effectiveness of the measures implemented pursuant to the approved Green Travel Plan and setting out details of the new measures and initiatives to be implemented in order to improve the effectiveness of the Green Travel Plan.
- The developer to pay the Traffic Authority's costs for making a traffic regulation order preventing the Stephenson Street bridge from being used by articulated (bendy) buses.

and referral to the Greater London Authority Chief Executive to decide whether to direct to refuse permission.

Conditions & Reasons:

1. The development to which this permission relates must be commenced not later than the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. All works are to be completed in accordance with the following drawing numbers 1000/A/02 Rev F, 1000/N/02 Rev C, 200/A/01 Rev E, 200/A/44 Rev C, 200/A/45, 200/A/61 Rev C, 200/A/63 Rev B and 500/A/01. No further drawings apply, unless otherwise approved in writing by the Local Planning

Authority.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s), and to protect the local amenity with regard to Policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001), and Policy 4B.1 of the adopted London Plan, February 2004. The development is acceptable on the basis of the particulars contained within the application and this condition seeks to ensure the development is undertaken in strict accordance with those details as approved.

3. Prior to the commencement of works on the development hereby permitted, a sample of materials to be used on all external surfaces on the proposed extension shall be submitted to and be approved by the Local Planning Authority. The approved materials are to be constructed/installed prior to the occupation of the development to the satisfaction of the Local Planning Authority and shall be permanently maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To ensure a satisfactory standard of external appearance and to protect local amenity and with regard to Policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001) and Policy 4B.1 of the adopted London Plan, February 2004.

4. Prior to the commencement of any works on the site, a plan showing the proposed landscaping scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall include the following:
 - i. Full details of plants and trees (common and Latin names, size and pot height; density or number, tree girth and method of growth i.e. container or open ground);
 - ii. Maintenance schedule;
 - iii. Full details of materials to be used on paved areas and other hard surfaces;
 - iv. Suppliers or manufacturers;
 - v. Guide to construction;
 - vi. Paving/fencing/colours/finishes
 - vii. Location of lighting and details of lighting levels (wattage)

All planting, seeding or turfing shall be implemented in the first planting season following occupation of the buildings or the substantial completion of the development, whichever is the sooner.

Any plants or trees that die or are removed damaged or diseased within a period of FIVE years from the substantial completion of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent for a variation.

Reason: To ensure a satisfactory standard of external appearance of the development and with regard to Policy EQ15 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

5. Development shall not begin until a scheme for the provision and implementation of drainage details and surface water run-off limitations, incorporating sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, have been submitted to and approved by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details

before the development is completed.

Reason: To prevent the increased risk of surface water flooding and improve water quality.

6. Surface water source control measures shall be taken in accordance with details which are submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent the increased risk of flooding and improve the water quality.

7. The construction of storage facilities for oils, fuels or chemicals shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before development is commenced.

Reason: To prevent pollution of the water environment.

8. No development shall take place until the developer has carried out adequate investigation to assess the degree of contamination of the site and to determine its water pollution potential. The methods and extent of the investigation shall be agreed with the Planning Authority before any work commences. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority.

Reason: To prevent pollution of the water environment as the site may be contaminated due to the previous use.

9. All demolition and building works must be undertaken in accordance with the London Underground Limited "Special Conditions for Outside Parties working on or near the Railway". These lay down criteria to ensure that the work is carried out at minimum risk to both parties.

Reason: To safeguard Jubilee Line tracks from the development which is both a hazard to and at hazard from the railway.

10. Prior to the commencement of works on the development hereby permitted, details of the proposed lighting scheme shall be submitted to and approved by the Local Planning Authority in a report prepared by an appropriately qualified lighting engineer or designer. The report should show how the lighting scheme proposed will:

- Be the minimum required to perform the relevant lighting task;
- Minimise light spillage and pollution;
- Include landscaping/screening measures to screen illuminated areas in environmentally sensitive area; and
- Avoid dazzle or distraction to drivers on nearby highways.

