

## **LONDON THAMES GATEWAY DEVELOPMENT CORPORATION**

### **PLANNING COMMITTEE MEETING: 21 June 2007**

#### **Planning Application for LTGDC's Determination**

#### **Report of the Director of Planning**

**CASE NUMBER:** LTGDC-07-012                      **DATE MADE VALID:** 12/02/2007

**APPLICATION NO:** PA/07/00257/LBTH              **TARGET DATE:** 29/04/2007

**APPLICANT:** London Bus Services Ltd

**AGENT:** Tribal MJP

**PROPOSAL:** Demolition of the existing buildings on site and the construction of bus garage with ancillary two storey office building and associated facilities (7,781sqm), hardstanding for bus and car parking and associated landscaping to the Hertford Union Canal.

**LOCATION:** Land on North side of Wyke Road including the timber depot, Wyke Road, London, E3

### **1. SUMMARY**

1.1 The application is submitted by London Bus Services Ltd (LBSL). LBSL are required to relocate an existing bus garage at Waterdon Road in the London Borough of Hackney to release land required for the Olympic Park and Legacy Development.

1.2 The application proposes redevelopment of the site to provide a bus garage building with ancillary offices and capacity to park 210 buses and 45 cars. The bus garage will employ 550 staff and will operate 24 hours a day.

1.3 The site is located within the Fish Island industrial Area which is characterised by industrial uses with the exception of a live/work development located adjacent to the site. The site is located within an area identified in adopted and emerging planning policies as an area to be safeguarded for the retention and promotion of industrial and employment land uses.

1.4 15 letters have been received from local businesses and residents objecting to the principle of development; the ability of the surrounding road network to accommodate the trip generation created; the ability of the surrounding road network to physically accommodate bus movements; the impact of overspill car parking on on-street parking provision; the impact on road safety; the noise impact of the use and operating hours; the impact on air quality; the impact on the commercial viability of existing businesses; the impact on accessing the canal for transportation; and the lack of consideration of alternative sites.

1.5 The principle of redeveloping the site with a bus garage is considered to be in accordance with planning policies designed to locate industrial and employment uses in established areas and provide land to facilitate the continued operation and growth of the public transport network.

1.6 The proposed bus garage is not considered to generate an increase in traffic that will cause an adverse impact on the efficient operation of the surrounding local and strategic road network. Despite the narrow width of roads surrounding the site it is considered that buses can negotiate the surrounding road network to access and egress the site without compromising road capacity and safety. Improvements are required to be made to the junction of Monier Street and Remus Road and the applicant has submitted further information at the request of LBTH on the ability of buses to negotiate other junctions within the vicinity of the site.

1.7 The proposed level of car parking is considered appropriate on the basis that a Controlled Parking Zone is introduced and the future operator of the site is prevented from applying for business parking permits. This is considered sufficient to control the demand for on-street parking. The applicant will be required to prepare and implement a Green Travel Plan to improve the site's accessibility by non-car modes of transport.

1.8 The proposed bus garage is not considered to generate noise levels that will result in a material deterioration of the amenity of surrounding occupiers or justify grounds for refusal. While the existing and proposed live/work units on Roach Road represent a sensitive noise-receptor, weight must be given to the fact that this development is located within an area safeguard for industrial activity. The proposed development has been designed to mitigate its noise impact by siting the bus parking area away from the live/work development and roofing over the bus garage building and ancillary office accommodation to provide an acoustic barrier.

1.9 The proposed bus garage is considered to adopt a scale and design that responds appropriately to its industrial and canalside setting. The development adopts a positive relationship to the adjacent live/work scheme and the approach to the canal bridge.

1.10 The application is recommended for approval subject to the planning conditions set out at section 11 of this report and a S106 agreement securing the following:

- a financial contribution towards the implementation of a Controlled Parking Zone;
- a financial contribution towards highway improvements;
- a financial contribution towards canal tow path improvements;
- the employer and its staff are prevented from applying for business parking permits;
- the preparation, implementation and monitoring of a Travel Plan.

## **2. SITE AND PROPOSAL**

### *2.1 Description of Site & Surroundings*

2.1.1 The site is rectangular shaped and measures 2.45 hectares and is bounded by

the Hertford Union Canal to the north, Wyke Road and Monier Road to the south, Roach Road to the east and Wansbeck Road and the A12 Blackwall Tunnel North Approach to the west.

2.1.2 The site is currently occupied by 9,780sqm of buildings including warehouse units and office accommodation. The last consented use was for a brewery distribution depot.

2.1.3 The site is adjoined to the east by the existing Omega Wharf and proposed Crown Wharf live/work developments. They are mixed use developments comprising of B1 office uses and approx 200 live/work units within buildings ranging from five to eight storeys. To the south the site are a number of light industrial/commercial uses, generally comprising of one to two storey buildings.

2.1.4 The site is located within the Fish Island Industrial Area which is identified as a Strategic Employment Location (SEL) in planning policy documents.

2.1.5 The application site is poorly served by public transport and has a PTAL (Public Transport Accessibility Level) of 1b and 2 depending on the time of the day.

## *2.2 Description of Proposal*

2.2.1 The application seeks to relocate an existing bus garage at Waterden Road in Hackney from land that is required to form part of the Olympic and Legacy development. The bus garage is occupied by First Group who operating bus services in East London on behalf of LBSL.

2.2.2 The application proposes demolition of the existing buildings on site and the construction of a bus garage with an ancillary offices and hardstanding for bus and car parking. The bus garage comprises a workshop and two storey office building and is positioned at the eastern end of the site. The total gross external floor area is 7,781m<sup>2</sup>. The bus garage will provide capacity to park 210 buses and 45 car parking spaces.

2.2.3 The main bus garage will span a length of 86.0m and will be 66m in width, consisting of three vaulted roofs of equal height, each with a span of 22 metres in width. The bus garage will reach a height of 12.66m at the peak of the vaulted roofs. The office and administrative building will be of comparable width to the main bus garage structure of 66.0m and will establish a frontage with Roach Road and the canal bridge approach. A gatehouse will mark the site entrance via Remus Road. A landscaping buffer zone is proposed along the site's Hertford Union Canal frontage.

2.2.4 The bus garage will accommodate a refuelling and washing area, a maintenance workshop and a tyre store, parts store and machine workshop and the site will employ approximately 550 staff comprising 450 bus drivers, 44 supervisors/admin staff, 37 engineering/maintenance staff and 15 miscellaneous staff.

