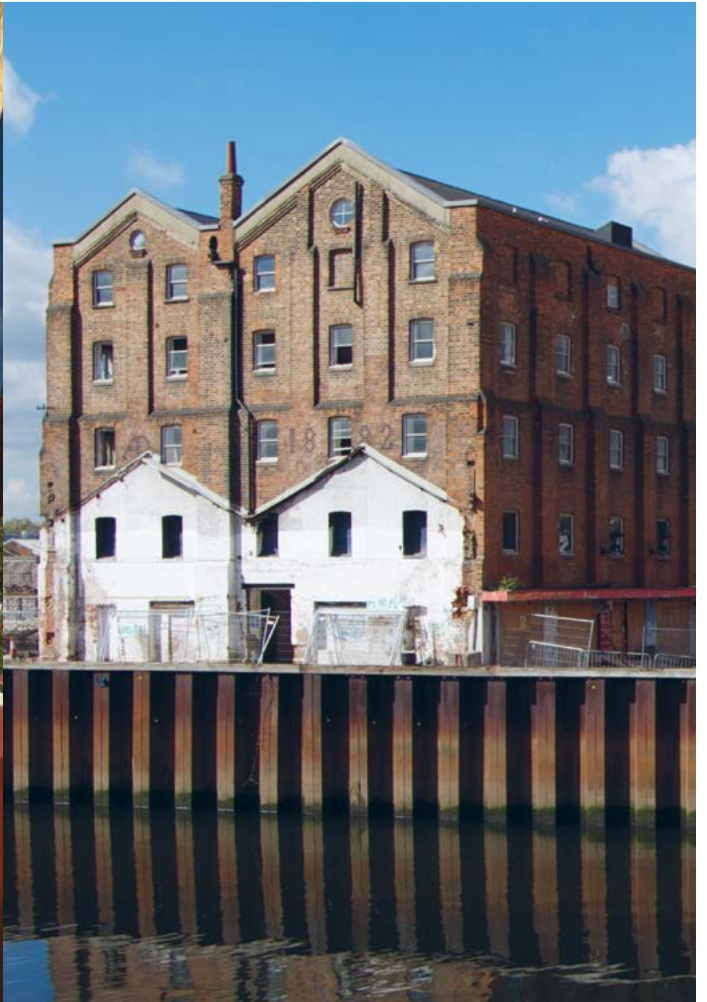


LOCAL PLAN

2020 TO 2036





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FOREWORD



FOREWORD

This revised Local Plan provides an updated blueprint for how the Legacy Development Corporation will continue working towards achieving good growth in its area. It positions Queen Elizabeth Olympic Park and its surrounding places at the heart of what will continue to be the capital's most ambitious regeneration project for the next 15 years. Using the Legacy Corporation's planning powers, we want to create a mix of genuinely affordable homes, business space and public amenities that will meet both the needs of local people and of our growing city. We want to create a vibrant, healthy and sustainable place for existing and future communities, providing education, training, jobs and new homes in this part of East London.

The Plan has been brought up to date and reflects the Mayor of London's commitment to increasing the provision of genuinely affordable housing while growing the local economy and jobs. The revised Plan provides strategic guidance for all development within the Legacy Corporation area until 2036 and sets out the local planning policy used for making planning decisions. When next reviewed, the cooperation arrangements in place with the four boroughs (Hackney, Newham, Tower Hamlets and Waltham Forest) will ensure alignment of strategy and policy with their own Plans as these integrate the Legacy Corporation area from 2025.

Since its establishment, the Legacy Corporation has made significant progress in delivering a lasting legacy from the Games in 2012. Following its transformation, the Park fully re-opened to the public in 2014, with long-term partners for each of the permanent sporting venues in place. The former Press and Broadcast Centre has become Here East, a new media, tech and digital hub, Mossbourne Riverside Academy and Bobby Moore Academy schools have been built and opened and substantial progress has been made in delivering new homes and communities at Chobham Manor, East Wick and Sweetwater. East Village, the former athletes' village, has been transformed to become a successful new and growing community, while the development of new homes, commercial and community space at Bromley-by-Bow is laying the foundations for the establishment of a new district centre to the south of the Park. An award winning new station has been delivered at Hackney Wick as a central part of the masterplanned and now emerging new Hackney Wick Neighbourhood Centre.

The first phases of the International Quarter London (IQL) are becoming established, adding to Stratford's growing reputation as one of London's main centres for business and leisure. Construction of the Legacy Corporation's East Bank project is now underway and will see new sites for Sadler's Wells, BBC Music and the V&A, as well as new campuses for University College London and UAL's London College of Fashion. This creative powerhouse of artistic excellence, learning and research will complement the diverse mix of cultural, creative and other businesses within the Creative Enterprise Zone at Hackney Wick and Fish Island.

Sir Peter Hendy CBE

Chair



INTRODUCTION

- 1.1** The London Legacy Development Corporation was established in 2012 as the first of two mayoral development corporations in London. The purpose of the Legacy Corporation is “to promote and deliver physical, social, economic and environmental regeneration of the Olympic Park and its surrounding area, in particular by maximising the legacy of the 2012 Olympic and Paralympic Games, by securing high-quality sustainable development and investment, ensuring the long-term success of the facilities and assets within its direct control and supporting and promoting the aim of convergence”.
- 1.2** As the Local Planning Authority for its area, the Legacy Corporation has prepared a Local Plan. The Local Plan sets out the Legacy Corporation’s strategy for the sustainable development of its area as a whole, including the general amount, type and location of new development it considers could take place and the policies to which applications for planning permission should conform in order to meet these objectives. Its planning powers, including preparing and implementing the Local Plan, represent one part of the Legacy Corporation’s role as a development corporation. Alongside the development of its own land and working with its partners, including the local communities, the four Boroughs, landowners and developers, it will use its powers to implement projects and bring about change that will meet the established purpose of creating a lasting legacy from the 2012 Games and supporting and promoting the aims of convergence.

REVIEW OF THE LOCAL PLAN

- 1.3** The Legacy Corporation as Local Planning Authority is a limited lifespan authority. This Local Plan is the adopted development plan for the purpose of all planning decisions within the Legacy Corporation area until such time as planning powers are returned to the Four Boroughs, and beyond that until such time as it is superseded by revisions to the relevant borough local plans that reincorporate their part of the Legacy Corporation area within those plans.
- 1.4** In Autumn 2017, the Legacy Corporation initiated a review of its Local Plan to respond to new evidence prepared on key matters, as well as the changes that have occurred at local, London and national level, since the Local Plan was adopted in 2015.
- 1.5** Public consultation, including community engagement and consultation with statutory consultees and other stakeholders, was undertaken between 6th November 2017 and 29th January 2018. The comments received were reviewed and influenced the Publication version of the draft Revised Local Plan. Consultation on the Publication Local Plan took place between 5th November and 17th December 2018 seeking comments on its ‘soundness’ as defined by the National Planning Policy Framework (2018).

8

ADOPTED LOCAL PLAN

- 1.6** Following this consultation, the draft Revised Local Plan and consultation responses were submitted to the Secretary of State on 8th March 2019, who appointed an independent Planning Inspector. The Examination hearing sessions took place in September 2019 and following receipt of the Inspector's Report in April 2020, the Local Plan was adopted at the Legacy Corporation's Board on 21 July.
- 1.7** The Local Plan, as set out in this document, makes reference in a number of places to the draft new London Plan. At the time of the publication of this document (the Legacy Corporation Local Plan 2020-2036), the new London Plan had completed its Examination in Public and the Mayor had made available the 'Intend to Publish' version of it. It is anticipated that the final formal version of the new London Plan will be published during the summer of 2020. Once it has been published in this final form, all references within the Legacy Development Corporation Local Plan should be read as meaning the 'London Plan'.
- 1.8** For any queries in relation to the Local Plan please contact the Planning Policy and Decisions team in the following ways:
Telephone: 020 3288 1800
Email: planningpolicy@londonlegacy.co.uk

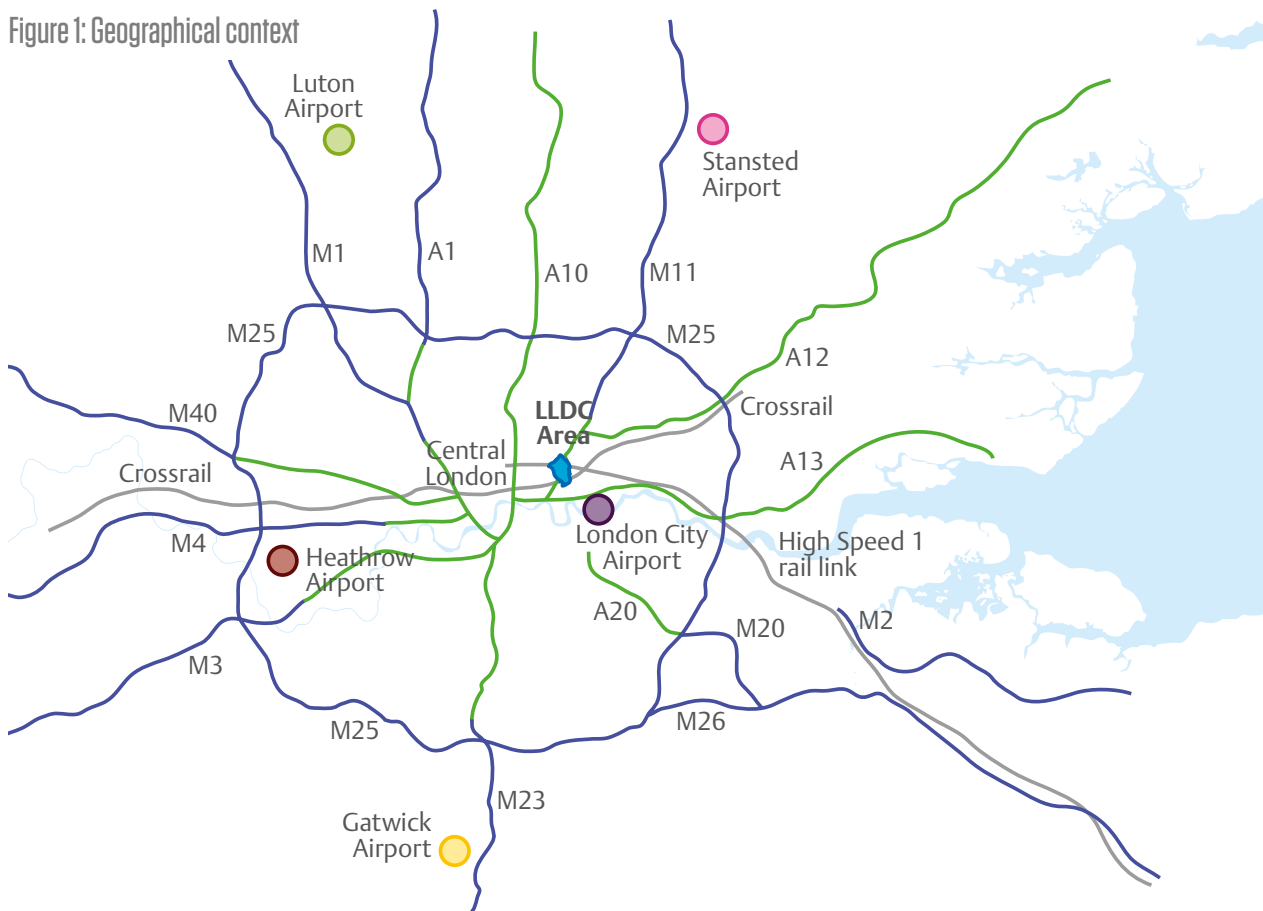




OUR AREA

- 2.1 This section sets the scene in regard to the role of the Legacy Corporation and the baseline position of the Local Plan. It sets out the historical context and current profile of the Legacy Corporation area, and the challenges and opportunities faced in creating the economic growth and development proposed.
- 2.2 The timeline at paragraph 2.4 shows how this part of east London has evolved from the significant development which occurred within the Victorian era through industrial decline to the current rejuvenation. The current profile at paragraph 2.5 provides context to the establishment of the Legacy Corporation, and justifies the role of the Legacy Corporation in improving prospects and achieving convergence. Paragraph 2.6 highlights the main challenges and opportunities faced in this task of creating employment, educational and commercial growth, building a significant number of new homes and providing infrastructure, all which will take place over the Plan period.
- 2.3 The Legacy Corporation area is located within east London, approximately four miles from the Central Activities Zone. It occupies a key strategic location at the meeting point of the London–Stansted–Cambridge–Peterborough growth corridor and the Thames Gateway Growth Corridor. Within London, the area is directly connected to the major business and growth hubs of Central London, Canary Wharf and the Royal Docks.

Figure 1: Geographical context



2.4 History

	43–410 AD	1086	1800s	1900s	Late 1900s –
Pre-Roman	Roman Britain	Medieval	Industrial expansion	Decline	Regeneration
Marshland and farm land along the spine of the River Lea	Settlements at Stratford	Eight tidal mills Cistercian abbey at Stratford Langthorne Early development of industry	Expansion focused around waterways and railways Industry at Fish Island intermingled with back-to-back terraces	Bomb damage Redevelopment with housing estates Loss of employment and manufacturing Under-utilisation of land Deprivation	Channel Tunnel Rail link Westfield Stratford City Olympics and Paralympics LLDC formed

2.5 Current profile



ECONOMIC



- High employment rate – 63 per cent, and most are full time employees, working in professional occupations
- Below London average unemployment level
- A greater potential workforce, with lower levels of retired people than the London average
- Considerable growth of businesses and high employment growth, more than the growth than the London average
- A greater proportion of micro businesses and SMEs, more than the London average and the four boroughs
- High proportion of jobs in ICT and Digital industries indicates that the area is becoming an innovation and hi-tech hub.



SOCIAL



- The Mayoral Development Corporation (MDC) Area is a fast-growing area, with a current population of approximately 26,000, up 16,000 from 2012
- The population of the Legacy Corporation area is relatively young with over 60 per cent being under 34, and only four per cent over 65
- More than half of the population holds a degree level qualification, outperforming London and England
- Greater private rented housing stock, nearly double the London average
- East London has some of the most deprived local authority areas within England: Hackney, Newham and Tower Hamlets have some of the highest concentrations of deprivation.



ENVIRONMENTAL



- The overall Legacy Corporation area is 480ha
- This includes about 100ha of Local Open Space in more than 40 locations
- The area of Queen Elizabeth Olympic Park is 226ha
- The Legacy Corporation area contains 6.5km of waterways and a range of Biodiversity Action Plan habitats
- The area also contains vacant land and some areas of potentially contaminated land.

2.6

Challenges and opportunities

CHALLENGES

- Maintaining and strengthening the area’s economic base
- Attracting international investment and businesses to the new office and other employment locations, and support local enterprises
- Creating an expanded but integrated Metropolitan Centre at Stratford, without severance from the existing Stratford town centre, maintaining existing and creating other new thriving centres
- Maintaining the character and strengths of existing communities and creating new neighbourhoods with distinct identities
- Providing for housing needs in number, size and tenure
- Delivery of planned infrastructure to support growth, including improving connectivity and supporting pedestrians and cyclists
- Protecting and enhancing the natural and built environment, including mitigating the effects of climate change
- Improving health outcomes and life opportunities for those who live and work within the area.



OPPORTUNITIES

- The supply of large areas of land, enabling the development of homes and communities
- The sporting legacy of the 2012 Olympic and Paralympic Games and maximising the use of the Games venues – creating a thriving sport, tourist and visitor destination
- Attracting high-profile institutions, including arts, culture and education to invest in the area’s future
- Raising the profile of the area through building on its appeal as a sport, tourist and visitor destination and creating well designed new developments
- Continued improvements to transport capacity and connectivity, including the enhancement of the waterways
- Further capacity becoming available within the public transport network for example, Crossrail
- Remediation of land and utilising vacant and underused land for positive purposes
- Working with new and existing communities to create stronger neighbourhoods
- Greening and improving the environment, including biodiversity
- Continued educational expansion for all-ages
- Creating high quality buildings and places, which have inclusive design and maintain and build upon existing local character
- Being an exemplar of sustainability
- To continue to build on the existing low-carbon, drainage and other infrastructure – for example, heating and cooling networks.



Figure 2: The future of the Legacy Corporation area





Three Dimensional illustration of existing development and planning permissions, August 2014

OUR VISION – WHAT WE WANT TO ACHIEVE

MISSION

- 3.1** London Legacy Development Corporation’s mission is to use the once-in-a-lifetime opportunity of the London 2012 Games and the creation of Queen Elizabeth Olympic Park to develop a dynamic new heart for east London, creating opportunities for local people and driving innovation and growth in London and the UK.

PURPOSE

- 3.2** The Legacy Corporation’s strategy is to focus on the following areas:
- **LIVE:** Establish successful and integrated neighbourhoods, where people want to live, work and play
 - **WORK:** Retain, attract and grow a diverse range of high quality businesses and employers, and maximise employment opportunities for local people
 - **INSPIRE:** Establish a 21st century district, promoting cross-sector innovation, education, culture, sport, aspiration and participation in east London
 - **DELIVER:** Deliver excellent value for money, and champion new models and standards which advance the wider cause of regeneration, in line with Legacy Corporation’s core values
 - **VISIT:** Create a diverse, unique, successful and financially sustainable visitor destination.
- Objective ①** Increase the prosperity of east London through growth in business and quality jobs, with an emphasis on cultural and creative sectors, promotion as a visitor and tourist destination, and high-quality higher education and training opportunities.
- Objective ②** Establish and maintain locally distinctive neighbourhoods which meet housing needs, while providing excellent and easily accessible social infrastructure.
- Objective ③** Create a high-quality built and natural environment that integrates new development with waterways, green space and the historic environment.
- Objective ④** Secure the infrastructure required to support growth and convergence.
- Objective ⑤** Deliver a smart, sustainable and healthy place to live and work.

PRIORITY THEMES

3.3

Our vision is supported by priority themes that run through all of the Legacy Corporation's activity, including its Local Plan:

- promoting convergence, employment and community participation
- championing equalities and inclusion
- ensuring high-quality design
- ensuring environmental sustainability.

The Legacy Corporation area in 2036

VISION

By 2036, the Legacy Corporation area will have become an established location for working, living, leisure and culture. Based upon locally distinctive urban districts, linked by green spaces and waterways, with Queen Elizabeth Olympic Park and its world-class sports venues and the Cultural and Education District as a centrepiece, the benefits of sustained investment and renewal radiate well beyond the area, blurring boundaries to create a new heart for east London.

Stratford has become a Metropolitan Centre with an international role, a home or focus for international businesses served by international trains and quick links to airports, with universities and cultural institutions alongside the commercial, retail and sporting centres. Universities have established a reputation for undergraduate and postgraduate education with associated research and development activity, and businesses are an important part of the local economy, particularly around Stratford Waterfront and Pudding Mill.

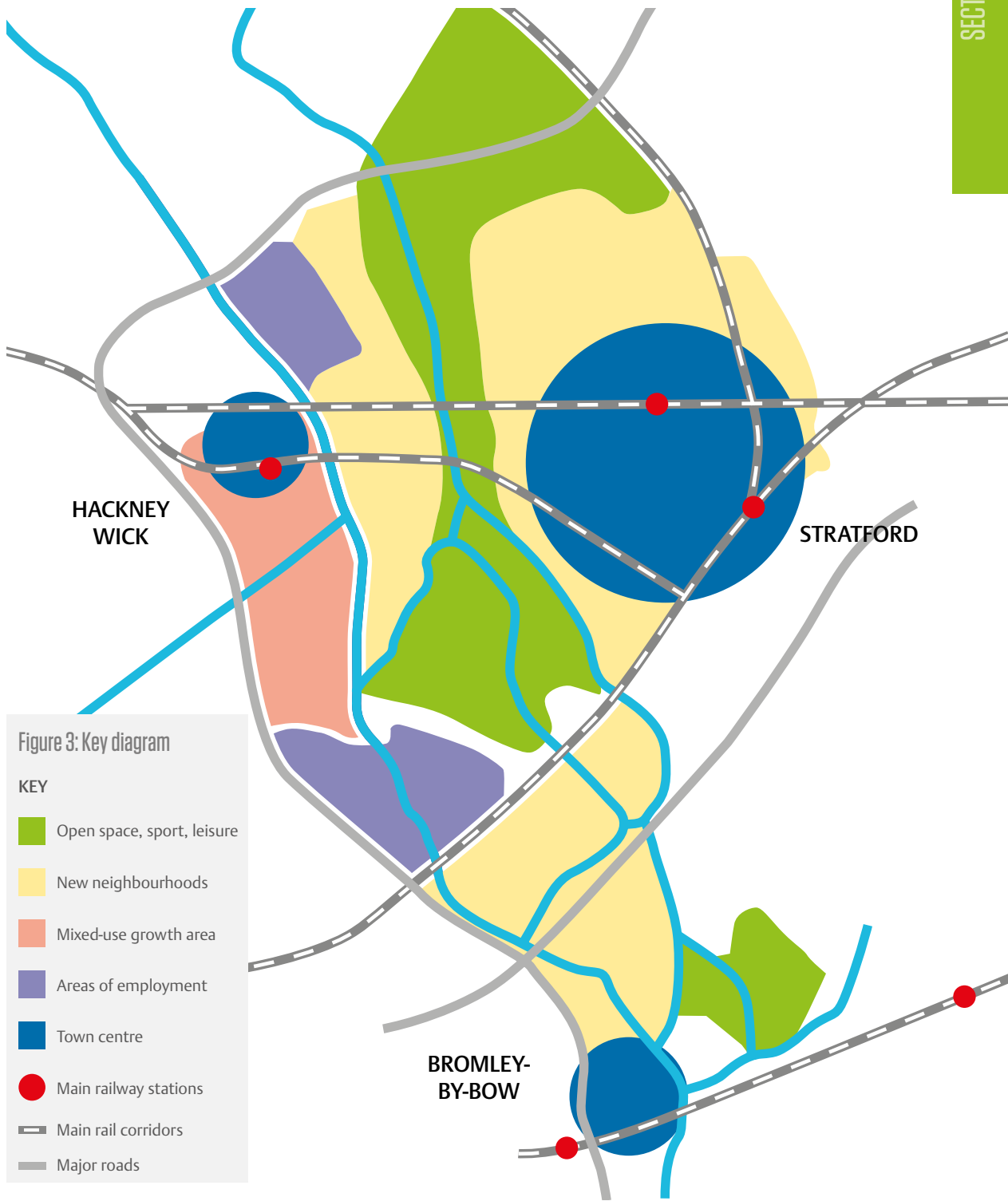
Here East is a technology- and media-focused hub which, together with the rest of Hackney Wick and Fish Island as the Cultural Enterprise Zone, provides space for creative and productive businesses, complementing the established clusters of artists and makers.

In addition to being a location where thousands of people live, work and relax, Queen Elizabeth Olympic Park is recognised

as one of London's unmissable attractions for visitors, and as a global centre for cultural and sporting excellence.

A District Centre at Bromley-by-Bow, the Neighbourhood Centre at Hackney Wick and the Local Centres at Pudding Mill and East Village provide a focus for local shops, services and community activities, surrounded by thousands of well designed new homes, including family and affordable homes, to create a network of distinctive and mixed urban districts. Accessible and well maintained local footpaths, cycleways and roads tie these urban districts together, and into their wider surroundings, making it easy to access the public transport hubs at Stratford, Hackney Wick and Bromley-by-Bow. The networks of parks, local routes, community sports facilities, schools and other community facilities make this a healthy place to live and work.

The design of buildings respects the character of the area and these have become examples of high-quality design. District heating and cooling networks, the bio-diverse landscapes and waterways, and trees and general urban greening complete the picture of a sustainable and comfortable place to live and to work. The Legacy Corporation area has become somewhere that people aspire to work and live, a unique and exemplary place that has set the standard for London as a whole as it continues to change and grow.



3.4

The vision for the Legacy Corporation area, set out on the previous page, draws on its corporate vision and sketches a picture of the area at the end of the Plan period in 2036. As a Development Corporation, its planning powers are one set of tools for achieving the regeneration and legacy benefits that the organisation has been created to realise. The five objectives translate the corporate vision into the aspects that its planning powers can be used to achieve. These set the policy themes that are relevant to the circumstances of the area and the benefits that achieving these can bring for the surrounding areas of east London.

THE STRATEGIC CONTEXT

3.5

The Mayor has set out his strategic planning objectives for the Legacy Corporation and for this Local Plan within his London Plan. This clearly identifies the Legacy Corporation as one of the London planning authorities whose Local Plan will need to be in general conformity with his London Plan. The area boundary is recognised and a specific housing target is set. Meeting housing and employment land needs within the context of the wider opportunity area is highlighted. In order to achieve this, many of the policies in this Plan are strongly linked to the policies and standards established within the draft New London Plan and the associated Supplementary Planning Documents.

SUSTAINABLE DEVELOPMENT

Policy SD.1: Sustainable development

POLICY

When considering development proposals, the Legacy Corporation will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan, the London Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or policies that are most important for determining the application are out of date at the time of making the decision, then permission will be granted unless material considerations indicate otherwise – taking into account whether:

- The application of policies in the NPPF that protect areas or assets it defines as being of particular importance provide a clear reason for refusing the development proposed; or
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.



- 3.6** The United Nations World Commission on Environment and Development (WCED) in its 1987 report ‘Our Common Future’ defines sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. The NPPF provides that planning policies and decisions should play an active part in guiding development towards sustainable solutions but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area. In relation to making planning decisions for new development in the Legacy Corporation’s area, understanding the strategy for sustainable development and the elements that need to be implemented to achieve it will mean, for each development proposal in question, taking and applying the policies in this Local Plan as a whole.

STRATEGIC POLICIES

- 3.7** The NPPF and Planning Practice Guidance (2018) are clear that Local Plans should ensure that non-strategic policies are clearly distinguished from strategic policies. Within this Plan there are a limited number of non-strategic policies. There is a main strategic policy at the start of each of the main policy sections of the Plan (the number pre-fixed with ‘SP’). However, the majority of the other policies in these main policy sections also contain significant strategic policy linked to each of these main strategic policies. Each of the policies in these main policy sections are necessary, in combination, to achieving the vision, objectives and strategic aims of the Plan. The site allocations within the sub area sections of the Plan are also considered to be strategic policies, with their delivery being necessary to meet the Local Plan housing targets and the delivery of the key economic and environmental objectives that have been identified in the main policy sections of the Plan. Table 1, contains a full list of strategic policies and also separately lists all non-strategic policies. Non-strategic policies are mainly those within the Sub Area sections of the Local Plan. Any formally designated neighbourhood forum may also prepare a Neighbourhood Plan for its relevant neighbourhood planning area which will include further non-strategic policies for the relevant part of the Legacy Corporation area. A Neighbourhood Plan will become part of the Statutory Development Plan once relevant legal processes have been satisfied and the plan is officially ‘made’ by the Legacy Corporation.

MONITORING AND REVIEW OF THE LOCAL PLAN

- 3.8** To help us understand how well we are managing to achieve the objectives that are set out in this Local Plan, the Legacy Corporation will monitor a set of indicators. Where the objectives are not being met, this may then trigger a review of part or all of the Local Plan. Responsibility for creation, monitoring and review of planning policy will return to the four boroughs once planning powers have returned to them. Section 14 of the Local Plan, ‘Delivery and Implementation, includes a table that sets out the performance indicators against which the objectives in the Local Plan will be monitored.



THE LEGACY CORPORATIONS PRIORITY PROJECTS

The Legacy Corporation and its partners will be focusing on delivery of the following projects that are central to its purpose and objectives.

EAST BANK

Providing new homes for Sadler's Wells, BBC Music and the V&A as well as University College London and University of the Arts London's London College of Fashion.

HOUSING DELIVERY

Delivering the planning permissions for approximately 2,400 new homes at Chobham Manor, East Wick and Sweetwater.

Delivering development across Legacy Corporation portfolio of other sites (see map opposite) and in doing so achieving 50 per cent as affordable housing across this portfolio which combines the following Local Plan site allocations:

- SA3.2 – Stratford Waterfront North
- SA3.6 – Rick Roberts Way (part of site)
- SA3.5 – Bridgewater Road
- SA4.3 – Pudding Mill.

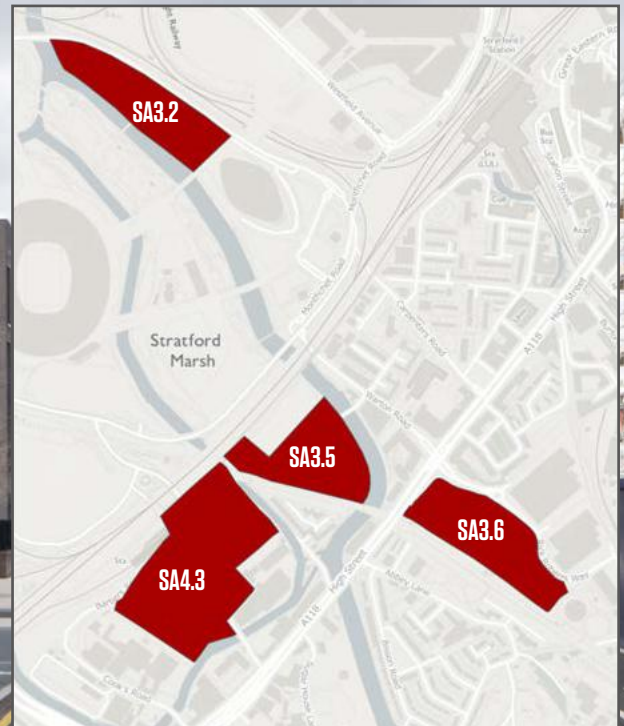


Table 1: Strategic and non-strategic policies in the Local Plan
Strategic Policies

POLICY NUMBER	POLICY NAME
Policy SD.1	Sustainable development
Policy SP.1	A strong and diverse economy
Policy B.1	Location and maintenance of employment uses (including Table 3 Employment clusters)
Policy B.2	Thriving town, neighbourhood and local centres (including Table 4, Retail centre hierarchy)
Policy B.3	Creating vitality through interim uses
Policy B.4	Providing low-cost business space, affordable and managed workspace
Policy B.5	Increasing local access to jobs, skills and employment training
Policy B.6	Higher education, research and development
Policy SP.2	Maximising housing and infrastructure provision within new neighbourhoods
Policy H.1	Providing for and diversifying the housing mix
Policy H.2	Affordable housing
Policy H.3	Meeting accommodation needs of older people
Policy H.4	Providing student accommodation
Policy H.5	Location of gypsy and traveller accommodation
Policy H.6	Houses in Multiple Occupation (HMOs)
Policy H.7	Shared living accommodation
Policy H.8	Innovative housing models
Policy CI.1	Providing new and retaining existing community infrastructure
Policy CI.2	Planning for and bringing forward new schools
Policy SP.3	Integrating the natural, built and historic environment
Policy BN.1	Responding to place
Policy BN.2	Creating distinctive waterway environments
Policy BN.3	Maximising biodiversity
Policy BN.4	Designing development
Policy BN.5	Proposals for tall buildings
Policy BN.6	Requiring inclusive design
Policy BN.7	Protecting Metropolitan Open Land

Policy BN.8	Improving Local Open Space
Policy BN.9	Maximising opportunities for play
Policy BN.10	Protecting key views
Policy BN.11	Air quality
Policy BN.12	Noise
Policy BN.13	Protecting archaeological interest
Policy BN.14	Improving the quality of land
Policy BN.17	Conserving or enhancing heritage assets
Policy SP.4.	Planning for and securing transport infrastructure to support growth and convergence
Policy T.1	Strategic transport improvements
Policy T.2	Transport improvements
Policy T.3	Supporting transport improvements
Policy T.4	Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists
Policy T.5	Street network
Policy T.6	Facilitating local connectivity
Policy T.7	Transport assessments and travel plans
Policy T.8	Parking and parking standards in new development
Policy T.9	Providing for pedestrians and cyclists
Policy T.10	Using the waterways for transport
Policy SP.5	A sustainable and healthy place to live and work
Policy S.1	Health and wellbeing
Policy S.2	Energy in new development
Policy S.3	Energy infrastructure and heat networks
Policy S.4	Sustainable design and construction
Policy S.5	Water supply and waste water disposal
Policy S.6	Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure
Policy S.7	Planning for waste
Policy S.8	Waste Reduction
Policy S.9	Overheating and urban greening

Policy S.10	Flood Risk
Policy S.11	Sustainable drainage measures and flood protections
Policy S.12	Resilience, safety and security
Site Allocation SA.1.1	Hackney Wick Station Area
Site Allocation SA.1.2	Hamlet Industrial Estate
Site Allocation SA.1.3	Hepscott Road
Site Allocation SA.1.4	Neptune Wharf
Site Allocation SA.1.5	East Wick and Here East
Site Allocation SA.1.6	Sweetwater
Site Allocation SA.1.7	Bartrip Street South
Site Allocation SA.2.1:	Chobham Farm
Site Allocation SA.2.2	East Village
Site Allocation SA.2.3	Chobham Manor
Site Allocation SA.2.4	Chobham Farm North
Policy 3.2	Stratford High Street Policy Area
Site Allocation SA.3.1	Stratford Town Centre West
Site Allocation SA.3.2	Stratford Waterfront North
Site Allocation SA.3.3	Stratford Waterfront South
Site Allocation SA.3.4	Greater Carpenters District
Site Allocation SA.3.5	Bridgewater Road
Site Allocation SA.3.6	Rick Roberts Way

Site Allocation SA.4.1	Bromley-by-Bow
Site Allocation SA.4.2	Sugar House Lane
Site Allocation SA.4.3	Pudding Mill
Site Allocation SA.4.4	Three Mills
Site Allocation SA.4.5	Bow Goods Yards (Bow East and West)

**Non-strategic policies
Main policy Sections of the Local Plan**

POLICY NUMBER	POLICY NAME
Policy BN.15	Designing residential extensions
Policy BN.16	Designing advertisements

Sub Area Sections of the Local Plan

POLICY NUMBER	POLICY NAME
Sub Area 1 – Hackney Wick and Fish Island	
Policy 1.1	Managing change in Hackney Wick and Fish Island
Policy 1.2	Promoting Hackney Wick and Fish Island’s unique identity
Policy 1.3	Connecting Hackney Wick and Fish Island
Policy 1.4	Improving the public realm in Hackney Wick and Fish Island
Sub Area 2 – North Stratford and Eton Manor	
Policy 2.1	Housing typologies
Policy 2.2	Leyton Road – improving the public realm
Policy 2.3	Local centre and non-residential uses
Sub Area 3 - Central Stratford and Southern Queen Elizabeth Olympic Park	
Policy 3.1	Stratford Metropolitan Centre
Policy 3.3	Improving connections around central Stratford
Sub Area 4 – Bromley-by-Bow, Pudding Mill, Sugar House Lane and Mill Meads	
Policy 4.1	A potential District Centre
Policy 4.2	Bringing forward new connections to serve new development
Policy 4.3	Station improvements





DEVELOPING BUSINESS GROWTH, JOBS, HIGHER EDUCATION AND TRAINING

4.1

A central role of the Legacy Corporation and the convergence agenda is the reversal of the local trends of unemployment and lower educational attainment, earnings and life expectancy, compared to London as a whole. The transformation will be brought about through opportunities for employment, education and skills attainment and by drawing additional investment into the local economy through retail, leisure, cultural and visitor attraction expansion.

4.2

The results of investment are already being seen. Significant employers are being attracted to locate to the area in a way that rapidly raises the local employment density and new manufacturing and service sectors are emerging from the strong employment foundations that currently exist. Proposals for significant cultural and education investment are progressing which will boost the area profile nationally and internationally. The success of the opening of Queen Elizabeth Olympic Park and its role as a cultural quarter as well as the continued and expanding role of the retail and leisure core has renewed an interest in and heightened the appeal of this part of east London. The Legacy Corporation's area has transformed into a hotspot for development and activity, and is rapidly becoming a highly desirable place to live, work and visit. These successes will be built upon to draw further investment into the area, which will benefit local businesses and communities as well as enhance local employment and educational opportunities through provision of new and varied forms of employment, higher education, research and development and enhancing local access to jobs and training opportunities. This will continue the renewal of one of the most dynamic and interesting parts of London.

Objective 1: Increase the prosperity of east London through growth in business and quality jobs with an emphasis on cultural and creative sectors, promotion as a visitor and tourist destination and high-quality higher education and training opportunities.

OBJECTIVE

This will mean:

- An internationally focused office and business quarter established around the Metropolitan Centre at Stratford and a technology- and media-focused business hub at Here East
- A centre of cultural and sporting excellence based around the retained Games venues and at Stratford Waterfront (East Bank)
- Established centres for town centre and business uses at Stratford, Hackney Wick, Bromley-by-Bow, East Village and Pudding Mill
- Diversity of employment provision within business clusters, focused around Fish Island and Sugar House Lane, and expansion in research and development activity focused at Pudding Mill
- New established university campuses, including at Here East and at East Bank
- Excellent access for local people and businesses to a range of skills and training opportunities that meet their needs.

Strategic Policy SP.1: Building a strong and diverse economy

POLICY

The Legacy Corporation will work with its partners to develop a strong local economy, driving the transformation of east London through:

1. Expansion of opportunities for local, national and international business and promotion of cultural, tourist and leisure expansion
2. Supporting higher and further education expansion, including opportunities for postgraduate study and research, and promoting access to skills and employment training
3. Strengthening the local economic profile of the area, including support of flourishing business sectors and providing additional floorspace in a range of sizes, types and forms
4. Growth of the town centre economies through development of appropriate scale and use to each location and maximising opportunities for vibrant interim uses throughout the area.

Cross-reference to policies: B.1–B.6
London Plan policies: SD10, E1, E8, GG5

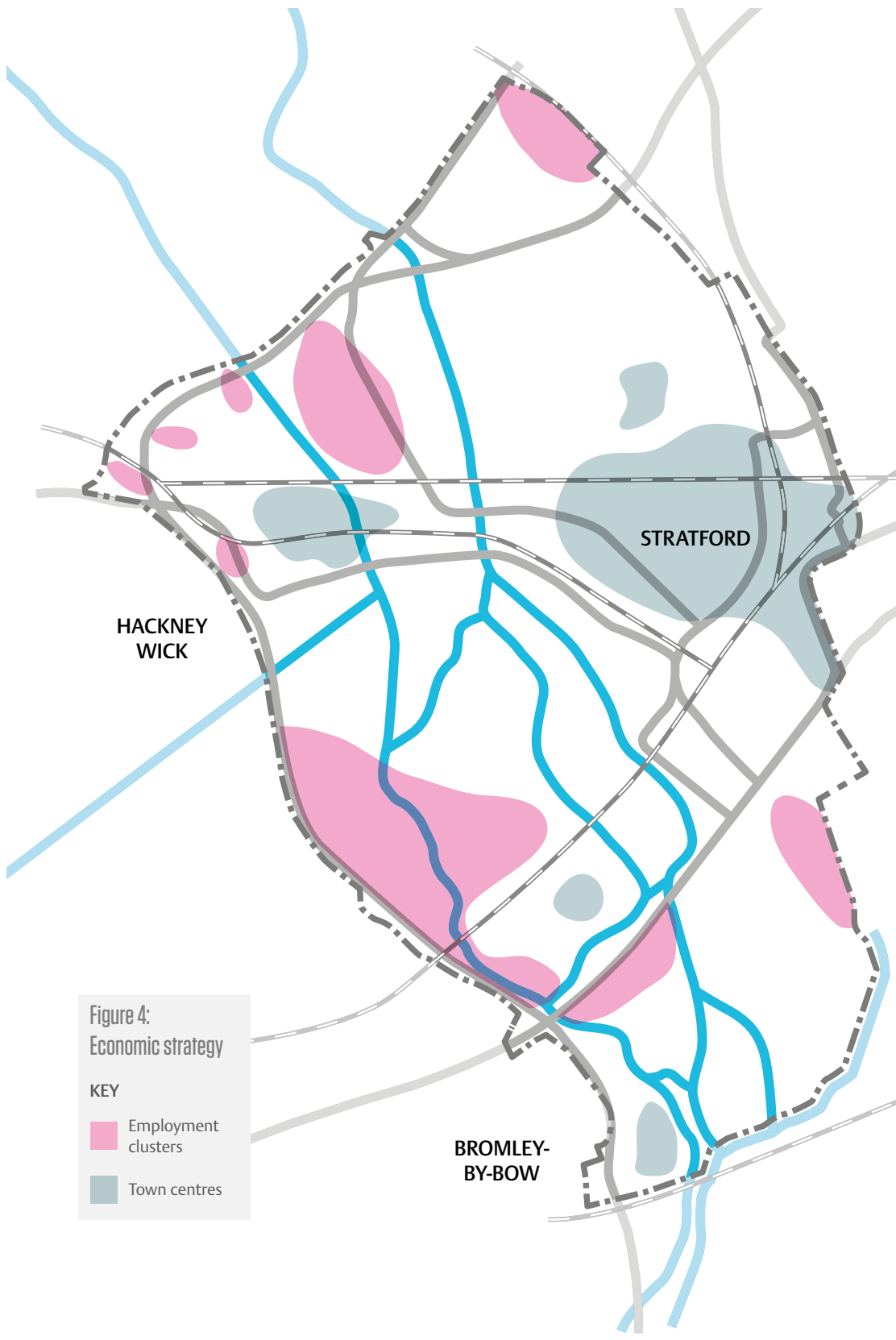
Reasoned justification

4.3 The high-quality sporting offer and events space within Queen Elizabeth Olympic Park, and high-profile retail and leisure provision at Stratford currently draw people and investment into the area, generating additional wealth through spend within local businesses. Central to the transformation of the area is acceleration of this trend, leading to Stratford and Queen Elizabeth Olympic Park becoming key locations of business, culture, education, leisure and tourist and visitor expansion.

4.4 The employment clusters (Strategic Industrial Locations, Locally Significant Industrial Sites and Other Industrial Locations) currently foster a diverse range of employment opportunities, and are key to the character and vibrancy of the area. Opportunities for enhancing the employment offer and mix throughout the area will be utilised, including promoting the creative, productive and cultural industries and social enterprise including through the potential Creative Enterprise Zone at Hackney Wick and Fish Island. The area will become a seat for learning, drawing students from a great distance to east London but also facilitating the training and employment prospects of local people, which in turn generate local wealth. Measures within this section will in combination support the role of a Strategic Area for Regeneration, as identified within the London Plan. This policy will strengthen and build upon this base, enabling economic expansion and diversification. Queen Elizabeth Olympic Park will provide an interactive and smart experience, with more integrated approaches to building and technology, enabling the digital economy to grow.¹ This position is complemented by existing and new town centres generating local wealth and investment through agglomeration.

4.5 Figure 4 demonstrates the overall economic strategy within the Local Plan. The employment clusters (see Policy B.1) will be the focus for B Use Classes, where office and workshop accommodation are appropriate in accordance with the description within Table 3. Generally, town centre uses of retail, leisure, office and visitor attractions and accommodation will be directed towards the Centres through Policy B.2, where other uses may be appropriate according to the location. The Stratford Waterfront sites (East Bank) will become a new cultural focus to the area and relationships with other cultural offers of the area including at Three Mills and Hackney Wick will be built upon within the strategy.

¹ Smart London Plan, 2013



4.6

Table 2 demonstrates how planned development can influence employment outcomes directly in a variety of sectors, but employment growth within the area from smaller schemes will increase this significantly.