Details should include where appropriate:

- The location, type, number, mounting height and alignment of the luminaries;
- The beam angles and upward waste light ratio for each light;
- Details of screening and other mitigation;
- An isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties, the public highway or any railway; and

- Where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.

The approved scheme is to be constructed/installed prior to occupation of the development and shall be permanently maintained thereafter.

Reason: To ensure that community, highway and railway safety is not compromised and with regard to policy EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

11. Prior to the commencement of works on the development hereby permitted, full details of any mechanical ventilation or other plant (associated with the commercial operation of the building) shall be submitted to and approved by the Local Planning Authority. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the potential high-level discharge of kitchen extract air where a high level of discharge is usually essential. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter.

Reason: to protect the amenity of future occupants and/or neighbours and with regard to policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

12. All commercial road vehicles used on the construction project must meet the European Emission Standards (commonly known as Euro standards) of Euro 3 during any works that take place from the date of this consent and Euro 4 for any works that take place from January 2008. In the event of any new European Emission Standards being introduced after 2006 the standards shall be applied to all road vehicles serving the construction project within a period of 2 years after the date of introduction contained within the relevant EU Directive.

All non-road mobile vehicles with compression ignition engines used within the site must comply with emission standards set in EC directive 97/68/EC. Vehicles must meet Stage II limits from the start of contract and from 1 January 2012, meet Stage IIIa and b emission limits.

Exemptions to the above standards (for road and non-road vehicles) may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to the Local Planning Authority in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant.

No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.

Any diesel powered machines used on, or otherwise serving the site, must be run on ultra low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra low sulphur diesel" means fuel meeting the specification with BS EN 590.

Reason: To protect the amenity of future occupants and/or neighbours and with regard to policy EQ45 of the London Borough of Newham Unitary

Development Plan (adopted June 2001).

13. Prior to the commencement of works on the development hereby permitted, details of the proposed sound insulation scheme to be implemented between the development and adjoining premises shall be submitted to and approved by the Local Planning Authority. Details should include airborne and impact sound insulation. The developer shall certify to the Local Planning Authority that the noise mitigation measures agreed have been installed. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.

Reason: To protect the amenity of future occupants and/or neighbours and with regard to policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

14. Prior to the commencement of works on the development hereby permitted, an acoustic report shall be submitted to and approved by the Local Planning Authority. Plan operation and activity on site shall not give rise to a BS4142 rating level greater than the background level at the nearest or worst effected property. Where it is considered impractical to meet this noise standard the report should detail mitigation measures taken to reduce noise to a minimum.

A specific report is required for the wind turbine which should include detailed tonal assessment including low frequency noise. The report should detail impacts and mitigation measures. Prior to the commencement of works on the development hereby permitted, an acoustic report shall be submitted to and approved by the Local Planning Authority.

The approved scheme shall be implemented prior to occupation of the development and shall be permanently maintained thereafter. The developer shall certify to the Local Planning Authority that the noise mitigation measures agreed have been installed.

Reason: To protect the amenity of future occupants and/or neighbours and with regard to policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

15. Contamination:

a) Prior to the commencement of works on the development, an investigation into ground conditions shall be undertaken in accordance with the Model Procedures for the Management of Land Contamination, Environment Agency, Contaminated Land Report 11. The report of the investigation and proposals for any remediation required shall be submitted to and approved in writing by the Local Planning Authority.

b) all works approved shall be undertaken to the satisfaction of the Local Planning Authority.

c) As soon as reasonably practicable, and before the occupation of any remediated area of the site, a validation report shall be submitted and approved by the Local Planning Authority in writing, stating what works were undertaken and that the remedial scheme was completed in accordance with the approved remediation strategy.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with

material that is potentially harmful to humans, or the environment and with regard to policy EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

16. Importation of soils and infill materials:

No soils, or infill materials, are to be brought onto the site unless they have been satisfactorily proven to be uncontaminated and present no risks to human health, planting and the environment. A declaration to this effect, together with acceptable documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, must be submitted to and be approved in writing by the Local Planning Authority prior to occupation.