2.2.6 Prior to submission of the application the Government Office for London (GOL) issued a screening opinion concluding that the application does not constitute "EIA development" and does not require the preparation of an Environmental Statement.

## **3. MAIN ISSUES**

3.1 The main issues relating to this application are considered to be as follows:

- Land use
- Public Transport
- Highways and Access

- Car Parking
- Car Parking Management
- Noise
- Air Quality
- Daylight and Sunlight
- Design
- Waterways/Biodiversity/Ecology
- Energy
- Flood Risk
- Other Matters

#### **4. RELEVANT SITE HISTORY**

4.1 The proposal was the subject of pre-application discussions between the applicant, LBTH and the LTGDC.

4.2 The Corporation and LBTH advised during the course of these pre-application discussions that the principle of development was acceptable subject to any site or scheme specific impacts identified by individual assessments.

4.3 The site is also the subject of a planning application to secure a temporary change of use of the site until 2011 from storage and distribution to offices, general industry and storage and distribution. The proposed development includes a concrete batching plant. That application was submitted on 9 March 2007.

#### **5. CONSULTATIONS/NOTIFICATIONS**

##### **London Borough of Tower Hamlets (LBTH)**

5.1 The following provides a summary of the comments received from LBTH officers:

##### *Environmental Health*

5.2 Raise no objection and advise that the submitted Noise Assessment is robust. It is, however, acknowledged that noise levels are within the relevant standards expected within an industrial area and it is likely that some occupiers of the adjoining live/work units will experience nuisance from increased noise levels.

5.3 Advise that the submitted Air Quality Assessment is robust and recommend the imposition of conditions requiring (1) the submission of a construction management plan, (2) vehicles to comply with European Emission Standards and (3) the prevention of smoke emissions from the site.

##### *LBTH Highways*

5.4 The parking provision significantly exceeds both LBTH and London Plan parking standards, Consequently, they recommend that on-site parking should be reduced to 30 spaces (linked to a robust travel plan) at the start of the second year and then to around 10 spaces in year 3 (which would be between LBTH and London Plan parking standard), and then in year 4 to a level which is accordance with LBTH parking standard.

5.5 A 2.0 metre maintenance zone (free of structures) must be provided to ensure access to the footbridge on Roach Road. It is suggested that the building line is pulled back to ensure this access is provided.

5.6 A CPZ is proposed in Fish Island and expected to be implemented by 2008. A contribution of £54,040 is sought towards the cost of implementing the CPZ. This CPZ will ensure that excessive parking levels will be controlled.

5.7 The applicant will be required to enter into s106 car free agreement to ensure that employees will not be able to apply for business permits.

5.8 The applicant is required to submit additional swept path analysis for four junctions on the approach to Fish Island to determine the extent to which improvements may be required to accommodate bus movements.

### Policy

5.9 Raise no objection to the land use principle.

### *LBTH Design and Conservation*

5.10 Raise no objection. The proposed development is well designed and achieves an appropriate form, scale and relationship to surrounding roads and development. The proposed development provides a clear expression of its intended function. The proposed vaulted roof adopts an elegant form and complements the existing context. A condition is recommended requiring the submission of samples of external materials.

### **Olympic Delivery Authority (ODA)**

5.11 The ODA raise no objection to the application as it facilitates the assembly of land required for the Olympic site.

### **Environment Agency (EA)**

5.12 The EA raises no objection to the planning application subject to the imposition of conditions requiring the submission of (1) drainage details (2) the landscaping and lighting details proposed within the 8.0 metre buffer zone (3) site foundations (4) landscape management plan, (5) a site investigation and (6) storage of materials.

### **Transport for London Street Management (TfL SM)**

5.13 TfL Street Management is responsible for the safe and efficient operation of the Transport for London Road Network (TLRN). The A12 Blackwall Tunnel North Approach forms part of the TLRN.

5.14 TfL SM raises no objection to the application and state that the proposal will not result in any unacceptable impact to the TLRN or Strategic Road Network (SRN).

5.15 TfL SM considers the level of car parking to be acceptable and that the overall increase in traffic movement resulting from the proposed use would not result in any adverse impact on the operation of the TLRN.

5.16 TfL SM suggests that a separate cycle entrance is provided to access the cycle parking provided on site.

5.17 TfL SM recommends that details regarding swept path analysis for buses accessing the TLRN is undertaken with any mitigation measures introduced to prevent buses from mounting the kerb. It is recommended that a condition is included on the permission to ensure the analysis and appropriate works are completed prior to the occupation of the bus garage).

## **British Waterways (BW)**

5.18 BW raise no objection but express concern that the proposed development will not utilise the key canal side location for the transportation of materials by water given its proximity to the Olympic Park and Legacy development. BW acknowledges that the bus garage has to be relocated from the Olympic Park and that there are few large sites appropriately placed on the road network.

5.19 BW welcomes the siting of staff canteen/terrace adjacent the canal side to improve its surveillance. BW advises that they will resist public access on the offside of the towpath and prefer to see wildlife habitats and biodiversity enhanced. BW supports the proposed materials and permeability to the boundary wall and the landscaping proposals.

5.20 BW seeks a s106 contribution towards the lighting and resurfacing of the surrounding towpath and recommends conditions requiring the submission of details in relation to (1) a survey of canal walls, (2) a feasibility study into the potential for moving freight by water during construction, (3) lighting, CCTV and landscaping adjacent to the canal.

## **English Heritage (EH)**

5.22 The site is located in an archaeological priority area as specified in the UDP. The imposition of a planning condition requiring the submission of a programme of archaeological works is requested in the event that planning permission is granted.

## **6. APPLICATION PUBLICITY**

**6.1 Site Notice Expiry:** 30/03/2007

**6.2 Press Notice Expiry:** 19/03/2007

### **6.3 Neighbour Notification:**

6.3.1 Four site notices were placed on the southern and eastern sides of the site, a newspaper advertisement was placed in the East End Life and letters were sent to adjoining occupiers on the 19 February 2007.

## **7. REPRESENTATIONS**

7.1 15 letters of objection received objecting to the development on the following grounds:

### **Comment**

### **Response to Comment**

#### **Land use Issues:**

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|---|--|
| 1. The application does not take into account the needs of existing and future residents of Omega Wharf.                  | Please refer to paragraphs 9.1. to 9.5 |
| 2. The application does not consider the potential to redevelop the existing garages at Waterden Road and Fairfield Road. | Please refer to paragraphs 1.1 and 9.4 |
| 3. The application is contrary to the relevant planning policy and the regeneration of Fish Island.                       | Please refer to paragraphs 9.1 to 9.5  |
| 4. The application provides insufficient information on the consideration of  | Please refer to paragraph 9.4          |

alternative sites.