Table 2: Direct jobs from proposals

DEVELOPMENT	GROSS DIRECT JOBS (TOTAL), 2036	SECTORS
Here East	7,500 including 5,300 on site	IT, technology, creative and cultural industries, info and communications, finance, real estate, professional, admin and support, education, health, arts/entertainment, wholesale and retail, transport, other services
Queen Elizabeth Olympic Park – Legacy Communities Scheme	Approximately 3,000	Business, office, wholesale and retail, transport, accommodation and food, broadcasting and communications, admin and support, arts/entertainment, other services
The International Quarter	26,200	Office, business, professional services, admin and support, wholesale and retail, arts/entertainment
Strand East (Sugar House Lane)	2,450	Business, office, retail, financial and professional services, food, leisure
Westfield Stratford City	10,000	Retail, food, hotel, leisure and entertainment, office and professional services, admin and support
Chobham Farm	403	Retail and business
Stratford Waterfront (UCL East and East Bank)	Approximately 5,000	Academic institution and commercial research space, student accommodation and retail, cultural and education institutions

DEVELOPMENT MANAGEMENT POLICIES

Policy B.1: Location and maintenance of employment uses

POLICY

B Use Classes shall be focused according to type within the Employment Clusters shown in Table 3 and where identified within the Centres within Table 4. The employment function for each cluster and employment land outside the clusters shall be protected and developed through:

1. Applying the sequential assessment of sites to direct large-scale office uses towards the Metropolitan Centre to support the potential Central Activities Zone reserve and locating smaller scale office uses within the other centres.
2. Ensuring new provision is flexible, meeting the needs of a wide range of end users, including through different-sized units, contains adequate access and servicing and has no conflict with immediate uses

3. Safeguarding land within Strategic Industrial Locations (SIL) for the balance of B Use Classes identified within Table 3. The industrial floorspace capacity and job densities of the SIL will be protected and intensified, where appropriate. The intensification and consolidation of SIL for other uses will only be acceptable where identified within Table 3 and the relevant Site Allocations. In accordance with the Agent of Change principle, development proposals within or adjacent to SILs should not compromise the function, integrity, access/delivery arrangements or effectiveness of the location in accommodating industrial type activities (including Use Classes B2 and B8) and their ability to operate on a 24-hour basis. For clarity, and to avoid any misunderstanding, this applies to all clusters identified within Table 3. Mitigation measures should ensure that Classes B2/B8 operations will not have undue restrictions on noise generation or delivery hours.
4. Protecting the industrial floorspace capacity and job densities of the Locally Significant Industrial Sites (LSIS) and Other Industrial Locations (OILs) for uses identified within Table 3. Proposals for intensification, consolidation or co-location with other uses will only be acceptable where identified within Table 3 and the relevant Site Allocations.
5. Proposals on non-designated industrial sites including where new uses are proposed within the OILs shall maintain or re-provide existing employment capacity by applying the following:
 - a) Proposals involving a change from B2 or B8 Use Class floorspace (including working yardspace) shall re-provide industrial floorspace capacity within the same use class category or, where appropriate, intensify capacity through increased job densities within other B Use Classes, according to location by applying the town centres first principle, or
 - b) Proposals involving a change from B1 Use Class floorspace shall intensify capacity through increased job density
6. Proposals considered under 4-5 above will only be acceptable where:
 - a) The role and function of the designated and non-designated industrial sites are not compromised
 - b) Any new uses including residential development are phased behind the intensification or consolidation of the industrial functions
 - c) The development is well-designed to allow the long-term co-location of uses including the mitigation of any negative impacts of noise, nuisances and air quality
7. Proposals, including conversions, shall also be considered against:
 - a) Proximity of incompatible uses to the existing and proposed use
 - b) The potential reuse of buildings of heritage assets for employment
 - c) Re-location strategies showing how existing businesses can be suitably accommodated
 - d) Evidence of demand for this form of employment space, through viability appraisal showing suitability of maintaining or re-providing industrial or employment within the building, marketing strategies with appropriate lease terms for two immediately preceding years and other overriding factors potentially inhibiting the continuation of employment use.

Cross-reference to policies: B.2; B.4; B.5; BN.1; BN.4, 1.1; SA1.1

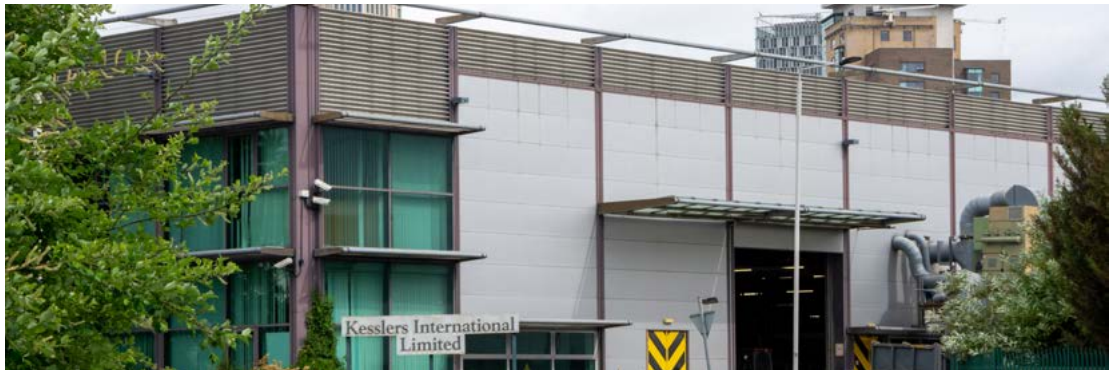
Sub Area Policies: 1.1; SA1.1

London Plan policies: SD4, SD5, SD10, D12, D13, E1, E2, E3, E4, E5, E6, E7, E8, HC5

Reasoned justification

- 4.7** The diversity of the economic offer and its ability to transform and grow is a key feature of and a major factor in the potential of the area. The range of employment sectors operating across the area is remarkable, providing the key conditions for cultural and creative uses, makers and other manufacturers to flourish while heavier industries, office, retail, leisure and sporting industries and uses provide for broader employment needs.
- 4.8** Strengthening the foundations of creative and cultural industries including through the Creative Enterprise Zone together with new economic uses at Hackney Wick and Fish Island will provide a crucial environment for the stimulation of growth, while heavier industries and transportation uses largely towards the south of the area and within the employment clusters provide for more established employment requirements. The economic profile in and around Stratford will be diverse, where office development will form much of the B Use Class development alongside retail and leisure and the Queen Elizabeth Olympic Park's attractions and sporting venues will provide economic value. Opportunities for research and development, in particular around Pudding Mill, will embrace technologies to complete the economic profile of the area. This transformation depends on seizing these opportunities. The need to promote the area as a new economic hub for east London while maintaining its current economic base, and enabling each of these sectors to build on their own strengths, has driven the economic strategy set out within this section and the Local Plan as a whole. This strategy will preserve the economic character which makes the area unique, while building on opportunities for new business types to be introduced and expand.
- 4.9** Local evidence within the Combined Economy Study (2018) has identified a diverse range of employment opportunities available, with an incredible mix of office, industrial businesses, makers, manufacturers, artists and other creative businesses present within the area, but a slight shift in focus towards more established businesses since the 2014 study². Many of these businesses operate within the industrial use classes. The Combined Economy Study (2018) confirms that if employment space can continue to be included as part of mixed-use development and there is no net loss across the Employment Clusters then the demand for industrial land is likely to be met over the plan period.
- 4.10** This also means that capacity could remain for further release of land from large-format industrial uses that are incompatible with mixed-use development and re-provision in a different employment format on those sites through specific development proposals. In these cases, regeneration programmes should aim to facilitate the circumstances which enable valuable existing businesses to remain within the area. This may include intensification, consolidation and co-location where the benefits of shared materials and resources can also be achieved. Further loss of B2/B8 Use Class industrial floorspace within the Legacy Corporation will not be supported except in the very particular circumstances set out below. This principle will be applied through protection of B Use Classes in accordance with Table 3 within designated clusters, and according to a criteria-based approach outside the clusters.
- 4.11** The Legacy Corporation supports the provision of employment floorspace which can accommodate the types of businesses currently drawn to the area, in particular the creative, productive and cultural industries, night time economy uses as well as new innovative technology sectors. Many of these activities can be accommodated in workshops as well as larger flexible spaces, so proposals incorporating these formats of floorspace will be supported.

²Business Survey (2014).



Policy application

- 4.12** For the purposes of this policy, employment is defined as the B Use Classes, but in some cases, within the Centres, where employment density is greater than would be achieved for B Use Classes and contributes towards the wider role and function of the area, uses within A and D Use Classes may be considered to be providing an employment function. The applicability of this shall be assessed on a case-by-case basis, and should be read in conjunction with Policy B.2. This policy specifically includes yard space within the definition of industrial floorspace.

Clusters

- 4.13** The Town Centre boundaries are shown on the Policies Map. Larger-scale office uses are defined as floorspace over 2,500sqm and should be directed towards the Metropolitan Centre. The sequential assessment directs office uses below this threshold to within the other centre boundaries, and only small-scale, complementary office uses will be permitted outside these boundaries. Proposals of over 2,500 sqm should also consider the provision of space suitable for SMEs including affordable workspace or low-cost business space, see Policy B.4. Table 4 sets out further detail of the role of each Centre in relation to main town centre uses.
- 4.14** The boundaries of each of the employment cluster designations are shown on the Policies Map. Table 3 makes clear what balance of uses and form of development will be suitable within each location as well as setting out the potential for intensification, consolidation and co-location. For the purposes of clarity, due to the limited amount of storage and distribution uses within the Legacy Corporation area it is not considered that substitution will be appropriate, however such uses are of particular importance in support for the CAZ despite their relatively low job densities. The existing industrial floorspace capacity balance and density will be maintained. The Draft New London Plan identifies three categories of industrial land: Strategic Industrial Locations (SIL), Locally Significant Industrial Sites (LSIS), and Non-Designated Industrial Sites. The industrial and associated specialisms of Here East (Hackney Wick) focus on technological and creative industries, therefore this site is also identified within Table 3 as a new local category of SIL (Strategic Technology Cluster). At this location the priority will be retention of industrial capacity, including uses which support existing site functions. Within the category of Non-Designated Industrial Sites this Plan designates some sites as Other Industrial Locations (OILs) which are also included as employment clusters in Table 3. OILs are locally designated industrial sites considered most susceptible to change, likely to include the introduction of new uses, including residential integrated across the site through delivery of mixed use development³. The Legacy Corporation will support and promote measures to improve employment clusters through Section 106 Agreements.⁴

³ Wick Lane, Crown Close and Cooks Road subject to change where introduction of residential may be appropriate.

⁴ For example, public realm improvements, signage, highways.

In accordance with the Agent of Change principle, development proposals should demonstrate an acceptable relationship with the existing SIL users and ensure that noise-generating industrial uses remain viable and can continue or grow without unreasonable restrictions being placed on them, taking into account the function of SIL sites and industrial/warehousing operators' ability to operate 24 hours and 7 days a week. Mitigation measures should ensure that Classes B2/B8 operations will not have undue restrictions on noise generation or delivery hours.

Outside Clusters

- 4.15** The intention of the policy is to maintain employment outside the clusters as it plays a pivotal role in the economic performance of the area. Part 5 of the Policy requires that the employment capacity of these sites is maintained or re-provided. Part 6 sets out the additional criteria which proposals considered under parts 4 and 5 will need to satisfy. Part 7 contains other considerations which shall be taken into account, including how the existing and the proposed use integrates or conflicts with the surrounding area or the development proposed within this Local Plan, and where the reuse of buildings of value shall be considered positively. Industrial floorspace capacity is defined as the existing floorspace on site or the potential amount measured on a 65 per cent plot ratio, whichever the greater⁵. Where a job density approach is applied, densities should either be above average for the B Use Classes⁶ where existing job density is low, or significantly increase densities from existing levels, whichever is the greater. Where density is applicable, the additional jobs created should meet local requirements.
- 4.16** Under Bullet 5 (a), where the premises are within, or most recent permanent use is within, B2/B8 industrial uses, equivalent floorspace capacity shall be maintained or re-provided. The only exceptions shall be where the current use is clearly and demonstrably in direct conflict with its immediate surroundings, or where the current use is clearly incompatible with mixed-use development proposed within this Local Plan for the specific site, including at Hackney Wick and Fish Island. In these circumstances the equivalent employment floorspace to be re-provided should be in the form of workshops which are compatible with mixed-use development, including within B2 Use Classes, in the first instance; or proposals should significantly increase job density within B Use Classes, appropriate to location, with proven ability to let. This will ensure redevelopment proposals enable existing businesses which contribute to the economic variety of the area to remain. In the case of Hackney Wick Neighbourhood Centre, for example, reconfiguration of floorspace for employment uses (B1 and B2 Use Classes) compatible with the mixed-use development proposed will be acceptable. Sub Area 1 policies also provide additional guidance on where a floorspace capacity or job density approach will be applied.
- 4.17** Bullet point 5 (b) will apply for proposals relating to current B1 Use Class employment. As B1 Use Classes are generally compatible with mixed-use development, any re-development proposals of B1 Use Class floorspace should maintain equivalent B Use Class employment floorspace or significantly increase job density within the B Use Classes.
- 4.18** Only where a convincing case for a loss of employment floorspace or density, including through conversion, is made through Part 7 of this policy shall an exception be made. This should include:
- **Re-location strategies** demonstrating no negative financial implications for existing businesses and potential for relocation to suitable premises (by type, size, use and specification) nearby at similar rates. For Sub Area 1 additional guidance is provided in the Hackney Wick and Fish Island SPD.

⁵ See draft New London Plan

⁶ Homes and Communities Agency: Employment Densities Guide 2015 provides a good indication of average space per full-time equivalent employee.

- **Marketing strategy evidence** demonstrating a lack of demand for all appropriate forms of employment uses and site configurations through marketing at appropriate terms and a reasonable rate for the area, within appropriate forums, for at least two years prior to the submission of the proposal
- **Viability appraisals** assessing the suitability of location, quality, condition, character and function, and ability of a business to thrive under such circumstances; suitability of the premises for conversion to any employment use; the potential costs and configurations for improvements; and the ability to attract market rates for the area
- The existence of other overriding factors which could potentially inhibit the ability to provide equivalent employment on the site in the future, such as building configuration or conversely the presence of premature lease-termination issues.

Design

4.19

New employment floorspace should be designed flexibly to maximise potential uses and take-up, through provision of variable sizes, flexible and adaptable space, which are capable of meeting the needs of SME occupiers including the way the units are accessed and managed. When co-locating with residential proposals should pay particular regard to noise insulation issues to maximise the range of potential occupants. Mixed-use developments should be designed to maximise the forms and types of employment uses which can be incorporated into the development, including how B1 and some forms of B2 Use Classes can be compatible with mixed-use development through good design, including vertical and horizontal integration. Where existing businesses are capable of taking up the space proposed through mixed-use redevelopment, temporary re-location strategies shall be sought as described in paragraph 4.18 to enable these businesses to remain within the area for the long term. When designing flexible space within mixed use schemes consideration of the relationship between home-based work and dedicated workspace or potential for integrated employment and leisure offers may also be a factor. On a case-by-case basis proposals requiring planning permission involving a change of use to B1 will be protected from future change to residential through conditions.

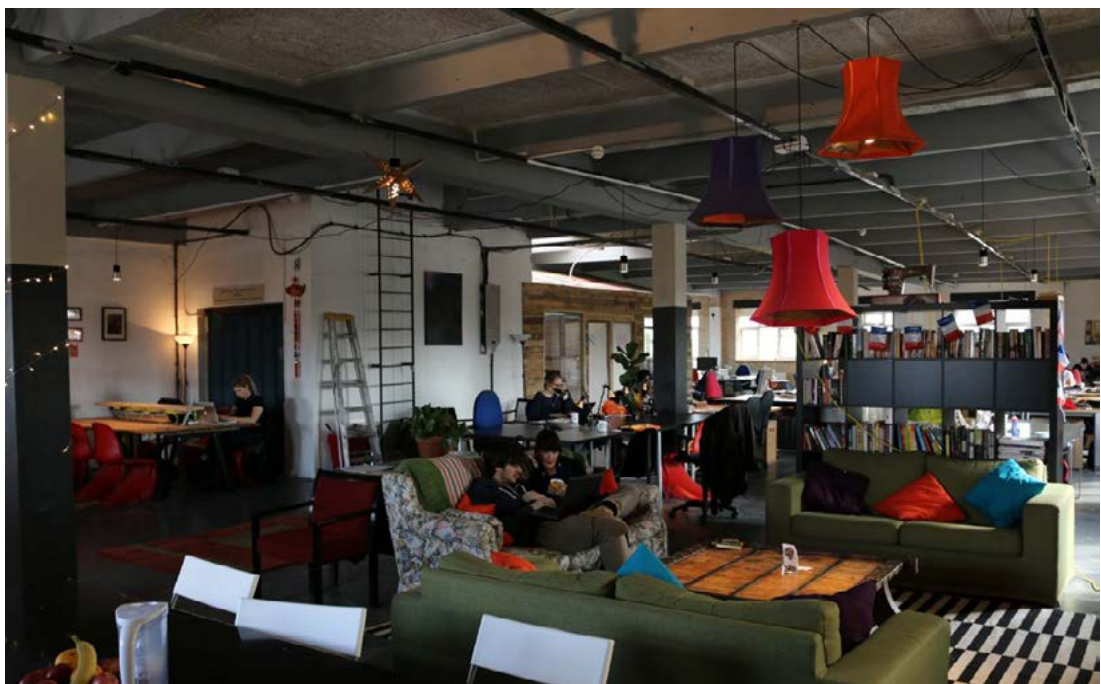


Table 3: Employment clusters

REF	EMPLOYMENT CLUSTERS	CLUSTER FUNCTION
B.1a1	<p>Here East (Hackney Wick) Strategic Industrial Location (Strategic Technology Cluster)</p>	<p>A range of complementary employment uses within B1 and B8 Use Classes, D1 and higher/further education uses, including creative and technology-based industries, light industrial, offices, research and development, media, broadcasting and production uses, culture/arts and smaller workshops. Also including supporting uses of conference facilities within D2 Use Classes, and small-scale retail and leisure.</p> <p>Development will be supported which complements the media, education, technological and creative functions including light industrial; storage and distribution; flexible B1c/B2/B8 use class floorspace and/or small-scale subsidiary retail, leisure or other ‘walk to’ services will be supported. Opportunities for intensification and redevelopment of under-utilised areas for activities falling within the identified use classes will be supported.</p>
B.1a2	<p>Fish Island South including Bow Midland West Rail Site Strategic Industrial Location</p>	<p>A range of significant B2 and B8 Use Classes of industrial, warehousing, transport, waste management and distribution. A safeguarded rail head and associated bulk freight distribution use. Uses should make effective use of the railhead, including potential for aggregate distribution and for concrete batching, the manufacture of coated materials, other concrete products and handling, processing and distribution of or aggregate material. Only small-scale supporting ancillary uses will be supported. Potential for intensification of the floorspace capacity of existing industrial uses through modernisation of facilities, development of multi-storey schemes and more efficient use of land through increased plot ratios. Only where new industrial uses providing consolidated and intensive, high quality and sustainable facilities minimising the environmental, visual and amenity impacts of the site are provided will other new uses be supported (see Site Allocation 4.5).</p>
B.1a3	<p>Bow Goods Yard East Strategic Industrial Location</p>	<p>A safeguarded rail head and associated bulk freight distribution use. B2, B8 and waste management uses are appropriate. Only development supporting the rail-related and small-scale ancillary uses will be supported. Potential for intensification of the floorspace capacity of existing industrial uses through modernisation of facilities, development of multi-storey schemes and more efficient use of land through increased plot ratios. Only where new industrial uses providing consolidated and intensive, high quality and sustainable facilities minimising the environmental, visual and amenity impacts of the site are provided will the introduction of other new uses be supported (see Site Allocation 4.5).</p>
B.1b1	<p>Site at junction of Lee Conservancy Road and Eastway Locally Significant Industrial Site</p>	<p>B Use Class industrial use and suitable for a future industrial, storage and distribution or transport-related use. Potential for intensification of the floorspace capacity of existing industrial uses through modernisation of facilities and more efficient use of land through increased plot ratios.</p>

REF	EMPLOYMENT CLUSTERS	CLUSTER FUNCTION
B.1b2	Trafalgar Mews, Eastway Locally Significant Industrial Site	Mixed industrial and business use and transport associated use. Potential for intensification of the floorspace capacity of existing industrial uses through modernisation of facilities and more efficient use of land through increased plot ratios.
B.1b3	Site at Chapman Road Locally Significant Industrial Site	A mix of small-scale industrial, storage and distribution uses with supporting retail. Potential for intensification of the floorspace capacity of existing industrial uses through modernisation of facilities and more efficient use of land through increased plot ratios.
B.1b4	Bartrip Street North Locally Significant Industrial Site	A mix of small-scale industrial, storage and distribution uses. Potential for intensification of the floorspace capacity of existing industrial uses through modernisation of facilities and more efficient use of land through increased plot ratios. Proposals involving intensification and co-location or release will be appropriate where it helps facilitate the delivery of the Bartrip Street South (SA1.7) allocation.
B.1b5	Wick Lane and Crown Close, Fish Island Other Industrial Location	An employment-led mix of uses, including warehouse, storage, distribution, with some potential for residential development and live work in appropriate locations, subject to Bullet points 6 and 7. Potential for redevelopment to re-provide existing industrial floorspace and intensify the floorspace capacity through more efficient use of land and increased plot ratios, facilitating the co-location with residential across the whole of the designation. An appropriate and gradual transition between nearby uses of residential and industrial.
B.1b6	Cooks Road Other Industrial Location	Land within B1c/B2/B8 Use Classes. Land between Cooks Road and River Lea, redevelopment opportunity with a significant proportion of employment use providing floorspace within a range of use B1–B8 Uses Classes alongside other uses, with an element of residential, providing a transition to the lower employment mix of uses within the remainder of Pudding Mill. Potential for redevelopment to make more efficient use of land including re-provision of intensive industrial floorspace at northern part of the designation, and to intensify the floorspace capacity through increased plot ratios facilitating the co-location with residential within the remainder of the designation.
B.1b7	Sugar House Lane/Stratford High Street Locally Significant Industrial Site	Land within B2/B8 Use Classes. Area at the northern end of the Strand East site, partly fronting Stratford High Street, with an existing planning permission for a cluster of development for a mix of predominantly office, workshop, retail, hotel and associated business and employment-generating uses. The introduction of new industrial uses will provide intensive, modern and flexible accommodation.

REF	EMPLOYMENT CLUSTERS	CLUSTER FUNCTION
B.1b8	Rick Roberts Way North Locally Significant Industrial Site	A cluster of existing high-quality industrial design and manufacturing uses of B2 and B8 Use Classes in modern buildings. Potential for intensification of the floorspace capacity of existing industrial uses through development of multi-storey schemes and more efficient use of land through increased plot ratios.
B.1b9	Temple Mills Lane Locally Significant Industrial Site	Transport uses appropriate to or subsidiary to current use as bus depot.

Case Study 1: Hackney Wick and Fish Island Creative Enterprise Zone

In December 2018 it was confirmed that the joint proposal by the London Legacy Corporation, London Borough of Hackney and London Borough of Tower Hamlets was successful in receiving Creative Enterprise Zone status. An extensive amount of work has taken place to promote such a CEZ within the Hackney Wick and Fish Island area. Although not a planning initiative there are clear links between the two including a shared evidence base in the Combined Economy Study (2018).

As a Creative Enterprise Zone, HWFI will benefit from an overarching economic strategy which is also supported by policies within the Local Plan, such as the emphasis on support for businesses within flourishing sectors in the economy (SP.2); protection of the current supply of a range of traditional manufacturing and heavier industries whilst encouraging the forms of appropriately located and designed workspace appropriate to new and existing creative, productive and cultural industries, enabling them to thrive within the area (B.1); and support for the provision of new affordable workspace and low cost business space secured at sub-market rates in particular where existing space is present (B.4). Policies supporting the new Neighbourhood Centre at Hackney Wick also acknowledge the unique circumstances of the area and the close relationship with employment space and a model of dispersal of these uses across the centre (B.2).

In addition, the area benefits from various socio-economic programmes and investment, including business development programmes, employment and skills programmes and community capacity building programmes. These initiatives and emerging projects fall within the categories of new creative clusters and networks; creative production space; business development; enterprise and skills; and community links and socially inclusive spaces. Together these will create a single form of governance, provide new spaces, supply chain support, showcasing a cultural strategy, partnerships with schools and other training organisations and engagement with outside community and community representatives.



Policy B.2: Thriving town, neighbourhood and local centres

POLICY

Main town centre uses⁷ shall be focused according to the scale, format and position in the retail hierarchy identified in Table 4. In addition to the comparison floorspace requirements, Centres should contribute towards the identified need for convenience floorspace phased by 2036. The identified function for each Centre will be protected by:

1. Maintaining appropriate A1 retail presence and resisting potential harm from the concentration of other uses, in particular some sui generis and A5 uses
2. Maintaining active retail frontages
3. The sequential assessment of sites for main town centre uses and subject to paragraph (1) of this policy, providing support for existing and proposed cultural and night time economy uses
4. Requiring a retail and leisure impacts assessment where a retail or leisure use is proposed of more than 2,500 sqm outside the Metropolitan Centre boundary and 200 sqm outside other Centres
5. Allowing edge-of-centre development supporting cultural, sporting and visitor growth associated at the Metropolitan Centre, subject to (3) above, and
6. Promoting complementary residential development in all Centres to optimise housing delivery.

Cross-reference to policies: B.1; B.6; BN.1, BN.4, BN.5, SA1.1; SA3.1; SA4.1; 2.1; 3.1
Sub Area Policies: SA1.1; SA3.1; SA4.1; 2.1; 3.1
London Plan policies: SD6, SD7, SD8, SD9, D12, D13, E9, E10, HC5, HC6, HC7

Reasoned justification

4.20

As the comprehensive development proposed within the Legacy Corporation area progresses, the retail and leisure requirements of future residents, and those of the Growth Boroughs, will emerge and develop. These requirements will need to be met through the expansion of functions within the existing centres and the development of new centres to meet local requirements. The nature and primary retail functions of these centres also need to be protected.

Policy application

4.21

Stratford and East Village are existing centres. Bromley-by-Bow, Hackney Wick and Pudding Mill do not yet exist as coherent centres but are planned for delivery through comprehensive redevelopment and regeneration interventions. The Centres provide different functions as shown within Table 4. The Metropolitan Centre will provide for a range of London-wide retail and leisure requirements, including a focus on the night time economy. The District, Neighbourhood and Local Centres will provide a range of small-scale uses to overall meet the varied local day-to-day requirements, with each Centre having a level of specialism and function set out within Table 4. Table 4 also sets out the role and function for each Centre as they develop, including the type and size of units to be directed to each Centre.

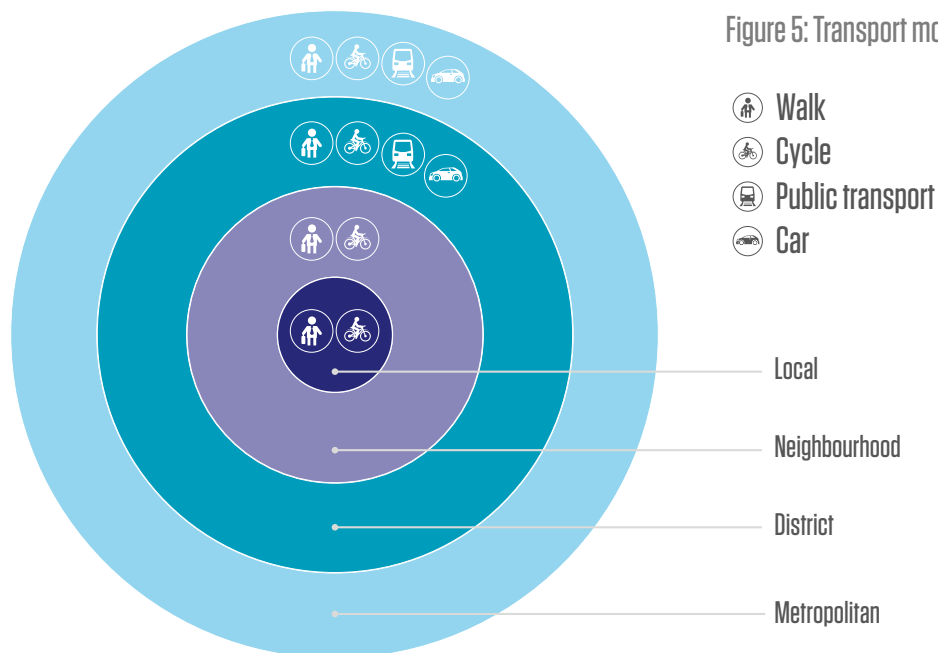
⁷ As defined by National Planning Policy Framework

4.22 As Westfield Stratford City has a format that does not enable primary or secondary frontage definition, no such designations for primary or secondary retail frontages are included for Stratford Metropolitan Centre within this Local Plan. However, Westfield Stratford City, and parts of other centres capable of designation as primary or secondary frontages in the future, will be considered primary shopping areas. The Centre hierarchy is identified within Table 4 and boundaries of the Centres are shown on the Policies Map, where established. The Policies Map also shows a location for future expansion of the Metropolitan Centre boundary to facilitate the potential for International Centre designation.

4.23 As the East Village Centre has developed significantly in recent years all non-residential floorspace within the Town Centre boundary will be designated as Primary Frontage (also shown on Figure 33). The Hackney Wick Neighbourhood Centre boundary is shown on the Policies Map, however once the redevelopment is more progressed a future successor of this Local Plan will draw appropriate primary shopping areas and/or primary and secondary frontages. As the Centres at Bromley-by-Bow and Pudding Mill emerge more closely defined town centre boundaries, primary shopping areas and/or frontages will also be able to be drawn.

4.24 The ability of the Centres to perform their primary retail function will be strengthened by provision of a wide range of retail provision, including provision of convenience floorspace. Retail floorspace should be flexible and adaptable and be designed to enable the occupation by various industries, including that within the night time economy, and consider noise issues through the Agent of Change principle⁸. It should also include the provision of smaller and larger units within Centres. The function of the Centres should not be compromised by over-concentration in number and position of non-A1 uses. Particular threats can be posed from A2 Use Classes and betting shops, which can also negatively impact upon the appeal of a centre.

4.25 As well as setting out the scale, format and position in the hierarchy of each Centre, Table 4 also sets out the role and function, identifying where there should be a focus on culture and the night time economy. The Cultural and Creative Opportunities Assessment has highlighted particular opportunities at Stratford and Hackney Wick. In accordance with the Town Centres First Principle, cultural and night-time economy uses should be directed towards the Centres.



⁸ see Culture and Creative Opportunities Assessment, 2018 for typologies of space

Further support for such industries will be provided by the provision of flexible, well-designed and adaptable space suitable for a variety of occupiers including those serving the night time economy; through requiring appropriate and sustainable management measures; through appropriate interim uses (see Policy B.3) and the application of the Agent of Change Principle to protect the interests of existing operators as well as new communities (see Policy BN.12). In addition, across the whole of the area public houses of cultural or heritage value will be protected and entertainment venues providing a clear community-based, specialised function will be maintained or re-provided through Policy CI.1. The Night-time Economy SPD will provide further guidance.

- 4.26** Food and drink uses (A3, A4 and A5) support the day-time retail and leisure function of the Centres and contribute towards the night time economy by bringing vitality for longer hours of the day; however, takeaway facilities (A5) should be managed to minimise health implications, noise and disturbance, which will include siting such uses more than 400m walking distance from existing schools and schools proposed within this Local Plan; and through other appropriate management measures. The extended hours of A1 convenience stores can also serve the night time economy, providing an alternative to A5 provision, contributing towards the health objectives of this Local Plan.
- 4.27** Where a change of use or a new non-A1 use is proposed within the Centres, the concentration of the proposed use will be considered against the role and function of the Centre identified in Table 4, as well as the quantum, cumulative impacts and positioning of the existing A1 retail provision and the potential for the new use to enhance, rather than undermine, the function. Residential development shall be appropriate within all Centres. Residential densities should reflect the transport accessibility and central locations. The availability of community facilities and open space should be considered in relation to housing mix. Residential should be located away from any defined primary frontages and further guidance on integration of residential into the town centres are provided within the three area-based SPDs (Bromley-by-Bow; Hackney Wick and Fish Island; Pudding Mill).
- 4.28** All units outside the Centres should provide services to the immediate business and residential community, relate directly to wider function of place and be subservient to another use. Flooding considerations may direct less vulnerable town centre uses to the ground floor of mixed-use developments. The sequential assessment of sites for main town centre uses should be utilised to direct uses to appropriate locations. A retail and leisure use of more than 2,500 sqm outside the Metropolitan Centre shall trigger an impacts assessment. For proposals outside all Centres, the trigger point shall be 200 sqm. In both cases, impacts assessments should scope quantitative and qualitative impacts of the development, including impacts on the Centre boundaries, spatial definition and footfalls. Outside the Centres, A5 uses should only be introduced where they support the creative and cultural activities or provide an ancillary function to the leisure, cultural and sporting uses.
- 4.29** Where not allocated, edge-of-centre proposals will be subject to sequential and impacts assessments. Appropriate proposals for the edge of the Metropolitan Centre may be large-scale cultural, leisure or visitor attractions and other D Use Class town centre uses which contribute towards the aims of the Legacy Corporation as a whole, including those which combine to generate a strong cultural, tourist and visitor experience. It is envisaged that the introduction of cultural and education uses will contribute towards Stratford becoming a centre of International significance, and this location is shown on the Policies Map as a future location for extension of the town centre boundary. Policy 3.1 also sets out the nature of appropriate edge-of-Metropolitan Centre development Policy B.6 will be used to assess edge-of-centre development for higher education, research and development.

4.30

Units within mixed-use developments should provide an immediately localised function such as small-scale retail or community uses, be designed flexibly to maximise potential take-up, be finished to a standard to facilitate take-up and be suitable for interim uses where take-up is slow.

Table 4: Retail centre hierarchy

NAME AND TYPE	DESCRIPTION AND FUNCTION	RETAIL QUANTUM
<p>Stratford See Allocation SA3.1</p>	<ul style="list-style-type: none"> • Serving London and regional catchment • Significant retail floorspace within varied sizes, providing for comparison, convenience and service functions (A1-A2) • Significant Grade A B1 use class office space to support the potential Central Activities Zone (CAZ) reserve • A focus on the day to night time economy, providing a wide range of food and drink (A3-A5); leisure; cultural and visitor attractions (D1, D2) • Residential development to be optimised and well-integrated into the Centre, focused around the transport hubs and other attractors • Maximised reuse of buildings of heritage value and protection of public houses of cultural or heritage value • Entertainment venues providing clear community-based function or speciality will be maintained or re-provided • Development to facilitate the potential future expansion of the Metropolitan Centre boundary to include Stratford Waterfront 	<p>Provision of approximately 64,000 sqm (net sales area) of additional comparison floorspace across the whole of the Metropolitan Centre to 2036⁹ Contribution towards the area-wide convenience floorspace requirement by 2036.</p>
<p>Bromley-by-Bow Potential District See Policy 4.1 and Allocation SA4.1</p>	<ul style="list-style-type: none"> • Re-provision of large-scale convenience floorspace • Small-scale retail floorspace providing for comparison, convenience and service functions (A1-A2) • Small-scale, food and drink (A3-A5) leisure and community uses which also contribute towards the emergence of the night-time economy within the area • B Use Class employment and business space in a range of sizes • Residential development is to be delivered at densities appropriate to the location across the whole of the Bromley-by-Bow site allocation • Serving a local catchment, accessed via public transport, walking and cycling 	<p>Total retail, leisure and service floorspace of between 10,000 and 50,000 sqm. Approximately 8,000 sqm (net sales area) comparison retail floorspace to 2036, and re-provision of existing convenience floorspace.</p>

⁹ There is limited capacity for new comparison goods floorspace between 2018 and 2021 after allowing for all known commitments, and capacity emerges by 2026. At Stratford Metropolitan Centre this amounts to c16,000 sqm net at 2026; 40,000 sqm net by 2031 and 64,000 sqm net by 2036. The requirement at Bromley-by-Bow amounts to c2,000 sqm net at 2026; 5,000 sqm net by 2031 and 8,000 sqm net by 2036. The remainder of the phased requirement of 8,000 sqm net to 2036 is expected to be provided primarily at Hackney Wick and Pudding Mill. The floorspace figure over whole plan period is indicative, and is not considered to be a cap, due to the short-term validity of the information, a future review of retail requirements will be required from 2023 onwards. Proposals for significant new retail floorspace capacity to be provided in advance of the identified requirements will be required to submit detailed Retail Impacts Assessments.

NAME AND TYPE	DESCRIPTION AND FUNCTION	RETAIL QUANTUM
<p>Hackney Wick</p> <p>Neighbourhood</p> <p>See Allocation SA1.1</p>	<ul style="list-style-type: none"> • A mix of small-scale retail (A1-A2), leisure and community uses, flexible and adaptable for a range of different uses and compatible with a range of different uses • A significant contribution to the day to night time economy of the area through a varied mix of food and drink (A3-A5), cultural, community and creative offers, providing vitality over longer periods of the day • Employment uses in a range of sizes, flexible and adaptable and compatible with mixed-use development including offices and workshops and, in some cases, industrial uses • Non-residential uses dispersed throughout the centre alongside residential development which should be optimised • Active ground-floor uses and frontages, considering flooding issues • Maximised reuse of buildings of heritage value and protection of public houses of cultural or heritage value • Entertainment venues providing clear community-based function or speciality will be maintained or re-provided • Serving a localised catchment 	<p>Total retail, leisure and service floorspace, including existing up to 10,000 sqm including the provision of convenience floorspace</p>
<p>Pudding Mill</p> <p>Local</p> <p>See Allocation SA4.3</p>	<ul style="list-style-type: none"> • Small-scale retail (A1-A5) and office/ workshop/research and development uses • Serving a localised catchment • Residential development to be delivered at densities appropriate to the accessibility levels across the site 	<p>Total retail, leisure and service floorspace should not exceed 10,000 sqm. About 2,500 sqm retail permitted including the provision of convenience floorspace</p>
<p>East Village</p> <p>Local</p> <p>See Policy 2.3</p>	<ul style="list-style-type: none"> • Small-scale retail (A1-A5) and office/workshop uses • Serving a localised catchment • Residential development on upper storeys across the site 	<p>Total retail, leisure and service floorspace, including existing, should not exceed 10,000 sqm, including the provision of convenience floorspace</p>

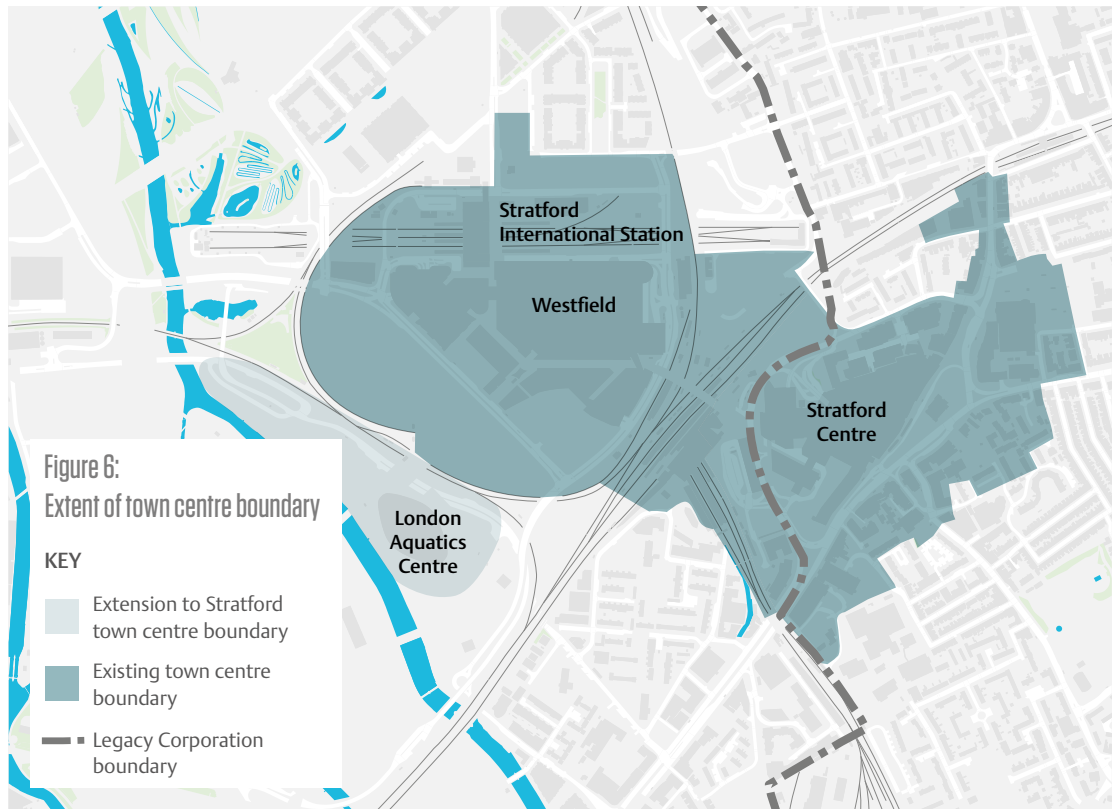
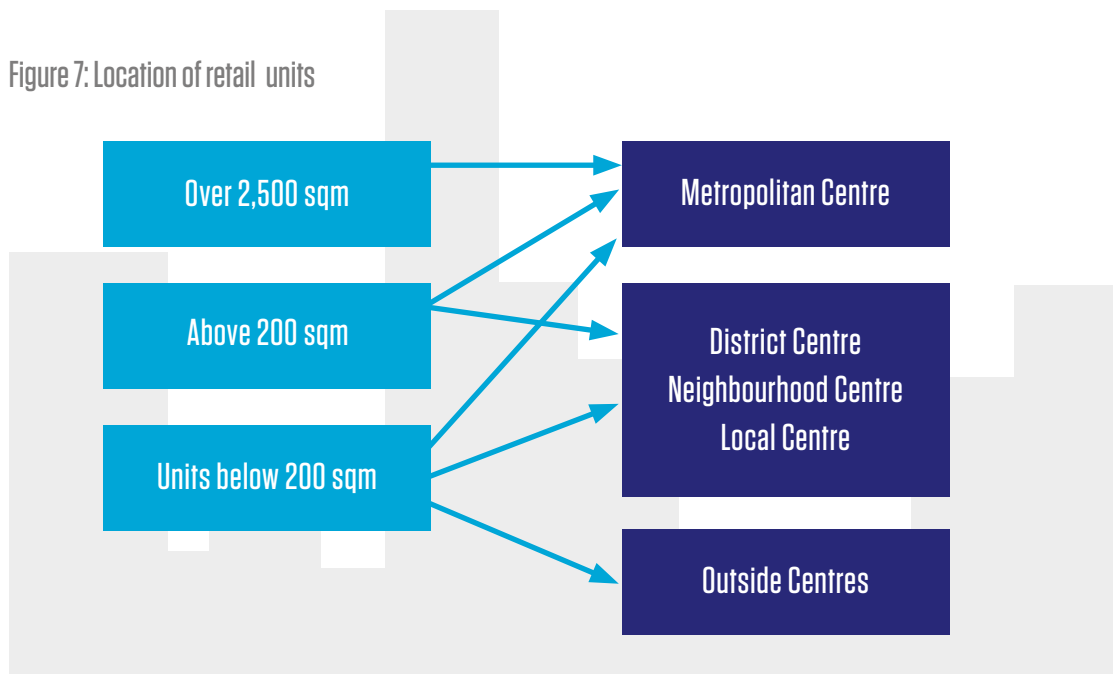


Figure 7: Location of retail units



Policy B.3: Creating vitality through interim uses

POLICY

Proposals for temporary interim uses will be supported where:

1. Land has been set aside for development in the longer term and the proposed interim uses will contribute towards housing requirements, or reinforce the long-term leisure, cultural, night time economy or event-based uses
2. Vacant premises will be used for small-scale retail, community, sporting and leisure, community uses, or cultural and creative industries, or
3. Managed or affordable workspace is proposed prior to delivery of long-term phased development with planning permission

Proposals must be able to demonstrate that

4. The interim uses will not impact upon the deliverability of the site allocations within this Local Plan or extant permanent planning permissions, and
5. The uses will have no unacceptable adverse impacts including on the amenity or function of the existing permanent business or residential community.

Cross-reference to policies: B.2; B.4
London Plan policy: H4

Reasoned justification

4.31

Within the Legacy Corporation area, there are many land parcels awaiting redevelopment within the longer term, as well as unoccupied small, retail or business units. Derelict sites and buildings can impact negatively on the perception of the safety and visual quality of the public realm. Interim uses can have potential to bring positive impacts through character and footfall, promoting economic prosperity. For these reasons, interim uses shall be supported in particular where they create vitality and viability to streets, are developed in partnership with the community, create or improve public realm and create active frontages, as well as 'green' proposals such as community allotments and gardens.

Policy application

4.32

The Legacy Corporation shall encourage new commercial units to be designed to be flexible to interim uses, including formats suitable for start-up businesses and the creative and cultural sector. Affordable housing and other innovative forms of housing will be encouraged as interim uses. Where appropriate, it will utilise Section 106 Agreements to prevent units being left as 'shell and core' and mitigate potential impacts of the development.

Case Study 2: Clarnico Quay

CASE STUDY

This case study relates to an approved scheme for a variety of interim uses on a future development plot at Sweetwater for seven years. This will include workshops, studios and maker space; shops, cafes and bars; event, community space and meeting rooms; and pop up shops and market stalls. The proposals also include a mobile garden, and associated landscape and cycle parking.