Reason: To prevent uncontaminated and remediated land from becoming contaminated with material that is potentially harmful to humans, planting and the environment and with regard to policy EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

17. Environmental Code:

Prior to the commencement of works on the site, an Environmental Code shall be submitted to and approved by the Local Planning Authority, in respect of such matters as are likely to cause nuisance to adjoining occupiers. Details should include any demolition, ground works, (including decontamination), construction and access to the site, hours of operation, noise, dust, smoke, road cleaning, odour control, wheel washing and any other matters relevant to this particular site. The environmental code shall be adhered to for the duration of the construction works. Due regard should be taken of the GLA best Practice guide.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupiers reasonable enjoyment of their properties and with regard to policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

18. Prior to the commencement of any works on the development hereby permitted, details of wheel washing equipment shall be submitted to and approved by the Local Planning Authority. The approved scheme is to be maintained for the duration of the demolition/construction works at all vehicle exits to the site and shall be used to prevent the carriage of mud and other materials onto adjoining public roads.

Reason: to safeguard the amenities of the area and prevent the blocking of drainage systems and with regard to policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

19. No impact piling shall be permitted during the construction of this development without the written permission of the Local Planning Authority.

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties and with regard to policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

20. Prior to the occupation of the development hereby permitted, details of the 32 secure and covered cycle spaces and 20 motorcycle parking provision shall be submitted to and approved by the Local Planning Authority. The

facilities are to be constructed, surfaced and marked out prior to occupation of the development and shall be permanently maintained thereafter.

Reason: To ensure that adequate on-site parking is made available for alternative forms of transport and with regard to policy T15 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

21. Accommodation shall be provided on the site for 65 cars as shown on the approved drawings. Prior to occupation of the development hereby permitted, the parking spaces are to be surfaced and marked out to the satisfaction of the Local Planning Authority and shall thereafter be permanently maintained for use by occupiers and/or visitors to the site.

Reason: To ensure the provision of adequate off street parking facilities and with regard to policy T15 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

22. The parking spaces shown on the approved drawings are to be constructed with minimum dimensions of 2.4m x 4.8m with a clear manoeuvring area of 6m to be provided in front of each space. Where parking spaces provide access for disabled people, such spaces are to have a minimum dimension of 3.6m x 6.0m. All parking spaces are to be constructed to the satisfaction of the Local Planning Authority.

Reason: To ensure that adequate on-site parking is provided, in the interest of pedestrian and vehicular safety and with regard to policy T15 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

23. The phased development identified in the application prepared by Pringle Richards Sharratt Architects and dated 09.02.2007 shall not be commenced until all works associated with the proposed temporary bus parking, fuelling, washing, basic maintenance facilities, staff and office accommodation and associated works have been submitted to and approved by the Local Planning Authority. Only the approved scheme shall be implemented.

Reason: To ensure that the development is constructed in accordance with the approved drawing(s), and protect the local amenity with regard to policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

24. Prior to the commencement of works on the development hereby permitted, details relating to the means of refuse storage shall be submitted to and approved by the Local Planning Authority. Details should include noise output, odour control systems and termination points. The approved scheme is to be implemented prior to occupation of the development and shall be permanently maintained thereafter.

Reason: To ensure adequate and hygienic refuse disposal with regard to policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

25. Prior to the commencement of works on the development hereby permitted, details of all enclosures (including development hoardings) around the site boundary (fencing, walling, etc) shall be submitted to and approved by the Local Planning Authority. Details should include the proposed design, height and materials. The hoarding along the eastern boundary shall be 2.5m high. The approved works are to be completed prior to occupation of the

development and shall be permanently maintained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality and with regard to policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

26. Should any suspected archaeological evidence be found on the site during construction works, all works must immediately cease and the find is to be reported to the Local Planning Authority and to the Archaeology Department within English Heritage. Works shall not recommence until otherwise advised in writing the by the Local Planning Authority or English Heritage.