**Highways Issues:**

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|--|---|
| 5. The development will generate an unacceptable increase in the demand for on-street parking.                           | Please refer to paragraphs 9.29 to 9.32 |
| 6. The development will generate a level of trips that cannot be accommodated on the surrounding road network.           | Please refer to paragraphs 9.10 to 9.18 |
| 7. The surrounding road network cannot physically accommodate bus movements.   | Please refer to paragraphs 9.19 to 9.21 |
| 8. The development will compromise road safety on surrounding roads.   | Please refer to paragraphs 9.19 to 9.21 |
| 9. The nature and intensity of the proposed use is inappropriate given the accessibility of the site by public transport | Please refer to paragraphs 9.24 to 9.28 |
| 10. The application does not take into account the closure of Carpenters Road  | Please refer to paragraph 9.23          |
| 11. The application does not include a Travel Plan   | Please refer to paragraph 9.28          |
| 12. The application does not take into account the use of the proposed Monier Road for Olympics construction traffic.    | Please refer to paragraph 9.22          |
| 13. The proposed internal parking layout is operationally inadequate.  | Please refer to paragraph 9.40          |
| 14. The application does not acknowledge adjoining premises.   | Please refer to paragraph 9.19          |
| 15. The impact on road congestion will harm the commercial viability of existing businesses.                             | Please refer to paragraph 9.10 to 9.19  |

**Amenity Issues:**

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|--|---|
| 16. The development will generate noise levels that will harm the amenity of neighbouring residential occupiers. | Please refer to paragraphs 9.33 to 9.36 |
| 17. The development will have an adverse impact on local air quality.  | Please refer to paragraphs 9.38 to 9.39 |

**Waterways Issues:**

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|--|---|
| 18. The development will preclude using the canal for the transportation | Please refer to paragraphs 9.49 to 9.50 |
| 19. The development will result in a risk to flooding.                   | Please refer to paragraph 9.51          |
| 20. The development will result in potential contamination of canal.     | Please refer to paragraph 9.51          |

**Other Matters:**

- |  |  |
|--|--|
| 21. The applicant did not engage local businesses and residents prior to submission of the application.  | Please refer to paragraph 9.52         |
| 22. The Olympic land acquisition strategy  | Please refer to paragraph 9.53         |
| 23. The application does not take into account the wider benefits of using the site to manufacture construction materials to be transport to site by canal | Please refer to paragraph 9.54 to 9.55 |

24. The application will prevent the site being used for facilities for local residents. Please refer to paragraph 9.56

## **8. RELEVANT PLANNING POLICY**

### **8.1 Planning Policy Guidance**

PPS1	Delivering Sustainable Development
PPG4	Industrial, Commercial Development and Small Firms
PPG13	Transport
PPG24	Planning and Noise
PPG25	Development and Flood Risk

### **8.2 London Plan (Feb 2004)**

2A.2	Opportunity Areas
2A.7	Strategic Employment Locations
3B.5	Strategic Employment Locations
3C.1	Integrating Transport and Development
3C.3	Sustainable Transport in London
3C.4	Land for Transport Functions
3C.9	Increasing Capacity, Quality and Integration of Public Transport
3C.19	Improving Conditions for Buses
4A.6	Improving Air Quality
4A.7	Energy Efficiency and Renewable Energy
4A.8	Energy Assessment
4A.9	Providing for Renewable Energy
4B.6	Sustainable Design and Construction
4B.14	Archaeology
4C.2	Context for Sustainable Growth
4C.3	The Natural Value of the Blue Ribbon Network
4C.4	Natural Landscape
4C.6	Flood Plains
4C.8	Sustainable Drainage
4C.13	Freight Uses on the Blue Ribbon Network
4C.20	Design – Starting from the Water

### **8.3 London Borough of Tower Hamlets Unitary Development Plan**

DEV1	Design requirements
DEV2	Environmental requirements
DEV4	Planning Obligations
DEV12	Landscaping
DEV43	Protection of Archaeological Heritage
DEV45	Development in areas of Archaeological
DEV46	Protection of Waterway Corridors
DEV47	Development Affecting Water Areas
DEV50	Noise
DEV51	Contaminated Land
DEV57	Development Affecting Nature Conservation Areas
DEV58	Enhancement of Nature Conservation Areas
DEV65	Protection of existing walkways
EMP1	Encouraging New Employment Uses
EMP5	Compatibility with Existing Industrial Uses
EMP11	Location and Purpose Industrial Employment Areas
EMP12	Business Use in Industrial Employment Areas
T11	Controlled Parking Zones
T15	Location of New Development

T16 Traffic Priorities for New Development  
T17 Planning Standards  
U2 – U3 Flood Defences

### **8.3 London Borough of Tower Hamlets Local Development Framework: Core Strategy and Development Control Submission Document**

CP1 Sustainable Communities  
CP3 Sustainable Environment  
CP4 Good Design  
CP5 Supporting Infrastructure  
CP6 A Sustainable Legacy from the 2012 Olympics  
CP10 Strategic Industrial Locations and Local Industrial Locations  
CP14 Combining Employment and Residential Use  
CP31 Biodiversity  
CP33 Sites of Importance for Nature Conservation  
CP34 Green Chains  
CP36 The Water Environment and Waterside Walkways  
CP37 Flood Alleviation  
CP38 Energy Efficiency and Production of Renewable Energy  
CP40 A Sustainable Transport Network  
CP41 Integrating Development and Transport  
CP43 Better Public Transport  
CP44 Promoting Sustainable Freight Movement  
CP45 The Road Hierarchy  
CP46 Accessible and Inclusive Environments  
DEV1 Amenity  
DEV2 Character and Design  
DEV3 Accessibility and Inclusive Design  
DEV4 Safety and Security  
DEV5 Sustainable Design  
DEV6 Energy Efficiency and Renewable Energy  
DEV7 Water Quality and Conservation  
DEV8 Sustainable Drainage  
DEV9 Sustainable Construction Materials  
DEV10 Disturbance from Noise Pollution  
DEV11 Air Pollution and Air Quality  
DEV12 Management of Demolition and Construction  
DEV13 Landscaping and Tree Preservation  
DEV16 Walking and Cycling Routes and Facilities  
DEV17 Transport Assessments  
DEV18 Travel Plan  
DEV19 Parking for Motor Vehicles  
DEV21 Flood Risk Management  
DEV22 Contaminated Land  
OSN3 Blue Ribbon Network and the Thames Policy Area  
CON4 Archaeology and Ancient Monuments

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

- Mayor of London Lower Lea Valley Opportunity Area Planning Framework (LLVOAPF).
- LBTH Leaside Area Action Plan Submission Document
- Mayor of London draft Supplementary Planning Guidance: Land for Transport Functions.