Policy B.4: Providing low-cost business space, affordable and managed workspace

POLICY

Existing managed affordable workplace or low-cost business space shall be retained or re-provided in accordance with Policy B.1. New managed affordable workspace and/or low-cost business space will be encouraged where it:

1. Is flexible and able to meet the needs of various end users within B Use Classes, and
2. Includes an appropriate management scheme secured through Section 106 Agreements, and
3. Re-provides existing low-cost business space or affordable workspace in accordance with Policy B.1 and it does not result in a net loss of employment.

Affordable or low-cost provision will be supported and secured through Section 106 where:

4. Rents are up to 75 per cent of historic market rent for the previous year for the equivalent floorspace in the same area for an equivalent B Class Use, and
5. It is secured at the current market rate for cultural or creative purposes, and
6. It is subsidised to reduce the cost to the user for charitable purposes or
7. It establishes robust management links with a registered workspace provider within the relevant borough.

Cross-reference to policies: B.1; 1.1; SA1.1

Sub Area Policy: SA1.1

London Plan policy: E2, E3



Reasoned justification

- 4.33** Parts of the Legacy Corporation area have a reputation for the provision of affordable, low-cost workspace. Managed workspace adds to this mix by playing a key start-up function, enabling businesses to remain for a longer period. This form of accommodation plays a crucial role in the economic profile and expansion of the area and so it is supported.

Policy application

- 4.34** Managed workspace would normally comprise a number of business units or workspaces for independent individuals or small businesses, which together are communally managed and provided with a range of shared support services and facilities. Affordable workspace can be managed workspace, studio or unsupported independent business space that is made available to tenants below the prevailing market rent for that type of space, the current rate for the cultural or creative use or subsidised at a lower user-cost.⁹ Low cost business space refers to workspace which normally is of a lower specification which is reflected in the costs. The Legacy Corporation will support the maintenance of such workspaces where possible, and in accordance with relevant Sub Area policies.
- 4.35** In locations where a clear demand exists such as within a potential Creative Enterprise Zone and within larger B1 use class developments of more than 2,500sqm and where a degree of flexibility of uses is secured, proposals for new managed, affordable or low-cost business space will be considered favourably, particularly as part of mixed-use development. Provision should be clustered into small groups to ensure agglomeration benefits and potential for lettings are maximised. Scheme viability should be based upon delivery within the initial phases of larger schemes. Links with registered workspace providers within the relevant borough will also be supported. In order to ensure that new space is appropriately managed for the long term, proposals should be accompanied by a Management Scheme. Proposals re-providing existing employment floorspace with managed, affordable or low-cost business space should re-provide suitable equivalent floorspace or job density, subject to Policy B.1 and be secured for the future through Section 106.
- 4.36** The quantum, mix of unit sizes and scheme of rent levels for affordable workplace and low-cost business space will be assessed in the light of overall scheme viability. As guidance, the Legacy Corporation will be able to provide monitoring information on appropriate rates achieved from other similar schemes as well as guidance on the, relevant local area and distance from the site, and the inclusion of other rates and charges. Use of sliding scales will be supported where it can ensure a transition to market level as the business matures and overall scheme viability changes.

⁹ Research and viability study of affordable and managed workspaces supporting artistic practices in east London, 2014

Case Study 3: Duncan House Affordable Workspace

CASE STUDY

This case study demonstrates how affordable workspace can be sought through development proposals. In this case approximately 634 sqm of B1 use class artists workspace was secured as affordable workspace. The affordability of the units was determined at 60 per cent of market rate at £6psf (exclusive of service charges). The units have been secured for at least five years.



Policy B.5: Increasing local access to jobs, skills and employment training

POLICY

Through development proposals, the Legacy Corporation will maximise:

1. Participation in current local skills and employment training initiatives, and
2. The use of local labour agreements to secure a proportion of the construction and end-user jobs for local residents.

Section 106 Agreements will be sought for major development proposals and where necessary, other applications to secure appropriate commitments and targets for employment skills, training and job opportunities for local residents.

Cross-reference to policy: B.1; B.6
London Plan policy: E11

Reasoned justification

4.37

Enhancing skills and employment opportunities for local residents is a central part of the convergence agenda. The Legacy Corporation will grasp any opportunities through the planning system to facilitate this process.

Policy application

4.38

The Legacy Corporation area will facilitate the access of current and future residents to the employment and business opportunities that emerge over the life of this Local Plan and will seek to ensure that these opportunities are available across the range of employment opportunities. This includes encouraging relationships between businesses operating within the Legacy Corporation area, local training institutions and local schools, to raise aspirations and help prepare young people and other groups under-represented in the workforce to have the right information, motivation and aptitude to compete with the best across London.

4.39

A key element will be working with the Growth Boroughs and other partners through employment training initiatives and apprenticeships to promote jobs, skills and employment training. Where appropriate, the planning system will be used to secure targets and commitments in relation to associated job and training opportunities, both for construction-related employment and training that increases access to long-term employment. The Legacy Corporation will seek to work with the four boroughs and other partners to seek to ensure that apprenticeships and training can be completed; that they maximise potential take-up; and that they seek to increase representation in the construction industry of currently under-represented groups. Rather than setting specific targets in policy, targets or commitments will be maximised on a case-by-case basis, taking into account the size and nature of the scheme proposed and, where relevant, scheme viability.

Policy B.6: Higher education, research and development

POLICY

The Legacy Corporation will encourage the provision of facilities for higher education, postgraduate study and research, and wider research and development activity. Proposals for facilities within areas of mixed-use development will be required to demonstrate that they achieve a high level of amenity for those living and working in that location. These facilities should generally be located:

1. Within or at the edge of the Metropolitan Centre and Pudding Mill, or at edge of Sugar House Lane or Here East employment clusters
2. Within easy access to public transport hubs, and
3. Where uses are compatible and no unacceptable adverse amenity issues arise.

Cross-reference to policy: B.1; B.5
London Plan policy: S3

Reasoned justification

4.40

The Legacy Corporation area is host to a range of further and higher education establishments and a distinct graduate and postgraduate sector is emerging within the wider local economy. The enhancement of higher education, research and development activity can contribute towards the aims of the convergence agenda through the creation of job opportunities, access to education, and the impacts of investment and spend within the local economy. The scale of development proposed within the area presents an opportunity to focus postgraduate study and research activity alongside the existing and planned institutions to complement the developing range of new industry and business activity.

4.41

New higher education, research and development will provide thousands of direct job opportunities for the high-skilled workforce but also lower-skilled jobs within ancillary uses and servicing functions supporting the higher education, research and development activities. Community benefits will include access to facilities and education opportunities, outreach work such as short courses and access for those without traditional qualifications. In combination these will provide a catalyst for further growth within the area enabling other supporting businesses to locate and expand.

Policy application

4.42

Proposals for new higher education, postgraduate research and wider research and development should be located on or adjacent to Stratford Metropolitan Centre or as part of the employment offer within Pudding Mill. These uses will also be acceptable on the edge of the Sugar House Lane or Here East employment clusters.

Evidence base references

- National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2018)
- Draft New London Plan (Greater London Authority, 2017)
- The London Plan. The Spatial Development Strategy for London consolidated with alterations since 2011 (Greater London Authority, 2015)
- Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)
- Land for Industry and Transport Supplementary Planning Guidance (Greater London Authority, 2012)
- Local Economy Study Part A: Existing Business Survey (London Legacy Development Corporation, 2014)
- Local Economy Study Part B: Employment Land Review (London Legacy Development Corporation, 2014)
- Local Economy Study Part C: Economy Study Qualitative Research (London Legacy Development Corporation, 2014)
- Retail and Leisure Requirements Review (London Legacy Development Corporation, 2014)
- Research and viability study of affordable and managed workspaces supporting artistic practices in east London (London Legacy Development Corporation, 2014)
- Employment Densities Guide (Homes and Communities Agency, 2010)
- Retail Centres Study (London Borough of Hackney, 2011)
- Planning Applications: Planning Application 12/00336/LTGOUT, Environmental Statement, February 2012; Westfield Sustainability Report, 2012; 12/00146/FUM, Environmental Statement Artists' Workspace Study (2014, updated)
- Work Live Study (London Legacy Development Corporation, 2014)
- Combined Economy Study Part A1: Economy Study and Employment Land Review (London Legacy Development Corporation, 2018)
- Combined Economy Study Part A2: Business Survey (London Legacy Development Corporation, 2018)
- Combined Economy Study Part B: Creative and Cultural Opportunities Assessment (London Legacy Development Corporation, 2018)
- Combined Economy Study Part C: Retail and Town Centre Needs Study (London Legacy Development Corporation, 2018)
- Employment Space Study (London Legacy Development Corporation, 2015)



PROVIDING HOUSING AND NEIGHBOURHOODS

5.1

The need for housing is driving the policy agenda at a national and London-wide level. Pressure for new homes and a buoyant housing market, coupled with overcrowding, means that demand for affordable housing is high. A significant part of the Legacy Corporation’s role is to drive the delivery of new homes within its area, which will help to meet the identified need for housing within the Growth Boroughs and as well as helping meet London’s strategic need for new homes. Through its own delivery programme and through exercising its planning powers, it intends to achieve delivery of new housing and exemplar neighbourhoods with a range of accommodation that allows a choice of housing tenures and types of accommodation, at prices residents can afford. Considerable progress has already been made to achieving these goals. It is expected that by the end of 2019 about 9,000 homes will have been built within the Legacy Corporation area. With future planned development this figure is expected to reach 33,000 by 2036. Alongside this new housing, new community infrastructure needs to be provided to ensure that successful neighbourhoods are created and the new communities have the facilities available to meet their needs.

Objective 2: Establish and maintain locally distinctive neighbourhoods which meet housing needs, while providing excellent and easily accessible social infrastructure

OBJECTIVE

This will mean:

- Delivering more than 24,000 new homes between 2020 and 2036 within a range of sizes, types and tenures
- Ensuring homes are accessible to and affordable for a broad spectrum of the community, and meet specialist accommodation requirements
- The delivery of at least two new primary schools
- The delivery and maintenance of sufficient new health and general community meeting places, including space suitable for faith use.



Strategic Policy SP.2: Maximising housing and infrastructure provision within new neighbourhoods

POLICY

The Legacy Corporation will work with its partners to maximise opportunities for delivering high-quality, sustainable and affordable homes, within a variety of types and tenures and provision of supporting infrastructure through:

1. Delivering in excess of the Draft New London Plan target of 2,154 housing units per annum through optimising housing delivery on suitable and available sites
2. Maximising affordable housing delivery through a minimum 35 per cent target across the area and applying the Mayor's threshold levels of 35 per cent and 50 per cent on a habitable room basis (see Draft New London Plan Policy H6)
3. Providing for a full range identified size, accommodation and tenure requirements, including family housing in all tenures, specialist housing and specific housing products which contribute towards the overall housing mix and meet identified requirements
4. Safeguarding existing residential units and land, and
5. Retaining existing community infrastructure and requiring the provision of new community infrastructure alongside new development.

Cross-reference to policies: H.1–H.8
London Plan policies: H1, H3, H5, H6, H8, GG4

Reasoned justification

5.2

The Legacy Corporation has an annual housing delivery target, set out within the London Plan. This has been developed by the Greater London Authority (GLA), on the basis of its Strategic Housing Land Availability Assessment, 2017, and robust assessment of housing needs within its Strategic Housing Market Assessment, 2017. The Legacy Corporation fully supports this housing delivery target and will seek to achieve and exceed this through the application of this policy.

Policy application

5.3

This target will be achieved through a range of sources, including large identified sites, non-self-contained accommodation (including student accommodation and shared living), through delivery on small sites, through conversions and reuse of long-term vacant properties. Where appropriate, the Legacy Corporation will also support innovative means of site-assembly to support housing delivery, including for example, longer-term over-station development. Where appropriate, custom/self-build opportunities shall also contribute towards the housing supply where all Local Plan requirements are met and the site is optimised for housing delivery. Figure 9, the housing trajectory, shows the ability to deliver housing against the housing target over the Plan period. The trajectory shows that the target is expected to be met for the first ten years, but it may not be possible past 2028/2029. Nonetheless, it is expected that more than 24,000 homes will be delivered over the Plan period of 2020 to 2036 through optimised housing delivery on suitable, available and achievable sites over the period.

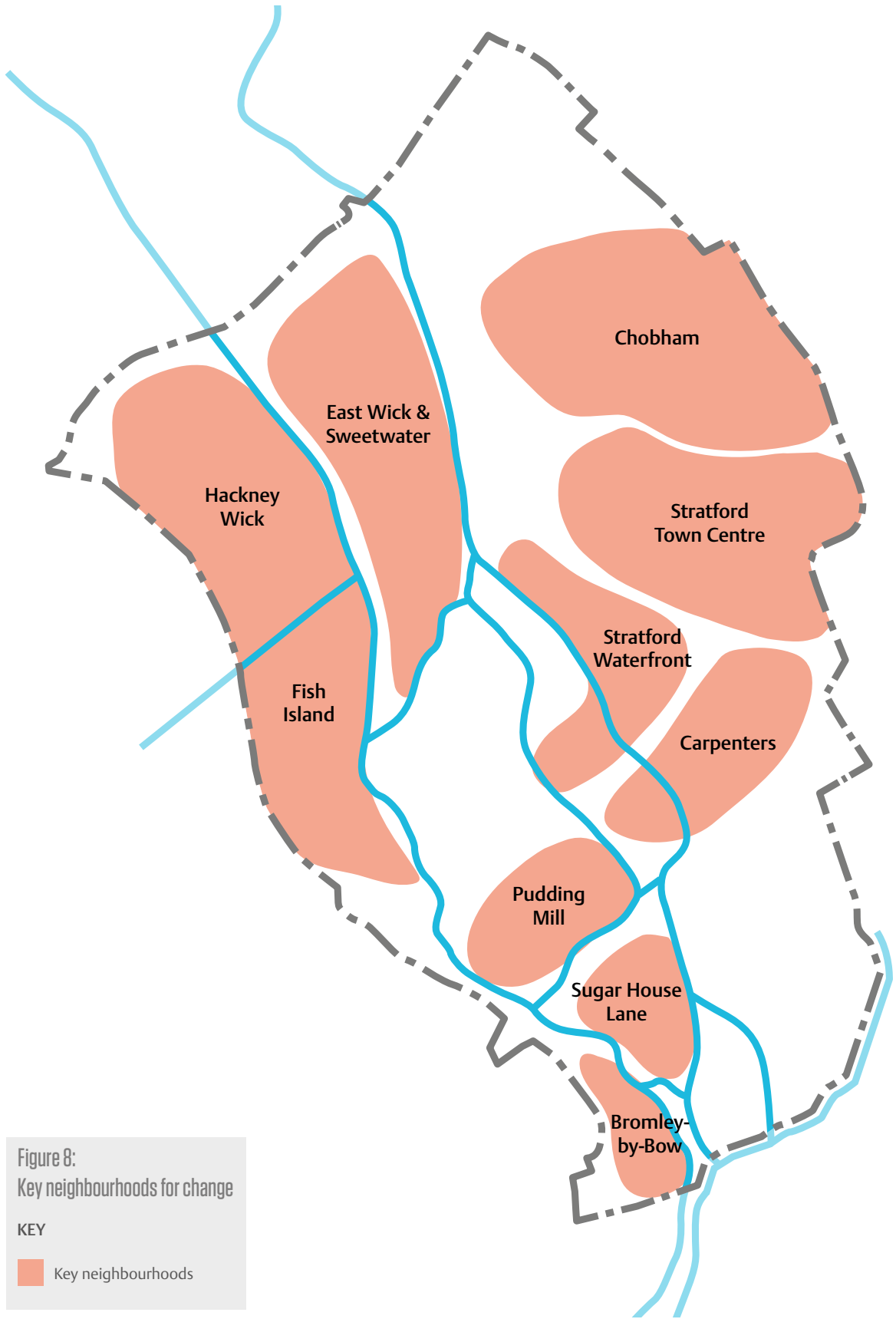


Figure 8:
Key neighbourhoods for change

KEY

Key neighbourhoods

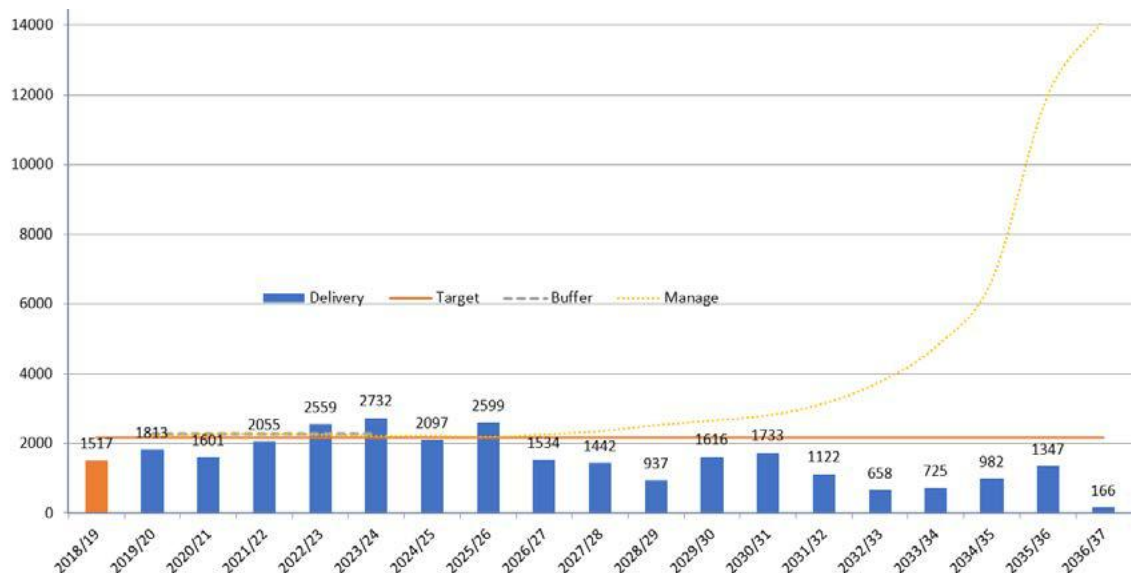
5.4 The Legacy Corporation will monitor and keep under review progress in seeking to achieve and where possible exceed the housing target, in particular against potential sources contained within each part of the Draft New London Plan target (i.e. small, large sites and non-self-contained). Where relevant it will introduce measures to enhance delivery on all applicable sites, including optimising delivery on sites within the Legacy Corporation’s ownership through the portfolio-based approach, update evidence and design codes, investigating capacity requirements or amend targets where required. The Legacy Corporation will also work with the boroughs through the Duty to Cooperate to develop and devise a joined-up strategic approach to housing delivery and in particular to meet delivery targets towards the latter part of the plan period where, as shown within the housing trajectory within Figure 9 below, delivery becomes less certain. Where relevant these discussions should also cover the transition arrangements or the transfer of those powers to a future relevant body. The trajectory and the list of key sites in Appendix 2 will be kept under review within the Authority Monitoring Report (AMR), with delivery rates reflected within the rolling five year target.

5.5 The draft New London Plan (2017) sets out a strategic target of 50% affordable housing across London. The Legacy Corporation will apply the Mayor’s affordable housing threshold of 35 per cent affordable homes, including 50 per cent on public sector land, and industrial land where there is a net loss in industrial floorspace capacity. It also sets out the requirement for an equivalent of 35 per cent affordable delivery on non-self-contained residential accommodation therefore monitoring will be based upon the proportion of affordable housing achieved over the monitoring year, rather than against an absolute figure. For the avoidance of doubt, in accordance with draft New London Plan policy H13 and the Affordable Housing and Viability SPG this applies to Build to Rent tenures as well as traditional, build for sale. Policies H.1 and H.2 provide further detail in relation to housing mix and affordable housing requirements. Delivery will be reported annually in the Authority Monitoring Report.

5.6 Protecting existing residential stock is also a key component of mixed and balanced communities. Loss of residential units, including affordable housing, floorspace or land essential to housing delivery will be resisted. Self-contained units or floorspace will be protected or re-provided unless unacceptable amenity issues are present. Residential land will only be released where an equivalent number of residential units or floorspace is re-provided across all applicable sites.

5.7 It is important that existing community infrastructure is maintained and new infrastructure provided alongside housing to help create successful neighbourhoods.

Figure 9: Housing trajectory to 2036



DEVELOPMENT MANAGEMENT POLICIES

H.1: Providing for and diversifying the housing mix

POLICY

The Legacy Corporation will seek to diversify the range of housing provision by securing an appropriate mix of housing and accommodation types to meet identified requirements. It will promote and diversify delivery on a range of different site types including through small sites and conversions by utilising tools such as the Characterisation Study, the Brownfield Register and PTAL mapping to identify potential locations for yielding additional housing capacity. This information will be kept up to date within the Authority Monitoring Report.

All residential proposals including schemes utilising Built to Rent models should:

1. Meet identified local and strategic requirements, containing a mix of one, two and three-bedroom units, with units of two bedrooms and more constituting more than half the total
2. Integrate a mix of unit and tenure types including flatted developments, maisonettes and family housing into the design
3. Promote the creation of mixed and inclusive communities, and
4. Meet London Plan and applicable Housing SPG design considerations, subject to Policy BN.4.

Schemes on small sites and conversions will be supported where:

5. The site is well-designed to optimise housing delivery
6. The proposal is in accordance with all relevant policies of the Local Plan, including loss of open space, social infrastructure and employment floorspace capacity, and
7. There is no unacceptable loss of amenity.

Where Built to Rent and other similar rental products are proposed, accommodation will be required to utilise unified ownership and management structures; include mechanisms to secure the accommodation as such for the long term, with appropriate clawback procedures, including options for long-term secured tenancies.

Cross-reference to policies: T.4; SP.3; BN.1; BN.4; BN.6;

London Plan policies: D1, D6, H2, H12, H1, Affordable Housing and Viability SPG

Reasoned justification

5.8

Providing for a range of different forms of residential accommodation by size, form, tenure and typology is essential to create sustainable new mixed and inclusive communities and meet identified housing requirements. Built to Rent accommodation is playing an increasing role providing additional assurances to that normally found within the private rented sector through flexible tenancies, greater certainty over rent rises and a managed approach to the whole development. In combination, this approach should help enable residents to remain in the area for the longer term, contributing to community cohesion.

Policy application

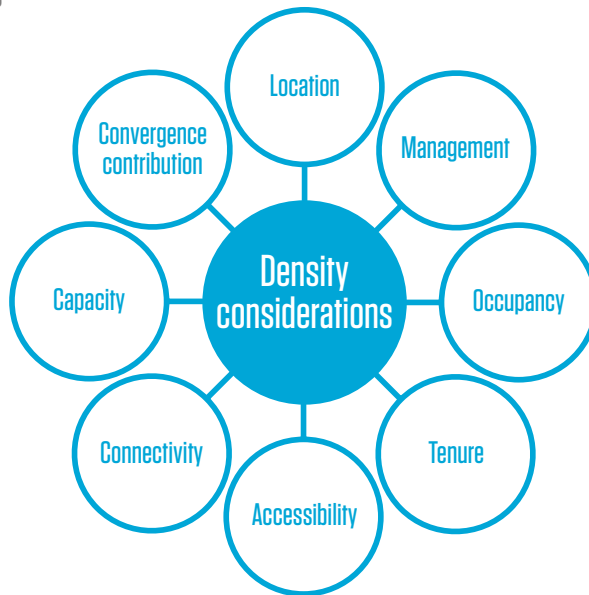
- 5.9** The Draft New London Plan emphasises the potential contribution of small sites towards overall housing delivery, however due to the constrained nature of the area the contribution from small sites and conversions is likely to be comparatively small. Nonetheless measures are being introduced to boost delivery from these sources. Should small sites delivery fall below the anticipated 80 units per annum from year 6 onwards (2025/26) the Legacy Corporation or responsible body should consider the use of more prescriptive design codes setting out what forms of small site delivery may be appropriate.
- 5.10** The Housing Requirements Study (2018) suggests that there is a particularly high local requirement for two bedroom market homes and, within the affordable sector, for two and three bedroom homes. The Greater London Authority SHMA (2017) identifies a greater strategic need for low cost rented properties, in particular for one-bedroom properties.
- 5.11** All proposals should reflect these identified size, form and tenure requirements, providing an appropriate balanced mix of one, two and three-bedroom units. Provision of low cost rented units should provide an equal mix of one, two and three-bedroom properties. All proposals should contain more two-bedroom-plus units than one-bedroom units, and should not avoid the provision of any single size or tenure. When considering the detailed mix of dwelling sizes, the Legacy Corporation will consider individual site circumstances, including location, viability and the promotion of mixed and inclusive communities. Proposals which cluster units of a particular size and tenure and do not reflect these requirements will not be permitted. In all cases, proposals should show how the provision of family housing has been maximised.
- 5.12** The Legacy Corporation will apply the Mayor's definition of Build to Rent (BTR) as set out within Policy H13 of the Draft New London Plan which includes schemes of more than 50 units, covenanted for at least 15 years and containing specific management measures. This generally includes proposals for a number of units which are purpose-built, or redeveloped for rent, normally by an institution or management company within the private sector to individuals, groups or families who do not share specialist-use requirements (i.e. excluding student and older persons' accommodation). The Legacy Corporation will utilise S106 agreements and conditions to secure Build to Rent provision. Alike traditional build for sale proposals, schemes containing BTR will be expected to provide a mix of dwelling types and sizes.
- 5.13** Where appropriate and viable, units intended for family housing should be within a mix of flatted development houses or maisonettes. Consideration should also be given to different living requirements and lifestyles such as how developments can be designed to suit the lifestyles of large family groups, including layouts with kitchens separate from other living space and, for example to support home working practices.¹⁰
- 5.14** Proposals shall be supported which address existing stock imbalances by introducing market and intermediate housing within existing predominantly social rented areas or those which introduce affordable rented accommodation where currently under-represented, provided that they meet an identified local housing need. A mixed and inclusive neighbourhood will generally be considered to reflect roughly the local demographic norms in relation to tenure, age structure and income and enable people to remain within the community for the long term¹¹. Where the Legacy Corporation considers that a proposal could impact negatively on mixed and inclusive neighbourhoods, or harm the residential amenity, character or function of the area,

¹⁰ For example, meet cultural requirements and lifestyle preferences for large family homes

¹¹ Current balance of the community: largest population groups within 25–34 age groups; 27 per cent social/affordable rented and 73 per cent owner-occupied and private rented

additional justification of the need for the development should be provided in the form of local studies, waiting lists, business cases for the development and potential economic repercussions, should the proposal not take place.

Figure 10:
Density considerations



5.15 The Legacy Corporation is directed by the London Plan on a range of housing policies which will be applied including: play space, residential amenity, daylight and sunlight, accessibility and safety design principles. Policy BN.4 sets out how the Nationally Described Space Standards – Technical Requirements will be applied. All proposals, including self/custom-build will be expected to optimise housing delivery on deliverable sites, when considering the appropriate density, the Legacy Corporation will consider individual site circumstances including: location, constraints, transport accessibility, connectivity and capacity; management, occupancy and tenure of the development; and contribution of the site to the Legacy Corporation’s convergence aims. Schemes referable to the Mayor will also be required to undergo design review through the Quality Review Panel and submit a Management Plan where the density thresholds as set out in Draft New London Plan Policy D6 are triggered.

5.16 The housing trajectory sets out the anticipated delivery rates, but does not include an allowance from small sites for the first five years as delivery rates from these sources are currently considerably below these levels. However it is anticipated that delivery from these small sites can be increased by applying the principles of this new policy approach. The Characterisation Study, 2018 identifies the character of each part of the sub area and highlights broad locations which can potentially yield residential capacity from small sites, defined as less than 0.25ha or through residential conversions. Other locations within PTAL levels 3 to 6 are also considered broad locations of search. Residential proposals will be supported where they are of a suitable scale and design, have no unacceptable impacts on amenity and meet all other Local Plan policies.

5.17 The Legacy Corporation will also seek to identify further opportunities to boost small site delivery through promoting brownfield sites and utilising the Brownfield Register. The previous 0.25 threshold has been amended to invite sites capable of delivery of more than 5 homes. The Call for Sites process of the Brownfield Register will remain open and the list will be reviewed regularly, at least on an annual basis.

5.18

Other potential sources of residential capacity will come from conversions of other uses to residential. Due to other Local Plan policies protecting employment floorspace capacity for example, and the amount of development taking place within the area it is not anticipated that this form of development will yield any significant new capacity. The Legacy Corporation will monitor within the Authority Monitoring Report and keep under review the amount of capacity coming forward from small sites and conversions, introducing measures to enhance delivery where necessary such as further detailed housing capacity work and design codes.

Case Study 4: Housing Mix 52-54 White Post Lane

CASE STUDY



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This scheme is located in Hackney Wick but just outside the boundary of the Hackney Wick Masterplan site. This is a mixed-use redevelopment containing around 2,400 sqm of employment floorspace plus 55 residential units. The proposed mix of the scheme is well balanced with 34.5 per cent 1 beds, 34.5 per cent 2 beds and 31 per cent 3 beds. This conforms to the Local Plan policy aspiration of a 'balanced mix'.

H.2: Delivering affordable housing

POLICY

Affordable housing will be sought on sites capable of providing ten units or more, or has an area of 0.5 hectares or more, based on the affordable housing thresholds set out within SP.2, broken down as 60 per cent low cost rented, and 40 per cent intermediate¹². The Legacy Corporation will apply the Mayor's Fast Track and Viability Tested Routes and thresholds to maximise affordable housing delivery, including utilising viability re-appraisal where relevant.

For self-contained residential schemes, affordable housing should be delivered on site in the first instance. Off-site provision will only be considered where it:

1. Provides equivalent number and type of affordable units across all sites related to the proposal
2. Does not prejudice the delivery of affordable housing
3. Is delivered at no financial advantage to the developer
4. Is linked to the completion of the market housing elements of the scheme
5. Is located where able to provide for local housing needs, and
6. Would be beneficial to achieve and maintain mixed and balanced communities.

Financial contributions will only be acceptable in exceptional circumstances when on-site provision and all potential off-site options have been fully explored and discounted, and linked to a particular site or proposal. Other specific policies of the Local Plan set out where contributions towards off-site provision of affordable housing are appropriate.

Cross-reference to policies: SP.2; H.1
London Plan policies: H5, H6, H7, H8, Affordable Housing and Viability SPG

Reasoned justification

5.19

Providing for housing needs including through different affordable tenures is crucial to achieving mixed and inclusive neighbourhoods. For this reason, a proportion of total housing delivery will be within affordable tenures. This has been set as a target of 35 per cent of affordable homes across the whole of the Legacy Corporation area and 50 per cent on public owned land and as set out within Policy H6 of the Draft New London Plan. Where residential is proposed within designated and non designated industrial sites and there will be a net loss of industrial floorspace capacity, 50 per cent affordable housing is expected or the VTR will be utilised. This target and tenure mix has been determined according to evidence¹³ and subject to rigorous viability testing¹⁴ to determine viability across the whole of the area. In relation to the affordable housing tenure split requirements, the Draft New London Plan sets out that 30 per cent shall be provided as low cost rented homes and 30 per cent intermediate products, with the remainder to be determined by the local planning authority through the Development Plan process.

¹² The NPPF 10 per cent low cost home ownership should be included within this category

¹³ Housing Needs Review, 2013; Four Borough SHMAs; Housing Requirements Study, 2018

¹⁴ Affordable Housing Viability Testing, 2013; Combined Policy Viability Study, 2014; 2018 Affordable Housing Viability Testing

As local and strategic evidence confirms a higher need for low cost rented accommodation, within the Legacy Corporation area the remaining 40 per cent shall normally be provided as 30/10 in favour of low cost rented. When determining the detailed affordable housing mix the intermediate offer should also meet the 10 per cent low cost home ownership requirement of the NPPF, where relevant¹⁵.

Policy application

5.20

The Mayor has set out appropriate income caps for his preferred intermediate tenures of London Living Rent and London Shared Ownership which will be applied. In relation to affordable housing allocations the Legacy Corporation will follow the approaches of the four boroughs. The Mayor's annual London Affordable Rent benchmarks shall be used when setting appropriate rental rates. To ensure that intermediate units remain genuinely affordable, the guidance within the Mayor of London's Affordable Housing Viability Supplementary Planning Guidance (August 2017), or any future equivalent guidance published by the Mayor should be used. The Mayor updates the income ranges eligible for intermediate products in his Annual Monitoring Report. Developers will be expected to demonstrate that they have engaged with a registered provider and secured a commitment for provision from the outset. Subject to the availability of appropriate funding, delivery of social rented accommodation within the area will be supported.

5.21

Policy H.2 will apply to all residential schemes of 10 units or more or on sites of over 0.5 hectares, including future changes of use of residential floorspace. Proposals which provide affordable housing at the relevant threshold as set out within SP.2 without public subsidy, meet the 60/40 tenure mix requirement as above and all other Local Plan policy requirements can qualify for the Fast Track Route (FTR). All other proposals shall be assessed under the Viability Tested Route (VTR). This will mean that the scheme's viability will be tested at the application stage, and further viability testing will be secured via Section 106 Agreements using the formula and the process set out within the Mayor's Affordable Housing and Viability SPG to secure early, mid and late stage reviews (as appropriate). Viability re-appraisal will also be secured within FTR schemes for circumstances where an agreed level of progress has not been met within two years. For Build To Rent schemes to qualify for the FTR the tenure mix should consist entirely of affordable rented products with 60 per cent being offered at low cost rents (social or London Affordable Rent), 30 per cent as London Living Rent and the remainder offered at equivalent rates to other intermediate housing offers. All other tenure mixes will be subject to the VTR. In accordance with the Draft New London Plan Estate regeneration schemes should go through the VTR. Policy H.2 will apply to all residential schemes of 10 units or more or over 0.5 hectares, including future changes of use of residential floorspace.

5.22

The principle of mixed and inclusive communities is essential to the design, location and layout of affordable housing across development schemes. Schemes should be designed to aid social cohesion and inclusiveness on a development and individual block scale. This will involve careful consideration of the management and location of affordable units, including how affordable units may be 'pepper-potted' or dispersed across the whole development and where feasible, shared entrances for different tenures. Where affordable housing is provided as dedicated blocks within a larger scheme the affordable housing units should be appropriately located across the site, avoiding parts of the site which may be more constrained or less accessible. Affordable accommodation should be indistinguishable externally from other tenures. Schemes should also ensure a consistency of landscape and public realm design and management across the development as a whole.

¹⁵ Exclusions for solely for Build to Rent schemes, specialist accommodation for a group of people with specific needs, by people who wish to build or commission their own homes; or is exclusively for affordable housing.



Policy H.3: Meeting accommodation needs of older person households

POLICY

Net loss of older persons' accommodation will only be acceptable where it is unsuitable or below relevant standards and incapable of meeting standards at reasonable expense. The Legacy Corporation will support provision of new specialist older persons' accommodation to meet the identified annual benchmark of 17 per annum within C2 or C3 use classes which will be acceptable where:

1. Suitably located in relation to transport modes, social infrastructure and Centres
2. Meeting identified strategic needs for the specialist type of accommodation;
3. Meeting a local need for the level of care provided within the accommodation;
4. It meets accessible and inclusive design and other relevant standards for the type of accommodation, and
5. Delivery of non-specialist housing is not compromised.

Self-contained C3 accommodation should also provide affordable housing in accordance with Policy H.2.

Cross-reference to policies: H.1; H.2; BN.1; BN.4; BN.6
London Plan policies: H14, H15

Reasoned justification

5.23

The average age in the Legacy Corporation area is set to increase over the Plan period, but with a younger population than within other parts of London.¹⁶ Nonetheless, evidence suggests that there is a strategic London-wide need for specialist accommodation within all use classes and tenures¹⁷ as well as a local need of 275 specialist units to 2036, for older persons' accommodation mainly for C3 accommodation with varying types of specialism and support.¹⁸ Policies will ensure that needs for specialist older persons' accommodation can be met. Generally C3 accommodation will be considered self-contained sheltered or extra care accommodation whereas C2 accommodation will be residential sheltered care homes with a significant level of care such as healthcare, domestic help or emergency support. For the purposes of clarification, non-self-contained older person's accommodation will be monitored on the basis of 1 bedspace accounting for a single home.

¹⁶ LLDC Population Report (2018)

¹⁷ London Plan evidence (Older Londoners and the London Plan: Looking to 2050)

¹⁸ Housing Requirements Study (2018)



Policy application

5.24

All types of older persons accommodation should meet National Minimum Standards for Care Homes for Older People or be designed for the needs of future occupants, including specifically for dementia care, staff and visitors while maintaining flexibility of tenure, in accordance with the Design Principles for Extra Care Housing, 2008. Existing accommodation shall only be lost where these design standards are incapable of being met through re-configuration of the accommodation. This will be assessed by the cost of work to meet standards and specialist viability appraisal. Identified increased strategic and local needs for older persons' accommodation mean it is unlikely that a case for a lack of need for specialist older persons' accommodation can be proven. Proposals involving changes of use between different forms of older person's accommodation should demonstrate changing local requirements for the level of care and utilise viability appraisals to maximise affordable housing.

5.25

The Legacy Corporation does not have an indicative benchmark target within the London Plan; however, it will seek to provide accommodation to meet strategic and local requirements. To enable occupants of specialist accommodation to carry out day-to-day tasks, proposals should be located within easy access of public transport, social infrastructure and Centres, as defined within Table 4. Taking these matters into consideration all site allocations are considered suitable for specialist older persons accommodation.

5.26

Provision should align closely with requirements, so the Legacy Corporation will seek to ensure that specialist, and sometimes high-cost, accommodation does not compromise the overall delivery of housing requirements. Proposals should therefore demonstrate how the development meets the strategic need within east London for the tenure and type of specialist accommodation, including accommodation suitable for people with dementia. Proposals for accommodation with an element of care should demonstrate local requirements for the specific type and level of care provided.²⁰ Methods of demonstrating local need should include local demographic information, waiting lists, survey information and demand information from similar developments within a nearby equivalent area. Proposals for new C2 accommodation should also submit business models and management plans to demonstrate the ability to deliver and manage the development for the long-term. Specialist viability appraisal will be expected to take into account the distinct economics of specialist accommodation provision.

¹⁹ Housing Learning and Improvement Network, Factsheet no. 6

²⁰ The Role of the Planning System in Delivering Housing Choices for Older Londoners (GLA, December 2012) demonstrates that extra-care housing is more expensive; so, as the level of care provided increases, the accommodation becomes less affordable.

5.27

New C3 older persons accommodation should deliver a minimum of 35 per cent affordable housing in accordance with Policy H.2, or be assessed through the Viability Tested Route. Given that almost half of the total requirement is for Leasehold Schemes for the Elderly (LSE) the tenure split for affordable older person's accommodation should be balanced in favour of shared ownership products.

Case Study 5: Older persons' housing, William Guy Gardens

CASE STUDY

Older persons' accommodation within affordable tenures

This scheme completed in 2016 involved the redevelopment of a vacant older persons housing development to provide a total of 41 units for the over 50's including associated communal and private amenity space, hard and soft landscaping and disabled car parking. It provided 36 affordable dwellings and 5 market dwellings for the over 50's age group, involving a net increase of 28 older persons' units.





Policy H.4: Providing student accommodation

POLICY

Net loss of student accommodation will be acceptable where the proposal meets identified requirements within the housing supply. Proposals for new purpose-built student accommodation (PBSA) should:

1. Secure the accommodation through planning agreement or condition for long-term student use and be secured by nomination agreement for occupation by students of one or more identified Higher Education provider
2. Meet identified strategic needs for student accommodation and be directed to appropriate locations within or on the edge of the Metropolitan Centre. Proposals outside these locations will be acceptable where they are suitably located for easy access by walking, cycling or public transport to the higher education provider/s to which the proposal is linked
3. Facilitates a positive balance of tenure and income in the locality and have no unacceptable adverse amenity impacts, and
4. Provide the maximum level of on-site affordable student provision, or assessed through the Viability Tested Route (VTR) (utilising the thresholds set out within paragraph 5.19) and be secured through a legal agreement.

In locations where the proposal has the potential to impact negatively upon the aims of (3) justification of the requirement for the development should be provided by additional local market need information.

Cross-reference to policies: H.1; BN.1; BN.4; BN.6
London Plan policies: H17

Reasoned justification

5.28

The Draft New London Plan specifies that there is a strategic need across London for new student bedspaces and provision of new purpose-built student accommodation (PBSA) can contribute towards the overall supply of housing but should be more dispersed. For this reason, the Legacy Corporation will ensure that student accommodation permitted within the area meets genuine student needs and is appropriate in location and that uses are integrated well into the wider environment through application of this policy. For the purposes of clarification, PBSA will be monitored on the basis of 2.5 bedspaces accounting for a single home.

Policy application

- 5.29** To ensure that the accommodation is provided at a rate affordable to current students, proposals should be linked to one or more established higher education providers and secured for long-term student use through Section 106 Agreement or conditions. Proposals shall only be determined under this policy where they will be robustly secured for students through higher education provider links, conditions or a Section 106 Agreement, or where all the bedspaces qualify as affordable student accommodation. In all other cases, it shall be subject to the requirements of Policy H.2: Affordable housing, and any other relevant policies within this Local Plan.
- 5.30** The Metropolitan Centre and edge of centre sites within the northern zone of the Stratford Policy Area (see Policy 3.2) are considered most appropriate for PBSA due to the enhanced walking, cycling and public transport accessibility, the location of existing and future HEIs and the ability of the proposals to add to the diversity and vitality of the centre. However by its nature, the student population is transient, so proposals in all locations should consider carefully their impact on the management of the night time economy, including crime and safety and the impact on mixed inclusive neighbourhoods, and where necessary justified through additional local market need information. This may include consideration of higher education provider waiting lists, survey information and demand information from similar developments within the area. All proposals should demonstrate how potential for noise, disturbance and amenity impacts will be minimised through a management schemes.
- 5.31** The Draft New London Plan expects non-self-contained schemes such as student accommodation to contribute to the supply of affordable housing. Any new proposals should therefore provide a minimum of 35 per cent on-site affordable student bedspaces available at a rate affordable to students on maximum state-funded financial support (defined by the Mayor's Annual Monitoring Report and appropriately indexed in later years) or be rigorously assessed through the VTR. Proposals located on public land, or on industrial sites where there is a net loss of industrial capacity should provide at least 50 per cent affordable student rooms to follow the FTR. Affordable student provision should be equivalent to all other bedspace provision by nature of the design, size and services provided, with nominations managed by the relevant higher education provider. Any future proposed change of use will trigger a full Viability Review to maximise affordable housing.
- 5.32** The Legacy Corporation will expect the submission of information demonstrating how the population density of the proposal compares to that of similar housing schemes meeting the Local Plan housing mix requirements as set out in Policy H.1. Where the population density is above that of equivalent schemes and there are considered to be sufficient additional impacts on transport or infrastructure demand compared to other conventional housing schemes, for example for healthcare facilities, or a substantial increase in footfall, further S106 contributions may also be sought for mitigation of impacts. The use of student accommodation for other ancillary uses within the vacation period will only be acceptable where the accommodation is offered to conference delegates, university interns, and short course students at an equivalent daily rate to that charged the student occupants of the accommodation. Where acceptable occupancy conditions will be secured through conditions or S106 agreements.

Policy H.5: Location of gypsy and traveller accommodation

POLICY

The Legacy Corporation will seek to provide for the needs of gypsies and travellers generated within its area through working strategically with neighbouring boroughs and co-operating and engaging with gypsy and traveller communities to allocate and deliver suitable sites.

Existing sites will be safeguarded and new sites for the needs of gypsies and travellers will be acceptable where:

1. Location is suitable for residential development
2. Access can be gained to amenities, social and community facilities, the road network and other transport modes
3. Residential amenity for both existing and potential residents is not adversely affected, including potential for noise, light, smells and over-looking, and
4. There are no other planning policy constraints identified within this Local Plan with reference to local amenity and environment.

Cross-reference to policy: H.1, SA1.7

Sub Area Policy: SA1.7

London Plan policies: H16

Reasoned justification

5.33

Specialist accommodation is required to meet the lifestyles and living patterns of gypsy and traveller communities. The Legacy Corporation will ensure that existing sites are safeguarded, and new sites permitted within the area are able to contribute to specialist accommodation requirements.