Reason: To provide opportunity for the recording of archaeological evidence and further research where necessary and with regard to policy EQ42 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

27. An archaeological "watching brief" is to take place during all new foundations, below ground works and excavation phases of the development. The purpose of the watching brief is to ensure that any agreed design measures to preserve the archaeological remains in situ, are correctly implemented on site and to allow investigation and recording of any archaeological evidence that might revealed in areas not covered by preservation measures. The approved scheme is to be implemented for the duration of site works.

Reason: To provide opportunity for the recording of archaeological evidence and further research where necessary and with regard to policy EQ42 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

28. The Air Quality Assessment by Faber Maunsell dated February 2007 and appended to the planning application is not approved because it provides inadequate detail to enable a reasonable assessment to be made. In particular the assessment has not used a "worst case year" ie 2003 Met data. Prior to the commencement of works on the development hereby permitted, a revised/amended site report detailing steps to minimise exposure to air pollution shall be submitted to and approved by the Local Planning Authority. That revised/amended report shall include details on how the building will be ventilated and how that could effect dispersion. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.

Reasons: To protect the amenity of future occupants and/or neighbours and inn the interest of the declared Air Quality Management Area and with regard to policies EQ45 and EQ46 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

29. The Noise Assessment prepared by Halcow dated January 2007 and appended to the planning application is not approved because it does not provide sufficient detail to ensure the premises does not give rise to disturbance. In particular the report lacks detail regarding offsite effects and the method of reporting may underestimate the impact. Prior to the commencement of works on the development herby permitted, a revised/amended Noise Assessment shall be submitted to and approved by the Local Planning Authority. The mitigation measures approved by the Local Planning Authority shall be put in place/implemented in full.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

30. All vehicles awaiting repair/servicing shall be accommodated within the premises and at no time shall such vehicles be parked on the public highway.

Reason: In the interest of highway safety and neighbourhood and with regard to policy EMP14 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

31. Demolition – Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. In particular the demolition of buildings or other structures should be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail's land. Approval must be obtained from Network Rail's Outside Parties Engineer.

Plant, Scaffolding & Cranes – Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned that in the event of failure it will not fall on to Network Rail land.

Excavations of footings – Network Rail will need to be consulted on any alterations to ground levels. It should be noted that Network Rail are concerned about excavations within 10m of the boundary with the operational railway and will need to be assured that the construction of foundations and footings will not impact on the stability of the railway. A full method statement must be supplied and agreed with Network Rail's Outside Party Engineer before consent can be granted.

Amenity – Network Rail is not aware whether any PPG24 noise and vibration assessment has been carried out for this location. Amenity will need to be addressed.

Drainage – Additional or increased flows of surface water must not be discharged onto Network Rail land nor into Network Rail's culverts or drains. In the interests of long term stability of the railway, soakaways should not be constructed within 10m of the boundary with the operational railway.

Fencing – Given the proposed use of the site a 1.8m high fence should be constructed to avoid trespass and vandalism and provide acoustic insulation for the residential units.

Site layout – In order to ensure the proposed development can be constructed and maintained without encroachment onto the operational railway line all buildings and structures should be set back at least 2m from the boundary with the operational railway or at least 5m for overhead power lines.

Landscaping – Details of landscaping along the railway corridor to be submitted to Network Rail, who can provide advice on appropriate planting species, as well as inappropriate planting.

Party Wall Act 1996 – Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with NRIL at an early stage of the preparation of details of their development on Party Wall matters.

Reason: To ensure the safe operation of the railway.

32. All entrances and exits to the building hereby permitted, shall be constructed with ramped (no greater than 1:15 gradient) or level access, with a minimum 900mm front pathway to a level landing 1.5m deep x 1.2m wide, leading to a flush threshold, with a minimum clear door opening of 800mm. Prior to the commencement of works on the development hereby permitted a detailed disabled access plan including gradients for the proposed site shall be submitted to and approved by the Local Planning Authority including details of external ramp(s).

The approved disabled access plan shall be completed prior to occupation of the development and permanently maintained thereafter.