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

## Land Use

9.1 The London Plan identifies the Lower Lea Valley as a Strategic Employment Location (SEL) which is to be promoted and managed as a requirement of Policy 3B.5. The Mayor of London Lower Lea Valley Opportunity Planning Framework (LLV OAPF) reinforces this designation by identifying parts of the Fish Island and Marshgate Lane sub-area as an SEL to be retained for primarily industrial uses. The application site falls within the SEL designation, which is acknowledged as accommodating potential relocation sites for employment activities being displaced from the Olympic site. Paragraph 4.110 makes specific reference to Fish Island accommodating a bus garage to replace facilities that will be lost at Waterden Road in Hackney Wick.

9.2 The Unitary Development Plan (UDP) locates the site within an Industrial Employment Area. Policy EMP11 states that within Industrial Employment Areas development should provide for the retention, expansion and growth in employment uses unless development causes serious nuisance by way of traffic generation, noise, vibration or pollution. The LDF Submission Documents consolidate this policy approach by designating Fish Island as a Strategic Industrial Location. Policy CP10 states that Strategic Industrial Locations will be safeguarded for the retention, expansion and intensification of industrial employment and other employment areas supporting industrial premises.

9.3 The applicant has advised that alternative sites were considered across the Lower Lea Valley. The application site was preferred because (1) its proximity to the strategic and local road network provides good road accessibility, (2) its size and shape provides the area required to accommodate the level of bus parking and ancillary uses required to support the bus network in the area, (3) it is located on land safeguarded by planning policies for the retention of employment and industrial uses and (4) its location is ideal for accessing the bus network by bus routes operated by First Group.

9.4 The existing bus garage at Fairfield Road cannot be expanded to accommodate the displaced Waterden Road facility because it already operates at capacity and its development potential is constrained by a lack of available land and its residential setting. While the LTGDC understands that TfL has identified a potential alternative site at Ruckholt Road ("Lea Interchange Site") in the London Borough of Waltham Forest, this is not a material consideration and the application before the planning committee must be considered on its own merits.

9.5 The principle of redeveloping the site with a bus garage incorporating parking, maintenance and office facilities is considered to be in accordance with adopted and emerging planning policy seeking the retention and promotion of industrial and employment land uses in Fish Island.

## Public Transport

9.6 The existing Waterden Road bus depot is essential to the provision of bus services in East London. The absence of alternative premises would compromise the ability to operate and expand bus services in the area at a time when demand is expected to increase in response to the Olympics and Legacy proposals and the development growth promoted in the wider area. London Plan Policy 5C.1 requires, as a strategic priority for East London, the necessary associated development for a successful sustainable Olympics in 2012 to be provided.

9.7 London Plan Policy 3C.4 requires provision of sufficient land and appropriately located sites for the development of an expanded transport function to serve the economic, social and environmental needs of London. Policy 3C.19 makes explicit

reference to the London bus network and requires its promotion and continued development by ensuring that bus garages are available when needed.

9.8 UDP Policy ST27 states that the Council will support and improve public transport. Policy CP43 of the LDF Core Strategy states that the Council will seek to expand, improve the quality, capacity and extent of public infrastructure by supporting planned transport schemes to allow for improved accessibility in the Borough. The LDF: Leaside Area Action Plan (LAAP) expresses support for the maintenance and upgrade of the public transport network, including new and expanded bus routes.

9.9 There is clear policy support at regional and local level for improving public transport and facilitating the provision of infrastructure required to support bus services. The proposed development seeks to relocate an existing bus garage that is essential to the continued provision of East London bus network.

### Trip Generation

9.10 The application site benefits from three existing vehicular accesses at its western end via Remus Road, at the corner junction of Smeed Road and Wyke Road and at the eastern end of Wyke Road.

9.11 The application proposes separate vehicular access and egress arrangements. Site access is proposed via Remus Road and egress opposite the junction of Smeed Road and Wyke Road. Non-bus vehicular traffic will also enter and exit the site under this arrangement. Staff and visitor pedestrian entrances to the garage and ancillary office uses are located towards the eastern end of Wyke Road.

9.12 The Fish Island industrial area is linked to the surrounding strategic and local road network via Monier Road and its junction with Wansbeck Road and Wick Lane. Wick Lane extends southwards to provide access to the grade separated Old Ford junction with the A12 Blackwall Tunnel North Approach. Wansbeck Road extends northwards towards Hackney Wick via Rothbury Road. The local road network serves an existing industrial area and is capable of accommodating Heavy Goods Vehicle (HGV) movements.

9.13 The applicant has advised that the majority of bus routes will depart and arrive at the site via Wick Lane and the A12. The submitted Transport Assessment estimates that 50% of buses departing the site will travel south along Wick Lane to access the A12 at Old Ford Junction. The remaining buses will travel north along Wansbeck Road on route to locations such as Hackney and Walthamstow.

9.14 The Transport Assessment (TA) considers the trip generation impact of the proposed bus garage based on the additional capacity provided by the application site when compared to the Waterden Road site.

9.15 The TA includes traffic flow surveys at the junctions of (1) Wick Lane and the Old Ford A12 junction, (2) Wansbeck Road and Rothbury Road, (3) Wansbeck Road, Monier Road and Dace Junction and (4) Monier Rd, Wick Lane and Cadogan Terrace during the peak hours of 06.00am to 09.00am. The survey results conclude that during peak hours there are relatively low levels of traffic using these junctions. The TA concludes that the proposed bus garage will generate only 6 movements during the 08.00-09.00 peak and 2 movements during the 17.00-18.00 peak. These movements can be absorbed by the road network without adverse impact.

9.16 The highest number of movements generated by the bus garage is anticipated to occur between the hours of 04.45-07.15 and 19.00-22.00 when buses are leaving or returning from serving timetabled routes. During the 05.00-07.00 AM peak the TA

states that approximately one bus per minute will depart the garage. While this represents a relatively high number of trips these movements will occur outside the traditional peak hours of 07.00-10.00 and are considered capable of being accommodated within available road capacity.