5.34

The Housing Requirements Study (2018) identifies a net requirement for nine gypsy and traveller pitches within the Legacy Corporation area over the Plan period to 2036 plus a need for an additional 15 pitches arising from households falling within the Draft New London Plan definition, but do not meet the planning definition defined within the Planning Policy for Traveller Sites (2015). The existing site at Chapman Road is safeguarded for gypsy and traveller accommodation uses to continue to contribute a supply of five pitches over the Plan period. The allocated site at Bartrip Street South is expected to be able to provide around nine new pitches therefore it has the potential to meet the needs of households who meet the planning definition over the plan period to 2036. It is not yet known how the identified needs for 15 pitches for households who fall outside the planning definition over the whole of the Plan period will be met. In order to do so the Legacy Corporation will continue to cooperate with neighbouring authorities to explore potential to meet need associated with its area at a strategic level. The Legacy Corporation will therefore identify and update on an annual basis the availability of sites to meet the first five years' supply of sites against the pitch target; identify specific sites or broad locations of sites to meet supply for years 6 to 10, and thereafter; and monitor performance against these targets and review Local Plan Policy H.5 if these aims are not being met.

Policy application

5.35

Where any additional sites can be identified for potential gypsy and traveller use within the area, suitability will be assessed on the same grounds as housing in general, including deliverability and developability tests. Where small gypsy and traveller sites are proposed, proximity to existing sites to ensure the cohesion of the gypsy and traveller community will be considered positively. The policy criteria shall be used to assess proposals for potential sites within the plan-making and development management processes where potential arises. The Legacy Corporation will monitor any unmet need through the monitoring and review process which will include updating evidence, investigating capacity requirements or amending targets where required and will cooperate with each of the four boroughs to address wider strategic issues of accommodating need for gypsy and traveller accommodation once they have reached an appropriate point of review for their local plans. On an annual basis the Legacy Corporation will also work with the four boroughs and other partners to audit existing pitches for overcrowding, capacity and refurbishment requirements and will utilise the relevant borough's nominations process where new sites are provided.



Policy H.6: Houses in Multiple Occupation (HMOs)

POLICY

Net loss of HMOs will only be permitted where an HMO is no longer required, is unsuitable or below standards, or is being replaced with housing meeting localised needs.

Schemes equivalent to 10 residential units or 30 bedspaces more will deliver a cash in lieu contribution towards the delivery of a minimum of 35 per cent C3 affordable housing, or be subject to the Viability Tested Route. Proposals for purpose-built HMOs and conversions requiring planning permission will be acceptable where:

1. Meeting an identified local need
2. Meeting relevant HMO standards, and internal and residential amenity standards
3. There are no unacceptable adverse impacts on residential amenity
4. It facilitates a positive balance of tenure and income in the locality
5. Easily accessible by public transport, cycling and walking, and
6. It does not compromise the delivery of housing.

Cross-reference to policies: SP.2; H.1; BN.1; BN.4; BN.6
London Plan policy: H11

Reasoned justification

5.36

It is considered that HMOs provide an important role in the housing supply, particularly to meet the needs of younger households. To maintain this important supply of low-cost housing, the Legacy Corporation will seek to protect HMOs which meet relevant standards and provide a high standard of new HMO accommodation.

5.37

HMOs are defined within this policy as having at least 3 tenants living together to form one household, sharing washing and cooking facilities but let on a room by room basis, rather than as a single property. Large HMOs are over three storeys high with 5 tenants or more. HMOs do not normally provide any additional shared amenity or facilities, whether on-site or through off-site linked, or shared facilities. In accordance with the London Plan, HMOs, being non-self-contained should normally be monitored on a 1:8 basis. The affordable housing requirement will be triggered at 30 bedspaces, on this basis of this being equivalent to 10 residential units, and thus meeting the threshold as set out within Policy H.2. Any future proposed change of use will trigger a full Viability Review to maximise affordable housing.

5.38

New provision should meet relevant housing space standards as well as normal internal and residential amenity standards. Premises should be licensed, ensure mixed and balanced communities (see Policy H.1) and should not compromise the overall delivery of housing requirements. The Legacy Corporation shall monitor and enforce against any 'beds in sheds' and the impact of HMO provision through permitted development rights.²¹

²¹ From C3 dwellinghouse to C4 smaller HMO



Policy H.7: Shared living accommodation

POLICY

Proposals for large scale shared living accommodation should be directed towards the Metropolitan Centre or identified appropriate edge of Metropolitan Centre locations. Large scale and other smaller shared living proposals outside these locations should demonstrate the role of this form of accommodation in meeting identified housing requirements. Proposals will be acceptable where they:

1. Relate positively to the aim of mixed and inclusive neighbourhoods
2. Include suitable and secured management processes; and provide sufficient on-site facilities, services and amenity space in accordance with Draft New London Plan Policy H18, which should be appropriate to the scale, density and population of the proposed development
3. Meet high residential design standards, and
4. Contribute financially towards the provision of off-site C3 affordable housing (for schemes of 30 bedspaces and above), equivalent to 35 per cent of residential units within the proposal.

Cross-reference to policies: H.8
London Plan policies: H18

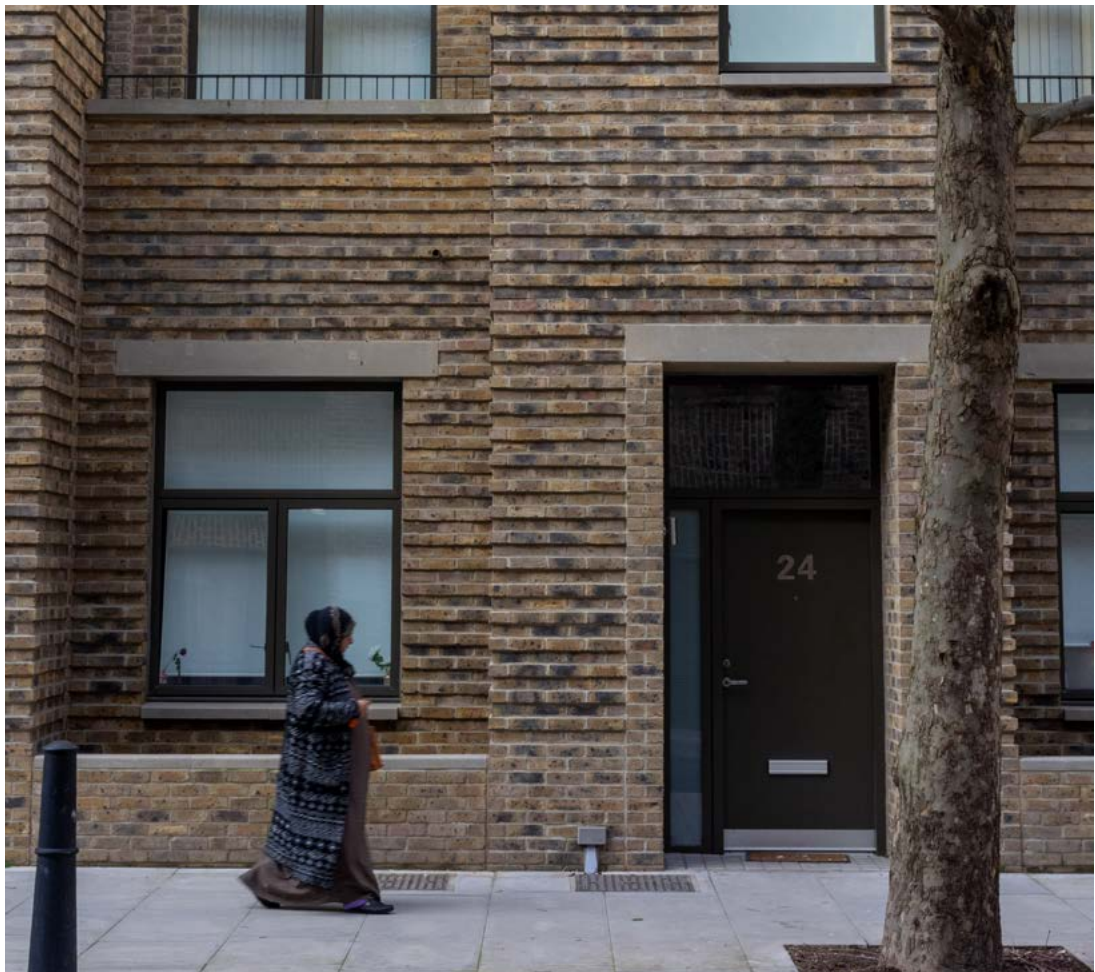
Reasoned justification

- 5.39** The extent of the need for housing across London in particular has facilitated the growth in new and alternative forms of accommodation which can contribute towards the overall supply. It is believed that shared living can play a key role in meeting housing delivery and provide a new product in demand across London, however it is important that proposals provide high standards of accommodation and are appropriately located, as well as contribute appropriately to the supply of affordable housing.

Policy application

- 5.40** Shared living accommodation is defined within this policy as a non-self-contained residential development (demonstrably not C3) which do not meet minimum housing standards; delivered under single management; with tenancies of at least three months; containing on-site, or linked off-site shared communal facilities encouraging shared interaction, above that required for washing and cooking; and which fall outside within the scope of policy H.6 (HMOs). Large-scale shared living is defined by the Draft New London Plan as schemes containing 50 or more non-self-contained units as described above, however for the purposes of this policy shared living proposals of any scale are defined by the above criteria. All proposals for shared living should provide appropriately sized on-site communal services, facilities and amenity space, meet relevant design and management requirements as set out within Policy H18 of the draft New London Plan. Detailed justification of the ratio of bedroom space to services, facilities and amenity space should also be provided.
- 5.41** The Metropolitan Centre is an appropriate location for large scale shared living proposals where the residential density can contribute towards the housing mix of town centre living and aid the vitality and viability of the centre. Edge of centre sites at the northern zone of Stratford High Street within the Stratford High Street Policy Area are also considered appropriate locations for large-scale shared living as the integrated non-residential elements of schemes will promote increased vitality along a street lacking in current identity (see Policy 3.2). Where large-scale proposals are considered to have a potential negative impact upon mixed and inclusive communities additional local need information may be sought and/or S106 funds secured for mitigation. Proposals for large scale or other shared living outside these locations will be expected to demonstrate that there is a genuine unmet demand for this accommodation through marketing and demand information from similar schemes across London and how the scheme contributes towards meeting localised housing requirements.
- 5.42** For schemes of 30 bedspaces and above, proposals should deliver a cash in lieu contribution to C3 affordable housing, equivalent to at least 35 per cent of bedspaces (see Policy H.2 thresholds) at a 50 per cent discount from the market rent. In accordance with the draft New London Plan this can be as a one-off payment or an on-going in perpetuity payment. All proposals will be assessed under the VTR and any future proposed change of use will trigger a full Viability Review to maximise affordable housing.

- 5.43** Shared living should be secured in perpetuity under single management and applications should include a Management Plan which will be secured through S106 or condition. This should ensure that the development is managed and maintained to ensure the quality of the development. Proposals for a conversion away from shared living or a change in configuration or quantum of the residential elements shall re-appraise affordable housing viability and clawback any additional requirement. Any proposed amendments to the use, terms or quantum of shared facilities should provide evidence that the facilities are no longer required, that the facilities can be lost or re-configured without negative impacts on the shared living offer or demand for such accommodation.
- 5.44** For all proposals for shared living accommodation the Legacy Corporation will also expect the submission of information demonstrating how the population density of the proposal compares to that of similar schemes meeting the Local Plan housing mix requirements as set out in Policy H.1. Where the population density is above that of equivalent schemes and there are considered to be sufficient additional impacts on transport or infrastructure demand compared to other conventional housing schemes, for example for healthcare facilities, or a substantial increase in footfall, further S106 contributions may also be sought for mitigation of impacts.
- 5.45** In accordance with the draft New London Plan, shared living accommodation of any size will be monitored on a 1.8:1 basis. Where any change in residential configuration is proposed, the impact on housing numbers will also be assessed to ensure changes are appropriately monitored, with a presumption against loss of residential accommodation.



Policy H.8: Innovative housing models

POLICY

Proposals for new innovative forms of residential accommodation or housing provision which fall outside the scope of policies H.3 to H.8 will be acceptable where they:

1. Relate positively to the aim of mixed and inclusive neighbourhoods
2. Demonstrably contribute towards the wider, strategic housing supply
3. Meet an identified local need for the unique form of accommodation proposed, including where non-residential elements are included, or where the intended occupants have a shared set of characteristics with identified requirements which are unable to be met within the market
4. Provide a minimum of 35 per cent affordable housing on a habitable room basis or via the Viability Tested Route in accordance with Policy H.2. Off-site contributions towards C3 provision will only be acceptable where the scheme is Sui Generis and demonstrably not C3 accommodation
5. Contain suitable management or investment model processes
6. Are secured through the planning system for an appropriate time-period, and
7. Meet relevant residential design standards.

Cross-reference to policies: H.7
London Plan policies: H14

Reasoned justification

5.46

It is likely that new and innovative housing delivery models will continue to develop in order to meet accommodation demands. These products may be new or unique by the way they are developed, managed or in the final product itself. Through time it is also envisaged that new forms of living will continue to emerge from shifting perceptions of potential living solutions and to take account of technological changes in the process of designing and producing residential accommodation. This may also enable more wider community needs to be met, such as the potential for shared amenity space or facilitating home-based working.

5.47

The form of innovation of a product could be by the level of self-containment; size of accommodation; flexibility or nature of use of space; lifetime of the scheme; occupancy; fit out; management or investment model; or a combination of the above. This policy sets out some key policy principles to help guide future proposals which are not covered by other specialist housing policies.

Policy application

- 5.48** All proposals should demonstrate how they contribute to mixed and inclusive neighbourhoods and contribute to the supply of housing. Where any proposals are considered to have a potential negative impact upon mixed and inclusive communities S106 funds may be secured for mitigation. Proposals should clearly meet a defined need for the form and type of accommodation and should be located where conventional housing would also be acceptable. Information should be provided on how the proposal contributes towards the supply of housing across London, but also that it meets a clearly identified, specific need for the innovative nature of the product. Proposals should also demonstrate how they contribute towards wider policy aspirations such as economic growth, community infrastructure provision or enhance the cultural and creative sectors.
- 5.49** To ensure a high quality of delivery the proposed product's form of innovation should be appropriately secured through the planning system. Dependent on the product this may be through use of management plans, occupancy conditions or for a specific time-period. Any innovative proposals for residential as an interim use should be secured for the relevant period and enable the re-use of materials on another site. Any innovative products provided at sub-market rates should be secured as such by legal agreement to prevent the scheme being used for investment purposes or short-term financial gain.
- 5.50** Self-contained accommodation should provide affordable housing in accordance with Policy H.2 of the Local Plan on a habitable room basis. Under certain circumstances affordable housing may be calculated on a residential unit or floorspace basis. This may include, for example, where the innovative nature of the product relates to the level of internal specification or similar; or where the specialism relates to the shared characteristics of occupants.
- 5.51** Where a scheme is innovative with regard to its tenure and/or financial modelling, units will only be considered as part of the supply of affordable housing where rental or purchase rates are comparable to affordable housing tenures set out within the Mayor's Housing Strategy. Financial contributions towards the provision of C3 affordable housing will only be appropriate for non-self-contained, sui generis schemes that are demonstrably not C3 or C2 accommodation, provided at discounts equivalent to the requirements of Policy H.2. Any future proposed change of use will trigger a full Viability Review to maximise affordable housing. Where the population density is above that of equivalent schemes and there are considered to be sufficient impacts on transport or infrastructure demand, further S106 contributions may also be sought for mitigation of impacts.
- 5.52** All proposals for new forms of residential accommodation should demonstrate that they make appropriate and effective use of the site and thus do not compromise overall housing delivery. They should meet all relevant internal and external space standards, or for non-self-contained scheme demonstrate how equivalent flexible space is provided to meet this requirement. Where the proposal also includes an element of supporting non-residential space or shared facilities there should be no unacceptable impacts on amenity on a site or neighbourhood level.
- 5.53** In accordance with the London Plan, generally any scheme which is non-self-contained and removes pressure of conventional supply will be monitored on a 1.8:1 basis.

COMMUNITY INFRASTRUCTURE INCLUDING SCHOOLS

5.54

The following policies set out the Legacy Corporation's policy approach to social infrastructure, such as schools, healthcare, nurseries, community centres and faith facilities which fall mainly within the Use Class D1. Children's play space and open spaces are addressed within Policies BN.8 and BN.9 in Section 6 of this Local Plan.

Policy CI.1: Providing new and retaining existing community infrastructure

POLICY

The Legacy Corporation will require the provision of new community infrastructure as part of new major development proposals.

New community facilities should be available for use by other sections of the community for alternative uses when not being used by the main user, e.g. schools; the Legacy Corporation will secure this through Section 106 Agreement.

Existing community facilities (generally within Use Class D1) will be protected and the loss of an existing community facility will only be permitted where:

1. It can be demonstrated that an equivalent replacement community use will be provided within or close to the site of the existing use through submission of a relevant planning application which, in the Legacy Corporation's view, would meet the need of the local population for the specified use, or
2. It can be demonstrated that the site is no longer required due to the provision of new community facilities serving the same communities or is subject to a programme of rationalisation of community facility provision that maintains an equivalent level of provision for the communities served by the original facility. In such cases, applicants will need to demonstrate that there are no alternative community uses that could reasonably be accommodated on the site before uses other than those in Use Class D1 will be permitted.

**Cross-reference to policies: CI.2; SA1.6; SA1.7; SA1.8; SA3.6; SA4.1
Infrastructure Delivery Plan; Planning Obligations SPD; CIL Infrastructure List
London Plan policy: 3.16; 7.1**

Reasoned justification

5.55

It is necessary to ensure that community facilities are protected in a way that allows community uses to change and develop over time, and ensure new community infrastructure is provided at appropriate levels as part of new schemes. Providing community infrastructure alongside housing is an important way of establishing new neighbourhoods that are locally distinctive and are pleasant places to live.

- 5.56** New community infrastructure is already being brought forward in the Legacy Corporation area, mostly as part of large-scale developments that have planning permission. Considerable evidence was provided when planning applications for these developments were considered, to justify the level of community infrastructure proposed in the scheme. If built out as planned, the schemes will provide appropriate levels of community infrastructure to support new residents.
- 5.57** There are also existing community facilities within the area falling generally within D1 uses, but may also include D2 venues of a specific community or cultural value. With the significant population growth predicted and the need to ensure that new and existing communities have access to places where they can meet and where community activities can take place, these existing and new facilities are essential for long-term community development in the Legacy Corporation area. As such facilities will also generally be available for use by residents in the wider surrounding communities, these facilities will also play a part in a wider integration of communities in this part of east London, particularly as improved connections provide greater access and permeability across the Lower Lea Valley. Therefore existing community facilities and venues will be protected through this policy. The existing and proposed D1 community facilities are shown at Figure 11 overleaf.

Policy application

- 5.58** Evidence to demonstrate that no alternative community uses could reasonably be accommodated on the site of a community use proposed for change to another use should include attempts to market the facility for alternative users, and any correspondence from alternative users that are in need of new community space in the area. Where as part of the process of development in an area existing community infrastructure is to be re-provided but may not be accessible during the period of development, community infrastructure should be maintained in the interim through the use of conditions. The Legacy Corporation will use the Infrastructure Delivery Plan (IDP) updating process and the Infrastructure Liaison Group (see 'Delivery and Implementation' section of this Local Plan) to work with its partners and other stakeholders to ensure adequate provision of infrastructure overall.



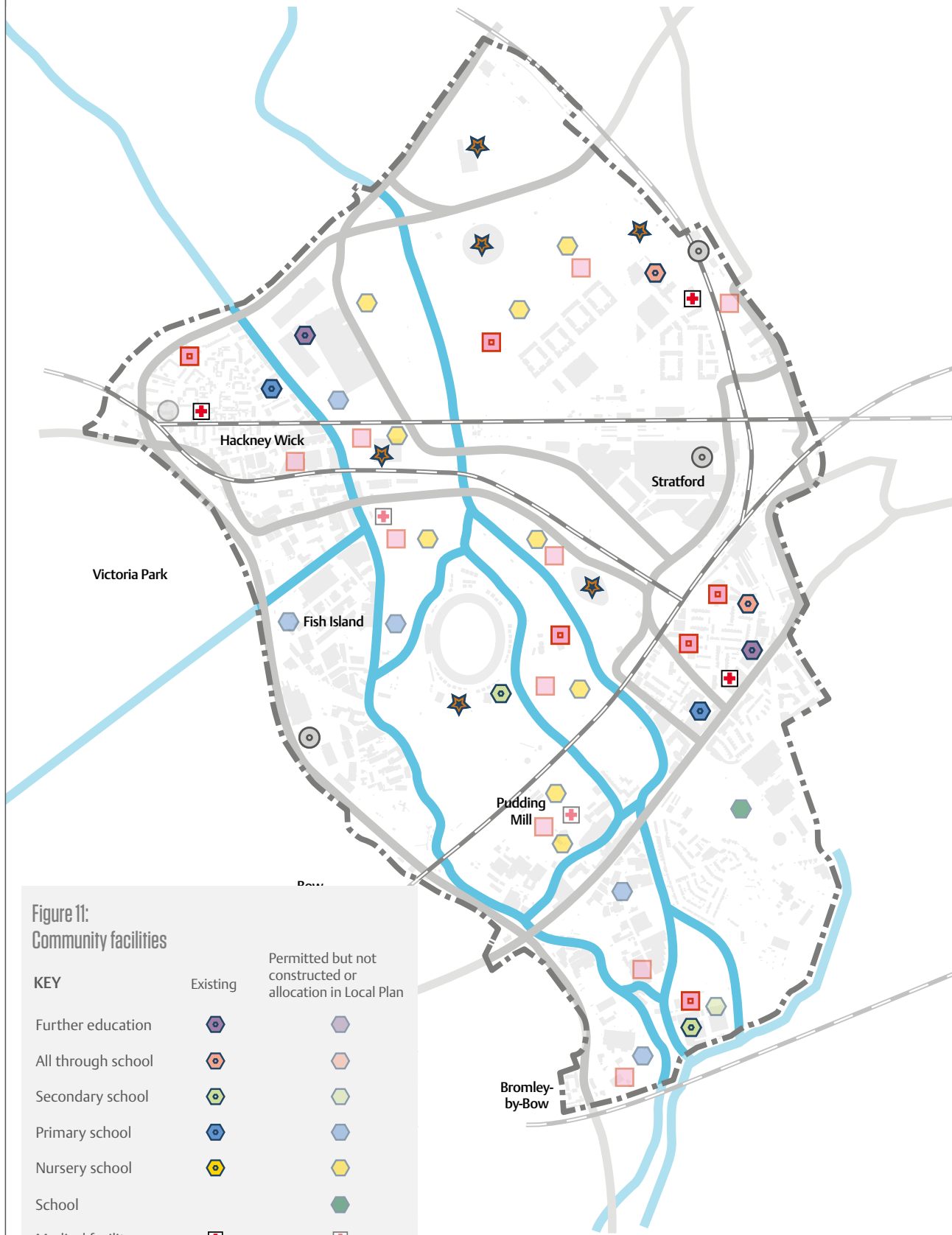


Figure 11:
Community facilities

KEY	Existing	Permitted but not constructed or allocation in Local Plan
Further education		
All through school		
Secondary school		
Primary school		
Nursery school		
School		
Medical facility		
Community sport		
Faith-based space/ place of worship		
Library		
General community facility/meeting space		

Case Study 6: Sir Ludwig Guttman Health and Wellbeing Centre

CASE STUDY



The Wellbeing Centre is a modern, accessible and environmentally-friendly health centre designed to provide innovative healthcare, wellbeing and community services in E20 – London’s newest residential location.

Originally part of the redevelopment plans for railway land adjacent to what is now Westfield Stratford City, the site was subsequently identified as the ideal base for an Olympics Medical and Doping Centre for the London 2012 Games, and one that could be adapted for NHS use post-Games.

The Centre has been developed as an integrated health and wellbeing centre designed to support and encourage east London residents to live healthier, happier lives. The building is a hub for innovative, prevention, treatment and support services for east London residents.

Easily accessible by train, bus, bike or car, the Centre’s sculptural form has helped transform the Stratford skyline. Inside, a vast atrium and courtyard create a sense of light and space where visitors are able to access primary care services, screening and self-testing equipment, and a pharmacy and cafe.

The building uses a number of green technologies. Rainwater is collected to flush toilets; a green roof has been planted to improve biodiversity and reduce roof temperatures; and electricity, heating and cooling is fed from the energy efficient combined heat and power plant scheme that supplies Queen Elizabeth Olympic Park. The Centre has won several awards for architecture and clinical service provision during the 2012 Games and for its environmental credentials.

Policy Cl.2: Planning for and bringing forward new schools

POLICY

The Legacy Corporation will work with the Borough education authorities and other partners to secure the provision of planned new schools within its area and, where appropriate, the expansion of existing schools or proposals for new schools.

Site allocations for schools will be kept under review as planned developments are built out and occupied, to ensure the planned provision is appropriate to meet need. New schools will need to be of sufficient size and in a location and form that enables them to meet or exceed the best practice standards current at the time in their design, size and location.

Where significant child-generating development is proposed, the impact on school provision will be considered, and appropriate arrangements made for the mitigation of these impacts through on-site provision of schools if necessary.

In determining planning applications, the Legacy Corporation will support proposals for provision of new primary, secondary and all-through schools within its area, provided that:

1. It is possible to demonstrate that the proposed school meets an identified need for school places within the Legacy Corporation area and from surrounding communities within the adjacent Borough areas,
2. It is possible to demonstrate that the school is accessible safely and sustainably, by walking and cycling and public transport, through provision of an adequate transport assessment and a school Travel Plan with any planning application. Mitigation measures identified by the transport assessment and measures identified in the Travel Plan will be secured by appropriate conditions on any planning permission or appropriate S106 Planning Obligations,
3. It is possible to demonstrate that the school makes adequate provision, preferably on site, for play areas and playing fields in accordance with the schools standards and guidance in place at that time and relevant to the type of school proposed; and
4. Where schools are proposed within temporary premises, it should be demonstrated that there is a high degree of certainty that a permanent site or premises will be available at the expiry of that temporary period.

Cross-reference to policy: Cl.1
London Plan policy: 3.16

Reasoned justification

5.59

It is important that new schools are provided alongside new development, particularly where significant new housing and family housing is coming forward. Provision of new schools will also help to meet the convergence ambitions set out elsewhere in this Local Plan.

5.60 While uncertainty exists as to the precise number of new school places that will be required within and around the Legacy Corporation area within the lifetime of this Local Plan, evidence indicates that there may be a general deficit in the capacity of existing and currently planned schools, particularly for primary-age pupils.

5.61 Assessment through the Legacy Corporation Schools Study (2018) and Infrastructure Delivery Plan (2018) indicates an additional requirement for primary school places and secondary school places in addition to the existing and planned supply during the Plan period to 2036, in particular, for later in the Plan period. Monitoring will be required in order to determine the need more accurately within the second half of the Plan period when this possible deficit has the potential to occur. This will be reviewed as part of the Local Plan process within future Legacy Corporation Local Plan Reviews or by successor organisations. The Legacy Corporation will continue to work closely with local education authorities.

5.62 The existing schools in the area and the planned provision are set out in the tables 5 and 6.

Table 5: Existing schools provision

EXISTING SCHOOLS	AREA	BOROUGH	NOTES
Chobham Academy	East Village	Newham	All-through school, capacity for 1,800 students
London Academy of Excellence	Stratford High Street	Newham	Sixth-form college, free school
East London Science School	Three Mills	Newham	A free school in temporary accommodation, providing secondary education for up to 240 pupils (relocating to nearby permanent, larger Stephenson Street site in early 2020's)
Gainsborough Primary School	Hackney Wick	Hackney	Recently expanded to three-form entry
Carpenters Primary School	Stratford	Newham	Recently expanded to three-form entry, in the future there may be the potential to redevelop and further expand this school as part of on-going regeneration in the area.
Bobby Moore Academy Primary School	Sweetwater	Tower Hamlets	Primary School opened in September 2018 for 60 reception places
Bobby Moore Academy Secondary School	Stadium Island	Newham	Secondary School opened in September 2018, 180 Year 7 places.
Mossbourne Academy Riverside Primary School	Hackney Wick, adjacent to Here East	Hackney	Three-form entry primary school

⁴¹ Legacy Corporation Schools Study, 2018, ARUP

Table 6: Planned schools provision

PLANNED SCHOOLS	SECURED THROUGH	SITE ALLOCATION	NOTES
Potential for Primary School at Rick Roberts Way	No existing planning permission	SA3.6	Identified in 2015 Local Plan as potential school site. May be required in second half of Plan Period. Requirement to be identified at the time based on monitoring of need.
Bromley-by-Bow	No existing planning permission	SA4.1	Two-form entry primary school
Sugar House Island	Existing planning permission REF: 19/00571/FUL	SA4.2	Two-form entry primary school
Neptune Wharf	Existing planning permission REF: 12/00210/OUT	SA1.4	Three-form entry primary school

5.63

It is considered that the existing and planned schools as set out above are likely to provide sufficient school provision within the Legacy Corporation area within at least the first half of the Plan Period. However, depending on admissions criteria, the schools will also serve residents outside the Legacy Corporation area, and will also be part of the wider school networks in the surrounding area. Schools planning will need to take into account the wider picture for school place planning within the four boroughs. The Legacy Corporation Schools Study (2018) provides information on this wider context. The Legacy Corporation in its role as Local Planning Authority will work with the boroughs to ensure that schools proposals meet long-term identified needs. It will therefore be necessary to monitor, and review school provision and population change over time to ensure provision keeps pace with need. Schools will be encouraged to use the assets of Queen Elizabeth Olympic Park and economic growth within the Legacy Corporation area to inspire a generation of east Londoners to believe that, with the right support, ambition and determination, they can compete with the best of London and beyond.

Policy application

5.64

The Legacy Corporation will work to secure implementation of planned new provision. Also, where population statistics indicate that school place requirements are greater than planned, it will work with the schools providers and local education authorities to seek expansion of provision within existing and planned schools where capacity exists. When planning applications are considered in those areas locations where existing and planned schools have been identified, the impact on school places provision should be assessed and should inform proposals.

5.65

Sites for schools will need to be of sufficient size and in a location and form that meet the requirements of Policy C1.2. It is expected that new schools will be designed to meet or exceed the best practice standards current at the time. These are currently the Baseline Designs for Schools: Guidance published by the Education and Skills Funding Agency in March 2014.



Evidence base references

National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2018)

Draft New London Plan (Greater London Authority, 2017)

The London Plan. The Spatial Development Strategy for London consolidated with alterations since 2011 (Greater London Authority, 2015)

Strategic Housing Land Availability Assessment (Greater London Authority, 2017)

Strategic Housing Market Assessment (Greater London Authority, 2017)

London Gypsy and Traveller Accommodation Assessment (Greater London Authority, 2008)

Mayor's Housing Supplementary Planning Guidance (Greater London Authority, 2012)

Mayor's Housing Strategy (Greater London Authority, 2017)

Mayor's Affordable Housing and Viability Supplementary Planning Guidance (Greater London Authority, 2017)

Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)

The Role of the Planning System in Delivering Housing Choices for Older Londoners (Greater London Authority, 2012)

Authority Monitoring Report (London Legacy Development Corporation, 2014)

Strategic Housing Market Assessment Review (London Legacy Development Corporation, 2013)

Gypsy and Traveller Accommodation Needs Assessment (London Legacy Development Corporation, 2014)

Gypsy and Traveller Site Assessment (London Legacy Development Corporation, 2014)

Local Plan Viability Report Testing (London Legacy Development Corporation, 2018)

Combined Policy Viability Study (London Legacy Development Corporation, 2014)

Schools Mapping Study (London Legacy Development Corporation, 2013)

Infrastructure Delivery Plan Study Report (Legacy Development Corporation, 2013)

Local Open Space Review (London Legacy Development Corporation, 2014)

Factsheet no. 6 (Housing Learning and Improvement Network, 2008)

Strategic Housing Market Assessment (London Borough of Hackney, 2009)

Strategic Housing Market Assessment (London Borough of Newham, 2010)

Strategic Housing Market Assessment (London Borough of Tower Hamlets, 2009)

Strategic Housing Market Assessment (London Borough of Waltham Forest, 2012)

East London Strategic Housing Market Assessment (East London Boroughs, 2010)

East London HMO Standards (2009)

Population Projections, (Greater London Authority, September 2013)

Housing Requirements Study (2018)

Work Live Study (London Legacy Development Corporation, 2014)

Schools Study (London Legacy Development Corporation, 2018)

Infrastructure Delivery Plan (2018)





Figure 12: Major wildlife corridors

CREATING A HIGH-QUALITY BUILT AND NATURAL ENVIRONMENT

- 6.1 The unique interplay of green spaces, waterways and the built environment shape and unify the diverse places that make up the Legacy Corporation area. Many local places have undergone great change in recent years, with areas of mainly industrial land and buildings being replaced by the Queen Elizabeth Olympic Park, Stratford City and other large scale mixed use development. This has delivered huge benefits to the area and east London more widely, creating new high-quality environments while reviving and adding to the strategic network of green infrastructure.
- 6.2 Paramount to the Legacy Corporation’s vision is planning for sustainable places and communities. To achieve this, the focus of change is shifting towards the places surrounding Queen Elizabeth Olympic Park. As the urban structure of these places evolves, the Local Plan will ensure that change to their form utilises the assets of the area to deliver sustainable development of the highest quality. Development will integrate local features of environmental and heritage value and create distinctive environments in which people can live, work and play. Convergence is at the heart of this agenda.

Objective 3: Create a high-quality built and natural environment that integrates new development with waterways, green space and the historic environment

OBJECTIVE

This will mean that development will:

- be designed to respond to context
- utilise heritage assets to shape local identity
- incorporate the highest standards of design and architecture
- contribute to the green infrastructure network
- help meet the targets set out in Biodiversity Action Plans.



Strategic Policy SP.3: Integrating the natural, built and historic environment

POLICY

The Legacy Corporation will create a high-quality built and natural environment that integrates new development with waterways, green space and the historic environment, by ensuring development:

1. Gives primary consideration to the creation of 'place'
2. Enhances its built, historic and landscape context
3. Maintains and promotes local distinctiveness
4. Protects biodiversity and provides green infrastructure networks where possible
5. Facilitates safe access for all to waterside and green environments
6. Is at least air quality neutral and minimises impact from noise
7. Supports the delivery of the Sub Area priorities
8. Respects the Legacy Corporation's Design Quality Policy.

- 6.3** Improving the relationship between people and the environment creates social, psychological, economic and environmental benefits. Regeneration provides opportunities to increase connections between built structures, waterways and green spaces to improve this relationship. The London Plan provides a definition of green infrastructure which can be summarised as “the network of all open spaces, green spaces and waterways, integral to ecological processes and the quality of life and health of sustainable communities”.
- 6.4** There are approximately 6.5km of canals and rivers in the Legacy Corporation area and more than 100 hectares of land in the area is part of the Lee Valley Regional Park, which overlaps with large areas of Queen Elizabeth Olympic Park to form a wildlife corridor that extends from Hertfordshire in the north to the River Thames. Regeneration, especially in the places that surround Queen Elizabeth Olympic Park, presents opportunities to maximise green infrastructure by integrating new development with waterways and green space and by protecting, extending and enhancing the existing green infrastructure network, local wildlife corridors and the East London Green Grid.
- 6.5** In order to achieve its ambitions for the area, the Legacy Corporation will implement the highest standard of design through development proposals. This will require an environmentally sensitive approach to design and a holistic view of sites and their immediate context, giving equal consideration to both urban settings and the landscapes in which developments are proposed. By adapting to their context, developments will integrate local features of heritage and environmental value, removing unnecessary barriers to the natural environment and increasing physical and visual access to green infrastructure. This will ensure that proposals enhance their unique built and natural context, and create locally distinctive places.

6.6

Design goes beyond the aesthetic and short term, and proposals will need to demonstrate how they contribute positively to the area. They will also need to demonstrate how the character, quality and function of an area can be improved for people, wildlife and the environment as a whole. Where sites are part of a wider opportunity for development, the Legacy Corporation encourages landowners to work together and, where feasible, to bring forward comprehensive and coordinated development proposals. Where the development of an individual site is proposed, it must support the delivery of Sub Area priorities by not prejudicing the comprehensive regeneration of the surrounding sites. Development will support the design and infrastructure aspirations identified in the Site Allocations and elsewhere in this Local Plan.



Case Study 7: Queen Elizabeth Olympic Park

CASE STUDY

When shaping Queen Elizabeth Olympic Park, policy and research were applied to develop a high-quality, biodiverse and resilient environment that creates shared benefits for both people and wildlife.

The Park has utilised development opportunities to recover wildlife corridors, improving and connecting green infrastructure networks to provide greater resilience against climate change. Venues and new neighbourhoods have been designed to incorporate biodiversity and heritage assets, framing the parklands and facilitating healthy living by increasing people's contact with the natural environment.

This long-term and sustainable approach to urban development with green infrastructure at its heart has created places with unique identities that complement local character and wildlife and improve social and economic prospects for people living, working and investing in the area.

DEVELOPMENT MANAGEMENT POLICIES

Policy BN.1: Responding to place

POLICY

Proposals for development will be considered acceptable where they respond to place in accordance with the principles outlined below:

1. Landscape and water: respect and enhance the local area's defining natural and man-made landscape features, in particular the linear form of the waterways and parklands
2. Urban fabric: respect existing typologies, including those of heritage value, and draw design cues from the form of the area in terms of its layout (urban structure and grain) and scale (height and massing)
3. Architectural and historic context: enhance the architectural and historic setting within which development is proposed. Careful consideration should be given to architectural and historic style, materials, fenestration, colour, building orientation, datums and overall appearance
4. Connectivity: ensure that new and existing places link to route networks and facilitate movement along direct, permeable, safe and legible pedestrian and cycle routes, and connect habitats to provide wildlife corridors. Routes should cater for the requirements of all users. Opportunities to connect areas to strategic road, rail, bus and cycle networks must be utilised
5. Infrastructure: make use of existing physical infrastructure to help overcome barriers to integration and to create new links and routes
6. Mix: consider how proposed uses integrate with, and relate to, both public and private space. Where new residential uses are introduced within a non-residential context, consideration must be given to layout, access, servicing and amenity
7. Amenity and wellbeing: minimise impact within proposed and upon existing development, by preventing overshadowing, mitigating noise and air pollution and an unacceptable provision/loss of sunlight, daylight or privacy.

Cross-reference to policies: SP.3; BN.2; BN.3; BN.4; BN.8; BN.10; BN.5; BN.17; T.6
London Plan policies: GG1; D1; D2; D7; D10; D12; D13

Reasoned justification

6.7

The Legacy Corporation expects proposals for development to respond to context in accordance with the principles set out within Policy BN.1. These principles are tailored to address a number of design issues that are pertinent to the Legacy Corporation area and ensure that development of the highest quality is delivered. Policy BN.1 will ensure that proposals for development are founded upon an understanding and evaluation of a site's defining characteristics and surrounding context. This will deliver development that relates well to the landscape and that adapts to its form by integrating its features into site design. This is crucial to reinforcing the identity of the area and improving the relationship between its built and natural form. Policy BN.1 will ensure that proposals respect prevailing building types, are place-appropriate, complement the existing layout and pattern of routes and spaces, and have a positive impact upon the existing townscape.

Policy application

- 6.8** Policy BN.1 applies to the design of individual buildings and public/private spaces, as well as larger development projects that are new or subject to refurbishment or change. The policy sets the parameters against which all proposals for new development and re-development will be considered.
- 6.9** The Legacy Corporation is committed to achieving high-quality design in new buildings and outdoor spaces in the areas around Queen Elizabeth Olympic Park. As part of this, an independent Quality Review Panel has been created to provide advice to the Planning Decisions Committee. Panel members are professionals with experience in architecture, landscape architecture, urban design, environmental sustainability, inclusive design, and development economics and delivery. Details about the Quality Review Panel's purpose and the way it works with the Legacy Corporation can be found on the Queen Elizabeth Olympic Park website.
- 6.10** When formulating proposals, applicants should also respect the Legacy Corporation's Design Quality Policy (2018), and refer to the policies outlined within the Sub Area sections of this Local Plan and the guidance within the Mayor of London's Character and Context Supplementary Planning Guidance (June 2014), including any further revisions or superseding guidance.

Case Study 8: Tower Bridge Piazza**CASE STUDY**

Tower Bridge Piazza is a mixed-use scheme situated near Tower Bridge by the River Thames. The development responds successfully to the scale of its surrounding context and has created a legible place that incorporates public squares which are linked to Shad Thames and the wider South Bank area. The buildings surrounding these squares exhibit a variety of robust architectural styles and combine to form a sense of enclosure and solidity that is only interrupted to offer glimpses of surrounding heritage buildings and openings into adjoining spaces. Careful consideration has been given to surface materials and these have been selected to replicate surrounding cobbled streets and unify newer development with adjacent passageways. The apartment blocks have responded to the form of the surrounding area in terms

of height, massing and appearance, and therefore allow the passage of sunlight/daylight to surrounding spaces/properties, whilst complementing the overall architectural setting of the area. The apartments themselves provide private outdoor space in the form of roof terraces and generous balconies, and have active frontages at ground-floor level that promote the use of high-quality street furniture and generate vitality within the public realm.



Policy BN.2: Creating distinctive waterway environments

POLICY

The Legacy Corporation will work with its partners to optimise the functions and enhance the local distinctiveness of waterway environments, expecting development proposals that affect the waterway environment to:

1. Improve the ecological potential, drainage and flood resilience capacity of the waterway
2. Support the aims of the Thames River Basin Management Plan
3. Create opportunities for recreational activities along the waterway
4. Introduce recreational, visitor and residential moorings and improve existing moorings where suitable
5. Support commercial activity
6. Improve access to and along the waterway as appropriate
7. Prevent disruption to the movement of passengers and freight
8. Protect essential waterway infrastructure.

Cross-reference to policies: BN.17; S.10; T.10
London Plan policies: SI14; SI16; SI17

Reasoned justification

6.11

The waterways are a defining feature of the area. They provide the setting for many of the places and communities that already exist or will come into being during the lifetime of this Local Plan. The London Plan defines these waterways, including rivers and canals, as the Blue Ribbon Network. This network supports a number of activities for both people and wildlife.

6.12

Evidence demonstrates that waterways can be a catalyst for regeneration. They can support commercial and recreational activity, provide biodiversity and local resilience to climate change. The waterways and their surrounding environments are currently under-utilised in this area. Optimising the functions of the Blue Ribbon Network to stimulate regeneration and attract investment will be a key priority for the Legacy Corporation.

