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London Borough of Newham – Planning Department
Newham Dockside
1000 Dockside Road
London
E16 2QU

16 February 2024

Our Ref: 34819b

Your Ref: 21/02657/FUL – DOC 6

Dear Sir / Madam,

RE: An Application to Discharge Condition 6 (Grease Traps) of Planning Permission ref. 21/02657/FUL at 292 – 294 Plashet Grove, East Ham, London, E6 1DQ.

On behalf of our client, Metro Properties Ltd, please find enclosed an application to discharge Condition 6 of planning permission ref. 21/02657/FUL, which was approved 26 January 2024. The full description of development is as follows:

> *"Redevelopment of the site for demolition of the existing building, in use as an office (use class E(g)(i)) and its replacement with a new 7-storey building with basement, proposed as a 101-bedroom Hotel (use class C1) and associated refuse and cycle storage".*

Condition 6 (Grease Traps)

The full wording of Condition 6 is as follows:

> *"Prior to the commencement of works on the development hereby permitted, full details of the grease trap or grease digester system to be installed for the commercial kitchen shall be submitted to and approved by the Local Planning Authority. Details should include plan and sectional drawings with measured drain sizes and invert levels, full manufacturers specification etc".*

In support of this Condition, please find enclosed the following drawing:

- GT1 Grease Interceptor Passive / Biological Specification by Grease Guardian.

The catering kitchen will be a large domestic kitchen only and not a commercial kitchen. Full details of the kitchen proposals or menu are not yet available and are still being developed.

The kitchen is to be all electric with no gas equipment proposed and is deemed not a commercial kitchen.

The kitchens will predominantly be operational between 6am – 10pm.

The proposals are to install a small dedicated and independent supply and extract system to provide minimal air change rates to the kitchen. The extract system will rise to roof level via dedicated service riser and be fire rated ductwork and be acoustically treated at roof level with a form of odour control installed if deemed necessary. The supply air system shall comprise a tempered air fan, located at high level within the ground floor kitchen ceiling void, providing filtered make up air and terminating via the local façade. The velocity of the supply and extract system shall be kept at 5/6m/sec to minimise system pressures and outbound noise,

The proposals are to catch any grease via a manual grease interceptor/trap/separator, located above ground for ease of maintenance and to ensure no grease passes into the underground drainage system. The system initially proposed will be the Grease Interceptor GT1 system as attached, which sits above the final connection into the main sewer and slow the flow of waste water to collect the grease before it enters the below ground system. The kitchen will also have its own vented connection into the underground system direct to the on-site man hole so will be separated from the hotel system.

The system proposed will slow the flow of wastewater to allow it to cool and separate into three layers; FOG, solids and clear water. The FOG forms a “grease mat” at the top of the unit and solids either accumulate at the bottom of the unit or collect inside a strainer which is located just after the inlet. The clear water escapes via the outlet.

A strict maintenance regime will be implemented to ensure the system is pumped out and cleaned every three weeks as per the manufacturers instructions.

The system proposed is kind to the environment as its helps prevent FOG entering the sewerage system and with the manual trap proposed, the grease management service company who will be instructed and who will pump out the trap will dispose of all substances removed from the trap. The grease will then be recycled into biodiesel and any solids will be disposed of in the correct manner, helping to keep our environment clean.

Conclusion

Overall, it has been shown that the details provided are sufficient to discharge the relevant Condition. Therefore, it is respectfully requested that Condition 6 is discharged accordingly.

The application fee of £145 plus the £64 Planning Portal service charge has been paid online.

I trust that the information submitted in support of this application is sufficient for the determination of the application and I look forward to receiving confirmation that the application has been validated in due course. If in the meantime you have any queries, then please do not hesitate to contact me.

Yours sincerely

Nexus Planning