9.17 The application proposes 45 car parking spaces to be allocated to engineering staff and bus drivers who arrive at the site from 04.00. It is acknowledged that public transport services are limited during the early morning hours. The TA estimates non-bus vehicular activity between 04.00-20.00. During the 08.00-09.00 AM peak the garage is estimated to generate 39 non-bus vehicular movements. During the 17.00-18.00 PM peak the garage is estimated to generate 56 non-bus vehicular movements. The number of non-bus vehicle movements is highest between the 14.00-15.00 when bus driver shifts change. The level of car parking proposed is not considered to generate trip generation levels that will adversely impact on the efficient operation of the surrounding road network.

9.18 The proposed bus garage is not considered to generate bus and non-bus trip generation levels that will compromise the efficient movement of the surrounding road network.

### Highway Access

9.19 The TA considers the ability of the surrounding road network to accommodate 12.0 metres long wheel base and articulated bus movements accessing and departing the site. While the TA acknowledges that road geometry constrains the movement of HGVs and buses it identifies only the Monier Road and Remus Road junction as being unable to accommodate bus movements. The application includes the kerb modification required to accommodate bus movements and a grampian condition is recommended preventing occupation of the site until the necessary works are completed. The application is not considered to compromise the access arrangements currently enjoyed by surrounding sites.

9.20 LBTH Highways has requested the applicant submit further information to enable an assessment of the impact of bus movements at the (1) Wick Lane and Monier Road, (2) Wansbeck Road and Monier Road and (3) Wandbeck Road and Rothbury Road junctions. The applicant has submitted further information and it is being considered by LBTH Highways. An update will be provided at the committee meeting.

9.21 It is recommended that any junction, highway and/or footway improvement works required to accommodate bus movements within the vicinity of the site are secured by s106 and s278 agreements.

9.22 Local objectors have expressed concern that a new bridge proposed at the eastern end of Monier Street linking Fish Island to the Olympic Site will be used by construction traffic. The LTGDC is advised that new bridge links between Fish Island and the Olympic Site will not be used to carry construction traffic and will form a temporary emergency access during the Olympic Games. No decision has been made as to the use of the bridge links as part of the Legacy development.

9.23 Local objectors have raised concerns that the application does not take into account the highway implications of the Carpenters Road closure as part of the Olympics construction. As buses accessing and departing the site will not use Carpenters Road this is not considered to impact on the proposed development.

### Car Parking

9.24 The application proposes 45 car parking spaces (including disabled parking) and

will meet the demand created by engineering staff and bus drivers forced to access and depart the site during unsociable hours when alternative modes of transport are not easily accessed.

9.25 The UDP requires car parking to be provided at 1 space per 125m<sup>2</sup> of gross floor area and would support 62 on site car parking spaces. The LDF Core Strategy and Development Control Submission Document seek to amend this ratio to a maximum of 1 space per 1,250m<sup>2</sup> which would support only 6 spaces.

9.26 Annex 4 of the London Plan requires non-operational employment car parking to be provided at 1 space per 600-1000m<sup>2</sup> depending on public transport accessibility but states that the level of car parking can be increased where there is an identified regeneration need. This equates to between 7 and 13 car parking spaces.

9.27 While it is acknowledged that proposed level of car parking is above London Plan and LDF standards, and that LBTH Highways have raised concerns, it is not considered to justify a refusal given (1) the net reduction in car parking – and corresponding trips in the area - compared to the existing Waterden Road site, (2) the site's poor public transport accessibility, (3) trip generation levels can be accommodated on the surrounding road network without any adverse impact and (4) the bus garage operates shift working patterns that require staff to access the site during unsociable hours.

9.28 To support the reduced level of car parking and encourage the use of alternative modes of transport, it is recommended that the applicant be required to prepare and implement a Travel Plan. The Travel Plan will be expected to be submitted prior to occupation of the building and includes measures designed to promote, for example car sharing, and the use of alternative modes of transport to the car.

#### Car Parking Management

9.29 The LBTH is proposing a Controlled Parking Zone (CPZ) in the Fish Island industrial area. Public consultation is about to commence and implementation is scheduled for late 2007.

9.30 The proposed bus garage is anticipated to support 550 staff of which 450 will be bus drivers who will access and depart the site as part of a shift working patterns. As the scheme proposes only 45 car parking spaces if follows that without on-street controls the surrounding roads will be put under considerable pressure for car parking.

9.31 To control the demand for on-street parking in surrounding roads created by the bus garage, it is recommended that the applicant is required to enter into a S106 Agreement which will prevent the operator and its staff from applying for business parking permits.

9.32 As the proposed CPZ is considered to be in part a requirement of the proposed bus barrage, it is recommended that the applicant be required to make a financial contribution towards its implementation in order to mitigate its impact of overspill parking.

#### Noise

9.33 PPG24 acknowledges that development which is necessary for the creation of jobs will often generate noise but that the planning system should not place unjustifiable obstacles in the way of such development. Policy 3A.14 of the London Plan, Policies DEV1 and DEV2 of the UDP and Policy DEV10 of the LDF Development Control Submission Document seek to ensure that the noise impact of new

developments does not create an adverse impact on the amenity of adjoining occupiers.

9.34 The application site is surrounded by industrial land uses with the exception of the Omega Wharf live/work development to the east. The Omega Wharf development comprises a three phase live/work development. The first two phases have been constructed and provide 104 live/work units. Crown Wharf forms the third phase and has planning permission to provide an additional 98 live/work units. The planning permissions included an informative advising prospective occupiers that the live/work units were located in an industrial area where employment uses will be encouraged. The submitted Design and Access Statement advises that the nearest bedroom is located 175 metres from any unattenuated noise generation.

9.35 The proposed bus garage incorporates several design components that combine to reduce the noise impact of its operations on potential noise sensitive receptors. The bus parking occupies the western end of the site so as to distance it from the Omega Wharf development. The bus maintenance facilities are housed under the garage roof and an acoustically protected zone is provided in the form of the ancillary office component. The building walls will also incorporate noise insulation.

9.36 LBTH advises that the submitted Noise Assessment provides a robust assessment of the impact of the development on the adjacent live/work development. While it is advised that adjoining premises will experience an increase in noise disturbance, this is not considered sufficient to justify a reason for refusal. In establishing the acceptability of the proposed bus garage, it is considered that the existing and proposed live/work units can be afforded less protection than a purely residential use given the industrial character of the area and the presumption in favour of promoting industrial and employment generating land uses within the SEL.