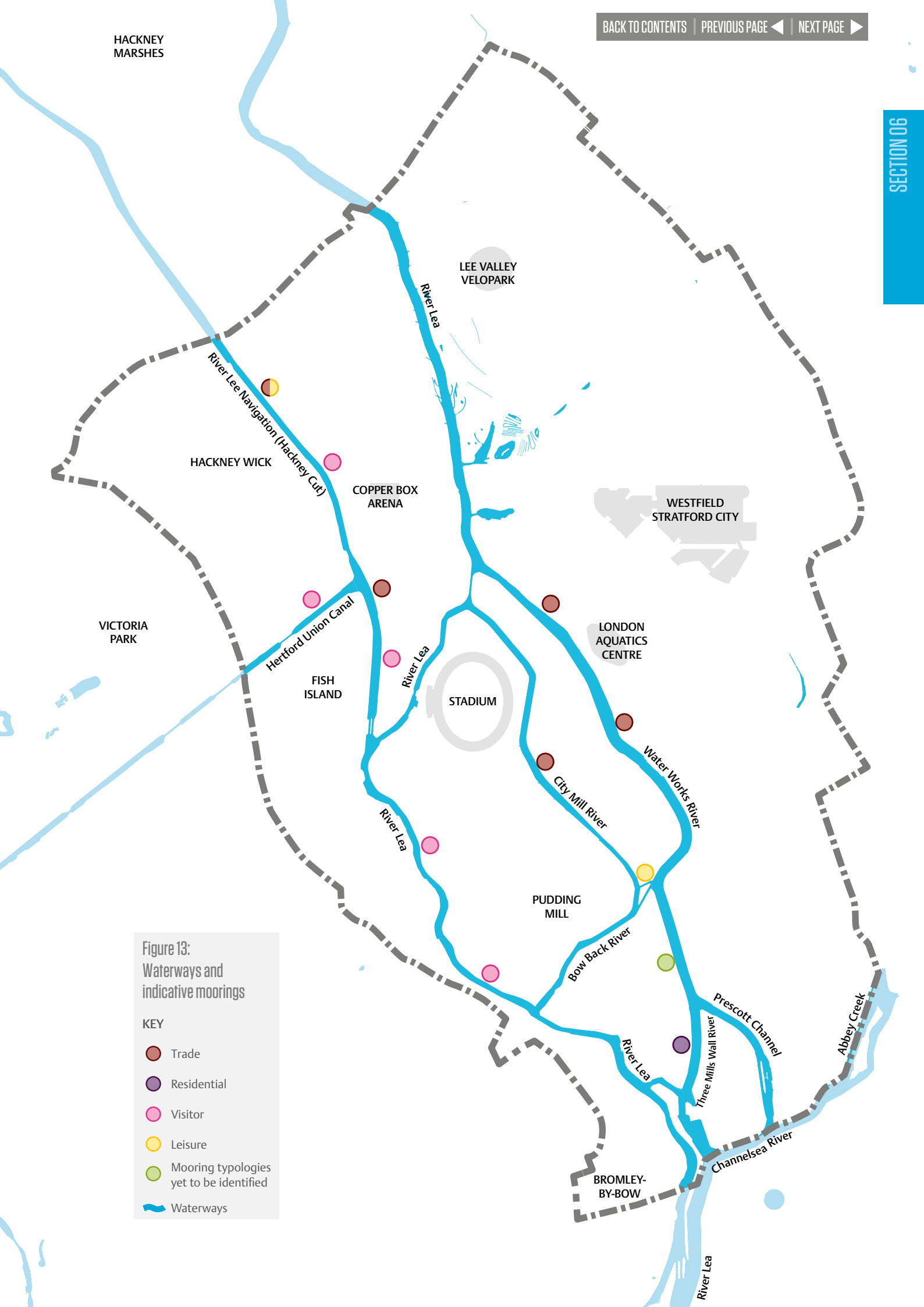


Figure 13:
Waterways and
indicative moorings

KEY

- Trade
- Residential
- Visitor
- Leisure
- Mooring typologies yet to be identified
- Waterways

Policy application**6.13**

When developing proposals for specific locations, reference should be made to the guidance published by the Environment Agency, the Canal and River Trust and the Lee Valley Regional Park Authority, as well as to relevant Biodiversity Action Plans (BAPs) and the opportunities set out in the Olympic Legacy Waterways Framework. The most recent version of the Town and Country Planning Associations Policy Advice Note: Inland Waterways (2009) should also be referred to. These outline suitable locations for various functions and locally specific ambitions for these environments. In support of the aims of the Thames River Basin Management Plan (TRBMP) and Water Framework Directive, all developments along the waterways will need to integrate Sustainable Drainage Systems (SuDS), including the use of oil and petrol interceptors, effective setbacks from watercourses, the naturalisation of the banks and green edges to rivers (either in banks or within the concrete channels, when there are developments within the riparian zone), and other measures that will improve the management of surface water run-off and biodiversity. Where works are proposed within 8 metres of a main river, a separate formal consent will be required from the Environment Agency. In order to achieve locally distinctive environments while optimising their functionality, proposals will need to integrate local heritage features and environmental assets, helping create unique and sustainable environments for local communities, visitors and wildlife alike.

Policy BN.3: Maximising biodiversity**POLICY**

The Legacy Corporation will work with its partners to ensure that biodiversity is protected and enhanced and new habitats are created within open space, parks and built-up neighbourhoods. Development proposals will be required to:

1. Maximise opportunities to protect and enhance biodiversity
2. Provide a net gain in the extent of good quality habitat
3. Integrate habitat into the existing network and other measures that will support biodiversity across the built environment and open spaces
4. Ensure measures are taken to conserve, promote and designate Sites of Importance for Nature Conservation where relevant
5. Retain trees and contribute to tree-planting
6. Take account of habitat and species targets in relevant Biodiversity Action Plans (BAPs) to ensure proposals are suitable for their location
7. Support other measures to address BAP objectives, including monitoring
8. Ensure major planning applications are accompanied by a Biodiversity Statement facilitating a net gain in biodiversity through any proposals.

Development proposals that are likely to have an adverse effect on biodiversity and the existing extent of habitat will not be permitted unless compensatory provision of equal value is provided in a suitable location and that loss does not result in the breakage of any existing habitat or wildlife corridor.

Cross-reference to policies: BN.7; S.4; S.7
London Plan policies: G1; G5; G6



Reasoned justification

6.14

Biodiversity is the diversity that exists among plant and animal species within a given environment. It plays many vital roles, improving the health of communities and wildlife, creating locally distinctive environments and building resilience to the potential impacts of climate change. The major resource of green infrastructure in the area has created many places where diverse habitats and species cultivate biodiversity, for example Sites of Importance for Natural Conservation identified on the Policies Map. However, there are many places where biodiversity can still be improved through urban greening initiatives that help to join the breakages in wildlife corridors, including the breakages that exist between various built structures and open spaces across the area.

Policy application

6.15

Policy will be important to protect and maximise biodiversity, extending the amount of habitat suitable for species to thrive. In built-up areas, where there is less opportunity to introduce large areas of open space, it will be necessary to maximise green infrastructure by channelling it through built structures, streets and open spaces, joining up wildlife corridors and utilising urban greening initiatives such as green roofs, green walls, nest boxes and rain gardens. The urban greening should be planned to promote connectivity through the urban landscape, facilitating species movement. Applications for major development schemes will be expected to provide the appropriate, high-quality and well maintained urban greening, as a fundamental element of site and building design meeting the Urban Greening Factor target score as set in the Draft New London Plan Policy G5 Urban Greening. Proposals for development will also be expected to complement existing ecological networks taking into account the priority species, habitats and targets within the relevant Biodiversity Action Plans (BAPs).

Case Study 9: Springbok Works in Hackney

CASE STUDY

Through the conversion of a factory and business space into a workshop, studio and apartment, Springbok Works has integrated a roof garden suited to growing vegetables, outdoor eating, relaxation and playing outside. The case study shows the potential for roof gardens to make properties located in dense urban environments more attractive to a wider range of potential residents and wildlife, adding to their economic, social and environmental value. The Urban Task Force has shown that the most successful cities with the highest quality of life are those that make more of their roof spaces.



Policy BN.4: Designing development

POLICY

All residential development (including residential development within mixed-use development) should achieve the highest possible standards and quality in both design, construction and use. To achieve this:

1. All residential development will be required as a minimum to meet the Nationally Described Space Standards – Technical Requirements, and
2. All mixed-use and residential development should take account of the best practice guidance in the Legacy Corporation Design Quality Policy.

Proposals incorporating residential development must also demonstrate that a high standard of liveability will be achieved by:

3. Contributing towards the creation of distinctive, integrated, legible, connected and sustainable places
4. Exhibiting the principles of good design, by incorporating high-quality landscape and architectural design, including high-quality materials (that age well over-time), finishes and details
5. Minimising adverse impacts upon existing surrounding development and not resulting in an unacceptable loss of privacy or an unreasonable degree of overlooking towards habitable rooms and private amenity spaces within or around existing development
6. Demonstrating that the scheme will receive acceptable levels of daylight and sunlight, and that existing surrounding development will not experience an unacceptable loss of sunlight and daylight in accordance with Site Layout Planning for Daylight and Sunlight (Building Research Establishment, 2011), including any future revisions or superseding guidance, and
7. Ensuring surrounding open spaces, including waterways and canals, receive adequate levels of daylight and sunlight.

In meeting the above, all mixed use and residential developments should:

8. Respect the scale and grain of their context
9. Relate well to street widths and make a positive contribution to the streetscape
10. Generate an active street frontage
11. Incorporate sufficient, well designed and appropriately located communal and private amenity space
12. Contribute to defining any existing or identified new public routes and spaces
13. Promote legibility of the site, and
14. Where relevant, preserve or enhance heritage assets and the views to/from these, and contribute positively to the setting of heritage assets, including conservation areas.

Development not incorporating residential use should also take account of the Legacy Corporation Design Quality Policy and meet the relevant principles in this policy (3-14 above) to demonstrate that it achieves an acceptably high quality and contributes positively to its context. Alterations and extensions to non-residential buildings should respect the scale, proportions and materials used in the existing building. All Major development schemes should demonstrate an acceptably high quality, through independent design review undertaken by a panel appointed by the Local Planning Authority.

Cross-reference to policies: H.1; BN.1; BN.5; BN.6; BN.10; BN.15; S.2; S.3; S.4; S.5; S.8; S.9
London Plan policies: D.1, D.2, D.4, D.7



Reasoned justification

- 6.16** It is imperative that development within the Legacy Corporation area provides a liveable environment for its occupants and users exhibiting the principles of good design that are set out within government-endorsed publications such as the ‘Urban Design Compendium’ (HCA, 2000) and ‘By Design’ (DETR, 2000). The Legacy Corporation area continues to develop with a significant number of entirely new areas, and other locations that are changing within the context of their existing and historic character. Against this background, it is important that the design of new development contributes to making these places successful, achieves high standards of amenity and supports and enhances a sense of community and neighbourliness.
- 6.17** In order to ensure this, relevant London Plan Supplementary Planning Guidance will be applied in assessing proposals for residential development. The London Plan forms part of the adopted Development Plan for the Legacy Corporation area and the Mayor is clear that development within it must achieve exemplary design and sustainability standards. The Legacy Corporation also publishes a Design Quality Policy. This sets out best practice guidance which is primarily aimed at achieving the best possible design outcome in its own development schemes, underlining its commitment to achieving the highest quality of design. The guidance within the Design Quality Policy also provides a helpful benchmark for other new development in the Legacy Corporation area and is a useful reference point for applicants in demonstrating that a proposed scheme’s quality meets the expected standards.
- 6.18** The Legacy Corporation will expect all units to benefit from adequate levels of daylight and sunlight given that this is an essential component of a residential living environment. Proposals should also mitigate impacts upon surrounding land and buildings to ensure that the amenity of existing residents is not unacceptably altered as a result of new development.

Policy application

- 6.19** It is expected that applications for residential development show how the Nationally Described Space Standards – Technical Requirements required by the policy have been met. Reference to the relevant elements of the Legacy Corporation’s Design Quality Policy may also help to demonstrate that new residential development reaches the highest achievable design quality and liveability. The current version of the Design Quality Policy can be downloaded from the Legacy Corporation website. The evidence required as part of a planning application to demonstrate how a proposal meets the requirements in this policy will be proportionate to the size of the development proposal and its potential impacts, with applications for minor development relying on an assessment of the application detail.
- 6.20** Design review will be an important element of demonstrating that Major schemes successfully exhibits acceptable design. Design review is also encouraged for other schemes that are likely to have a significant impact on their surroundings to help provide evidence of the appropriateness of the proposed design. Detailed discussion of scheme design at the pre-application stage is strongly encouraged along with use of formal review by the Legacy Corporation Quality Review Panel. Information on the Legacy Corporations Quality Review Panel, who would usually undertake the formal design review function, can be found at paragraph 14.4 of the Plan.
- 6.21** The successful integration of business and commercial floorspace into mixed use development will be an important factor in ensuring mixed use schemes are acceptable. Guidance is provided in particular in the Hackney Wick and Fish Island SPD (March 2018) and the Legacy Corporation Employment Space Study (2015).

Policy BN.5: Proposals for tall buildings

Tall buildings should be located within the Centre boundaries outlined within this Local Plan. In order of hierarchy, these are:

- Stratford Metropolitan Centre (parts within the Legacy Corporation Area)
- Bromley-by-Bow District Centre
- Hackney Wick Neighbourhood Centre
- Pudding Mill Local Centre
- East Village Local Centre.

Tall buildings are defined by the Legacy Corporation as those that are higher than a Sub Area's prevailing or generally expected height as set out in this Plan at tables 10, 11, 12 and 13. Proposals for tall buildings both inside and outside the Centre boundaries will be assessed against the criteria in this policy and Policy BN.1 and BN.4. Outside of the Centre boundaries, unless a location for tall buildings is identified within a site allocation within this Plan, more than minor exceedance of the prevailing or generally expected height identified in tables 10, 11, 12 and 13. will need to demonstrate that, in addition to meeting the criteria in this policy and policies BN.1 and BN.4, the proposal would achieve significant additional public benefit.

Subject to the above proposals for tall buildings will be considered acceptable where they exhibit exceptionally good design, demonstrating this through independent design review undertaken by a panel appointed by the Local Planning Authority. To achieve this, they must, in addition to meeting requirements of Policies BN.1 and Policy BN.4, demonstrate:

1. An appropriate proportion, form, massing, height and scale in context with the character of its surroundings
2. Use of material appropriate to the height of the building
3. Acceptable access and servicing arrangements
4. A positive contribution to the public realm at ground level
5. A positive contribution to the surrounding townscape, and
6. Creation of new or an enhancement to existing views, vistas and sightlines where there is an opportunity to do so.

Proposals for groups of tall buildings will need to demonstrate an appropriate relationship with each other and to the wider surrounding area, including the value of the group of buildings to longer distance views in addition to the immediate context.

Outline planning applications for tall buildings will only be considered as an acceptable approach where the application is accompanied by a sufficiently detailed design code, coordinated with parameter plans, with these secured as part of any planning permission.

Proposals for tall buildings that are likely to have a significant adverse impact on one or more of the following will be considered unacceptable:

7. Micro-climatic conditions (specifically down-draughts and lateral winds over public or other amenity spaces)
8. Amenity of the surrounding area (including open spaces and other buildings and waterways) that relate to: overlooking, daylight, overshadowing, light spill/reflection and wider amenity impacts. Existing views of landmarks, parkland, heritage assets, waterways, and views along street corridors (in accordance with Policy BN.10 Protecting Key Views).

Cross-reference to policies: BN.1; BN.2; BN.4; BN.10; BN.16
London Plan policy: D.8

Reasoned justification

6.22

Scale is the size of a building relative to its surroundings. A building's height is one aspect of this and proposals should be assessed in relation to adjoining buildings and the general pattern of heights within an area. Taller buildings can have both positive and negative effects and this policy aims to manage these and guide the height of proposals in each Sub Area context within the Legacy Corporation's boundary. Policy BN.5 will ensure that tall buildings contribute positively to the townscape within which they are situated and improve the public realm that surrounds them.

6.23

Tall buildings should be located within the Centres outlined within the policy, as they have the capacity to absorb higher density development due to their accessibility, proximity to transport infrastructure, and existing/proposed concentration of retail, community and leisure facilities. Moreover, the Centres maintain and promote active street frontages and non-residential ground-floor uses, which are an essential characteristic of successful tall buildings. Tall buildings can also help to denote the location of centres by creating a more cohesive and prominent built form.

6.24

Tall buildings are defined in the London Plan as "those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor" (i.e. 30 metres within the Legacy Corporation area). In accordance with this, Policy BN.5 defines tall buildings as those that are higher than a Sub Area's prevailing or generally expected height as set out in tables (10, 11, 12 and 13) of the Sub Area sections in this Plan. Policy BN.5 will ensure that only acceptable tall building proposals (i.e. those that meet the policy criteria) are approved. The prevailing height of each Sub Area is defined in tables (10, 11, 12 and 13) in the Sub Area sections and based upon general heights rather than the tallest existing element. Proposals for tall buildings outside the Centre boundaries and the relevant site allocations that are higher than their surrounding context, in applying the policy, are much less likely to be considered acceptable. Some minor exceedances to the prevailing or generally expected heights may be justified where it can be demonstrated that this will make a proposal workable and aid achievement of an acceptable design quality. Apart from such minor exceedances, proposals for tall buildings outside of the centre boundaries (or other locations identified as acceptable in a site allocation within this Plan) will need to demonstrate that the design and use of the building and the treatment of the public realm, along with the effects on the surrounding context, will be positive and result in a significant public benefit that would not be achieved by a lower height of building. That benefit would need to be relevant to the development proposed and relate to specific requirements set out in relevant policies or site allocations within this Local Plan.

- 6.25** Proposals for development should not incorporate low floor-to-ceiling heights in order to avoid triggering Policy BN.5, or to meet the requirements of it. Figure 14 illustrates how two buildings with the same number of storeys can differ in height. This is usually due to commercial buildings incorporating storeys with greater floor-to-ceiling heights.
- 6.26** Policy BN.5 should result in a mixture of intermittent buildings heights which together form a unique arrangement that contributes to the area's built form. The Legacy Corporation area will have one of the highest concentrations of tall buildings within Greater London, and therefore it is important that they incorporate the highest standards of sustainability and design.
- 6.27** Outline planning applications for tall buildings are not encouraged as the acceptability of tall building proposals are much more likely to depend on their detailed design in order to demonstrate overall acceptability. For those occasions when an outline application is considered to be necessary and justified, a sufficiently detailed design code will need to be produced to provide evidence of the principles that will be applied in the detailed design and to demonstrate acceptability of the proposal. The design code and its implementation will be secured as part of any planning permission and is likely to include a commitment to securing and retaining an appropriately skilled design team and sufficient measures to ensure the monitoring of the design implementation during construction, to ensure that the original design intent is achieved.
- 6.28** Design review will be an essential element of demonstrating that a scheme successfully exhibits exceptional design. It will also be important to ensure that the exceptional design quality achieved at planning application stage is not lost in the delivery of tall buildings. A best practice approach to selection and appointment of the design team and the development of the design approach is encouraged to aid a positive outcome through design review. A planning obligation will be sought to either retain the original design team or ensure that an adequately skilled design team is appointed for the delivery phase of the scheme to ensure that the original design intent is achieved.



Figure 14: Representation of building heights



Policy BN.6: Requiring inclusive design

POLICY

Non-residential proposals will be considered acceptable where they respond to the needs of all users, and provide an accessible and inclusive environment by incorporating all applicable elements of the Legacy Corporation’s Inclusive Design Standards.

Residential proposals will be considered acceptable where they respond to the needs of all users, and provide an accessible and inclusive environment by providing 90 per cent of dwellings in accordance with Optional Requirement M4 (2) Category 2 of Part M of the Building Regulations, and 10 per cent of dwellings in accordance with Optional Requirement M4 (3) Category 3 of Part M of the Building Regulations.

To ensure that the design of buildings and their surroundings ensure they are accessible to all it will be important to take into account the needs of those with sensory or cognitive impairments.

Cross-reference to policies: H.3; BN.4
London Plan policies: D3; D5; Mayor of London’s Housing Supplementary Planning Guidance

Reasoned justification**6.29**

The Legacy Corporation is committed to continuing the significant accessibility and inclusive design work that was undertaken in delivering Queen Elizabeth Olympic Park and its legacy venues. The aim of this is to create wholly inclusive 'Lifetime' neighbourhoods that can be enjoyed by everyone, regardless of disability, age, gender, sexual orientation, race or faith. To help achieve this, the Legacy Corporation has developed its own standards that set a recognised benchmark for Inclusive Design. The Greater London Authority identified these as a model of good practice that should be followed in developments outside Queen Elizabeth Olympic Park.

Policy application**6.30**

In order to promote the creation of inclusive places, developers will be encouraged to engage with the individuals who will use those places when designing their proposals. Applicants for non-residential development must reference the Legacy Corporation's Inclusive Design Standards within their Design and Access statements in order to demonstrate how they have been met and incorporated within their proposals. Applicants for residential development must reference Category 2 and Category 3 Optional Requirements within their Design and Access Statements in order to demonstrate how they have been met and incorporated, and are encouraged to also reference the Legacy Corporation's Inclusive Design Standards. This will help deliver the highest standards of inclusive design and more usable and openly accessible urban environments, both within and outside Queen Elizabeth Olympic Park. To ensure that the design of buildings and their surroundings ensure they are accessible to all it will be important to take into account the needs of those with sensory or cognitive impairments.

Policy BN.7: Protecting Metropolitan Open Land**POLICY**

The Legacy Corporation will maintain the openness of Metropolitan Open Land (MOL) identified on the Policies Map by:

1. Refusing development which has an adverse impact on the openness of MOL, except in very special circumstances
2. Only permitting development of ancillary facilities where the openness of MOL is maintained.

Cross-reference to policies: BN.8; BN.11
London Plan policies: G3

Reasoned justification**6.31**

The presence of Metropolitan Open Land (MOL) in this area will ensure that areas of open, predominately undeveloped, land in the area remain open. Maintaining this openness will help to maintain biodiversity and wider environmental functions while contributing to the health of people living, working and visiting the area.

Policy application**6.32**

The Policies Map identifies those areas of MOL that have been designated within this Local Plan. The draft New London Plan Policy G3 defines MOL and provides MOL with the same status and protection as Green Belt, supporting its current extent and extension in appropriate circumstances. MOL provides the same level and type of protection to coherent areas of open land within London as is provided by Paragraphs 143 to 147 of the National Planning Policy Framework. Unless ‘very special circumstances’, as defined by the NPPF, can be demonstrated, development within areas designated as MOL will not be permitted. Proposals for loss of MOL that include provision of new open space elsewhere will not be accepted as meeting the ‘very special circumstances’ test.

Policy BN.8: Improving Local Open Space**POLICY**

Development proposals affecting areas of Local Open Space (LOS) identified on the Policies Map will be expected to help shape local identity by:

1. Protecting and/or enhancing its function, quality and character
2. Protecting its openness and extent
3. Aligning with Lee Valley Regional Park, Lea River Park and Leaway area proposals where relevant.

Proposals for major development schemes will be expected to consider the provision of new, high-quality and publicly accessible Local Open Space within the scheme where there is an identified qualitative or quantitative deficiency in that location, in accordance with the draft London Plan Benchmark Public Space Hierarchy.

A development proposal that would result in the loss of all or part of a Local Open Space will only be permitted where an equivalent or greater amount of Local Open Space with an equivalent function is provided in a location that continues to serve the same catchment area for its category as defined in Table 7.

Cross-reference to policies: BN.2; BN.3; S.1; S.9; S.10, S.11
London Plan policies: G4, Table 8.1

Reasoned justification**6.33**

Open spaces are essential for the creation of healthy and sustainable communities and wildlife. These spaces serve many functions, including play, relaxation, air quality, biodiversity and the creation of local distinctiveness. They are often at the heart of community life and local wildlife corridors. There are large areas of open space in the form of parklands and wildlife corridors running through the centre of the area, including Queen Elizabeth Olympic Park and parts of the Lee Valley Regional Park. These provide a range of functions which require protection in order to ensure that their benefits are maintained. Regeneration provides opportunities to create new Local Open Spaces in areas surrounding these parklands and corridors, addressing quantitative and qualitative deficiencies to meet the needs of local communities and improve the network of green infrastructure.

Policy application

6.34

The Policies Map identifies the Local Open Space in this area that will be protected over the Plan period, in addition to open amenity space and other elements of the green infrastructure network outlined within this Local Plan. In addition to the Policies Map, Figure 15 also shows the location of these Local Open Spaces and Annex 4 lists each of these and describes their primary function. The protected spaces are based on previous assessments of open space which have been reviewed and amended through production of new Open Space and Play Space Assessment (2018). The map at Figure 16 identifies additional Local Open Spaces that have planning permission or are included within a Site Allocation set out in this Local Plan, but have not yet been developed. Where there is an identified deficiency in a type of public open space, new developments will address this through the provision of open space in accordance with the London Plan Benchmark Public Space Hierarchy and other aspirations for maximising green infrastructure set out within this Local Plan.

6.35

The map at Figure 17 shows the extent of the Lee Valley Regional Park area within the Legacy Corporation boundary. Many areas of Local Open Space fall within this boundary. These areas are within the ownership of the Lee Valley Regional Park Authority, whose Park Development Framework (2011) sets out the strategy for its future development and management. The strategy in this Local Plan is designed to align with the Park Development Framework. Development proposals within the Lee Valley Park area will take account of this Framework in addition to relevant BAPs.

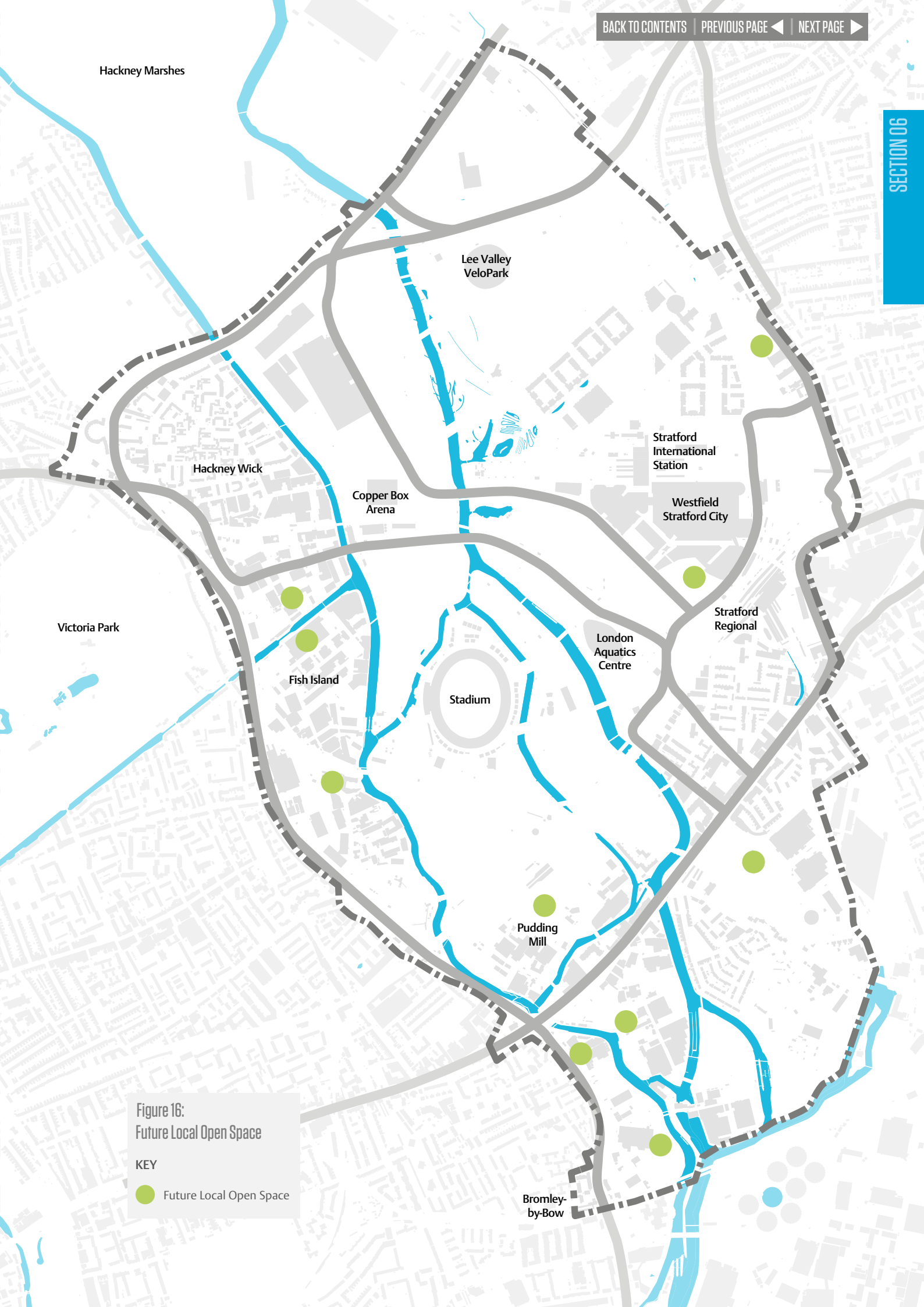




Figure 15:
Local Open Space

KEY Primary and Secondary Typology

- 1 Amenity Open Space/Pocket Park
- 2 Local Park/ Outdoor Sports Facilities
- 3 Outdoor Sports Facilities
- 4 Pocket Park/ Linear Open Space
- 5 Natural/Semi-Natural Open Space
- 6 Natural/Semi-Natural Open Space
- 7 Linear Open Space/ Green Corridors
- 8 Linear Open Space/ Green Corridors
- 9 Green Corridor
- 10 Green Corridor
- 11 Outdoor Sports Facilities and Natural/Semi-Natural Open Space
- 12 Natural/Semi-Natural Open Space and Children and Young People play space (5 - 11 years)
- 13 Natural/Semi-Natural Open Space
- 14 Green Corridor
- 15 Amenity Open Space including Children and Young People (5 - 11 years) play space
- 16 Linear Open Space/ Natural/Semi-Natural Open Space
- 17 Linear Open Space
- 18 Amenity Open Space
- 19 Linear Open Space
- 20 Outdoor Sports Facilities - Mountain Bike Trail / Natural/Semi-Natural Open Space
- 21 Children and Young People (5 - 11 years)/ Pocket Park
- 22 Amenity Open Space
- 23 Linear Open Space/ Children and Young People (5 - 11 years)
- 24 Natural/Semi-Natural Open Space/ Amenity Open Space
- 25 Allotments
- 26 Natural/Semi-Natural Open Space
- 27 Amenity Open Space
- 28 Amenity Open Space
- 29 Amenity Open Space
- 30 Children and Young People (5 - 11 years)
- 31 Children and Young People (5 - 11 years)
- 32 Amenity Open Space
- 33 Linear Open Space
- 34 Semi-Natural Open Space
- 35 Allotments
- 36 Outdoor Sports Facilities
- 37 Linear Open Space/ Amenity Open Space/ Children and Young People (>11 years)/ Amenity Open Space and Outdoor Gym
- 38 Amenity Open Space
- 39 Amenity Open Space
- 40 Chobham Academy Sports Ground
- 41 Carpenters Primary School Sports Ground
- 42 Amenity Open Space
- 43 Local Park including Children and Young People play space



Hackney Marshes

Lee Valley VeloPark

Hackney Wick

Copper Box Arena

Stratford International Station

Westfield Stratford City

Victoria Park

Fish Island

Stadium

London Aquatics Centre

Stratford Regional

Pudding Mill

Figure 16:
Future Local Open Space

KEY

● Future Local Open Space

Bromley-by-Bow



Hackney Marshes

Lee Valley
VeloPark

Hackney Wick

Copper Box
Arena

Stratford
International
Station

Westfield
Stratford City

Victoria Park

Fish Island

Stadium

London
Aquatics
Centre

Stratford
Regional

Pudding
Mill

Bow

Figure 17:
Lee Valley Regional
Park area

KEY

Lee Valley Park area
and boundary

Bromley-
by-Bow

Table 7: Public open space categorisation

LONDON PLAN PUBLIC OPEN SPACE CATEGORISATION	SIZE GUIDELINE	DISTANCES FROM HOMES
<p>Regional parks</p> <p>Large areas, corridors or networks of open space, the majority of which will be publicly accessible and provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. Offer a combination of facilities and features that are unique within London, are readily accessible by public transport and are managed to meet best practice quality standards.</p>	400 hectares	3.2 to 8 kilometres
<p>Metropolitan parks</p> <p>Large areas of open space that provide a similar range of benefits to Regional Parks and offer a combination of facilities at a sub-regional level, are readily accessible by public transport and are managed to meet best practice quality standards.</p>	60 hectares	3.2 kilometres
<p>District parks</p> <p>Large areas of open space that provide a landscape setting with a variety of natural features providing a wide range of activities, including outdoor sports facilities and playing fields, children’s play for different age groups and informal recreation pursuits.</p>	20 hectares	1.2 kilometres
<p>Local parks and open spaces</p> <p>Providing for court games, children’s play, sitting out areas and nature conservation areas.</p>	2 hectares	400 metres
<p>Small open spaces</p> <p>Gardens, sitting out areas, children’s play spaces or other areas of a specialist nature, including nature conservation areas.</p>	Under 2 hectares	Less than 400 metres
<p>Pocket parks</p> <p>Small areas of open space that provide natural surfaces and shaded areas for informal play and passive recreation that sometimes have seating and play equipment.</p>	Under 0.4 hectares	Less than 400 metres
<p>Linear open spaces</p> <p>Open spaces and towpaths alongside the Thames; canals and other waterways; paths; disused railways; nature conservation areas; and other routes that provide opportunities for informal recreation. Often characterised by features or attractive areas which are not fully accessible to the public but contribute to the enjoyment of the space.</p>	Variable	Wherever feasible

Policy BN.9: Maximising opportunities for play

POLICY

Major development proposals will be required to improve or provide new play and/or youth space¹, maximising opportunities for play and informal recreation. New play spaces should create high-quality, dynamic and stimulating play space. Proportionate to the size of development, proposals are expected to:

1. Take account of the existing or future need for play space in the local area, identifying relative deficiencies and incorporating the most appropriate type of new play youth space into the proposal
2. Be of an appropriate size and design for the age of children and young people whom the space is designed to serve, including older children and teenagers, who have their own distinct needs
3. Be inclusive and accessible to children young people of all abilities
4. Maximise opportunities to contribute to the provision of green infrastructure
5. Be easily observed from housing or community facilities.

All development proposals will be expected to be in accordance with guidance and standards in up-to-date relevant Borough Play Space Strategies where these have been published, relevant London Plan policy, and the Mayor's Shaping Neighbourhoods Play and Informal Recreation SPG (September 2012).

Cross-reference to policies: BN.3; BN.6; BN.7; BN.8

London Plan policies: S4; The Mayor's Shaping Neighbourhoods Play and Informal Recreation SPG

¹ The Mayor's Shaping Neighbourhoods Play and Informal Recreation SPG 2012 describes youth space as: "a place where young people aged 12 and above can meet and take part in informal sport-based activities and other informal recreation".

Reasoned justification

6.36

Play spaces are critical to improving young people's health and life chances. They help to create stimulating and interesting places where people of all ages choose to live, work and visit. A variety of types of play space exist in the Legacy Corporation area, including dedicated areas for children containing play equipment and multi-use games areas, as well as opportunities for play incorporated into public space.

Policy application

6.37

The Mayor's Shaping Neighbourhoods Play and Informal Recreation SPG (2012) sets out a requirement for 10 sqm of play space per child aged 0 to 17, with a requirement for proximity to play space, characteristics and location that is dependent on age. In developing proposals for a new youth space, young people should be meaningfully engaged from an early stage to ensure its relevance to the users and general success. Youth facilities should also be provided where possible. Significant regeneration in the area presents further opportunities to improve the quantity and quality of play and youth space. Maximising these opportunities will help to meet local needs, creating dynamic and stimulating child and youth friendly places that contribute to the green infrastructure network and wildlife corridors across the area.

Case Study 10: Tumbling Bay

CASE STUDY



Tumbling Bay is a play space overlooked by the Timber Lodge Café located within Queen Elizabeth Olympic Park. The case study demonstrates the potential for play space to create cooperative and multi-generational opportunities for play, integrating green infrastructure to incorporate moveable parts, multiple play routes and vibrant contours that reflect the local and historical context. The play space shows how it is possible to limit safety surfacing to areas where it is necessary, maximizing space for green infrastructure and giving people the chance to play in a natural environment that improves their health and wellbeing.

Policy BN.10: Protecting key views

POLICY

Proposals for development that impact a key view will only be considered acceptable when the development makes a positive contribution to the characteristics and composition of that view. Key views are identified in Figure 18. Development proposals should take account of view 9 of the London View Management Framework (2012) where relevant.

Cross-reference to policies: BN.1; BN.4; BN.10; BN.16

Sub Area Policies: 1.2; 1.4; 4.4

London Plan policies: HC3, HC4; 7.12

Reasoned justification

6.38

Within the Legacy Corporation area, there are a number of views, vistas and sightlines which make a significant contribution to the character and identity of the area and which contribute to its sense of place by framing reference points that help locate the area in relation to its wider surroundings. These should be maintained and taken into account within the overall design of new development. Figure 18 identifies the vistas, sightlines and viewing corridors that warrant consideration because of the landscapes, landmarks and special architectural and historic interest framed by or captured within them.

Policy application

6.39

Development that impacts a view identified in Figure 18 must be accompanied by an analysis that explains, evaluates and justifies the visual impact upon that view.

6.40

Proposals for development that impact a key view should consider how visitors approach landmarks and, where necessary, include a visual buffer zone to accommodate their unique sculptural forms.

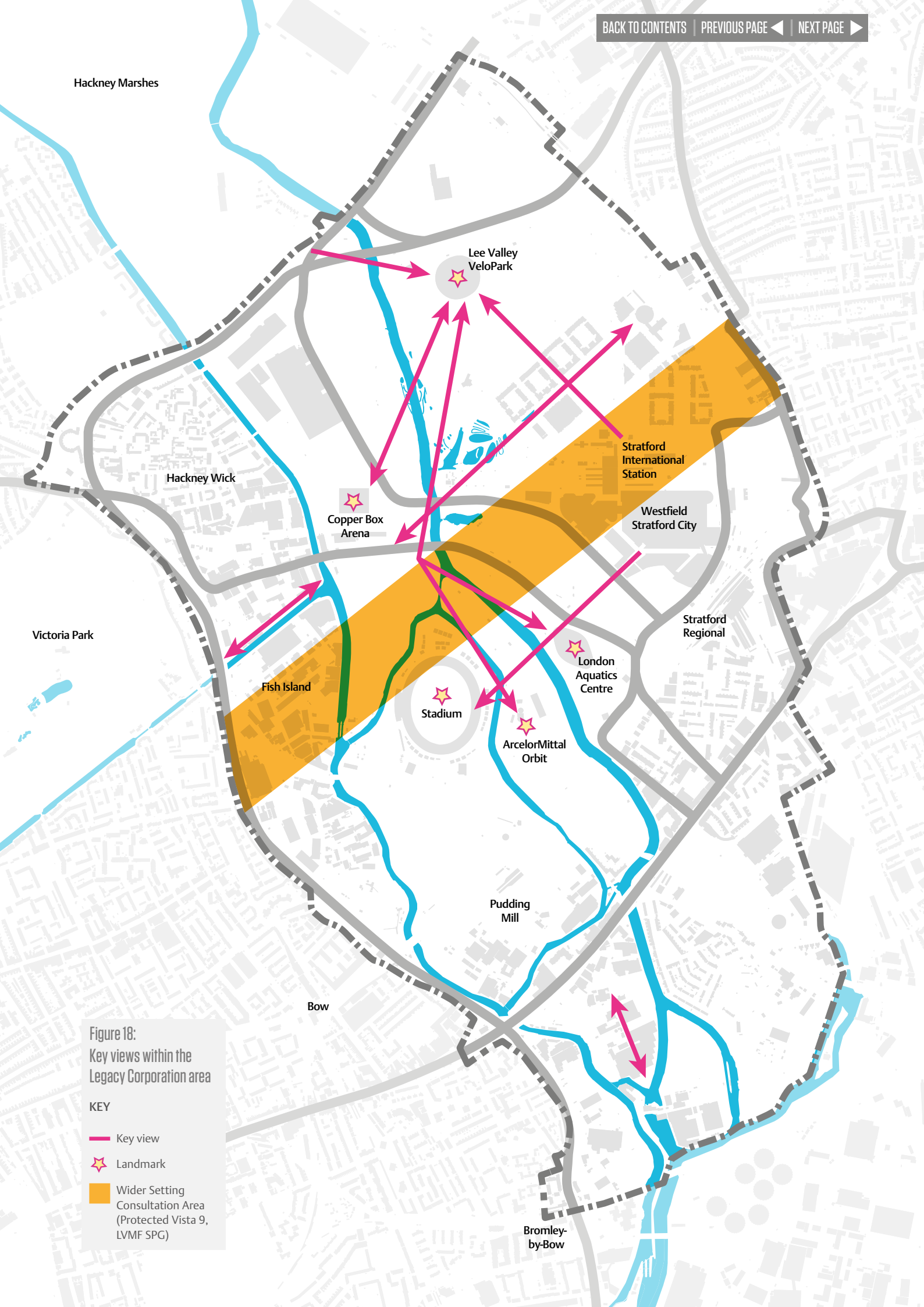


Figure 18:
Key views within the
Legacy Corporation area

KEY

- Key view
- Landmark
- Wider Setting Consultation Area (Protected Vista 9, LVMF SPG)

Policy BN.11: Air quality

POLICY

Development proposals should contribute to improving air quality through the approach taken to energy use and energy efficiency and minimising the need for travel. Development should:

1. Be constructed and designed, including appropriate use of green infrastructure, in a manner that minimises emissions of pollutants to the air
2. Demonstrate compliance with policies in this Local plan and the London Plan which contribute to minimising the effects of emissions to the air
3. Have appropriate regard to the relevant London Borough and the London Environment Strategy 2018.

Applications for major development proposals must be at least air quality neutral and include an air quality assessment where they are located in areas identified in the most recent strategies and guidance as being significantly affected by poor air quality (by being adjacent to or within an Air Quality Management Area or London Plan Air Quality Focus Area). Where an air quality assessment shows that a proposed development may result in significant effects on habitats within European sites, a project level Habitats Regulations Assessment (HRA) should be undertaken and submitted with any planning application.

Cross-reference to policies: SP.5; S.4; S.9; T4
London Plan policies: S11, T2, T4

Reasoned justification

6.41

Air quality have a significant role to play in the health and wellbeing of communities and the prospects of the natural environment, reducing both life expectancy and biodiversity in heavily polluted areas. Major roads within the area including the A12 and Stratford High Street contribute to poor air quality.

6.42

The surrounding London Boroughs have identified locations in this area where there is a significant incidence of poor air quality, designating Air Quality Management Areas and preparing Air Quality Management Plans. It will be important that this Local Plan contributes to the Mayoral target to bring London's air quality in line with EU limit values for local pollutants and in particular PM10, PM2.4 and NO2, as expressed in the EU Air Quality Directive and implemented in the UK through the 2010 air quality regulations.

The requirements of the Habitats Directive (EC Directive 92/43/EEC on the Conservation of Habitats and Natural Fauna and Flora are transposed into law in England and Wales by the Conservation of Habitats and Species Regulations 2017. Under Article 6 of EC Directive 92/43/EEC (the Habitats Directive), an assessment (Appropriate Assessment) is required where a plan or project may give rise to significant effects upon any European sites. There are no European sites located within the Legacy Corporation area boundary. However, European Sites outside the boundary may be affected by activities undertaken within the Legacy Corporation area if they are connected through an impact gateway, for example, hydrological links or impacts upon air quality.

These sites are identified below.

NAME OF SITE	STATUS	DISTANCE FROM LEGACY CORPORATION
Lea Valley Special Protection Area	SPA	3.4km north-west
Lea Valley Ramsar	Ramsar	3.4km north-west
Epping Forest Special Area of Conservation	SPA	2.9km north-east

An Appropriate Assessment of this Plan has concluded that any application coming forward as a result of Local Plan designation should be subject to a detailed project level HRA where:

- The proposed development involves or requires the abstraction of water from the Lea Valley, and/or
- An air quality assessment shows that a proposed development would result in significant effects on habitats within European Sites.

Policy application

6.43

The relevant policies in this Local Plan will work together to contribute to the strategy of achieving at least no worsening in air quality, where it is achievable, result in an improvement, as outlined in the London Environment Strategy (May 2018) and relevant Borough Action Plans. However, as the measures necessary to address poor air and noise quality are not confined to one planning authority area and are often governed by processes that fall outside of planning, such as building regulations, development proposals are also subject to separate regulatory regimes and legislation.



Policy BN.12: Noise

POLICY

Development proposals should contribute towards minimising the effects of noise on amenity of the occupiers and users of existing and planned new development within the Legacy Corporation Area. New development should be constructed to:

1. Minimise exposure to the adverse impacts of noise
2. Demonstrate compliance with policies in this Local plan and the London Plan that contribute to minimising the effects of noise
3. Have appropriate regard to the London Environment Strategy (May 2018)
4. Demonstrate compliance with the Agent of Change Principle by mitigating and managing noise impacts from new development and designing new development to minimise the effects on occupiers and users from existing noise sources.

Cross-reference to policies: SP.5; S.4; S.9; T.4
London Plan policies: D12, D13, T2, T4

Reasoned justification

6.44

Noise pollution is one of the main agents of loss of quality of life and environmental quality in an urban area. Prolonged exposure to elevated sound levels can have a detrimental effect on the health and wellbeing of the community and the prospects of the biodiversity and natural environment. Reducing and minimising exposure to noise has a potential to improve wellbeing, promote the enjoyment of the natural environment and enhance biodiversity at a local level, contributing to a healthier and more pleasant place to live and work.

Policy application

6.45

Policy BN.12, in conjunction with other relevant policies within this Local Plan, including planning for minimising travel demand and increasing opportunity for walking and cycling, will work together to achieve improvements to the acoustic environment and reduce exposure to high levels of noise.

6.46

Noise management should be an integral part of any development proposal and considered at an early stage of the design process. Proposals for new development should demonstrate compliance with the Agent of Change Principle whereby the onus is on the new development to ensure its building or activity is designed to protect existing occupiers and users from noise and minimise impacts from existing noise sources.