Reason: To ensure that people with mobility impairment, in particular wheelchair and scooter users, are not excluded from using the proposed developments by reason of lack of adequate facilities and with regard to policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

33. The wind turbine shall not be installed unless or until details have been submitted to and approved by the local planning authority in consultation with NATS that demonstrate that the rotating blades will not adversely affect the ability of radar equipment at Heathrow to detect small aircraft in the vicinity of the application site. The specification for the turbine and blades and the installation shall only be in accordance with these approved details and the equipment shall be retained as such unless otherwise agreed in writing by the local planning authority in consultation with NATS.

Reason: To ensure the safe operation of air traffic.

34. The development shall be constructed to include the proposed combined heat and power (GHP) units with associated gas fired boilers and biomass boilers and these technologies shall deliver a reduction of at least 10% of the development's carbon dioxide emissions.

The technologies shall be fully implemented prior to the first occupation of the development and retained for so long as the development shall exist unless otherwise agreed in writing by the local planning authority.

Reason: In accordance with policies 4A.7 and 4A.8 of the adopted London Plan 2004.

35. Prior to the commencement of the development detailed plans for the installation and management of the proposed sedum roof in line with London Plan policies 4B.1 and 3D.12 and London Plan Supplementary Planning Guidance on Sustainable Design and Construction shall be submitted to and approved by the Local Planning Authority.

The approved details shall be fully implemented prior to the first occupation of the development and retained for so long as the development shall exist

unless otherwise agreed in writing by the Local Planning Authority.

Reason: To promote high quality design and encourage biodiversity and nature conservation in accordance with London Plan policies 4B.1 and 3D.12 and London Plan Supplementary Planning Guidance on Sustainable Design and Construction.

36.

Informatives:

1. In accordance with Section 34 of the Environmental Protection Act the Duty of Care in respect of waste, any waste generated on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons.
2. Chimney Height - Your attention is drawn to the need for compliance with the requirements of the Clean Air Act 1993 with reference to chimney heights, see "Chimney Heights Memorandum, 3rd edition, 1993, and Her Majesty's Inspectorate of Pollution Technical Guidance Not D1 June 1993" in respect of any boiler with a gross heat input of greater than 366.4 KW or burns pulverised fuel or burns at a rate of greater than 45.6 Kg/hr any other solid matter. Reason – to prevent loss of amenity to occupants of this and other premises due to odour other effluvia and/or harmful gases.

3. Air pollution and noise from demolition or construction sites

Smoke:

Bonfires should not be used on any construction or demolition sites. Burning materials causes smoke that will contain carbon monoxide, particles and a range of noxious compounds. A bonfire will add to the background level of air pollution, which can cause adverse health affects to persons on site and beyond the site boundary. The smoke, smell and smuts from bonfires can also cause annoyance to neighbours and bonfires may get out of control and become dangerous.

The Clean Air Act 1993 makes it an offence to burn any material that results in the emission of dark smoke on industrial or trade premises (including demolition sites) with a maximum fine of £20,000.

The Environmental Protection Act 1990 gives Local Authorities and The Environment Agency the power to control smoke arising from burning waste on site. In cases where complaints have been received, or the Council has reason to believe that burning is to take place and nuisance likely to occur an Abatement Notice may be served prohibiting nuisance and specifying steps to be taken to minimise further problems. If the requirements of the notice are not satisfied the Local Authority can enforce by taking legal proceedings.

Dust:

Dust from demolition and construction work can also damage health and impact upon quality of life by leaving deposits on cars, windows and property. These impacts can be reduced through using measures such as:

Using water sprays or sprinklers to suppress dust during dust generating activities such as filling skips, breakout of concrete and managing stock piles. Washing the wheels of vehicles leaving the site if they are carrying mud or debris.

Erecting solid barriers to the site boundary.

Ensuring that lorries leaving the site carrying debris or waste are properly covered.

Cleaning the road and footpath near the site entrance as required.

Where disk cutters are to be used they should have a dust bag, have water suppression or the working area should be wet prior to the use of the machinery.

Where demolition or construction is due to occur over greater than one week the contractor should provide the local authority with a dust management protocol.

This should detail the identification of dust generating activities, their location, duration and the means by which the dust shall be suppressed.