#### Daylight and Sunlight

9.37 The adopted UDP and draft LDF both seek to ensure new development does not result in a material deterioration of their daylight and sunlight conditions for adjoining occupiers. The proposed height (6.44m) of the office building and bus garage, combined with the separation distance from the Omega Wharf development, is not considered to result in a loss of daylight and sunlight conditions currently experienced by occupiers.

#### Air Quality

9.38 The applicant has submitted Air Quality Assessment that considers the impact of bus movements and maintenance activities on local air quality.

9.39 LBTH Environmental Health raise no objection to the impact of the development on local air quality subject to the imposition of conditions requiring the submission of a construction management plan, vehicles to comply with European Emission Standards and the prevention of smoke emissions from the site.

#### Design

9.40 The proposed bus garage and office buildings are sited at the eastern end of the site to protect the existing live/work development from the visual and environmental impacts of the bus parking area. The bus parking area is located and accessed at the western end of the site and its internal layout is typical of bus garages operated by LBSL and not expected to result in on-street queuing. The bus garage and office buildings provide a visual and acoustic barrier to the bus parking area.

9.41 The main bus garage will span a length of 86.0m and will be 66m in width, consisting of three vaulted roofs of equal height, each with a span of 22 metres in width. The bus garage will reach a height of 12.66m at the peak of the vaulted roofs.

9.42 The office and administrative building is expressed as a separate building element and will adopt a smaller scale form to establish a positive relationship with the adjacent live/work development and the canal bridge approach. The building will comprise brick and glass elevations.

9.43 The bus garage incorporates a landscaping buffer zone along its frontage to the Hertford Union Canal frontage. The flank wall of the bus garage will include a concrete wall with exposed aggregate that will form a backdrop for extensive planting.

9.44 It is considered that the proposed bus garage is well designed and achieves an appropriate form, scale and relationship to surrounding roads and development. The proposed development provides a clear expression of its intended function. The proposed vaulted roof adopts an elegant form and complements the existing context. A condition is recommended requiring the submission of samples of external materials.

9.45 The proposed bus garage is considered to be in accordance with planning policies seeking to ensure new development forms an appropriate relationship to its setting in terms of scale, massing, bulk and form.

9.46 In addition, Policy L2 of the Leaside AAP seeks to ensure that any new transport infrastructure incorporates sustainable construction methods, where possible, renewable energy, permeable surfaces and water re-use.

### Energy

9.47 The proposed bus garage has been designed to incorporate principles of sustainable design. The building will incorporate natural daylight and ventilation and energy efficient and renewable energy technologies will be provided in the form of a Combined Heat and Power (CHP) plant that will be powered by a biomass boiler. These technologies are expected to result in a 20% reduction in the building's carbon footprint.

9.48 The proposed bus garage will also incorporate a green roof along the entire length of the office accommodation. The building will incorporate rain water harvesting, water recycling measures and will be constructed out of timber from sustainable managed and recycled sources.

### Waterways/Biodiversity/Ecology

9.49 The proposed development includes an 8.0 metre buffer zone adjacent to the Hertford Union Canal. The buffer zone is designed to include native plant species and will comprise an urban copse. Biodiversity will be further enhanced by the office green roof.

9.50 British Waterways has requested a s106 contribution towards the lighting and resurfacing of the towpath side of the canal.

### Flood Risk

9.51 The site is located within Flood Zone 3 which represents a high flood risk zone. The Environment Agency raises no objection to the application subject to the imposition of conditions requiring the submission of drainage details, the landscaping and lighting details proposed within the 8.0 metre buffer zone, site foundations, landscape

management plan, a site investigation and storage of materials.

### Other Planning Matters

9.52 Local objectors have expressed concern about the absence of pre-application submissions with the local business and residential community. While consultation prior to submission of an application is considered to be best practice there is no legal requirement for this to occur. The LBTH, on behalf of the LTGDC, undertook a public consultation exercise following submission of the application in accordance with statutory requirements.

9.53 Local objectors have expressed concern about Olympics land acquisition strategy. While it is acknowledged that submission of the application is a result of the need to relocate a displaced activity, this is not considered to be a material consideration in the determination of the proposed redevelopment of the application site.

9.54 An objection has been submitted on grounds that redevelopment of the site with a bus garage will preclude opportunities to use the canal for the transportation of materials. The objector makes specific reference to an existing planning permission for a residential development (Suttons Wharf) that includes a condition requiring the transportation of construction material and heavy plant to the site using the canal network. To facilitate this requirement a planning application has been submitted for the change of use of the application site for office, general industry and storage and distribution, including a concrete batching plant.

9.55 While it is acknowledged that the proposed bus garage precludes use of the site for production and transportation of construction materials, and its potential contribution towards the manufacturing material to be transported to Suttons Wharf, this is not considered to justify grounds for refusal. The condition attached to the Suttons Wharf permission requiring the transportation of construction materials and heavy plant to the site use the canal network does not specify the application site as necessarily enabling this.

9.56 An objection has been submitted expressing concern that redevelopment of the site will not result in the provision of facilities for local residents. Given the industrial designation of the site and the wider area it is difficult to identify what facilities might be provided by any compliant use.

## **10. CONCLUSION AND REASON FOR PERMISSION**

10.1 The principle of redeveloping the site with a bus garage is considered to be in accordance with planning policies designed to locate industrial and employment uses in established areas and provide land to facilitate the continued operation and growth of the public transport network.

10.2 The proposed bus garage is not considered to generate an increase in traffic that will cause an adverse impact on the efficient operation of the surrounding local and strategic road network. Despite the narrow width of roads surrounding the site, it is considered that buses can negotiate the road network to access and egress the site without compromising road capacity and safety.

10.3 The proposed level of car parking is considered appropriate on the basis that a Controlled Parking Zone is introduced and the future operator of the site is prevented from applying for business parking permits. This is considered sufficient to control the demand for on-street parking. The applicant will be required to prepare and implement a Green Travel Plan to improve the site's accessibility by non-car modes of transport.

10.4 The proposed bus garage is not considered to generate noise levels that will result in a material deterioration of the amenity of surrounding occupiers or justify grounds for refusal. The proposed development has been designed to mitigate its noise impact by siting the bus parking area away from noise sensitive receptors and roofing over the bus garage building and ancillary office accommodation to provide an acoustic barrier.

10.5 The proposed bus garage is considered to adopt a scale and design that responds appropriately to its industrial and canalside setting. The development adopts a positive relationship to the adjacent live/work scheme and the approach to the canal bridge.

10.6 The proposed bus garage makes a positive contribution towards enhancing biodiversity, incorporates energy efficient and renewable energy technologies and does not pose a flood risk.