6.47

In determining whether noise is likely to be an issue to be addressed by development proposals and to determine the appropriate approach to assessing and addressing noise effects, reference should be made to the most up to date guidance within the national Planning Practice Guidance.

Policy BN.13: Protecting archaeological interest

POLICY

Proposals for development will only be considered acceptable where they protect archaeological remains that will be affected by development on sites that include or have the potential to include archaeological interest.

Cross-reference to policy: BN.17
Sub Area Policies: 1.2; 1.4; 4.4
London Plan policy: HC.1

Reasoned justification

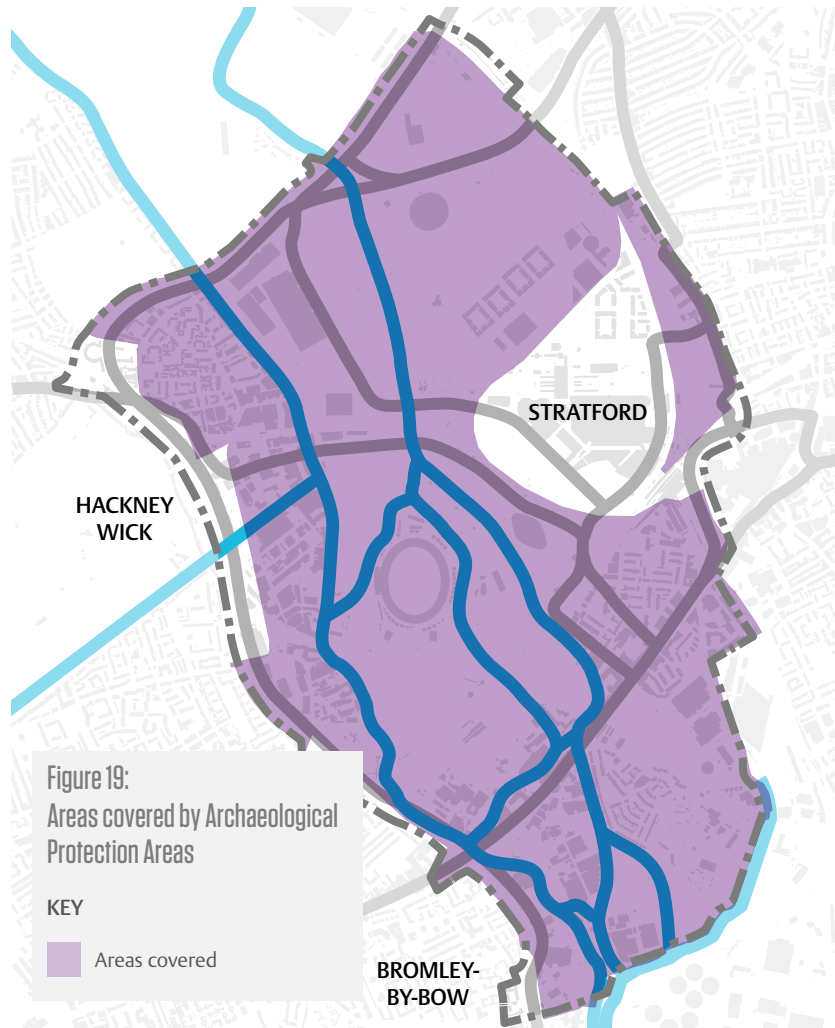
6.48

The Legacy Corporation area is covered by a number of Areas of High Archaeological Potential that have been established as Archaeological Priority Areas on the advice of Historic England. These areas may contain archaeological evidence or remains that require protection under planning policy. However, such defined areas do not preclude archaeology being encountered elsewhere within the Legacy Corporation area. Guidance contained within the Historic England London Archaeology Charter guides their protection under national planning policy in the NPPF.

Policy application

6.49

The level of investigation that applicants are required to undertake through a desk-based assessment or field evaluation will depend on the significance of the archaeological interest in question. Evaluation may lead to further site work to protect archaeological interests. Applicants must refer to existing records when preparing applications for development. Areas of High Archaeological Potential are subject to continuous review by Historic England.



Policy BN.14: Improving the quality of land

POLICY

To prevent harm to health and the environment from the effect of contamination and the release of pollutants and to bring land affected by contamination into beneficial use, development proposals will be required to ensure that:

1. The site is suitable for its new use, taking into account of ground conditions, including pollution from previous uses and any proposals for mitigation such as land remediation
2. Adequate site investigation information, prepared by a competent person, is provided
3. After remediation, as a minimum, the site is not capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990
4. Take account of the impacts from any existing consented hazardous substances installation
5. Suitable measures are taken where construction works are carried out
6. Account is taken of any potential impact on any Groundwater Source Protection Zone.

Applications for all sites potentially affected by contamination should be carried out in accordance with established procedures as required in the NPPF. Where a proposed development involves or requires the abstraction of water from the Lea Valley, a Project Level Habitats Regulations Assessment (HRA) should be undertaken and submitted with any planning application.

Cross-reference to policies: SP.5; S.1; S.7

Reasoned justification

6.50

Much of the Legacy Corporation area has a history of industrial use, with a range of manufacturing and other industries developing alongside significant corridors of transport infrastructure provided to serve it. In more recent times, a transition has begun to take place with many, but not all, of these industrial and business uses being replaced by new mixed-use development. These past uses have, in many cases, left a legacy of contamination within the ground that, if not dealt with appropriately, has the potential to affect human health and natural habitat, including the water environment and groundwater. The Legacy Corporation area includes a number of groundwater Source Protection Zones (SPZs) and development having an unacceptable effect on these may be considered unacceptable. It will be important for applicants to discuss ground contamination issues with the relevant borough Environmental Health team where this may be an issue and, where there is potential for an impact on a SPZ, to discuss this with the Environment Agency. Paragraph 6.42 sets out the background to why a Project Level HRA may be required in the context of abstraction of water and air quality.

Policy application

6.51

In some cases, significant work has been undertaken to clean up land affected by contamination or reduce that risk, or to make it suitable for any new use that is being proposed. The area of Queen Elizabeth Olympic Park, for example, has been subject to significant remediation work which made it suitable for the staging of the 2012 Games and Legacy land-uses. Many of the sites that may become available for new development within the Legacy Corporation area are likely to require some form of investigation, assessment and appropriate remediation and

verification work to make them suitable for development, including appropriate proposals for drainage and construction. The Proposed Planning Approval Process diagram outlines the typical requirements for new schemes. Other specific planning processes may apply to existing permissions. Where there is the potential for significant ground contamination to be present, an intrusive site investigation and contamination assessment report may also be required to be submitted with the planning application, in addition to the preliminary risk assessment report. While this policy identifies the approach to information that should be provided with any relevant planning application, it is also the developer's or landowner's responsibility for securing a safe development.

Figure 20: Proposed planning approval process – ground contamination and remediation



Case Study 11: Remediation within Queen Elizabeth Olympic Park

CASE STUDY



Remediation of the land of Queen Elizabeth Olympic Park successfully demonstrates the potential for transformation of a post-industrial landscape polluted with contaminants such as tar, lead, oil and arsenic into a usable environment where local communities and wildlife can thrive. Through a rigorous process of early engagement, site-specific remediation strategies and methods and reliable reporting, a strategy was created and carried out to balance risk and feasibility effectively and to enable long-term health benefits to people and the environment, creating a sustainable legacy for the Park.

Policy BN.15: Designing residential extensions

POLICY

Proposals for residential extensions will be considered acceptable where they:

1. Maintain or improve the character and quality of the original building and street scene
2. Use materials and details that match or complement the original building
3. Do not result in a disproportionate addition to the original building or dominate the street scene
4. Do not damage outlook from neighbouring properties
5. Do not reduce natural daylight and sunlight reaching neighbouring properties to an unacceptable level
6. Do not cause unacceptable harm to the privacy of neighbours.

Cross-reference to policies: BN.1; BN.4; S.4

Reasoned justification

6.52

Residential extensions are often required to respond to changes in life circumstances, or when a dwelling becomes overcrowded or can no longer accommodate the needs of its occupants in its current form. The purpose of this policy is to provide clear and practical guidance as to how residential extensions that fall outside the scope of the General Permitted Development Order should be designed. The policy will help to inform the preparation of proposals as it provides an indication of what the Legacy Corporation will consider acceptable. Policy BN.15 will ensure that extensions are well designed and protect the residential amenity of neighbouring properties.

Policy application

6.53

Applicants should carefully consider the size, position and form of extensions and ensure that the layout, proportions and design of new windows and doors complement the existing building.

Policy BN.16: Designing advertisements

POLICY

Proposals for advertisements will be considered acceptable where they:

1. Do not have an adverse impact on amenity
2. Do not have an adverse impact on the outlook of surrounding residential properties
3. Do not have an adverse impact on public or highway safety
4. Do not result in visual clutter through the proliferation of advertisements in the area
5. Do not obscure architectural features
6. Do not protrude above roof lines and are not displayed at an obstructively high level
7. Are not attached to residential buildings
8. Do not have an adverse impact on a heritage asset or its setting
9. Respect the appearance, character, scale and street scene of the building/site upon which they are proposed.

Advertisement consent for illuminated signage will not normally be granted where the advertisement is of an intermittent nature or where the illumination would project significantly beyond the sign.

Cross-reference to policies: BN.1; BN.4
Sub Area Policies: 1.2; 1.4

Reasoned justification

6.54

The Legacy Corporation, as the Local Planning Authority for its area, is responsible for determining whether a particular advertisement is acceptable in planning terms. Advertisements come in many different forms and, although not all will require planning permission, generally posters, illuminated signs, shop front fascias and advertisements on gable ends will require consent.

Policy application

6.55

The purpose of this policy is to provide clear and practical guidance as to how advertisements that fall under the Legacy Corporation's direct control as planning authority should be designed and sited. The policy will help to inform the preparation of proposals as it provides an indication of what the Legacy Corporation will consider acceptable. Policy BN.16 will ensure that advertisements are well designed and protect the interests of amenity and public safety.



Policy BN.17: Conserving or enhancing heritage assets

POLICY

Proposals will be considered acceptable where they conserve or enhance heritage assets and their settings, and promote the significance of those assets by incorporating viable uses consistent with their conservation and heritage-led regeneration.

In particular, proposals for development within the boundary or immediate setting of heritage assets (see Figure 21), will be considered acceptable where they:

1. Preserve or enhance the special architectural or historic interest that has been identified within the appraisals of those heritage assets, in particular historic buildings, structures, yards, waterways and the pre-war residential and industrial street patterns or other characteristics that give that area its unique character
2. Enhance and reveal the significance of heritage assets, including the waterways, such as the Lee Navigation and Hertford Union Canal
3. Restore and reuse heritage assets located within application boundaries as part of new development
4. Exhibit an understanding of and reference the architectural and historic interest of the area within their design
5. Retain street trees and/or provide these, where appropriate.

Cross-reference to policy: BN.1

Sub Area Policies: 1.2; 1.4

London Plan policies: HC1

Reasoned justification

6.56

The Legacy Corporation area contains many waterways, buildings, streets, yards and structures that contribute to the area’s special architectural or historic interest, and that have a character and appearance which is desirable to preserve or enhance. Most of these heritage assets are located within the four Conservation Areas that fall within the Legacy Corporation boundary: Hackney Wick, Fish Island and White Post Lane, Sugar House Lane, and Three Mills Conservation Areas. These were designated to preserve or enhance the special architectural or historic interest of the heritage assets located within those areas. The significance of this interest is outlined within their accompanying Conservation Area Appraisals.

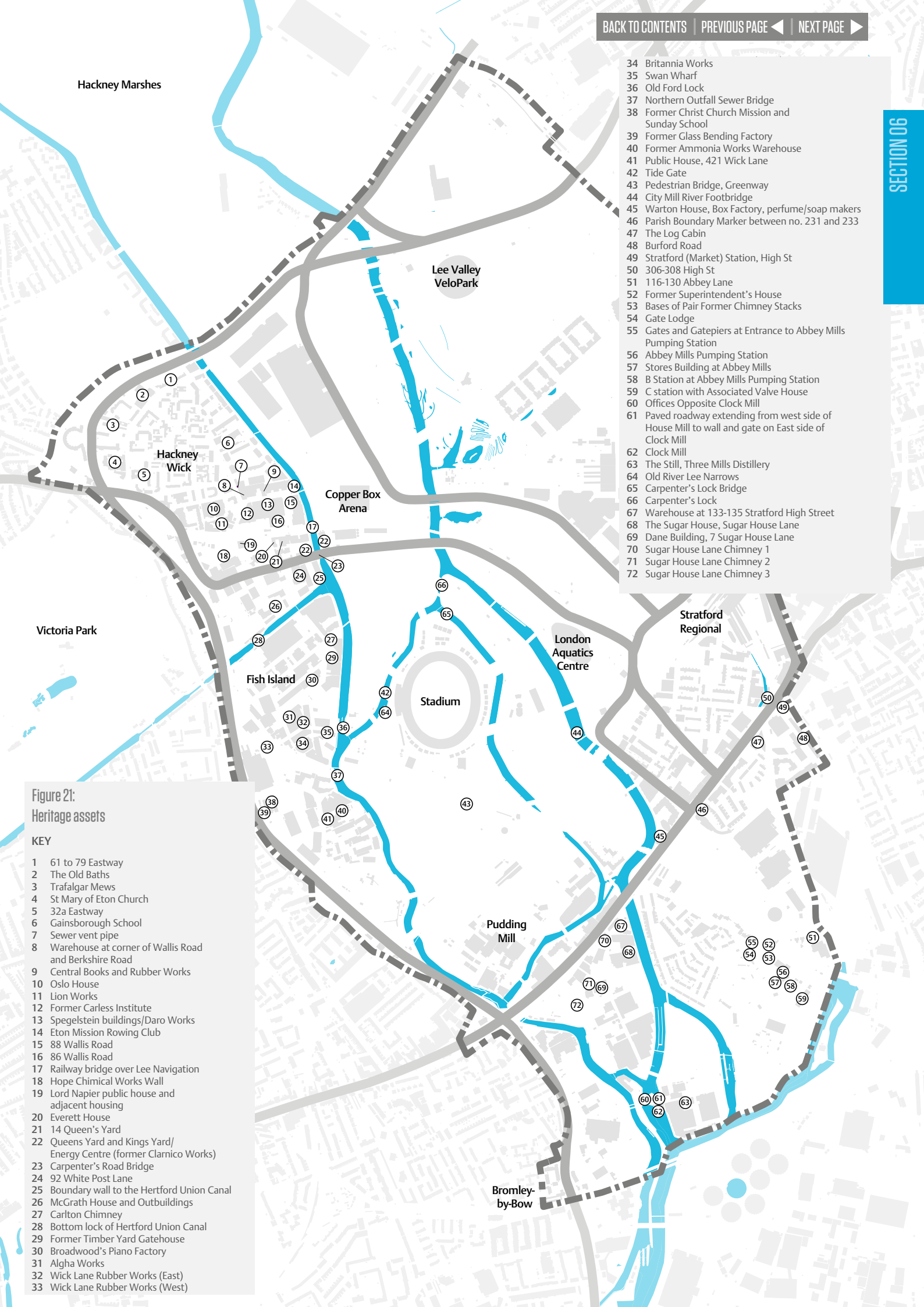


Policy application

6.57

Designation of an area as a Conservation Area does not stop development being promoted. However, it does introduce extra protections against inappropriate forms of development. If a proposal is submitted that affects the land within the boundary or setting of a Conservation Area or heritage asset, the Legacy Corporation will pay special attention to the desirability of preserving or enhancing the special architectural or historic interest of that area or asset when making a planning decision. Policy BN.17 also applies to heritage assets situated outside Conservation Areas, such as Statutory Listed Buildings, Locally Listed Buildings or Buildings of Townscape Merit. Proposals should be in general conformity with Conservation Area appraisals and Management Plans, and other relevant Guidelines.





- 34 Britannia Works
- 35 Swan Wharf
- 36 Old Ford Lock
- 37 Northern Outfall Sewer Bridge
- 38 Former Christ Church Mission and Sunday School
- 39 Former Glass Bending Factory
- 40 Former Ammonia Works Warehouse
- 41 Public House, 421 Wick Lane
- 42 Tide Gate
- 43 Pedestrian Bridge, Greenway
- 44 City Mill River Footbridge
- 45 Warton House, Box Factory, perfume/soap makers
- 46 Parish Boundary Marker between no. 231 and 233
- 47 The Log Cabin
- 48 Burford Road
- 49 Stratford (Market) Station, High St
- 50 306-308 High St
- 51 116-130 Abbey Lane
- 52 Former Superintendent's House
- 53 Bases of Pair Former Chimney Stacks
- 54 Gate Lodge
- 55 Gates and Gatepiers at Entrance to Abbey Mills Pumping Station
- 56 Abbey Mills Pumping Station
- 57 Stores Building at Abbey Mills
- 58 B Station at Abbey Mills Pumping Station
- 59 C station with Associated Valve House
- 60 Offices Opposite Clock Mill
- 61 Paved roadway extending from west side of House Mill to wall and gate on East side of Clock Mill
- 62 Clock Mill
- 63 The Still, Three Mills Distillery
- 64 Old River Lee Narrows
- 65 Carpenter's Lock Bridge
- 66 Carpenter's Lock
- 67 Warehouse at 133-135 Stratford High Street
- 68 The Sugar House, Sugar House Lane
- 69 Dane Building, 7 Sugar House Lane
- 70 Sugar House Lane Chimney 1
- 71 Sugar House Lane Chimney 2
- 72 Sugar House Lane Chimney 3

Figure 21:
Heritage assets

KEY

- 1 61 to 79 Eastway
- 2 The Old Baths
- 3 Trafalgar Mews
- 4 St Mary of Eton Church
- 5 32a Eastway
- 6 Gainsborough School
- 7 Sewer vent pipe
- 8 Warehouse at corner of Wallis Road and Berkshire Road
- 9 Central Books and Rubber Works
- 10 Oslo House
- 11 Lion Works
- 12 Former Carless Institute
- 13 Spiegelstein buildings/Daro Works
- 14 Eton Mission Rowing Club
- 15 88 Wallis Road
- 16 86 Wallis Road
- 17 Railway bridge over Lee Navigation
- 18 Hope Chemical Works Wall
- 19 Lord Napier public house and adjacent housing
- 20 Everett House
- 21 14 Queen's Yard
- 22 Queens Yard and Kings Yard/ Energy Centre (former Clarnico Works)
- 23 Carpenter's Road Bridge
- 24 92 White Post Lane
- 25 Boundary wall to the Hertford Union Canal
- 26 McGrath House and Outbuildings
- 27 Carlton Chimney
- 28 Bottom lock of Hertford Union Canal
- 29 Former Timber Yard Gatehouse
- 30 Broadwood's Piano Factory
- 31 Algha Works
- 32 Wick Lane Rubber Works (East)
- 33 Wick Lane Rubber Works (West)

Evidence base references

National Planning Policy Framework (Communities and Local Government, 2018)

The Open Space and Play Assessment (London Legacy Development Corporation, 2018)

London Environment Strategy (Greater London Authority, 2018)

Infrastructure Delivery Plan (London Legacy Development Corporation, 2018)

The Flood Risk Review (London Legacy Development Corporation, 2017 and addendum 2018)

Legacy Corporation Characterisation Study (London Legacy Development Corporation, 2018)

The London Plan. The Spatial Development Strategy for London consolidated with alterations since 2011 (Greater London Authority, 2015)

Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)

Supplementary Planning Guidance: All London Green Grid (Greater London Authority, 2012)

London Plan Supplementary Planning Guidance: East London Green Grid Framework (Greater London Authority, 2008)

London View Management Framework Supplementary Planning Guidance (Greater London Authority, 2012)

London Plan Supplementary Planning Guidance: Shaping Neighbourhoods Play and Informal Recreation (Greater London Authority, 2012)

Mayor's Sustainable Design and Construction Supplementary Planning Guidance (Greater London Authority, 2014)

Mayor's Housing Supplementary Planning Guidance (Greater London Authority, 2012)

Guidance on Tall Buildings (CABE/English Heritage, 2007)

Inclusive Design Standards (London Legacy Development Corporation, 2013)

Design Quality Policy (London Legacy Development Corporation, 2013)

Legacy Communities Scheme Green Infrastructure Strategy (London Legacy Development Corporation, 2012)

Olympic Legacy Waterways Strategy Consultation Draft (London Legacy Development Corporation, 2013)

Moor or Less: Moorings on London's Waterways (Canal and River Trust, 2013)

Thames River Basin Management Plan (Environment Agency, 2009)

The Lee Valley Regional Park Development Framework (The Lee Valley Regional Park Authority, 2011)

Lee Valley Regional Park Plan (The Lee Valley Regional Park Authority, 2000)

Lee Valley Regional Park Biodiversity Action Plan (The Lee Valley Regional Park Authority, 2000)

Olympic Park Biodiversity Action Plan (London Legacy Development Corporation, 2013)

Olympic Park Biodiversity Action Plan (Olympic Delivery Authority, 2008)

Tower Hamlets Biodiversity Action Plan (London Borough of Tower Hamlets, 2014)

Hackney Biodiversity Action Plan (London Borough of Hackney, 2012)

Newham Biodiversity Action Plan (London Borough of Newham, 2010)

Waltham Forest Biodiversity Action Plan (London Borough of Waltham Forest, 2011)

The National Air Quality Strategy (Department for Environment, Food and Rural Affairs, 2000)

Legacy Communities Scheme Revised Global Remediation Strategy (London Legacy Development Corporation, 2013)

Tower Hamlets Air Quality Action Plan (London Borough of Tower Hamlets, 2017)

Town and Country Planning Association's Policy Advice Note: Inland Waterways (2009)

Hackney Air Quality Action Plan (London Borough of Hackney, 2015)

Newham Air Quality Action Plan (London Borough of Newham, 2019)

Waltham Forest Air Quality Action Plan: For Public Consultation (London Borough of Waltham Forest, 2017)

Policy Advice Note: Inland Waterways (Town and Country Planning Association, 2009)





SECURING TRANSPORT INFRASTRUCTURE TO SUPPORT GROWTH

Objective 4: Secure the infrastructure required to support growth and convergence

OBJECTIVE

This will mean:

- Working with partners to secure the infrastructure identified within the Local Plan and Infrastructure Delivery Plan
- Reviewing regularly infrastructure need to ensure identified requirements remain up to date
- Use Section 106 Agreements, in line with the Planning Obligations SPD, and the Community Infrastructure Levy to contribute towards infrastructure delivery
- Managing the effects of new development
- Improving local connectivity, including delivery of new bridges and routes to maximise walking and cycling.



Strategic Policy SP.4: Planning for and securing transport infrastructure to support growth and convergence

POLICY

The Legacy Corporation will work with its partners to promote and deliver the infrastructure necessary to support the growth and development identified within this Local Plan and its Infrastructure Delivery Plan.

In particular, the Legacy Corporation will support provision of the following areas of transport infrastructure:

1. Public transport infrastructure and services that will help to deliver the growth objectives set out within this Local Plan, including those that will improve international, national, regional and local connectivity - this will include prioritising work to improve capacity and access to Stratford Station



The Legacy Corporation will safeguard land for the provision of the following infrastructure:

2. DLR double tracking between Bow and Stratford
3. Crossrail 2 (existing safeguarded corridor and any updated route)

The Legacy Corporation will require the retention of:

4. Existing public transport infrastructure.

The Legacy Corporation will use its Community Infrastructure Levy funding to help deliver the infrastructure on the CIL Infrastructure list. Where appropriate and lawful, infrastructure or contributions toward its delivery will also be secured through the use of Planning Obligations.

**Cross-reference to policies: CIL Charging Schedule; CIL Infrastructure List
Planning Obligations SPD; SP.2
London Plan policy: T1; T3**

7.1

Infrastructure is a broad term and can range from energy infrastructure, roads and bridges, transport and communications networks to health facilities, libraries, community centres and schools. New community infrastructure and schools are dealt with in policies in the 'Providing housing and neighbourhoods' section and utilities and communications networks in the 'Creating a sustainable place to live and work' section of this Local Plan. The IDP process, the forums and consultation processes with the boroughs and the Project Proposals Group (PPG) will also be used to ensure they come forward alongside development. The same applies to new and improved open space and projects such as the Lea River Park and Leaway, which are covered by policies BN.8 and T.10.

- 7.2** Additional infrastructure will be needed in order to accommodate the planned level of growth and an Infrastructure Delivery Plan (IDP) has been prepared by the Legacy Corporation to identify what that infrastructure is and to help plan for its delivery. The IDP is not a part of this Local Plan, although the key infrastructure elements required within the area are identified within it, mainly within the Sub Area sections. The IDP will be reviewed annually in consultation with stakeholders.
- 7.3** Some of this infrastructure will be provided within the Legacy Corporation area but some elements will form part of wider networks. Therefore some local infrastructure may be best delivered wholly or partly outside the Legacy Corporation area, where it can be demonstrated that it helps to meet the needs generated by the growth within it. Working in partnership with infrastructure providers, including the Growth Boroughs, will be an essential part of infrastructure delivery. Infrastructure providers and the Boroughs have been involved in the preparation of the Legacy Corporation's IDP.
- 7.4** The Legacy Corporation is committed to working alongside the four boroughs to bring forward the infrastructure set out in the IDP. In its role as landowner, the Legacy Corporation is also bringing forward infrastructure, such as the new schools that will be provided as part of the Legacy Communities Scheme Section 106 Agreement. The existing cooperative arrangements working arrangements between the Legacy Corporation and infrastructure providers, including the Growth Boroughs, will be used to ensure the long term security of infrastructure within the Legacy Corporation area. The development management process will be used to secure new infrastructure through planning obligations and the Community Infrastructure Levy (CIL). A Planning Obligations SPD provides advice on how it will use Section 106 Agreements alongside CIL and the Local Plan to secure its planning policy objectives. The 'Delivery and implementation' section of this Local Plan provides more information on how CIL and Section 106 Agreements will be used to help implement the Plan.



7.5

Analysis shows that the planned growth can be accommodated without significant new public transport investment, as long as local connectivity improvements are brought forward and there is an emphasis on walking and cycling and smarter travel choices built in to new developments. Therefore the strategy for transport and connectivity that the Legacy Corporation will follow, as set out in the policies in the Local Plan, is:

1. The Legacy Corporation will promote sustainable transport choices to ensure that the development of the area is optimised
2. The level of private car use will be managed to ensure that the impact of new development on local and strategic roads within the area is mitigated. The Legacy Corporation will use its development management powers to ensure developments have appropriate car parking levels, provide for pedestrians and cyclists, and promote smarter travel through Travel Plans
3. Improvements to public transport and improved access and capacity to stations in the area will be promoted and supported by the Legacy Corporation, through its planning and other powers. Such schemes include an integrated congestion relief scheme (comprising new access and interchange) at the new entrance at Stratford station, improvements to Hackney Wick Station and upgrading and improved accessibility to Bromley-by-Bow Station
4. The Legacy Corporation will also use its powers and influence to promote international trains stopping at Stratford International Station, and seek to ensure that Stratford benefits as far as possible from any new proposal to link High Speed 1 to High Speed 2 following the cancellation of the central London link between Euston and St Pancras
5. Through the above measures, the Legacy Corporation will seek to continue the now well established trend of a net shift in London away from private motorised transport to public transport modes, walking and cycling
6. Improvements to Stratford station as part of an integrated congestion relief scheme access and station upgrade.



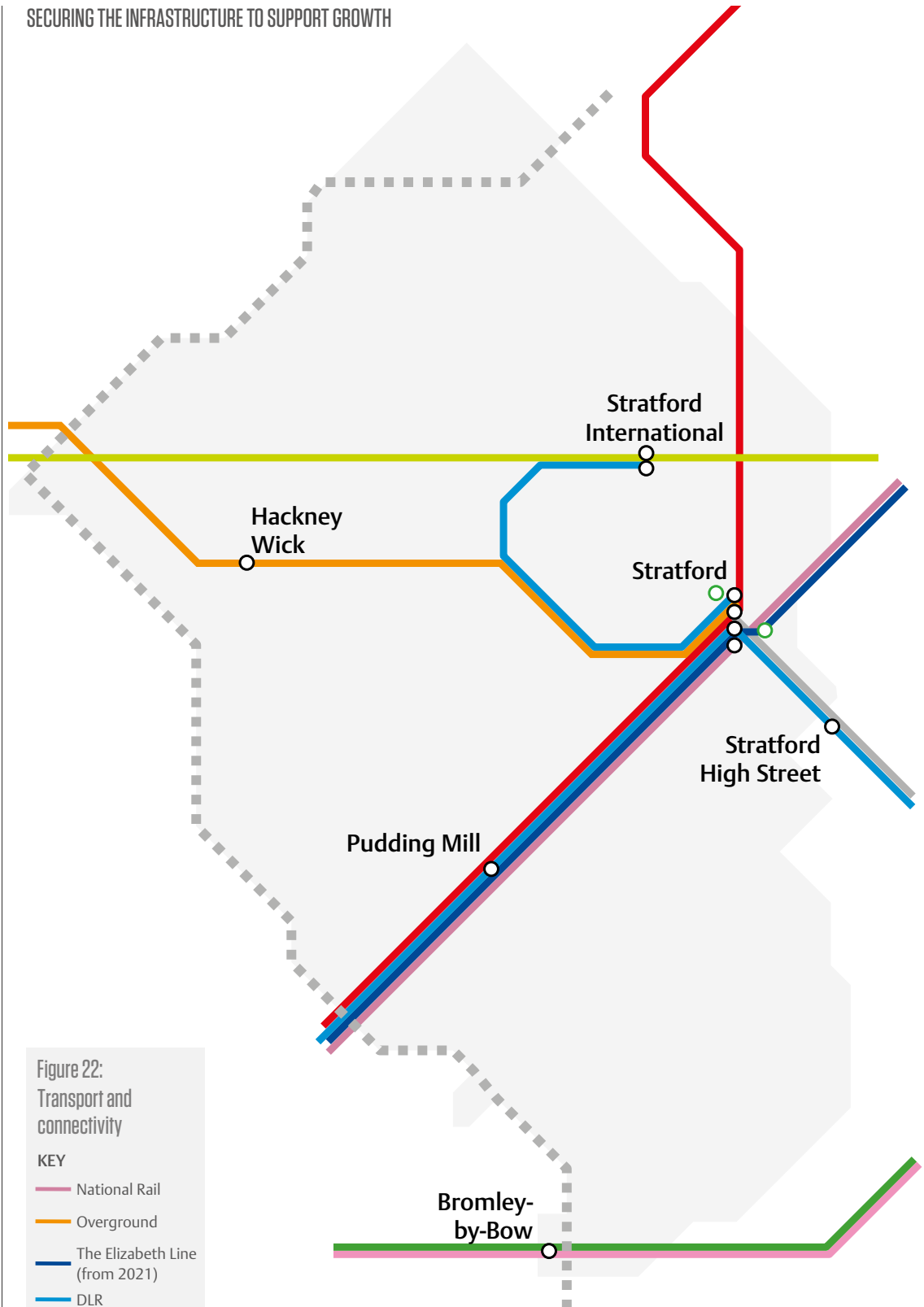


Figure 22:
Transport and connectivity

KEY

- National Rail
- Overground
- The Elizabeth Line (from 2021)
- DLR
- Central Line
- District Line
- Hammersmith & City Line
- Jubilee Line
- HS1
- A12
- Station
- Bus station



DELIVERING TRANSPORT IMPROVEMENTS AND INFRASTRUCTURE

Policy T.1: Strategic transport improvements

POLICY

The Legacy Corporation will promote improved connections to support international and national economic growth within its own area and more widely within the four boroughs, east London and Thames Gateway. In particular, it will seek to secure:

1. Stopping international trains at Stratford International Station
2. Benefits to the area from any new proposals to link High Speed 1 to High Speed 2
3. Improved connections to airports
4. Benefits to the area from the proposed Crossrail 2, depending on the final route alignment selected
5. Improvements to Stratford Station access and station upgrade
6. Works to upgrade the strategic road network within the Legacy Corporation area to support regional traffic issues and improve routes to encourage multi-modal usage.

Cross-reference to policies: Objective 1 and Objective 4
London Plan policies: T1; T3

Reasoned justification

- 7.6** Stopping international trains at Stratford International and any new proposals to link High Speed 1 to High Speed 2 would help cement the ongoing regeneration of the Stratford area, by increasing its profile nationally and internationally, providing fast and convenient travel opportunities for businesses locating in and around Stratford and providing improved strategic transport links for people working and living in the area.
- 7.7** The Legacy Corporation area already has direct DLR links to London City Airport and coach links to Stansted Airport and, via the Elizabeth Line from 2021, direct to Heathrow. During the lifetime of this Local Plan, the Airports Commission will examine the need for additional UK airport capacity and recommend to government how this can be met in the short, medium and long term. The Legacy Corporation will support improved rail access to airports.
- 7.8** Transport for London (TfL) and Network Rail are working closely together to develop Crossrail 2. The proposed route map as confirmed in the 2018 Mayor's Transport Strategy would provide a link across London's southwest to northeast corridor. The concept of an eastern branch has previously been explored focused on an alignment through Hackney, Newham and beyond. An eastern branch could provide significant benefits to the Legacy Corporation area and continues to be a priority for the growth boroughs that it would include.



Case Study 12: The benefits of international trains stopping at Stratford

CASE STUDY

The station at Stratford International was designed and built so that Eurostar (or other international services) would stop at Stratford, before continuing to St Pancras. In practice, the operators have not opted to stop at Stratford so far. Experience of the High Speed 1 domestic users is that Stratford is a very popular alighting point for travellers. Stratford provides ideal onward services via the Jubilee Line to Canary Wharf, and via the Central Line or National Rail services to Liverpool Street. When Crossrail services start to run through Stratford in 2021, opportunities for onward travel will be even greater. The restaurants, shops and services at Stratford are an ideal opportunity for the passing through of these users to be harnessed to help benefit the local economy.



Policy T.2: Transport improvements

POLICY

The Legacy Corporation will use its powers and influence to support and bring forward transport improvements as set out in the Infrastructure Delivery Plan which are necessary to support the level of growth anticipated in the Local Plan.

Where development proposals come forward that are near or adjacent to identified transport schemes, development proposals will be required to demonstrate (1) that adequate provision for the implementation of those schemes has been made in the design of the development, or that development proposals do not compromise implementation of transport schemes; (2) how they relate to the Healthy Streets indicators; (3) and support the increase of cycling, walking and public transport usage to meet the Mayor’s target of 80 per cent of journeys being made up by these modes by 2041.

Existing bus stands and bus stops will be protected and new provision sought where necessary to support new development.

Cross-reference to policy: T.6
London Plan policy: T3

Reasoned justification

- 7.9** The Legacy Corporation has already secured substantial funding towards some of the transport projects in the IDP and has delivered or is working on delivery of these projects (Hackney Wick Station, Stratford Station Access). In other cases, such as Bromley-by-Bow Station, the Legacy Corporation has worked with TfL to bring forward the improvements.
- 7.10** Policy T.2 will be used to ensure development proposals that could help facilitate elements of these schemes through their design; for example, redevelopment of land around Hackney Wick Station is designed to complement and take advantage of the improved design for the station.
- 7.11** Other projects, such as the new junction with the A12 at Bromley-by-Bow, will be required as part of comprehensive development proposals on that site (see Site Allocation for Bromley-by-Bow SA4.1) and will be secured through a Section 106 Agreement as part of a planning permission. The Infrastructure Delivery Plan sets out the full list of necessary infrastructure, which is kept up to date through regular review.

Policy T.3: Supporting transport schemes

POLICY

The Legacy Corporation will support new public transport and highways schemes and improvements to existing ones proposed within or adjacent to its area where these:

1. Support the level of growth planned within its area
2. Will result in improvements to public transport capacity
3. Will result in improvements to public safety
4. Are acceptable in detailed design terms
5. Will result in improvements to identified walking and cycling connections, and
6. Achieve wider Legacy Corporation and partner objectives or make significant improvements to the public realm (in the case of schemes that reduce highway capacity).

Cross-reference to policies: BN.1; T.6
London Plan policy: T3

Reasoned justification

7.12

There are a number of potential transport schemes within or adjacent to the Legacy Corporation area that have the potential to benefit the transport accessibility, highway safety or public realm in and around the area. There are also schemes that have not yet been identified that may come forward during the life of this Local Plan. Such schemes will generally be delivered by other agencies including Transport for London, Network Rail and the four London Boroughs (Hackney, Newham, Tower Hamlets and Waltham Forest). Where appropriate, the Legacy Corporation as Local Planning Authority will work in partnership to facilitate delivery of these schemes, particularly where planning permission might be required for elements of schemes within its administrative area. Policy T.3 sets out how the Legacy Corporation will decide whether to support such schemes and what considerations it will take into account when determining planning applications for such schemes.

7.13

Examples of significant potential schemes include:

- Narrowing of Stratford High Street to the north-east of Warton Road
- Leyton Station upgrade
- Improvements to rail links north of Stratford such as Lee Valley improvements and network capacity improvements at Stratford Station
- River Crossings package to improve the resilience of the road network
- DLR North Route Double-tracking.

7.14

The Mayor of London is investigating a River Crossings package which is expected to progress through the lifetime of this Local Plan. The Legacy Corporation area's strategic roads are particularly vulnerable to traffic incidents in the Blackwall Tunnel and its approaches; therefore the outcome of the river crossings work may also have a significant impact on the Legacy Corporation area.



Policy T.4: Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists

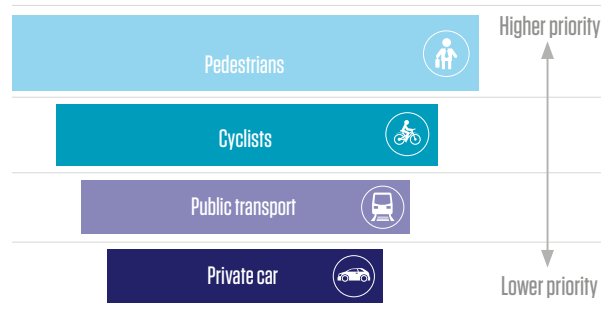
POLICY

Through its planning powers, the Legacy Corporation will (1) promote sustainable transport choices and minimise reliance on the private car to ensure that the development of the legacy area is optimised; (2) promote the Healthy Streets Approach set out in the Draft New London Plan in order to increase journeys through walking, cycling and public transport, in line with the Mayor's target of 80 per cent by 2041. In doing so, the Legacy Corporation will:

1. Implement a street network that prioritises pedestrians and cyclists as the most important travel modes, followed by public transport and then the private car
2. Expect new development to maximise the opportunities to improve connectivity across, within and through the Legacy Corporation area and, where opportunities arise, with the wider Lower Lea Valley and east London
3. Ensure that the amount of new development and growth across its area is related to the capacity of existing or currently planned improvements to transport infrastructure and services
4. Expect new development to be designed to include measures that will minimise its impact on public transport and the highway network, and to have no or minimum levels of car parking which do not exceed Draft New London Plan parking standards
5. Require new development to provide appropriate facilities for the full range of transport users, including pedestrians, rail, bus, car and cycles
6. Require new developments to include on site spaces or satisfactory arrangements for car clubs, facilities for electric vehicle charging and stands for cycle hire, where appropriate
7. Require major new development to demonstrate how its construction impact will be managed through a Construction Management Plan and how, once operational, servicing and deliveries will be managed through Delivery and Servicing Plans
8. Require new developments to use target-based Travel Plans to encourage smarter travel, incentivised through S106 Agreements
9. Encourage the use of the waterways in the area for transport and leisure and the towpaths as routes for pedestrians and cyclists, as appropriate, managing any potential conflict through design.

Cross-reference to policies: T.5; T.7
London Plan policy: T4

Figure 23: Transport priorities



Reasoned justification

7.15

Planning policy in London has generally followed a pedestrian, cycle and public transport priority-based approach for the last 15 to 20 years. These policies are now leading to dramatic changes in Londoners’ behaviour and attitudes to their cars. Car ownership per household across London has decreased dramatically in the last ten years according to the 2001 and 2011 censuses, and road vehicle traffic in London has been falling over the last decade, with vehicle kilometres in 2012 10.9 per cent lower than in 2000, and at their lowest level since 1993. Managing development and its transport impacts through Policy T.4 above will ensure that the development being planned for can be brought forward without significant new public transport (i.e. new railway lines) or new strategic roads, as well as ensuring that pedestrian, cycle and public transport use increases and car use declines. As set out in the context section above, evidence concludes that this is the approach the Legacy Corporation should take to new development in its area. This approach will also facilitate Sustainability Objective 5 of this Local Plan, and help implement policies that seek to improve air quality and reduce emissions from vehicles. This approach also supports the Healthy Streets approach taken in the draft New London Plan and the Mayor’s target of 80 per cent of all journeys being made by walking, cycling or public transport by 2041.

Policy T.5: Street network

POLICY

The structure and hierarchy of streets within the Legacy Corporation area as set out in Table 8 helps to determine the most appropriate routes within and through the area, and where and how property and development proposals should best connect to those networks to increase journeys undertaken through walking, cycling and public transport.

1. In implementing the street network and in considering development proposals that will impact on the network, the Legacy Corporation will prioritise pedestrians and cyclists as the most important travel modes, followed by public transport and then, as appropriate, the private car
2. The Legacy Corporation will use its powers as Local Planning Authority to ensure that development is appropriately located in terms of its traffic-generation impacts, with the aim of ensuring that, if major traffic-generating uses are proposed (and are considered acceptable against other policies in this Local Plan), they are located in places that have good and appropriate connections to the strategic routes
3. The Legacy Corporation, in its function as Local Planning Authority, will consult with Boroughs and Transport for London as appropriate in respect of their role as Highways Authorities within the area to ensure that effects of proposals are properly considered.

Cross-reference to policies: T.4; T.6; T.7; Figure 23

London Plan policies: T4

Reasoned justification

7.16

The Roads Task Force (RTF) report (July 2013) endorsed by the Mayor of London recognises that different roads have different roles and priorities and thus require different approaches. The report recommends that TfL and Boroughs should adopt a 'street types' approach to assist their work in managing and improving the road network. The Legacy Corporation has used the RTF report to identify the street network in Table 8. The RTF street family identifies a matrix of nine different road types, namely: arterial road, high road, city hub / boulevard, connector, high street, city street, local street, town square/street and city place.

Policy application

7.17

The Legacy Corporation will work with TfL and the Boroughs in applying the street types approach to the roads within the Legacy Corporation area to improve the balance between movement and living functions. The balance should be weighted towards living, supporting walking and cycling over the private car. In particular the Legacy Corporation will work with landowners and developers to ensure that roads such as Westfield Avenue, Stratford High Street and Celebration Avenue become more attractive for pedestrians and cyclists. In some cases, this would mean the roads becoming single carriage rather than dual carriageway roads.