Under the Environmental Protection Act 1990 dust from demolition or construction sites may, like smoke, be a statutory nuisance. As above the local authority may serve an abatement notice on the person responsible and take legal proceedings if the notice is not complied with.

Detailed guidance on dust issues relating to construction sites can be found in the Building Research Establishment documents 'Control of dust from construction and demolition activities' and 'Improving air in urban environments: Guidance for the construction industry'.

In addition, the GLA Best Practice Guide for dust, currently in draft format, is seen as the most comprehensive dust management protocol. Contractors should be aware of its details regarding the efficient management of dust and particulate on site

http://www.london.gov.uk/mayor/environment/air_quality/construction-dust.jsp

Noise:

Detailed guidance on noise issues relating to construction sites can be found in BS 5228 *Noise control on construction and open site*. In particular, Par 1, "Code of Practice for basic information and procedures for noise control" will be useful because as well as giving general advice, it describes a method for predicting noise from construction sites.

General:

Developers should be aware that there are likely to be other Acts or legislation that are not covered in this document and that acts and regulations identified within the document may have been superseded.

Please note that if you are carrying out demolition works you may need to notify the Council as required by the Building Act 1984. This enables the Council to protect public safety and ensure that adjoining premises and the site are made good on completion of the demolition. For further information contact London Borough of Newham Council Building Service on 020 8430 2000 or email: reception.bco@newham.gov.uk

If you have any queries about air pollution or noise from construction or demolition sites please telephone or email Public Protection on 020 8430 3820 or pollution.inquiry@newham.gov.uk

4. Gas susceptibility The property lies within an area of the borough that has moderate to high gas susceptibility resulting from natural alluvial and peat deposits. The construction methods and materials should take account of this possibility and professional advice should be taken to ensure the adoption of appropriate gas protection measures. Professional advice should also be sought regarding possible requirements within the Building Regulations 2000 APPROVED DOCUMENT C:C1 Site preparation and resistance to contaminants.

5. Land Contamination For advice and information upon contaminated land site investigation, risk assessment and implementing a remediation strategy it is recommended that the developer contacts the Environmental Health Pollution Control Unit, Alice Billings House, 2-12 West Ham Lane, Stratford, London E15 4SF Tel: 020 8430 3820. The Unit has produced a leaflet 'The development of contaminate sites' which can be downloaded free from www.newham.gov.uk. The developer shall notify the Council's Development Control and the Environmental Health Pollution Control Unit of the Start dates and programme of site investigations and any subsequent remediation works.
6. Explosive Ordnance The site lies within an area of the borough that has been identified as being at potential risk from buried explosive ordnance due to wartime bombing. It is recommended that professional advice is obtained and a risk assessment undertaken to identify and analyse any threat posed by ordnance before works commence.

Local Government (Access to Information) Act 1985
Background Papers Used in Preparing this Report

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Department
- London Plan
- Newham UDP (June 2001) and Supplementary Planning Guidance Notes
- Lower Lea Valley Opportunity Area Planning Framework, Jan 20007
- Circular 04/2000 Planning Controls for Hazardous Substances
- Transport Review of Beckton and West Ham Bus Garage Relocation Options Report by Sinclair Knight Merz, 12th June 2007
- The Town and Country Planning Use Classes Order 2005 (Effective 21 April 2005)
- HSE guidance 'Planning Advice for Developments near Hazardous Installations (PADHI)
- The Mayor of London's Supplementary Guidance - Land for Transport Functions (March 2007)
- Integrating renewable energy into new developments: Toolkit for planners, developers and consultants, by Faber Maunsell, September 2004
- Drivers Jonas letters dated 11 May 2007 and 12 June 2007
- Arup report – 'West Ham Parcellor Site' prepared for the London Development Agency, dated August 2006
- Capita Symonds letter – 'Alternative Bus Relocation Site' – Jenkins Lane, prepared for the London Development Agency, dated 12 December 2006
- JMP Consulting – 'Replacement Bus Garages in East London' prepared for Transport for London, dated January 2007
- Sergison Bates Architects – 'Urban Strategy Study', prepared for the London Development Agency, dated February 2007
- London Borough of Newham letter – Bus Depot Relocation results of comparative assessment studies' dated 14 February 2007
- Transport for London letter – 'Bus Garage Relocation' to London Borough of Newham dated 21 March 2007
- London Borough of Newham 13th June 2007 planning committee report