## **11. RECOMMENDATION**

11.1 The Committee is recommended that the application be delegated to the Director of Planning to approve for the reasons set out in section 10 of this report subject to:

1. the planning conditions set out below
2. a Section 106 agreement securing:
  - a financial contribution towards the implementation of a Controlled Parking Zone;
  - a financial contribution towards highway improvements;
  - a financial contribution towards canal tow path improvements;
  - the employer and its staff are prevented from applying for business parking permits;
  - the preparation, implementation and monitoring of a Travel Plan.

### Conditions and Reasons:

- (1) The development allowed by this permission must begin within three years from the date of this decision.

Reason: To ensure planning applications are carried out within a reasonable time period in accordance with Section 91 of the Town and Country Planning Act 1990.

- (2) Full particulars of the Demolition and Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced and the development shall not be carried out otherwise than in accordance with the particulars so approved. In particular:
  - a. public safety, amenity and site security;
  - b. operating hours during construction;
  - c. noise and vibration controls;
  - d. air quality and dust management plan,
  - e. surface/foul water drainage plans/works and associated control measures;
  - f. recycling plan for waste and materials reuse;
  - g. details of wheel cleaning equipment to prevent the carriage of mud and other materials onto the adjoining highways; and
  - h. traffic management, including details of on-site construction parking and delivery arrangements;

Reason: The particulars reserved are considered to be material to the acceptability of the development hereby approved and the Local Planning Authority seeks to safeguard the amenities of adjoining occupiers and ensure the safe flow of traffic along adjoining highways, in accordance with the requirements of policies DEV2, DEV50 and T16 of the adopted UDP 1998 and policies DEV2, DEV9, DEV10, DEV11 and DEV12 of the Local Development Framework LBTH Development Plan Document Submission Document (November 2006).

- (3) Before development is commenced, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (fuel and parts) and submitted to and approved by the local planning authority.

Reason: To encourage the use of the canal for transporting waste and bulk materials in accordance with Policies 3C.24 and 4C.14 of the London Plan and the Draft Further Alterations to the London Plan.

- (4) Full particulars and details of the following shall be submitted to and approved in writing by the local planning authority prior to construction of the buildings and the development shall not be carried out otherwise than in accordance with the particulars so approved.

i. Samples of external materials.

Reason: To ensure that the appearance of the buildings from the adjoining canal path and waterway are acceptable in accordance with the requirements of policies DEV1 and DEV47 of the adopted Unitary Development Plan 1998 and policies CP4, CP36, DEV2 and OSN3 of the Local Development Framework LBTH Development Plan Document Submission Document (November 2006).

- (5) Full particulars and detailed drawings showing the means of access and egress for people with disabilities shall be submitted to and approved by the local planning authority prior to any work being commenced on the site. The approved scheme must be implemented before the development is brought into use.

Reason: To ensure safe and convenient access for disabled people in accordance with Policy DEV1 of the Unitary Development Plan (1998), and Policies CP2, CP4, CP46 and Policy DEV3 of the Local Development Framework Core Strategy and Development Control Submission Document November 2006.

- (6) Development shall not begin until drainage details, 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. In accordance with U2 and U3 of the Unitary Development Plan (1998), and Policies CP37, DEV8 and DEV21 of the Local Development Framework Core Strategy and Development Control Submission Document November 2006.

- (7) The details of the site foundations shall be submitted to and approved in writing by the Local Planning Authority before the development commences.

Reason: To prevent pollution of the groundwater in accordance with Policies

CP37, DEV8 and DEV21 of the Local Development Framework Core Strategy and Development Control Submission Document November 2006.

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

Reason: Important archaeological remains may exist on this site. Accordingly the planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPG16. In accordance with Policies DEV43 and 45 of the Unitary Development Plan (1998), and Policies CON4 of the Local Development Framework Core Strategy and Development Control Submission Document November 2006.

- (9) Development of the site shall not commence on the relevant works until a landscape management scheme for the treatment of the open spaces within the site (including communal roof terraces), including both hard and soft landscaping has been submitted to the local planning authority for written approval in consultation with British Waterways. Provision in accordance with the details thus approved shall be made prior to the occupation of the proposed development and shall thereafter be permanently retained and used for that purpose, to the satisfaction of the local planning authority. Details of the scheme should include:

- i. long term design objectives for the site;
- ii. planting scheme, including written specifications (including cultivation and other operations associated with plants and grass) and schedules of plants, noting species, plant sizes and proposed numbers where appropriate;
- iii. boundary treatment including walls, fences and railings and gates;
- iv. safety and security measures for the development i.e. CCTV,
- v. Lighting to the Canal,
- vi. Location of bat bricks and boxes,
- vii. management responsibilities; and
- viii. maintenance schedules for all landscape areas,

The landscape management scheme plan to be submitted to and approved in writing by the local planning authority shall be carried out in accordance with the programme agreed and all soft landscaping works must be carried out within the first planting and seeding seasons following the occupation of any part of the development. Trees or plants that die, or are removed or become seriously damaged or diseased within five years of the development being finished must be replaced in the next planting season with plants of similar species and size. Any changes of species proposed will need the written permission of the local planning authority prior to planting.

Reason: In the interest of preserving open views to and from the canal, the environment for the canal setting and ensure the biodiversity of the local area. In accordance with the requirements of policies DEV12, DEV47 and DEV58 of the adopted UDP 1998 and policies CP33, CP34, CP36, DEV13 and OSN3 of the Local Development Framework LBTH Development Plan Document Submission Document (November 2006).

- (10) A detailed scheme for the provision of a green roof (to include the design and extent of roof space covered) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of this part of the development. The development shall not be carried out otherwise than in accordance with the particulars so approved.

Reason: To ensure that the development contributes to biodiversity and the principles of sustainable design in compliance with policies DEV2 of the London Borough of Tower Hamlets Unitary Development Plan (adopted December 1998), and policy DEV5 of the London Borough of Tower Hamlets Development Plan Document (Core Strategy and Development Control) November 2006.

- (11) Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of the repairs identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with British Waterways. Any heritage features and materials identified by the survey shall be made available for inspection by British Waterways and where appropriate, preserved in-situ or reclaimed and re-used elsewhere on site or on a nearby waterway wall. The repair works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity.