Table 8: Street network

STREET NETWORK	FUNCTION
1. Transport for London Road Network (TLRN)/Red Route: A12	Provide strategic route through the Legacy Corporation area, as well as servicing and providing vehicular access to major facilities such as Westfield
2. Strategic Road Network: A118 Stratford High Street and Great Eastern Road, Leyton Road	Provide strategic access to and through the Legacy Corporation area, by bus and by private car, and for pedestrians and cyclists
3. Queen Elizabeth Olympic Park Road Network: Waterden Road, Carpenters Road, Westfield Avenue, Montfichet Road	Provides access to the Queen Elizabeth Olympic Park area by public transport, private car, pedestrians and cyclists. Where used by vehicles, primarily for access to the area, rather than for traffic passing through
4. Other streets and connections	Provide local connectivity across the Legacy Corporation area and should have a human scale and be designed primarily to meet the needs of pedestrians and cyclists





Figure 24:
Streets and connections

KEY

- Transport for London Road Network
- Strategic Road Network
- Queen Elizabeth Olympic Park Road Network
- Other streets and connections

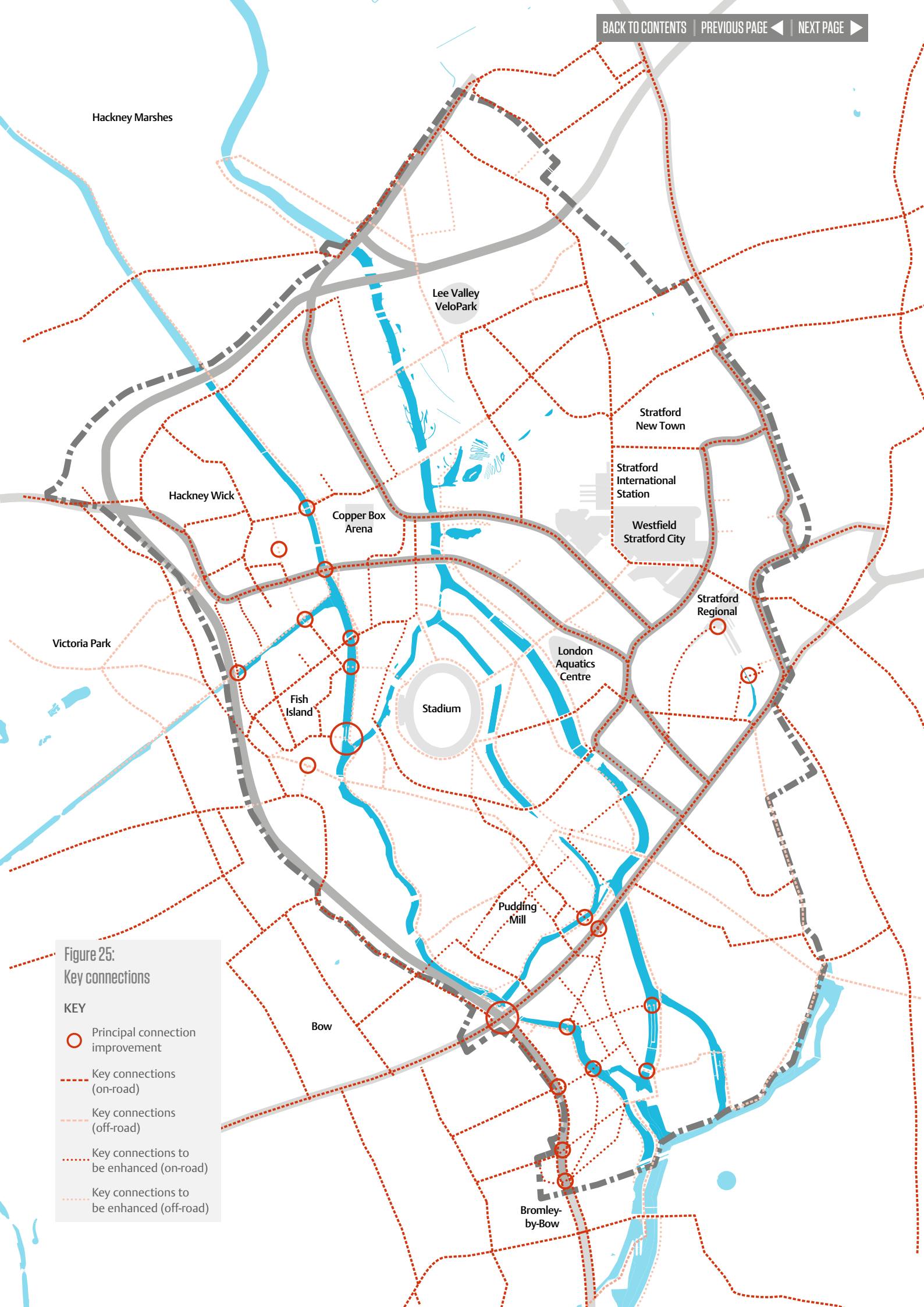




Figure 25:
Key connections

KEY

-  Principal connection improvement
-  Key connections (on-road)
-  Key connections (off-road)
-  Key connections to be enhanced (on-road)
-  Key connections to be enhanced (off-road)



Policy T.6: Facilitating local connectivity

POLICY

Development proposals should be designed to integrate into the area and should facilitate improvements to local connectivity, both within the development site and across the Legacy Corporation area.

1. Pedestrian and cycle connectivity will be given a greater priority than vehicular connectivity; the need to create a great place to live and work will be prioritised
2. Development proposals that improve local connectivity will be considered against the Street Hierarchy identified in Policy T.5 to ensure that the type of new connection is appropriate to the scale of the development, its location and the street hierarchy
3. Where new connections are provided as part of new developments, they should be designed to be capable of adoption as public highway. Section 106 and Section 278 Agreements will be used to secure public access and standards of design.

Key pedestrian, cycle connections and vehicular connections that are currently planned or identified as needed are shown on the map at Figure 24.

Cross-reference to Sub Area Policies: 1.3; 2.2; 3.2; 4.2; Figure 24
London Plan policy: T3

Reasoned justification

7.18

Local connectivity is a key issue for the liveability of an area. At the moment, it can be difficult for people to move around the area because of physical barriers such as road, railway lines and rivers. As parts of the area evolve into new mixed-use and residential neighbourhoods, the Legacy Corporation will ensure that each major development proposal has been designed to integrate into the area and facilitates improvements to local connectivity, especially for pedestrians and cyclists. Pedestrian and cycle connectivity will have a higher priority than vehicular connectivity, for example including home zones style streets and motor vehicle exclusion. New vehicular links will also be required, where necessary. Through the development management process, the Legacy Corporation will ensure that any new vehicular links are appropriate in scale to the development on site, and to the street network that they are proposed to connect to.

Policy T.7: Transport Assessments and Travel Plans

POLICY

Proposals for development that would be referable to the Mayor of London under the Town and Country Planning (Mayor of London Order) 2008, will require the submission of a Transport Assessment with the planning application.

Where any development proposal falls below these thresholds but may have significant transport impacts, the Local Planning Authority may require a Transport Assessment to assess those potential effects. This will be considered on a case-by-case basis.

Where a Transport Assessment is required, this should also be accompanied by a Travel Plan appropriate to the anticipated end uses for the development proposed.

All proposals for new or significantly expanded schools or other education or institutional uses should be accompanied by a Travel Plan.

Cross-reference to Sub Area Policies 1.3; 2.2; 3.2; 4.2

London Plan policy: T4

Reasoned justification

7.19

The London Plan requires that any planning application which is referable to the Mayor is accompanied by a Transport Assessment. It is expected that any Transport Assessment is carried out in accordance with the Transport for London Transport Assessment Best Practice Guidance, April 2010 (or any update to it). Transport Assessments and Travel Plans are useful tools to help ensure that measures to reduce and manage a development's transport impact are incorporated into the development itself.

7.20

Population forecasts for the Legacy Corporation area suggest that there will be just under 23,000 additional children in the Legacy Corporation area by the mid 2030s. Travel to school by car has the potential to contribute particularly to morning peak traffic conditions and, therefore, school travel planning is particularly important to help encourage low car mode share for these trips and promote sustainable travel options. As appropriate, the Travel Plan and the proposed Travel Plan measures will be secured through planning conditions or Section 106 Agreements.

Policy application

7.21

In some cases, proposals for development may come forward which fall below the thresholds for referring applications to the Mayor but may be considered to be likely to have a significant effect on highway or public transport capacity. In these cases, a Transport Assessment may also be sought. Effective and early pre-application discussion will help to identify whether such a requirement is likely and is particularly encouraged where a proposal may fall just below the relevant thresholds.

7.22

In preparing a Travel Plan, account should be taken of TfL’s Travel Planning guidance. Travel Plans provide a means to help increase public transport usage, walking and cycling, to reduce private car usage and inappropriate car parking, to improve health and wellbeing, to increase road safety and to reduce traffic congestion. Applicable developments will be required to implement effective Travel Plans that:

- Introduce measures that actively promote walking and cycling and public transport use (cycle parking, travel and wayfinding information, etc)
- Have ambitious targets to achieve such measures, with mechanisms to monitor and review to ensure targets are achieved
- Promote sustainable car use through initiatives such as car-sharing and car clubs
- Provide a greater smarter choice offer (alternative employment hours, ride-sharing, information, etc)
- Improve transport provision for mobility and visually impaired users
- Ensure effective planning of freight and deliveries into and out of the Legacy Corporation area generally and to particular developments.



Policy T.8: Parking and parking standards in new development

POLICY

In considering development proposals that include off street car parking, the Legacy Corporation will apply the Draft New London Plan Parking Standards. In considering whether the proposed provision of car parking is appropriate, the Legacy Corporation will require proposals where car parking is being considered to:

1. Aim as a starting point for car-free development, where development is well connected, or planned to be, by public transport in the Legacy Corporation area, in all other areas car parking should be at a low level, restricted in line with levels of existing and future public transport accessibility and connectivity
2. Submit a Car Park Design and Management Plan as part of their application indicating how the car parking will be designed and managed to be acceptable, referencing Transport for London guidance on car parking management and design
3. Be provided in a way that is appropriate to the existing and proposed character and form of the built environment and, where provided off-street, does not compromise other potential street-level uses or dominate street frontages
4. Not take precedence over the incorporation of open space, public realm or amenity space within and around the development
5. Incorporate new car club spaces secured through Section 106 Agreements as part of a sustainable approach to parking
6. Incorporate the provision of electric charging points and parking bays for electric vehicles as part of any car parking provision
7. Provide designated on- or off-street parking bays for Blue Badge holders, in line with the Draft New London Plan Parking Standards
8. In cases where the application is for redevelopment of an existing site with parking provision the level of parking provision should be reduced or adjusted to reflect the current approach and standards.

Where a scheme requires a Transport Assessment to be submitted, in accordance with Policy T.7 of this Local Plan, the appropriate level of parking should be determined through the assessment process in line with Draft New London Plan Parking Standards.

For venues which generate a significant level of attendance by members of the public during events, there should be no provision for parking of private vehicles during events, except to meet requirements in the standards for Blue Badge parking bays and for parking for vehicles required for operational purposes.

Where low levels of parking are proposed, the Legacy Corporation, in consultation with the appropriate Borough, may require that contributions are made towards the setting of new or changes to existing controlled parking schemes and / or that future residents are not eligible for parking permits.

Cross-reference to policies: BN.1; BN.11; B.2
London Plan policies: T6 (T6.1-T6.5)

Reasoned justification

7.23

This policy will allow for the actual level of parking provision proposed as part of a development to take into account local factors such as the ease of access to public transport services and to town and other Centres. The Draft New London Plan sets out maximum parking standards for different types of new development, currently within Chapter 10 of the Draft New London Plan.

Policy application

7.24

Much of the development within the Legacy Corporation area is likely to take place on large sites in a comprehensive manner to which parking standards and levels of accessibility to public transport can be factored in to a transport assessment and overall design of the scheme. However, in those parts of the area which comprise a mix and range of existing development, such as Hackney Wick and Fish Island, it will also be appropriate to take account of the character and form of development in that location in determining the amount of parking which it is appropriate to accommodate.

7.25

Further advice on Blue Badge Parking provision is provided in the London Plan Parking Standards and British Standard – BS8300:2009.

Policy T.9: Providing for pedestrians and cyclists

POLICY

The Legacy Corporation will promote and support the provision of safe routes for walking and cycling within its area that connect well with local destinations (including schools and community facilities) as well as transport nodes within and outside of its area to support the Mayor’s target of cycling, walking and public transport making up 80 per cent of all journeys being undertaken by 2041:

1. Walking and cycling provision should be safe, direct, coherent and attractive and be designed to be in accordance with the best practice guidance in place at the time
2. Walking and cycling provision should integrate well with the street environment, minimising conflict with other modes wherever possible
3. Parking provision for cyclists should meet or preferably exceed minimum standards set out in the Draft New London Plan. Provision should be in a safe and secure and overlooked location, preferably under shelter. Workplace cycle facilities should also include adequate levels of showering and changing facilities
4. The provision of wayfinding and signage (such as Legible London) should be consistently applied across the Legacy Corporation area, in order to ensure continuity for users.



Cross-reference to policies: SP.3; BN.1; BN.2
London Plan policy: T5 (Table 10.2)

Reasoned justification

7.26

The other policies above confirm that the Legacy Corporation will prioritise pedestrians and cyclists as the most important travel modes in the area. This policy sets out details as to how pedestrians and cyclists facilities should be designed, and the levels and style of cycle parking facilities that should be provided.

Policy application**7.27**

In order to encourage increases in levels of walking and cycling, it is important to ensure streets and all routes available for walking and cycling are direct, comfortable and safe to use. Walking and cycling provision should be safe, lit, direct, comfortable, coherent and attractive, and should integrate well with the street environment and desire lines, minimising conflict between vehicular traffic and between cyclists and pedestrians with other modes wherever possible. Provision for cycling should be in accordance with the appropriate general and route-specific requirements set out in the Mayor's Vision for Cycling and the London Cycling Design Standards. Provision should be made to accommodate potential expansion of the Mayor's Cycle Hire scheme. Provision for walking should be in accordance with the appropriate general and route-specific requirements set out in TfL's Streetscape Guidance and forthcoming Pedestrian Design Guidance.

7.28

Connections should be provided to strategic walking and cycling routes, such as the Greenway, Cycle Superhighway 2 and the Walk London Network (such as Lee Valley and Capital Ring routes).

7.29

The way in which cycle parking is provided is an important element of encouraging cycling to non-residential destinations, with the security, type and location of parking facilities being significant factors. Changing and showering facilities in workplaces also play a significant role in encouraging day-to-day cycle commuting. Proposals for cycling-related infrastructure should be able to demonstrate that they comply with the TfL London Cycling Design Standards current at the time.

Policy T.10: Using the waterways for transport**POLICY**

The Legacy Corporation will encourage and support the use of the waterways for passenger and freight transport and leisure uses, taking into account any impact on biodiversity and drainage functions, potential conflicts between user groups and impact on navigation and river regime.

Where appropriate, and to help facilitate projects, the Legacy Corporation will require development proposals to provide new or improved safe access along the waterways and improvements to towpaths and footpaths, and facilitate the introduction of a range of moorings and other waterway-related infrastructure where these do not compromise the other functions of those waterways.

Cross-reference to policies: BN.1; BN.2; Figure 13
London Plan policies: SI15, SI16

Reasoned justification**7.30**

The character of the Legacy Corporation area is in part derived from its waterways. Improvements to the waterways, including appropriate safety measures, and increasing intensity of use will help promote more sustainable transport choices, and improve the quality, biodiversity and character of the surrounding area. Projects such as the Lea River Park, has been led by the Legacy Corporation, will improve access to and along the waterways and provide an upgrade in the surrounding environment.

Evidence base references

- Draft New London Plan (Greater London Authority 2017)
- Draft New London Plan showing Minor Suggested Changes (Greater London Authority 2018)
- Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)
- Olympic Legacy Supplementary Planning Guidance: Strategic Transport Study (Greater London Authority, 2012)
- Infrastructure Delivery Plan Transport Study Report (Legacy Development Corporation, 2018)
- Mayor's Transport Study (Greater London Authority 2018)
- Bromley-by-Bow SPD (Legacy Development Corporation 2017)
- Hackney Wick & Fish Island SPD (Legacy Development Corporation 2018)
- Pudding Mill SPD (Legacy Development Corporation 2017)
- Stratford Metropolitan Masterplan (London Borough of Newham, 2011)
- Fish Island Area Action Plan (London Borough of Tower Hamlets, 2012)
- Hackney Wick Area Action Plan (London Borough of Hackney, 2012)
- Northern Olympic Fringe Area Action Plan Preferred Options (London Borough Waltham Forest, 2011)
- A12 Study (London Thames Gateway Development Corporation, 2010)
- Legacy Communities Scheme Transport Assessment (Olympic Park Legacy Company, 2012)
- Travel in London Report 6 (Transport for London, 2013)



CREATING A SUSTAINABLE PLACE TO LIVE AND WORK

8.1 ‘Ensuring environmental sustainability’ is one of the Legacy Corporation’s Key Priorities set out in its vision. This Local Plan as a whole seeks to achieve the sustainable development of the Legacy Corporation area that results in a place that is economically, socially and environmentally sustainable. This is reflected in Policy SD.1: Sustainable development, following the vision set out in the Draft New London Plan. Within Section 2, ‘Our area’, outlines the key sustainability challenges and opportunities within the Legacy Corporation area.

8.2 To ensure that this Local Plan embraces all aspects of sustainability, this section supplements the other policies in this Local Plan relating to sustainability issues by:

- addressing health and wellbeing, and
- focusing on those matters that will help to make the Legacy Corporation area and the development within it resilient to climate change (including relevant mitigation measures) and addressing the requirement to contribute towards the national and London Plan targets for securing reductions in carbon dioxide emissions, and
- the expansion of electronic communications networks, including telecommunications and high-speed broadband.

8.3 In applying the policies of this Local Plan together as a whole (see paragraph 3.7 and 3.8 of this Local Plan), the Legacy Corporation’s aim is to ensure that a significant contribution is made to achieving a healthy place to live and work, that the Legacy Corporation’s area is a place that achieves a high level of wellbeing and that the positive impacts of securing sustainability will reach beyond the Legacy Corporation boundary to those who live and work in the surrounding areas of east London. To avoid repetition only Objective 5 is included within this section, however to reflect the overarching aims that the Legacy Corporation have around sustainability both Objectives 4 and 5 should be referenced when reading this section.

Objective 5: Deliver a smart, sustainable and healthy place to live and work

OBJECTIVE

This will mean:

- Ensuring that development balances its contribution to the economic, social and environmental aspects of the area
- Planned growth and regeneration are delivered in a way that minimises negative environmental and social effects and maximises positive environmental and social outcomes
- Ensuring that development is fit for the anticipated climate of the future and minimises its contribution to climate change and reduces risk from flooding
- Maximising the life chances of existing and new communities
- Ensuring change promotes physical and mental health and wellbeing
- That the population’s health outcomes and general quality of life are equivalent to at least the average for Greater London as a whole.



Strategic Policy SP.5: A sustainable and healthy place to live and work

POLICY

The Legacy Corporation will work with its partners to achieve a sustainable future for those who live and work in its area and contribute to a sustainable future for east London and London as a whole, by:

1. Ensuring that development contributes to the health and wellbeing of those living and working in the area
2. Ensuring that development meets the needs of the present without compromising the ability of future generations to meet their own needs
3. Contributing to the Mayor's objective of London becoming a zero-carbon city by 2050 utilising all measures of efficiency and energy reduction available informed by the energy hierarchy
4. Reducing water use and encouraging the utilisation of rainwater harvesting, grey water recycling and use of non-potable water sources
5. Minimising construction, commercial and householder waste
6. Encourage a reduction in materials use and increase in materials reuse, recycling and composting, ensuring that there is zero biodegradable or recyclable waste to landfill by 2026 and meeting or exceeding the recycling targets set out in the Draft New London Plan
7. Requiring retention of existing waste management facilities as set out in Policy S7
8. Minimising travel demand and increasing opportunities for walking and cycling to support in the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
9. Requiring development to mitigate and manage the effects of climate change
10. Avoiding overheating and excessive heat generation as a result of new development
11. Urban greening through planting in the public realm and private spaces and green and brown roofs
12. Requiring Sustainable Urban Drainage Measures (SuDS), restriction of surface water run-off rates and interception of pollutants prior to discharge, where appropriate
13. Protecting existing and encouraging the provision of new public and private open spaces and an increase of tree coverage in streets and open spaces
14. Facilitating sustainable lifestyles for residents by considering the performance of buildings and spaces in operational use
15. By supporting the provision and expansion of digital infrastructure within the Legacy Corporation area and enabling development of future infrastructure.

Cross-reference to policies: SD.1; B.5; H.1; H.2; CI.1; CI.2; BN.3; BN.6; BN.8; BN.9; BN.11; BN.12; T.4; T.6; T.7; T.8; T.9; S.1; S.2; S.3; S.4; S.5; S.6; S.7; S.8; S.9; S.10; S.11; S.12
London Plan policies: GG1; GG3; T2

Case Study 13: Chobham Manor exemplar homes

CASE STUDY

Chobham Manor is the first phase of the Legacy Communities Scheme and includes 828 new homes, a community centre and local retail, leisure and employment space.

All dwellings have been built to the Fabric Energy Efficiency Standards (FEES) applied by government to zero-carbon dwellings. All buildings are connected to the district heating network. All homes have smart meters for heat, electricity and water consumption.

The planning permission required inclusion of 25 exemplar homes with a requirement to be zero carbon through on-site measures and achieving water consumption of 80 litres per person per day (lppd). The first phase includes ten exemplar homes that include the following additional measures:

- Materials and construction methods that allow flexibility in use/easy deconstruction for reuse elsewhere
- Healthy materials with commitment to low Volatile Organic Compound paints
- Use of recycled materials such as brick for garden walls
- Efficient cooking appliances such as induction hobs
- Optimisation of output from PV panels; timers on washing machines and dishwashers to minimise energy consumption and manage peak demands
- Sustainable choices for fixtures and fittings by offer of AAA-rated fridges, recycled carpet, recycled glass tiles, bamboo flooring etc.



DEVELOPMENT MANAGEMENT POLICIES

Policy S.1: Health and wellbeing

POLICY

Applications for major development schemes will be required within their Design and Access Statement to describe how the scheme will contribute to the health and wellbeing of those who will live and/or work within the development proposed and would not significantly adversely affect those who live and/or work within the vicinity of the proposed development. This should include information on access to schools, health services, community facilities, leisure activities, local shops and services, parks and publicly accessible open spaces. Major development schemes should also demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators as set out in the Draft New London Plan and Transport for London guidance, as well as access to the development via public transport and permeability through walking and cycling and how these link up with existing networks. They should also aim to reduce the dominance of vehicles on streets and demonstrate that they meet the requirements of all other relevant policies in this Local Plan.

Cross-reference to policies: SD.1; B.5; H.1; H.2; CI.1; CI.2; BN.3; BN.6; BN.8; BN.9; BN.11; BN.12; BN.14; T.4; T.6; T.7; T.8; T.9; T.10; S.2; S.3; S.4; S.5; S.6; S.7; S.8; S.9; S.10; S.11; S.12

London Plan policies: GG1; GG3; T2

Reasoned justification

8.4

The profile of the existing population within the Legacy Corporation area is identified and described in Section 2 of this Local Plan. The Legacy Corporation area, with its distribution of transport nodes, town and Local Centres, parklands and waterways, provides a context and setting for one of London's most significant areas of new development and regeneration, and a unique opportunity to develop a series of places that have the physical and mental health and wellbeing of those who live and work there at its core. These significant changes in the local environment and the high level of accessibility within new development, the public realm and other outside spaces, help to set the scene for enabling the future population to be one that meets at least the average for London as a whole in accordance with the convergence strategy for the Growth Boroughs.

Policy application

8.5

Each major development scheme will, by its nature, play a significant part in achieving the aims of this policy. It is important that these development proposals demonstrate that they are helping to achieve this in a manner that is appropriate to their specific circumstances. Physical development will set the scene for existing and new communities to develop and change, with community organisations, local groups and service providers, including faith groups, having a major role in ensuring that these are communities that thrive. It is important that the Design and Access Statements for major schemes identify, by reference to policies within this Draft New Local Plan and the Draft London Plan, those elements of the proposed scheme that will positively contribute to achieving positive outcomes for those who will live, work or otherwise use the development proposed.

Policy S.2: Energy in new development

POLICY

Developments will be expected to minimise carbon dioxide emissions to the fullest extent possible by application of the Energy Hierarchy as set out below:

1. Reducing energy requirements
2. Supplying the energy that is required more efficiently and where possible generating, storing and using renewable energy on-site
3. Meeting remaining energy requirements through renewable energy sources where viable and exploiting local energy resources.

Major development proposals should be net zero-carbon, with carbon dioxide emissions reduced from both construction and operation. The Draft New London Plan requires a minimum on-site reduction of carbon emissions of at least 35 per cent beyond Building Regulations 2013. Residential development should aim to achieve 10 per cent, and non-residential development should aim to achieve 15 per cent through energy efficiency measures.

Where these targets cannot be met on site, a financial contribution to the Legacy Corporation Carbon Off-setting Fund will be required. The Legacy Corporation Carbon Offset Supplementary Planning Document sets out the rate per tonne of carbon dioxide and the scheme for applying the funds raised.

Major applications will be required to provide an Energy Strategy that sets out how the development has addressed the Energy Hierarchy and meets or exceeds the targets above and the source and method of proposed energy supply and will be expected to monitor and report on energy performance. Energy Strategies should be prepared in accordance with Policy SI2 of the Draft New London Plan.

Cross-reference to policies: S.3; S.4; S.7; S.8
London Plan policies: SI3

Reasoned justification

8.6

In his Draft New London Plan, the Mayor sets out his ambition for London to be net zero-carbon. This reduction is a strategic priority that has the potential to make a significant contribution in a London context to minimising the projected levels of climate change. Achieving reductions in carbon emissions from these sources is an essential element of a London-wide strategy to contribute towards reducing the rate of identified climate change and improving air quality.

Policy application

8.7

The Legacy Corporation has an adopted supplementary planning document which sets out the rate to be applied to its area-wide carbon off-setting scheme and identifies the mechanism for collecting and allocating the funds raised to ensure that funds are applied in a way that adequately mitigates the carbon dioxide emissions from the contributing development. The scheme for allocating funds raised takes into account local opportunities to aid appropriate retrofitting of carbon saving measures to existing buildings and structures within and around the Legacy Corporation area. The rate ensures that development within the Legacy Corporation

area remains viable. The Legacy Corporation's carbon off-setting scheme, designed to meet these carbon targets for the Legacy Corporation's Legacy Communities Scheme development, provides the basis for this wider scheme. Application of the London Plan Energy Hierarchy (set out in Chapter 9 of the Draft New London Plan) will be important:

1. **Be lean:** use less energy
2. **Be clean:** supply energy efficiently
3. **Be green:** use renewable energy
4. **Offset**

Maximisation of energy efficiency should take account of all aspects of a scheme, including, for example, street lighting and communal lighting using LED or other efficient lighting technology. Outdoor lighting should also minimise losses of light to the sky.

Policy S.3: Energy infrastructure and heat networks

POLICY

The Legacy Corporation will support proposals to provide new energy infrastructure, including proposals to generate energy from waste, to meet the future energy demands within its area where these are consistent with the Carbon Reduction and other policies within this Local Plan.

Proposals for new heat networks or extension to any existing heat network, or for renewable energy infrastructure, to serve development within or outside the Legacy Corporation area, will be supported subject to such development proposals being consistent with all other relevant policies in this Local Plan and should provide evidence that appropriate management mechanisms will be put in place to ensure that end customers are protected in respect of the price of energy provided and that heat losses from the network are minimised.

Applications for major development should demonstrate that opportunities to connect to existing energy networks in the Legacy Corporation area or construct and connect to new energy networks, and to facilitate connections from existing development to those networks, have been maximised through provision of localised network connections and through provision of heating and cooling network infrastructure within buildings, where it is viable to do so.

All other development will be encouraged to connect to these networks where it is practical, feasible and viable to do so.

Proposals for bridges, will be required to demonstrate that provision is included to accommodate utilities networks, including where appropriate, heating and cooling network pipes.

Cross-reference to policies: SP.2; SP.4; BN.11; BN.12; S.2; S.6
London Plan policies: SI3

Reasoned justification

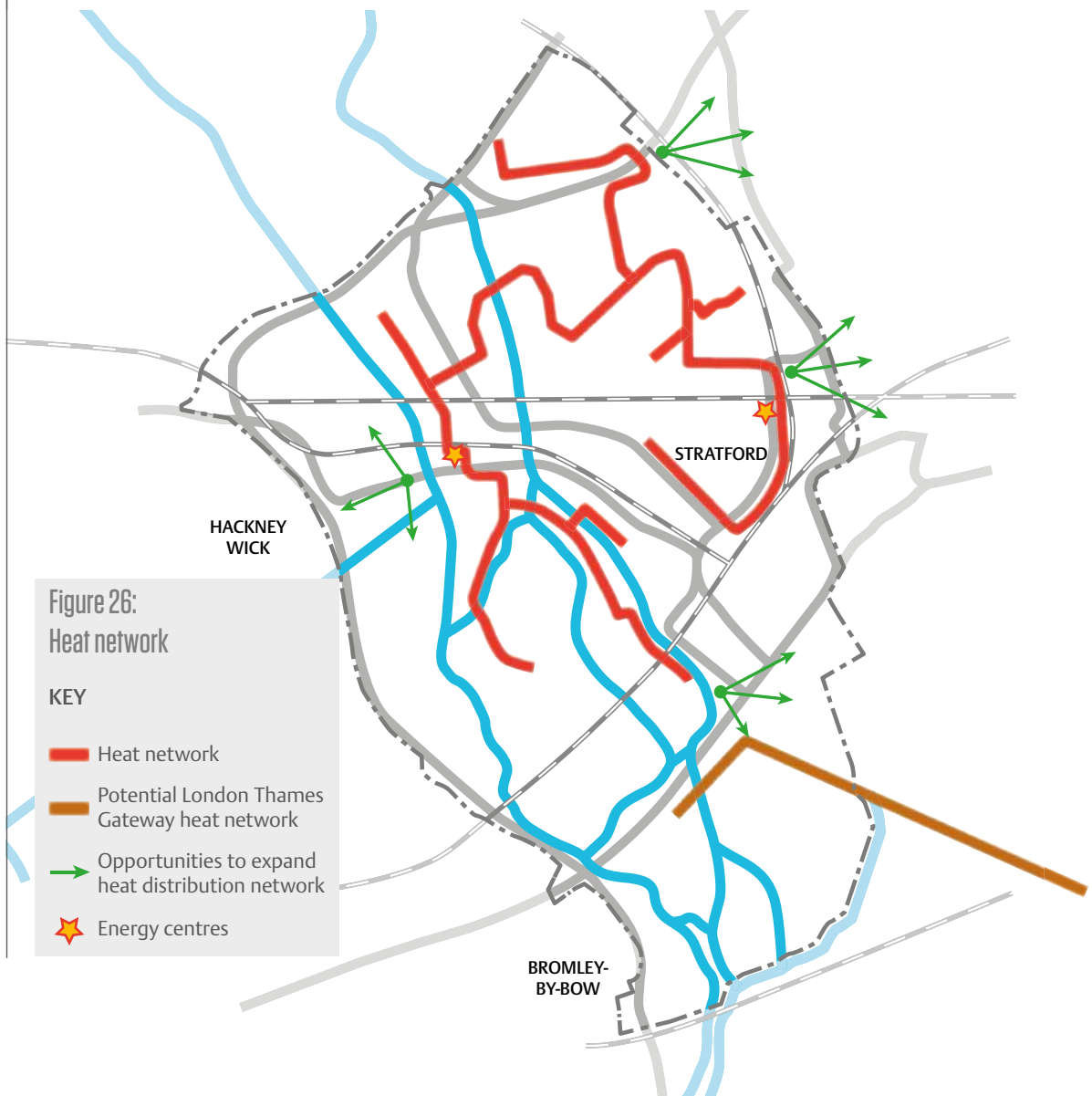
8.8

Queen Elizabeth Olympic Park and Stratford City areas are served by a district heating and a district cooling network powered by two significant energy centres. The district energy network is currently fed by a combined heat and power engine, and gas and biomass boilers, providing a low-carbon heat and cooling source for development. There are opportunities to expand existing networks and provide new ones with the form and type of new development emerging within the area being ideal for an efficient expansion of such networks where this represents the best solution within the Energy Hierarchy. The 2011 OLSPG Energy Study has identified four locations with specific opportunities to expand the network. These are indicated below at Figure 26. The expansion of heat networks will also provide opportunities for existing development to benefit from potential connections.

Policy application

8.9

The networks of waterways, rail and road infrastructure that run through the area present potential barriers to the expansion of these networks. In order to ensure that opportunities are maximised to develop and expand, it is essential that new infrastructure provision makes allowance for potential routes, including passive ducting in new bridges. Temporary utilities crossing structures, such as heat pipe bridges, may be acceptable where it can be demonstrated that a more permanent solution is available in the longer term.



Case Study 14: Queen Elizabeth Olympic Park and Stratford City Energy Centres and heat network

CASE STUDY

Energy Centres have been built at Kings Yard within Queen Elizabeth Olympic Park and at Stratford City to serve a District Heating and Cooling Network that will provide low-carbon heat and, for some locations, cooling to the existing and new development that will be built in these areas through the 16km heat network. This includes the new housing at East Village. These energy centres are fed by a combined heat and power engine, and gas and biomass boilers, providing a low-carbon heat and cooling source for development. At least 20 per cent of the final heat capacity is likely to be available to serve development outside of this existing area in the future.



Policy S.4: Sustainable design and construction

POLICY

Proposals for development will be required to demonstrate that they achieve the highest standards of sustainable design and construction.

Applications for major development will be required to include evidence within the Design and Access Statement that the following have been taken into account within the development of the scheme:

1. Resource efficiency
2. Carbon dioxide emissions reduction (including utilisation of renewable, low and zero-carbon energy sources)
3. Natural heating and ventilation
4. Utilisation of decentralised energy sources
5. Living roofs
6. Sustainable drainage systems.

Non-domestic space within development will be required to demonstrate that it is capable of achieving a minimum of BREEAM 2011 Very Good, while achieving a maximum score for water use (or an equivalent in any future nationally recognised assessment scheme).

Cross-reference to policies: SP.2; BN.4; BN.11; BN.12; BN.14; BN.15; T.8; T.9; S.1; S.2; S.3; S.5; S.6; S.7; S.8; S.9; S.10; S.11; S.12

London Plan policies: D2; D3; The Mayor's Sustainable Design and Construction Supplementary Planning Guidance (April 2014)

Reasoned justification**8.10**

The design of and materials used in the construction of new buildings (including the need to choose sustainable materials and sustainable construction methods) can make a significant difference to the energy requirements and associated level of carbon emissions. It is important that sustainable design forms an integral part of the design of development taking into account both its construction and operational stages.

Policy application**8.11**

In order to maximise the contribution that the buildings themselves make to carbon emissions reduction and minimisation of energy use, the policy identifies the minimum standards that new development will need to achieve. The feasibility of particular measures will be taken into account in assessing the acceptability of proposals within specific planning applications. The viability of each development scheme will also be taken into account. As technology and the skills associated with implementing those measures improve, it is expected that those standards will be exceeded and, for carbon reduction, that the level of carbon offsetting required will reduce. More detailed guidance can be found in the Mayor's Sustainable Design and Construction SPG, April 2014.

Policy S.5: Water supply and waste water disposal**POLICY**

The Legacy Corporation will, in making planning decisions, support the implementation of strategic proposals to manage water supply and to implement improved sewerage infrastructure, including the Lee Tunnel and Thames Tideway Tunnel. It will also encourage localised and building-specific measures to reduce potable water demand and use, including grey water recycling systems, rainwater harvesting and measures to reduce domestic water use to 105 litres of water per person per day or less.

Proposals for major development will be expected to demonstrate that they maximise opportunities to reduce water demand and use. Where feasible and viable, for domestic use, it should be demonstrated that those measures are capable of achieving a design standard of water use of less than 110 litres per person per day (including an external water use of 5 litres of water per person per day).

Proposals for major development will be required to demonstrate that there is sufficient existing or planned water supply and waste water disposal infrastructure capacity to meet the demands of the development. Where it is not possible to demonstrate sufficient existing or planned capacity, permission will only be granted where it is adequately demonstrated that the scheme includes capacity improvements sufficient to meet its needs.

Cross-reference to policies: SP.4; S.4; S.10; S.11
London Plan policies: SI5

Reasoned justification

- 8.12** Part of the wider strategy to help London meet its growing demand for water, resulting from an increase in development and increase in population, is the need to ensure that this new development is as water efficient as possible and that opportunities are taken to reduce the amount of potable water required. This is particularly the case in the Legacy Corporation area where a significant amount of new development will come forward over the lifetime of the Local Plan and present a new demand for water and a significant opportunity to implement a range of measures that will make that development as water efficient as possible.
- 8.13** It is also important that strategic and local projects are supported that help to address the issue of discharge of combined drainage into watercourses. Projects such as the Thames Tideway Tunnel will make a significant difference to water quality in the River Thames, while the Lee Tunnel does this more locally. Locally, smaller-scale projects that help to separate foul and surface water drainage will also be important to help address water quality within the River Lee and associated watercourses and meet the requirements of the EU Water Framework Directive (2000/60/EC).

Policy application

- 8.14** The Legacy Corporation will seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity constraint and no improvements are programmed by the water company, the developer will be required to provide for the appropriate improvements which must be completed prior to occupation of the development.



Policy S.6: Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure

POLICY

Digital communications and connectivity is a key element in enabling growth and facilitating innovation within the Legacy Corporation area, new development should:

1. As set out in the Draft New London Plan to achieve greater digital connectivity than set out in part R1 of the building regulations
2. Safeguard existing communications infrastructure, or where a significant adverse impact has been identified, prepare an impact statement and implement a mitigation plan as necessary through a Section 106 agreement prior to occupation of the proposed development, especially in relation to mobile connectivity
3. Co-locate services where possible on existing structures, such as masts, or within appropriate street furniture, such as street lighting, to ensure the effective use of public realm to accommodate well-designed and located mobile digital infrastructure that mitigates the impact of new infrastructure on the existing built environment
4. Ensure that sufficient ducting space is provided for future digital connectivity infrastructure

As technologies continue to develop that improve efficiency and help reduce resource usage development proposals should consider the latest innovations to help support requirements around initiatives such as the zero-carbon target and the Healthy Streets Approach. The Legacy Corporation supports the usage of innovations and new technologies that go above the expectations already set in policy to make new development sustainable in the long term. Where it is identified that space should be left for future technology or innovations, such as the requirement for space for ducting already set out above, the Legacy Corporation supports these inclusions and making the most of opportunities to enable future infrastructure where there is evidence to show their benefit.

**Cross-reference to policies: B.1; S.4; CIL Charging Schedule; CIL Infrastructure List; Planning Obligations SPD
London Plan policies: SI6**

Reasoned justification

8.15

Provision of high-quality communications infrastructure is essential for economic growth. The Legacy Corporation therefore supports provision of improved infrastructure and enabling space for new infrastructure. However, it is also important to ensure that new communications and smart infrastructure integrates well into the area and has a satisfactory appearance, and does not have a detrimental impact on the area within which it is proposed.

Policy application

8.16

The Legacy Corporation will require that new infrastructure is located as far as possible on existing buildings and structures to minimise the proliferation of stand-alone telecommunications structures which could have a detrimental impact on the area. Where the policy requires a mitigation plan for new development to address potential effects on communications networks, the scope of this, including any assessment methodology, should be agreed in advance with the Local Planning Authority. New development should, as far as possible, support innovation and enable communications networks and future infrastructure.

Policy S.7: Planning for waste

POLICY

In carrying out its function as a Local Planning Authority, the Legacy Corporation will cooperate with the four Boroughs in matters of strategic waste management and planning. In doing so and in making planning decisions, it will take full account of:

- The waste apportionment targets sets for each Borough within the London Plan
- The adopted local waste plans or waste planning policy for that Borough
- The development of new or review of existing adopted waste plans for that Borough.

Proposals that would result in the loss of an existing waste management facility would only be permitted where it can be demonstrated that:

- An additional waste management facility has been secured, and is deliverable, which will meet the maximum waste throughput of that existing site, or
- An existing site can provide an additional capacity equivalent to that maximum waste throughput, and
- The new site can serve the same waste management needs of the original site, and
- The new site is located within London and continues to meet London's strategic need

Proposals for new waste management facilities will be permitted where:

- It is located within an area designated as Strategic Industrial Locations (SIL) or a Locally Significant Industrial Site (LSIS)
- The proposal does not compromise or otherwise make unviable the existing adjacent employment or transport functions
- Its design and operation will not adversely affect the wider amenity of the proposed location
- It can be demonstrated to have met the tests within the Appendix B of the National Planning Policy: Planning for Sustainable Waste Uses.

**Cross-reference to policies: B.1; S.8. ELWA Boroughs Joint Waste Development Plan Document (2012); North London Waste Plan, S.MW1: Managing our waste and D.MW2: New and enhanced waste facilities
London Plan policies: SI7; SI8; SI9**

Reasoned justification

8.17

It is acknowledged that the Legacy Corporation as a planning authority relies on waste facilities outside its area to manage waste generated within its area and the Local Plan assumes this pattern will continue. Similarly, the surrounding boroughs may rely on waste facilities in the Legacy Corporation area.

8.18 The Legacy Corporation is the waste planning authority for its area by virtue of its role as a planning authority. The Four Boroughs have responsibility for waste planning within the remainder of their area. Each borough has, or will have within the lifetime of this Local Plan, an adopted waste plan or waste planning policies. The adopted East London Waste Plan includes and has effect within the Newham part of the Legacy Corporation area. In each case it will be necessary for the Legacy Corporation to cooperate and work closely with each Borough where adopted plans and policy are reviewed or specific proposals that affect waste management or waste sites arise. The Boroughs of Hackney and Waltham Forest each belong to the North London Waste Planning group which has prepared its Waste Local Plan. The Legacy Corporation will work closely with these two Boroughs, the North London Boroughs and other key stakeholders to make sure that the North London Waste Plan continues to take account of any waste capacity, sites and related evidence within that part of the Legacy Corporation area. The Legacy Corporation will also work with the Borough and relevant authorities in relation to waste arrangements in new development to ensure that these are efficient, well designed and appropriate, where appropriate through encouraging consideration of innovative solutions such as vacuum systems and compactors on site.

8.19 The Draft New London Plan identifies waste apportionment targets that each Borough should meet for its area. The Draft New London Plan does not include a waste apportionment target for the Legacy Corporation area. However, the Legacy Corporation will cooperate with the four boroughs, the GLA and TfL in seeking to meet the borough apportionment targets and strategy for waste. When determining planning applications, these targets will remain the appropriate policy context against which to judge the acceptability of proposals that have an effect on any existing management site or operation, including proposals for new or expanded facilities.

Policy application

8.20 With existing waste management facilities located within the area, the policy identifies the criteria that would be necessary for proposals to meet if they would result in the loss of an existing facility, in order for them to be acceptable in terms of the effect on the waste apportionment targets set for each Borough and in order to meet the requirements set out in policies in Chapter 9 of the Draft New London Plan.

8.21 For proposals on undesignated (windfall) sites, Strategic Industrial Locations (SIL) are the locations within which new waste management facilities would be considered as acceptable, provided proposals meet the acceptability criteria in the policy. In the Legacy Corporation area, these are Fish Island South and Bow Goods Yard (see Policy B.1). Proposals may also be considered acceptable within Locally Significant Industrial Sites (LSIS) where it is possible to demonstrate clearly that there would not be an adverse effect on the surrounding uses or area.

Policy S.8: Waste reduction

POLICY

The Legacy Corporation will, in making planning decisions, require that new development proposals contribute to the reduction of waste during construction and once operational, by minimising the amount of waste produced and maximising reuse, recycling and composting and promoting a more circular economy.

Proposals for new development should demonstrate how they have adopted the Waste Hierarchy in their design and how they will enable their residents to minimise waste and maximise both reuse and recycling. Development proposals should demonstrate how they have: designed out waste through lean design, maximised the reused and recycled content within the materials used for construction, minimised the production of excess or waste material during construction and maximised the opportunities for reuse or recycling of materials remaining from construction. Excavated materials should, where practical, be retained and reused on site. Planning applications for major development schemes should include a statement within the Design and Access Statement that sets out how the scheme will comply with the requirements of this policy.

Proposals for all development will, where relevant, be required to demonstrate that adequate provision has been made for domestic and commercial waste storage and for collection that allows for a range of future collection options which include separate collection of general waste, recyclable materials and other waste streams.

Cross-reference to policies: SP.4; S.4; S.7
London Plan policies: SI7; SI8; SI9



Reasoned justification

8.22

The London Plan sets out the Mayor's policy to manage as much of London's waste as is practicable within London and for this to equate to 100 per cent within the lifetime of this Local Plan. It is also important that the treatment of construction waste and operational waste from development, once completed and occupied, is consistent with the Waste Hierarchy:

1. Reduce the amount of waste generated
2. Reuse
3. Recycle
4. Recovery (of energy and materials)
5. Disposal (least desirable option).

(EU Waste Framework Directive [Directive 2008/98/EC] and the Waste [England and Wales] Regulations 2011).

Policy application

8.23

The reuse of materials and use of materials with a high level of recycled content, such as use of recycled aggregates and street furniture with a high recycled content, can also make a significant contribution to the achievement of this aim. Seeking to balance the material cut or excavated from a site with the requirements for fill material through reuse will also help to reduce requirements for transport of that material and reduce environmental impacts from that transportation. The provisions made within new development should not simply seek to meet the requirements of existing waste collection and management practices but also allow sufficient space and access for future practices and systems that may be introduced. Consultation with the relevant waste management authorities at the time of any proposal's development will be important in establishing that allowance is made for those changes that might require additional space and that those collection arrangements are consistent with existing borough requirements.



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Policy S.9: Overheating and urban greening

POLICY

Proposals for new development should ensure that buildings and spaces are designed to avoid overheating and excessive heat generation internally and externally, while minimising the need for internal air conditioning systems, taking into account Draft New London Plan Policy SI4 and the Mayor's zero carbon target of 2050.