- Draft assessment of options for improvements to Stephenson Street Bridge, prepared by Pell Frischmann (draft) dated 12 June 2007

CASE OFFICER: Amanda Reid

Appendix 1: Site Location Plan

Appendix 2: Proposed Site Layout Plan

Appendix 3: Proposed Elevations

Appendix 4: Option 3 from Pell Frischmann Report

Appendix 5: London Borough of Newham Reasons for Refusal of Parcelforce Bus Garage Application

London Borough of Newham Reasons for Refusal of Parcelforce Bus Garage Application

1. The proposal to provide a bus depot at this site is contrary to the Corporation and LB Newham's regeneration aims of achieving a high quality B1, B2 and residential led mixed use redevelopment of the site as a Priority Development Node, and maximise the future benefits of improved and integrated PTAL links with West Ham station. This will impact negatively on the Corporation and LB Newham's regeneration strategy and aspirations for the Lower Lea Valley. The proposal is therefore contrary to Policies S5 (Priority Development Nodes), S6 (Mixed Use Development) and UR25 (Major Opportunity Zone 24) of the London Borough of Newham Unitary Development Plan (Adopted June 2001) and Policies 3A.25 (Social and Economic Impacts), 3B.1 (Developing London's Economy) and 3B.4 (Mixed Use Development) of the London Plan (Adopted Feb 2004), and Lower Lea Valley Opportunity Area Planning Framework (2007).

2. The submitted Transport Assessment lacks information concerning cumulative impacts of the proposal with surrounding existing business uses, their intensity, levels of vehicular movement to and from those uses, the time of these movements, level of employment, level of on street parking or the impact these uses may have on the bus depot's functioning or vice versa. Without this information, the Corporation is concerned that the impact of the proposal is likely to result in increased traffic generation, congestion and disruption to the detriment of adjoining occupiers, residents and general highway safety. The proposal is therefore contrary to Policies T3 (New Development: Highway Capacity) and T15 (Parking Standards for New Development) of the London Borough of Newham Unitary Development Plan (Adopted June 2001), and Policies 3C.2 (Matching Development to Transport Capacity) and 3C.22 (Parking Strategy) of the London Plan (Adopted Feb 2004) and PPG13: Transport.

3. The proposed use of Stephenson St /Manor Road junction as a primary access into the site is of concern given calculations indicate that this access is inadequate for purposes of the proposal. The junction suffers from very poor vertical and horizontal sight lines and this therefore poses acute highway and pedestrian safety concerns. The proposal is therefore contrary to Policies EQ25 (Access), EQ26 (Safety), T3 (New Development: Highway Capacity) and T15 (Parking Standards for New Development) of the London Borough of Newham Unitary Development Plan (Adopted June 2001), and Policies 3C.2 (Matching Development to Transport Capacity) and 3C.22 (Parking Strategy) of the London Plan (Adopted Feb 2004) and PPG13: Transport.

4. The proposed wind turbine will compromise navigational aids, instrumentation and monitoring of air traffic movement to the detriment of air traffic control and general public safety. The proposal is therefore contrary to Policies EQ26 (Safety), EQ27 (High Buildings: Control and Design Considerations) and EQ28 (High Buildings: Control and Design Considerations) of the London Borough of Newham Unitary Development Plan (Adopted June 2001), and Policy 4B.8 (Tall Buildings – Location) of the London Plan (Adopted Feb 2004).

5. The proposed use will give rise to noise and general disturbance to surrounding residential occupiers, primarily along Manor Road, particularly in terms of bus movements early in the morning. The noise assessment accompanying the application does not satisfactorily address the impact of the use with these residential properties and is therefore contrary to Policy EQ45 (Pollution) of the of the London Borough of Newham Unitary Development Plan (Adopted June 2001), and Policy 4A.14 (Reducing Noise) of the London Plan (Adopted Feb 2004).