- (12) Development of the site shall not begin until a site contamination study has been submitted to and approved by the local planning authority. The study will identify the extent of the contamination and the measures to be taken to avoid risk to the public, buildings and environment when the site is developed. Details of the scheme should include:

- i. A 'desk study report' documenting the history of the site.
- ii. A proposal to undertake an intrusive investigation at the site based on the findings of the desk study.
- iii. A 'site investigation report' to investigate and identify potential contamination.
- iv. A risk assessment of the site.
- v. Proposals for any necessary remedial works to contain, treat or remove any contamination.
- vi. Where remediation is required, it shall be carried out before the site is occupied and a certificate or validation report stating that remediation has been completed as agreed with the local planning authority, must also be prepared by a suitably qualified person and submitted to the local planning authority for written approval. Occupation of the site must not occur until the certificate or validation report has been approved in writing by the local planning authority.

Reason: To make sure that contaminated land is properly treated and made safe before development, to protect public health and to meet the requirements of the following policy in the London Borough of Tower Hamlets Unitary Development Plan (adopted December 1998) DEV51 Contaminated Land and DEV22 of the Local Development Framework LBTH Development Plan Document Submission Document (November 2006).

- (13) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in

writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: To prevent pollution of groundwater and ensure that contaminated land is properly treated and made safe before development, to protect public health and to meet the requirements of the following policy in the London Borough of Tower Hamlets Unitary Development Plan (adopted December 1998) DEV51 Contaminated Land and DEV22 of the Local Development Framework LBTH Development Plan Document Submission Document (November 2006).

- (14) Prior to the completion of works a travel plan has to be submitted to and approved by the local planning authority. The occupation of the development shall not take place until the details approved are implemented in accordance with the travel plan approved and the details approved shall be monitored and reviewed every 3 years.

Reason: To promote sustainable development in accordance with Policies ST3, ST19, ST32 and Policy T15 and T16 of London Borough of Tower Hamlet's Unitary Development Plan and Planning Standard No.5 as well as Policies CP1, CP41, CP42, DEV18 & Parking Standard No.3 of the Core Strategy and Development Plan (Submission Document, November 2006).

- (15) The development shall be constructed to include the following renewable energy technologies as set out in the Energy Report dated January 2007:

- CHP System
- Biomass Boiler

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: To ensure that the development complies with policy DEV6 of the London Borough of Tower Hamlets Development Plan Document (Core Strategy and Development Control) November 2006 and Policies 4A.7 and 4A.8 of the adopted London Plan 2004.

- (16) An 8.0 metre buffer zone shall be provided alongside the canal along the full length of the site. The buffer zone shall be measured from bank top (bank top is defined as the point at which the bank meets normal land levels). The buffer zone shall be free of structures, hard standing, footpaths, fences and overhanging structures such as balconies. Domestic gardens and formal landscaping shall not be incorporated into the buffer zone. The buffer zone shall be planted with locally native shrubs and grasses, of UK genetic provenance.

Reason: To enhance the biodiversity associated with the canal and provide undisturbed refuges for wildlife using the corridor and managed as a natural area for wildlife.

- (17) There shall be no light spill from external artificial lighting into the watercourse or adjacent habitat. To achieve this, the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse are maintained at background levels.

Reason: To minimise light spill from the new development into the watercourse and adjacent habitat. Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat.

- (18) The site investigation trial pits or boreholes located in or through the contaminated land must be backfilled to a specification to be submitted to and agreed in writing by the Local Planning Authority. Thereafter, these works shall be carried out in accordance with the approved specifications, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To make sure that contaminated land is properly treated and made safe before development, to protect public health and to meet the requirements of the following policy in the London Borough of Tower Hamlets Unitary Development Plan (adopted December 1998) DEV51 Contaminated Land and DEV22 of the Local Development Framework LBTH Development Plan Document Submission Document (November 2006).

- (19) During construction no solid matter shall be stored within 10 metres of the banks of the Hertford Union Canal and thereafter no storage of materials shall be permitted in this area.

Reason: To prevent solid materials from entering the Hertford Union Canal and causing pollution.

- (20) The bicycle, motorcycle and car parking accommodation is to be provided and retained permanently for:

- i. A minimum of 31 bicycle spaces.
- ii. A minimum of 16 motorcycle spaces.
- iii. A maximum of 45 parking spaces.

Reason: To ensure the permanent retention of car parking/bicycle spaces for the occupiers/users of this development in accordance with T16 and T17 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998) and policy CP40, DEV16 and DEV19 of the London Borough of Tower Hamlets Local Development Framework (2006).

- (21) The development shall not be occupied until the highway improvement works to the Monier Road and Remus Road junction have been implemented in accordance with details submitted to and approved by the local planning authority.

Reason: To protect the efficiency and safety of the surrounding highway network in accordance with Policy T16 of the Unitary Development Plan (adopted 1998)

#### Informatives:

- (1) This permission is subject to a planning obligation agreement made under Section 106 of the Town and Country Planning Act 1990 to secure the following:
- Contribution to CPZ;
  - Car free business development;
  - Highway improvements; and
  - Contribution to BW tow paths.
- (2) A section 278 agreement will be required for the proposed highway works in line with the proposed development. Details of the works shall include repaving and improvement to footways and kerbs surrounding the site and highway adjacent to

the site.

- (3) You are advised to contact the Council's Head of Building Control at Mulberry Place, 5 Clove Crescent, London, E14 1BY on 020 7364 5009 to ensure all building works are in compliance with the Building Regulations.
- (4) The applicant should contact the Head of Environmental Health Department at Mulberry Place (AH), Anchorage House, P.O. Box 55739, 5 Clove Crescent, London, E14 1BY or on 020 7364 6800 with regard to conditions 2, 16 and 17. The applicant/developer is advised to take into consideration the 'Code of Construction Practice' and current Best Practice guidance.
- (5) Pursuant to Conditions 6, 7 and 12, you should consult the Environment Agency, Apollo Court, 2 Bishops Square Business Park, St Albans Road West, Hatfield, Herts, AL10 9EX (Environment Agency Correspondence Reference No. NE/2006/014004-4/1).
- (6) The applicant is advised that any discharge of surface water into the waterways requires British Waterway's written permission before development commences.
- (7) The applicant/developer is advised to contact British Waterways third party works engineer, Richard Baker, (020 7985 7268) in order to ensure that any necessary consents are obtained and the works are compliant with the current British Waterways' "Code of Practice for Works affecting British Waterways.
- (8) Prior consent may be required under the Town & Country Planning (Control of Advertisements) Regulations 1992 for the erection of any advertising signs and/or hoardings on the site.

**CASE OFFICER: Will Steadman**

**Appendix 1: Site Location Plan**

**Appendix 2: Proposed Site Layout Plan**

**Appendix 3: Proposed Elevations**