Outside the existing parks and open spaces within the Legacy Corporation area, opportunities to introduce planting of trees in private and public spaces, including streets, along with those for including green roofs, green walls and other planting opportunities, should be taken to maximise the contribution that urban greening can make in creating a liveable environment and maximising local biodiversity and encouraging local food growing.

Planning applications for major development schemes should set out within the Design and Access Statement the measures included to avoid overheating (including overheating analysis against a mid-range climate scenario for the 2030s) and excessive heat generation and, where appropriate, to maximise urban greening.

Cross-reference to policies: BN.3; BN.8; S.1; S.4
London Plan policies: D2; SI14, G5

Reasoned justification

8.24

It is predicted that climate change will result in higher average temperatures over time. In order to ensure that the buildings and spaces within the Legacy Corporation area take this into account and continue to provide a comfortable living environment, it is important that the network of open spaces and waterways within the area is protected and that opportunities to increase the number of trees and other vegetation within those spaces and in streets are taken in order to achieve this. Equally, it is important that buildings themselves are designed internally and externally to mitigate this effect, whether through green roofs and walls or the design of internal building ventilation.

Policy application

8.25

All development proposals should consider the opportunities to avoid overheating within buildings and also introduce additional greening to the site environment. Where feasible, and not in conflict with achieving high levels of building fabric efficiency, passive ventilation should be favoured. Applications for major development schemes will be expected to demonstrate that these issues have been addressed within the scheme design. This policy should be read alongside Draft New London Plan Policy SI4 Managing heat risk, in particular taking into account the cooling hierarchy:

1. Minimise internal heat generation
2. Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls
3. Manage the heat within the building through exposed internal thermal mass and high ceilings
4. Passive ventilation
5. Providing mechanical ventilation
6. Active cooling systems (assuming that they are the lowest carbon option).

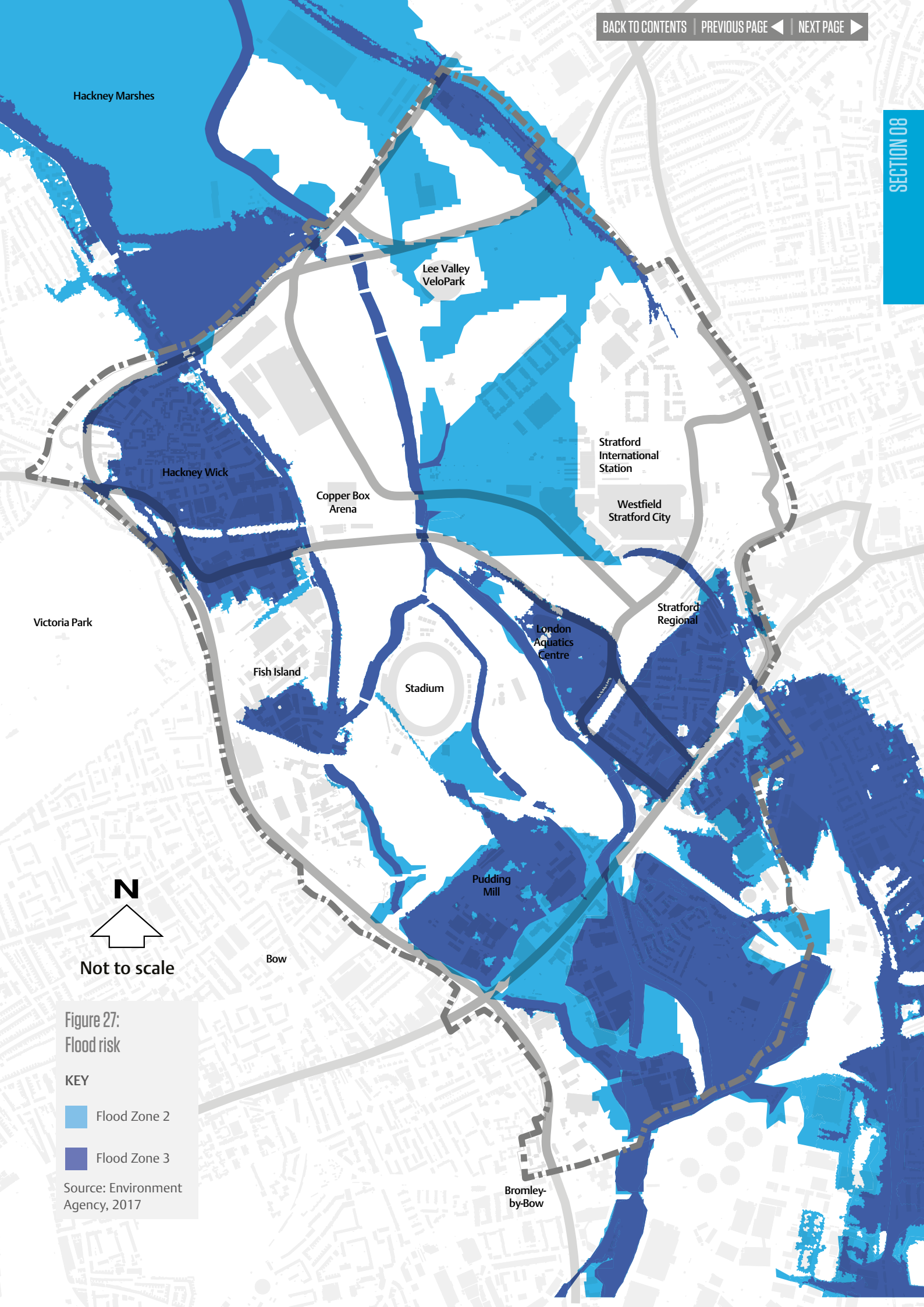




Figure 27:
Flood risk

KEY

-  Flood Zone 2
-  Flood Zone 3

Source: Environment Agency, 2017

Policy S.10: Flood risk

POLICY

The Legacy Corporation will take into account the most up-to-date flood risk information when carrying out its relevant functions and seek to reduce risk to life and property in doing so.

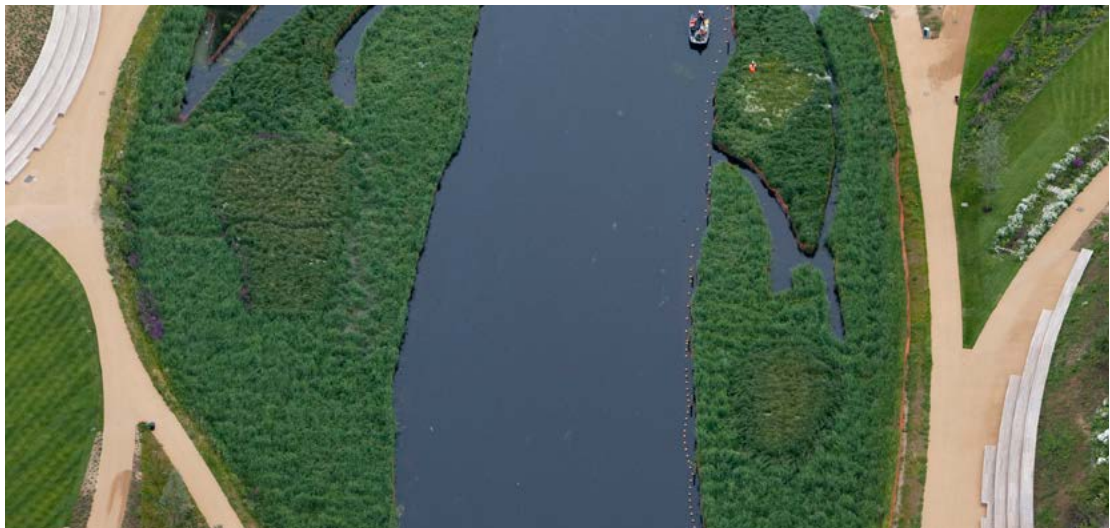
Where development is proposed within Flood Zones 2 or 3 and is outside a Site Allocation within this Local Plan, planning applications should be accompanied by evidence that the proposed development is capable of meeting the Sequential Test and, where appropriate, that the Exceptions Test as defined within the National Planning Policy Framework has been applied to demonstrate that no alternative location for the proposed development is available.

Where no alternative location is available, a flood risk assessment should be submitted demonstrating that the proposal does not increase flood risk to third parties and, wherever possible, reduces flood risk. A site specific flood risk assessment may be required within Local Flood Risk Zones identified in Surface Water Management Plans (subject to location and degree of flood hazard) to ensure that the development will remain safe and will not increase flood risk to others. Where deemed necessary, the development proposals must be supported by a detailed integrated hydraulic modelling within the Flood Risk Assessment.

Development proposals must be designed to reduce vulnerability to climate change, apply the sequential approach on site, be flood resilient and resistant, setting living accommodation finished floor levels 300mm above the predicted flood level for the 1 in 100 chance in any year flood event including an allowance for climate change, and must provide an appropriate means of escape to a higher level within the building or a safe route to a location above the predicted flood level. No basement development will be permitted within Flood Zones 2 or 3.

Where development is proposed on a site that includes an existing flood defence structure, development proposals should be designed to maintain the integrity of the existing structure. Where the need for new or improved flood defences have been identified, relevant planning applications should demonstrate that allowance has been made for the relevant works to take place, including sufficient access for construction. Where a development proposal is dependent on the provision, improvement or repair of a river wall or other flood defence structure, these works should be included within the development applied for within the planning application.

Cross-reference to policies: BN.2; T.10; S.4
London Plan policies: SI12



Policy S.11: Sustainable drainage measures and flood protections

POLICY

The rate of surface water run-off from development sites should be restricted to no greater than the equivalent for a Green Field site of an equivalent size.

It should be managed as close to its source as possible in line with the drainage hierarchy set out in policy SI3 of the Draft New London Plan. Using sustainable drainage techniques as a first choice and only using other methods of flow restriction where it can be shown that sustainable drainage methods are not feasible in that location, particularly in areas where a localised surface water drainage problem has been identified within a Surface Water Management Plan (including potential flooding from sewers). The Legacy Corporation will support developments which do not include proposals for impermeable paving. Sustainable drainage systems that have benefits for water quality and storage, efficiency, habitat and landscapes and amenity and recreation should be fully considered before other options. All drainage systems discharging to a watercourse must include appropriate anti-pollution measures that can be easily accessed and maintained.

Development proposals that create an obstruction within a watercourse or obstruct existing flood flow paths across land which cannot be mitigated through compensatory works or provision of additional flood storage capacity will not be permitted. The design and layout of proposed development should incorporate appropriate buffer strips adjacent to watercourses to allow access for flood risk maintenance and biodiversity and adequate space for sustainable drainage techniques.

Cross-reference to policies: BN.2; T.10; S.4
London Plan policies: SI13

Reasoned justification

8.26

The Legacy Corporation sits within the River Lea catchment area and is influenced by the risks of fluvial flooding from the Lea and its associated waterway network and from tidal flooding from the River Thames should the tidal flood defences of the Thames be breached. The policy responds to this risk and the risk identified from surface water flooding for the four Boroughs of which the area forms a part.

8.27

At the heart of the Legacy Corporation area, the new topography and landscape of Queen Elizabeth Olympic Park, in particular its wetlands bowl area, have been designed to manage and reduce flooding and resulting flood risk. However, significant parts of the area are within Environment Agency Flood Zones 2 and 3 and particular locations such as Hackney Wick and Pudding Mill are at specific risk as a result of their topography and lower levels of flood defence. Repair and maintenance of existing, and where necessary, construction of new flood defence structures and channel walls, will be encouraged. Where there is particular risk of flooding, adequate measures for escape and evacuation will be needed. Buildings will also need to be flood resilient in their design and in the materials used to ensure that long-term disruption from flooding is minimised. The flood risk map at Figure 26 provides a general picture of flood risk within the area. While the strategic importance of the available development sites helps to underline the need for these to come forward for development, specific development schemes will need to be designed in a way that takes the relevant predicted flood risk into account and to ensure that flooding would not be caused or exacerbated elsewhere. The sequential test and exceptions test has been applied to the site allocations in accordance with paragraph 157 of the NPPF (see Flood Risk Review Summary Report 2017 and the Flood Risk Review Addendum 2018).

Policy application**8.28**

The Site Allocations within the Sub Area sections of this Local Plan identify the relevant level of flood risk. Account will also need to be taken of the Surface Water Management Plans prepared by each Borough. Where a Critical Drainage Area (CDA) has been identified, development proposals must ensure that sustainable drainage methods are utilised in order to reduce the risk of flooding from surface water. Where feasible, source control SuDs should be used. Undercroft flood storage and attenuation tanks should be avoided and, wherever possible, level for level and volume for volume flood storage be achieved when designing flood risk mitigation measures for schemes.

8.29

The Flood and Water Management Act 2010 makes each of the four Boroughs the Lead Local Flood Authority within their area. This includes a duty on each Borough to develop, maintain, apply and monitor a strategy for local flood-risk management in its area. Where these strategies have been prepared, these or any related Preliminary Flood Risk Assessment will need to be taken into account in carrying out any site-specific flood risk assessment. Formal approval will be required for new drainage systems for new and redeveloped sites and highways. This will be a separate consent regime. However, even where planning permission is in place, the formal consent of the SuDS Approval Body will be required before development can commence. Once in place, the compliance with the National Standards for Sustainable Drainage will be required. Any interim or final SuDS and SuDS Approval Body guidance published by each Borough will also need to be taken into account in designing drainage and seeking this consent. A potential change to national planning policy could result in a move away from the proposed SUDs Approval Body approach to one which relies on securing approval through the existing planning or other processes. If introduced in the form envisaged, proposals for major development will be required to demonstrate that SUDs have been considered as a first option and that the options chosen are accepted as correct through consultation with relevant bodies. Long-term management and maintenance would also need to be secured. Proposals would also need to accord with the National Standards and Specified Criteria for Sustainable Drainage.

Policy S.12: Resilience, safety and security**POLICY**

The Legacy Corporation works with a range of development partners and stakeholders in order to ensure and maintain a safe and secure environment within the area, that is resilient against emergencies and threats such as fire, flood and terrorism. Part of this includes working closely with agencies such as the Metropolitan Police Service and the London Fire and Emergency Planning Authority to identify relevant needs, policies and other necessary infrastructure required to maintain a safe and secure environment. To continue maintaining this environment it is key that:

1. Development proposals should maximise building resilience and minimise potential physical risks through good design, use of the building regulations, Draft New London Plan policies and policies within this Local Plan, such as S.10 and S.11 in relation to flood risk
2. New development should consider measures at the start of the design process which aim to design out crime and deter terrorism, assist in the detection of terrorist activity and help mitigate its effects
3. Where required, physical security and safety measures should support and enhance the Healthy Streets vision and create spaces that people can enjoy, where they feel safe and relaxed and encouraged to choose to walk, cycle or use public transport.

Cross-reference to policies: BN.4; BN.5; BN.6; BN.8; BN.11; BN.12; BN.14; S.1; S.2; S.3; S.4; S.5; S.6; S.7; S.8; S.9; S.10; S.11; London Plan policies: GG5; D10; D11

Reasoned justification**8.30**

The Legacy Corporation's key aims around LIVE, WORK, VISIT and INSPIRE rely on the development of a safe and accessible built environment. The Draft New London Plan puts an increased emphasis in people feeling safe in their environment and includes policies in Chapter 3 around safety, security and resilience. The Legacy Corporation area includes strategic infrastructure such as stations, key routes and iconic facilities in the Queen Elizabeth Olympic Park, as well as large leisure facilities including Westfield Stratford City. There is also a rapidly increasing population, a range of businesses and new development in the area and events that generate large numbers of visitors. This policy therefore supports the Legacy Corporation to deliver a safe, accessible and relaxed environment as supported by the Draft New London Plan.

Policy application**8.31**

The London Risk Register sets out hazards and threats across London and sets out controls in place in order to prepare for these, this is maintained and managed by the London Resilience Group and provides an evidence base for wider challenges that Planning Authorities in London might face. This, combined with information around more localised needs, such as protective security relating to crowded spaces within the Legacy Corporation's area, where there are predictable and high levels of crowding, as well as information about schemes that have or will create a higher level of risk than existed previously, provides the background for the Legacy Corporation's approach to resilience, safety and security in the area. This approach also includes health emergencies, such as the 2020 health pandemic, and ensures that measures to achieve future health resilience, including the healthy streets approach, and impact mitigation are considered with all schemes. Supplementary guidance, such as Transport for London's Healthy Streets and Streetspace for London guidance, will adapt and provide more detailed solutions as information on best practice measures become available and lessons are learnt.

8.32

The Metropolitan Police (Designing Out Crime Officers and Counter Terrorism Security Advisers) should be consulted to ensure that major developments in the Legacy Corporation area contain appropriate design solutions from the outset, which respond to the potential level of risk whilst maintaining high quality of place and reducing the need to retrofit solutions in future. Any proposed physical mitigations should give due regard to their impact on the design of the wider area and public realm and how they encourage walking and cycling and help reduce the dominance of motor vehicles. Where appropriate the Legacy Corporation may also consider protective security or safety measures at other major developments that are identified by the police at the time of the proposal being made as having a significant risk. These proposals and measures will be considered on a case by case basis.

Evidence base references

Draft New London Plan (Greater London Authority 2017)

Draft New London Plan showing Minor Suggested Changes (Greater London Authority 2018)

National Planning Policy Framework (Ministry for Housing, Communities and Local Government, 2018)

Planning Practice Guidance, (Communities and Local Government, 2018)

London Environment Strategy (Greater London Authority, 2018)

Mayor's Energy Planning Guidance (Greater London Authority, 2016)

Thames River Basin Management Plan (Environment Agency, 2009)

Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)

Olympic Legacy Supplementary Planning Guidance: Energy Study (Greater London Authority, 2012)

Infrastructure Delivery Plan Study Report (London Legacy Development Corporation, 2018)

Flood Risk and Sequential and Exceptions Test for the Site Allocations' (Appendix 6 of Sites Report, LLDC, 2014)

Flood Risk Mapping (Environment Agency 2016)

Flood Risk Within the Legacy Corporation Area, Information Review (Legacy Development Corporation, 2018)

Hackney Climate Change Strategy (London Borough of Hackney, 2009)

Hackney Surface Water Management Plan, Final Draft (London Borough of Hackney, 2013)

Hackney Strategic Flood Risk Assessment (London Borough of Hackney, 2010)

Planning for a Healthier Urban Environment in Tower Hamlets (London Borough of Tower Hamlets, 2011)

Tower Hamlets Draft Surface Water Management Plan (London Borough of Tower Hamlets, 2012)

Tower Hamlets Strategic Flood Risk Assessment (London Borough of Tower Hamlets, 2012)

Newham Strategic Flood Risk Assessment (London Borough of Newham, 2012)

Newham Surface Water Management Plan (London Borough of Newham, 2011)

Waltham Forest Level 2 Strategic Flood Risk Assessment (London Borough of Waltham Forest, 2011)

Waltham Forest Surface Water Management Plan (London Borough of Waltham Forest, 2011)

Newham Health and Wellbeing Strategy (London Borough of Newham, 2012)

Hackney's Joint Health and Wellbeing Strategy, 2013–2014 (London Borough of Hackney, 2013)

Towards a Healthier Tower Hamlets, Health and Wellbeing Strategy 2013–2016 (London Borough of Tower Hamlets, 2013)

Tower Hamlets Health and Wellbeing Board

Waltham Forest Health and Wellbeing Strategy (London Borough of Waltham Forest, 2013)

Legacy Communities Scheme Offset Solutions Study (London Legacy Development Corporation, 2013)

Borough Heat Maps (London Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest)





THE LOCAL PLAN SUB AREAS

INTRODUCTION

9.1 The Legacy Corporation area, while geographically well defined, also consists of a series of places, some of which are well established, others of which are in the process of change. Some will in time become new places with a new identity. The Local Plan divides the area into four separate Sub Areas that group these places so they are considered in a way that will help to integrate them with Queen Elizabeth Olympic Park at its centre.

9.2 The following Sub Area sections allow the Local Plan to include specific policies that are more relevant to the character and situation of each and include a vision that sets the direction for change in each area over the lifetime of the Local Plan to 2036. These sections include Site-Specific Allocations which set out the type and form of development that will be considered acceptable on sites that are known to be available for future development.

9.3 The four Sub Areas are:

- **Sub Area 1:**
Hackney Wick and Fish Island
- **Sub Area 2:**
North Stratford and Eton Manor
- **Sub Area 3:**
Central Stratford and Southern Queen Elizabeth Olympic Park
- **Sub Area 4:**
Bromley-by-Bow, Pudding Mill, Sugar House Land and Mill Meads.

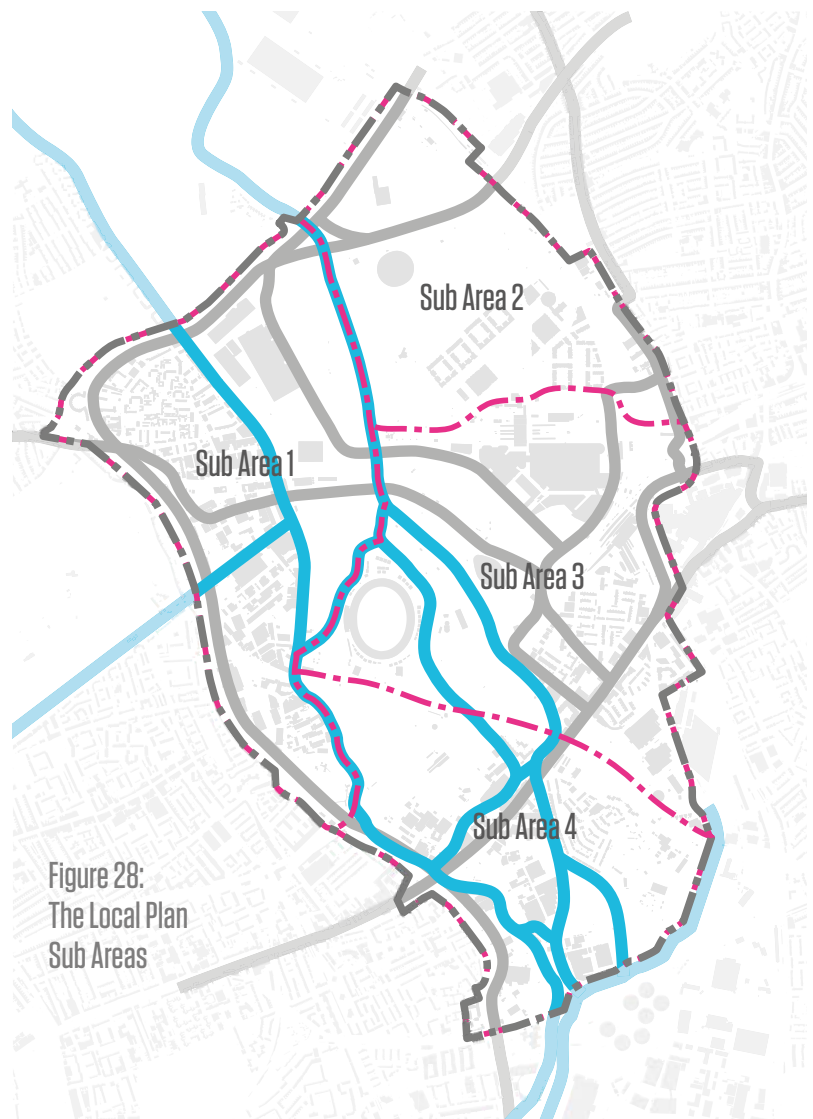


Figure 28:
The Local Plan
Sub Areas

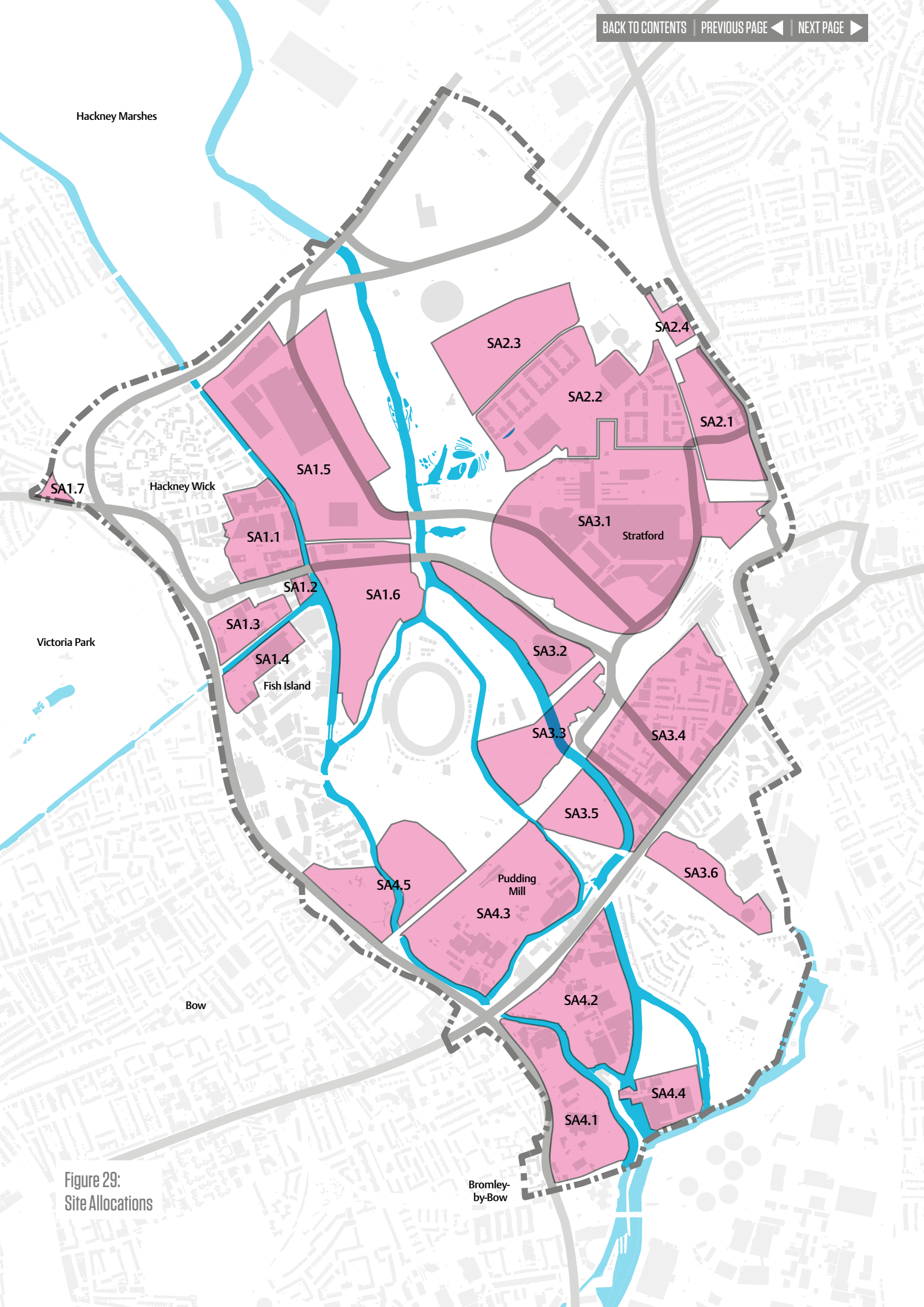


Figure 29:
Site Allocations

SITE ALLOCATIONS

Table 9: Site Allocations

SITE ALLOCATION REFERENCE	SITE ALLOCATION NAME	PAGE NUMBER
SA1.1	Hackney Wick Station Area	195
SA1.2	Hamlet Industrial Estate	197
SA1.3	Hepscott Road	198
SA1.4	Neptune Wharf	200
SA1.5	East Wick and Here East	201
SA1.6	Sweetwater	202
SA1.7	Bartrip Street South	203
SA2.1	Chobham Farm	216
SA2.2	East Village	217
SA2.3	Chobham Manor	218
SA2.4	Chobham Farm North	219
SA3.1	Stratford Town Centre West	233
SA3.2	Stratford Waterfront North	235
SA3.3	Stratford Waterfront South	237
SA3.4	Greater Carpenters District	238
SA3.5	Bridgewater Road	240
SA3.6	Rick Roberts Way	241
SA4.1	Bromley-by-Bow	252
SA4.2	Sugar House Lane	254
SA4.3	Pudding Mill	256
SA4.4	Three Mills	258
SA4.5	Bow Goods Yards (Bow East and West)	260



SUB AREA 1 HACKNEY WICK AND FISH ISLAND

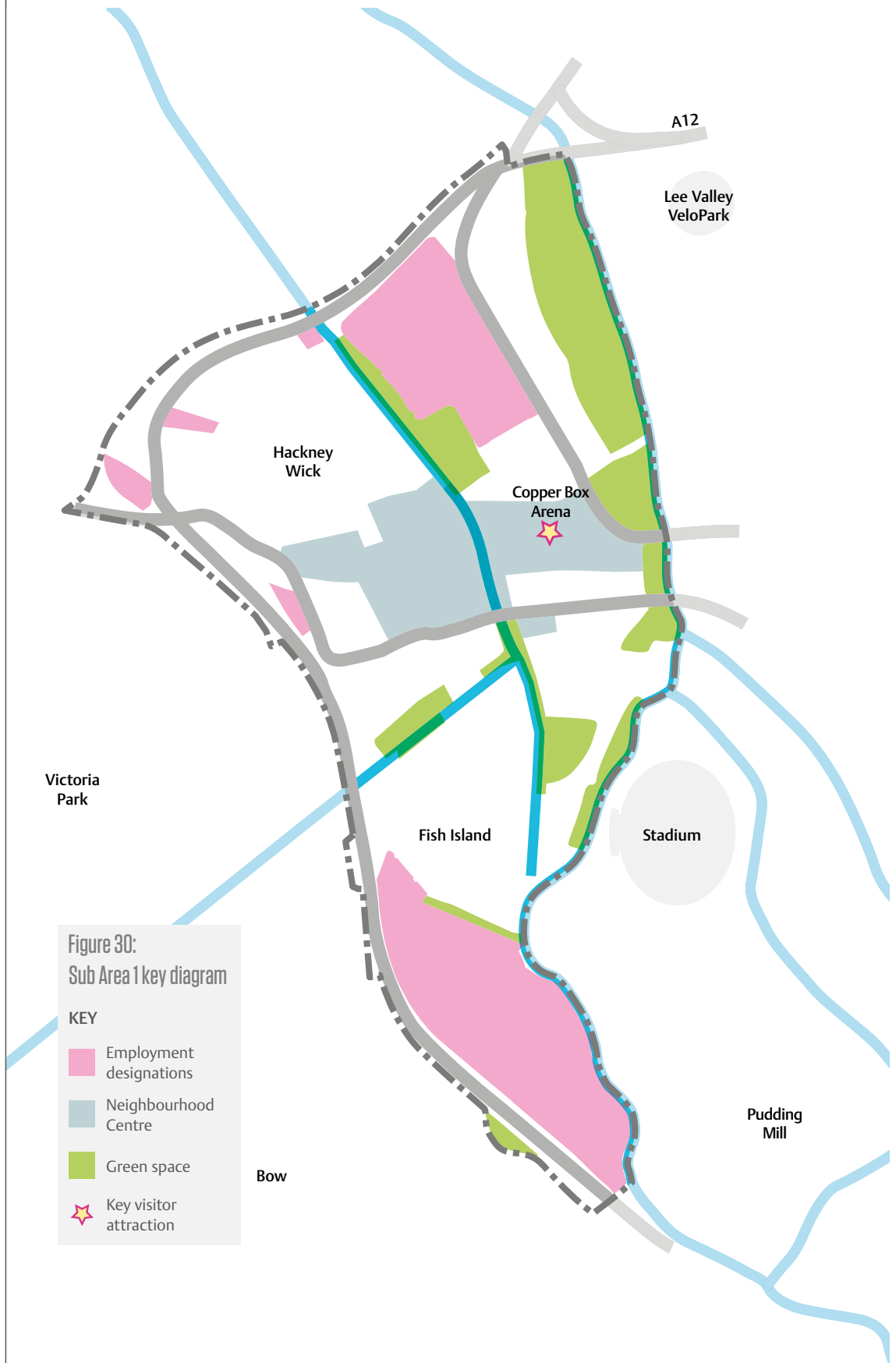
Vision

VISION

Hackney Wick and Fish Island will become a more vibrant, diverse and well connected series of mixed and balanced neighbourhoods with places of social, cultural and economic activity. The established residential areas in the north, historic character in the centre, and industrial areas to the south, will have been complemented by a mix of new homes, employment floorspace and community facilities around and within buildings of historic interest, a new Neighbourhood Centre and the upgraded railway station.

These will be served by and have direct access to the open spaces and world-class sporting facilities of Queen Elizabeth Olympic Park. A new digital quarter of hi-tech, media, broadcasting and education activities will be clustered within and around Here East, with potential designation of Hackney Wick and Fish Island as a Creative Enterprise Zone, this will be complemented by a significant presence of creative and cultural industries producing bespoke and artistic products west of the Lee Navigation.





Area profile

10.1

Hackney Wick and Fish Island represents a significant opportunity to integrate and connect areas of new development and new communities with established communities and an existing concentration of businesses and creative and cultural industries. The area has the potential to accommodate many new homes and to create a genuine and vibrant mix of business, retail, service and community uses. An integral part of this is the creation of a new Neighbourhood Centre around an upgraded Hackney Wick Station. This will ensure that the area is well served by shops and services alongside other local facilities, and help deliver improved connections along streets and bridges to Queen Elizabeth Olympic Park and other clusters of activity such as Roman Road. Here East will complement this by providing a regionally important focus for technology and education that attracts further creative and cultural industries to the area.

10.2

Hackney Wick and Fish Island has the potential to become a diverse location, driving a significant element of business and employment growth, alongside the delivery of new homes, open spaces, education and community facilities. The character of this new development must draw upon and respect the form and character set by the existing streets and buildings within the area. The Hackney Wick and Fish Island area has the potential to evolve into a more sustainable series of communities but still retain its unique identity and sense of place by using its architectural and historic legacy to inform new development. This new development will be supported and serviced by a Neighbourhood Centre and benefit from the area's industrial heritage, waterside setting, improved transport infrastructure and sporting, leisure, cultural and education facilities within Queen Elizabeth Olympic Park.





Area priorities

10.3

The priorities for Sub Area 1 have been derived from the analysis of the Sub Area. The policies and allocations within this section are tailored to address these priorities and achieve the objectives of the Local Plan within the context of Hackney Wick and Fish Island.

Heritage-led regeneration and high-quality design: Ensuring that proposals for development are designed to respond to heritage assets, and where possible, restore and reuse those assets in a way that reinforces and celebrates their historic significance. Heritage assets are intrinsic to both the historic identity and urban fabric of Hackney Wick and Fish Island, and the Legacy Corporation considers them essential to delivering heritage-led regeneration within this area. Following an exemplary approach to urban, architectural and landscape design will ensure that new residential and employment floorspace is of the highest quality. Proposals for development within the Sub Area must restore heritage assets, and sustain the heritage value within Hackney Wick and Fish Island.

Creative and productive employment: Protecting creative and cultural industrial uses that support the continuation of Hackney Wick and Fish Island's entrepreneurial and enterprising work culture. The Legacy Corporation in its role as Local Planning Authority will support the creative and cultural industries that combine to give Hackney Wick and Fish Island its distinctive sense of place. It will also promote development that incorporates a range of employment floorspace including 'affordable workspace, low cost business space, managed workspace, incubator, accelerator and co-working space suitable for small and medium enterprises. Hackney Wick and Fish Island contains nearly 40 per cent of the employment land within the Legacy Corporation area, and a significant proportion of its individual businesses.

Mix of uses: Accommodating a range of employment uses and a significant increase in residential floorspace and community facilities. This Sub Area provides a number of opportunities for re-development in the form of cleared sites and where there are buildings of lower architectural and townscape quality. These should deliver a range of uses through contemporary schemes that are informed by an understanding and evaluation of the area's defining characteristics. Development should not prejudice the comprehensive regeneration of the area through piecemeal proposals.

Neighbourhood Centre: Establishing a new Neighbourhood Centre to provide a focus for retail, community, leisure and service uses, and improving the amenities of the area to support both existing and new residential communities. In order to support the amount of development envisaged within this Sub Area, the area around Hackney Wick Station and the Copper Box Arena is designated as a Neighbourhood Centre within this Local Plan. This will facilitate the delivery of the retail, community and leisure facilities that are crucial to support the demand that will arise from an increase in people living and working in the area. This designation will also help to ensure that existing industry and amenities are retained, and that the area can capitalise on the increased footfall that will be generated between the Here East digital quarter and an improved Hackney Wick Overground Station. The Legacy Corporation anticipates that the Neighbourhood Centre will become a destination and the point at which routes and spines of activity meet.

Clusters of activity: Promoting places where public and employment uses animate the private and public realm. To the east, across the Lee Navigation, there is an employment cluster to support the ongoing development of a technology cluster and associated creative businesses at Here East. This provides flexible business/studio floorspace, a data centre, retail uses, and conference and education facilities in the former International Broadcast Centre (IBC) and Main Press Centre (MPC). Here East will provide an incubator and accelerator space for start-up businesses, and will create more than 5,000 jobs within a new quarter for London that supports the growth of the digital and creative industries.

Connectivity: Repairing movement networks by creating new streets, better pedestrian and cycle routes across the A12 and the waterways, and enhancing access to an upgraded Hackney Wick Station. Local connectivity needs to be improved by repairing, extending and enhancing the existing street pattern to deliver a more coherent and legible movement network. Priority will be given to pedestrians, cyclists and public transport. Employment areas in Hackney Wick and Fish Island currently have poor access to local facilities and amenities. Despite the Sub Area having good access to the road network, there is a need to improve access to local public transport and the adjacent waterways, and to the Lee Valley Regional Park and other local open spaces outside the Legacy Corporation area.

Waterways and open spaces: Enhancing the waterside environment and facilitating the provision of publicly accessible open spaces and the activation of the Blue Ribbon Network. A significant proportion of the Sub Area lies within the Lee Valley Regional Park and is situated at the southern extent of a continuous area of open spaces and waterways. Opportunities for informal leisure on and along the waterways should be provided. As part of the public realm improvements for Hackney Wick and Fish Island, a Canal Park runs along the entire western edge of Queen Elizabeth Olympic Park adjacent to the Lee Navigation. This is a local park and a critical piece of public realm for Queen Elizabeth Olympic Park and Hackney Wick and Fish Island. The park accommodates a varied set of landscapes and routes, providing a consistent and active edge to the canal. The design for the Canal Park responds to the ecology, history and diverse heritage of the Lower Lea Valley and helps to meet the needs of existing and future communities including East Wick and Sweetwater.

Strategic Links: Safeguarding the Bow Midland West Rail site for rail use and promoting access to the surrounding road network. Further south in Fish Island, there is a Strategic Industrial Location (SIL) designation that incorporates the safeguarded Bow Midland West Rail site (as identified on the Policies Map). New development should not adversely affect existing businesses and should be designed to take account of their existence and their existing and future operational requirements, particularly where those businesses are located within the designated employment clusters.

Communities: Delivering and integrating development that benefits and connects to existing communities, such as those living within or around Hackney Wick, Fish Island, Wick Village and Trowbridge Estate. Residents within these areas currently lack sufficient access to small-scale retail and community uses. Therefore new development should cater for their needs as well as those arising from new residential development.

Flooding: Parts of Hackney Wick and Fish Island are at risk of fluvial flooding from the River Lee Navigation. To ensure future growth in this area is sustainable, development proposals will need to incorporate appropriate flood mitigation measures in accordance with Policies S.10 and S.11 and the guidance within the most up to date strategic flood risk assessments for this area (see evidence base list at page 172 for the current assessments) and the most up to date flood modelling held by the Environment Agency.

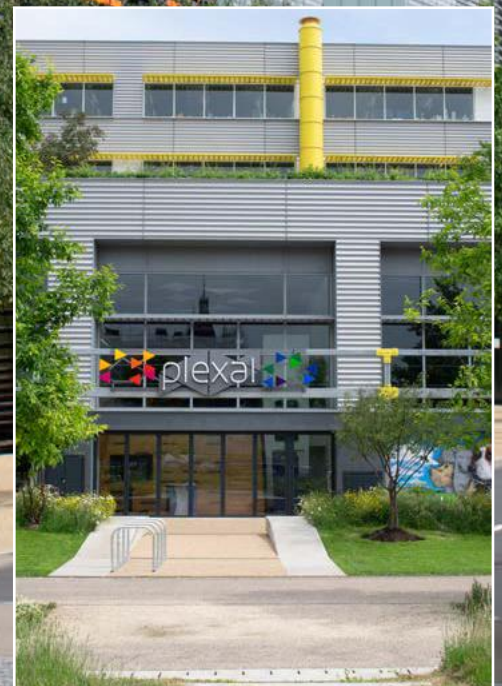


HERE EAST – SIL (STRATEGIC TECHNOLOGY CLUSTER)

The 2012 Games time Press and Broadcast Centres in the North West of the Queen Elizabeth Olympic Park have been transformed into Here East providing a mix of studio, business, office, accelerator, education and cultural space, with 5,000 jobs when fully occupied. See Policy B.1 and Table 3 (B.1a1).

Current occupiers and operators include:

- Broadcast and production, including BT Sport
- Plexal Innovation Centre
- V&A research and learning hub and storage facility
- Higher education and research (including University College London and Loughborough University)
- Ford Innovation Office
- Studio Wayne McGregor
- The Trampery on the Gantry – 21 free standing affordable workspace studio’s (focused on local creative businesses).
- Event and conference facilities



Policy 1.1: Managing change in Hackney Wick and Fish Island

POLICY

Proposals for development within Sub Area 1 will be considered acceptable where they:

1. Maintain the overall amount of existing employment floorspace (B Use Class), including that used by creative and cultural industries and operating as low-cost and managed workspace (in accordance with the provisions outlined under Policies B.1 and B.4)
2. Propose employment floorspace falling within B1 (a), B1 (b), B1 (c) Use Classes inside the Neighbourhood Centre, and B1 (b), B1 (c), B2 and B8 Use Classes outside it
3. Within the Neighbourhood Centre boundary, includes floorspace for local retail, cultural and other leisure use (within Use Classes A1-A5 and D1-D2). Outside of the boundary retail and leisure uses should be small scale and serve an immediately localised need
4. Restore and reuse heritage assets for employment or other uses.

Cross-reference to policies: B.1; B.4

Reasoned justification

10.4

Proposals for development within Hackney Wick and Fish Island must protect the existing industrial and economic base of the Sub Area and enhance its overall vitality.

Policy application

10.5

Proposals for development should be brought forward as part of a comprehensive and integrated approach, particularly within the Hackney Wick Station Area allocation boundary. A mixture of approaches to the layering and integration of uses is likely to maintain the area's interesting character and deliver an appropriate balance of uses. The balance of uses within proposals for mixed use development will be assessed on the basis of the overall viability of a proposal and any other overriding factors.



Policy 1.2: Promoting Hackney Wick and Fish Island's unique identity and appearance

POLICY

Proposals for development within Sub Area 1 will be considered acceptable where they:

1. Reinforce local distinctiveness by incorporating high-quality and distinctive architecture that uses durable and suitable materials which reference the area's industrial past
2. Enhance existing yards and poor-quality and under-used passages and streets
3. Create new open spaces that complement the identity of the area
4. Allow for future changes in use through flexible design
5. Respect the contribution made by cultural and creative industries to the identity, culture and character of the area.

Cross-reference to policies: BN.1; BN.2; BN.8; BN.17; T.9
Sub Area Policy: 1.4

Reasoned justification

10.6

Proposals for development within the Sub Area should reference and reinforce its local distinctiveness and use it as a driver for economic, environmental and heritage-led regeneration. The overall aim is to deliver place-specific development that is well designed for its context.

Policy application

10.7

Development must support long-term heritage-led regeneration through positive high-quality development that takes account of the baseline information and relevant design principles within the Hackney Wick and Fish Island Design and Planning Guidance.



Policy 1.3: Connecting Hackney Wick and Fish Island

POLICY

Proposals for development within Sub Area 1 will be considered acceptable where they:

1. Relate well to key nodes of public activity and routes
2. Enable access to north-south walking routes between Wallis Road and Monier Road
3. Provide active frontages along streets and public routes
4. Connect with existing/proposed bridges where possible
5. Offer passages through yards and building plots where appropriate and support the creation of a new network of pedestrian passages and streets
6. Improve connections across and into the area, including through the provision of new bridges across waterways and the A12, where appropriate.

Cross-reference to policies: T.1; T.2; T.3; T.5; T.6; T.9; T.10

Reasoned justification

10.8

With a new foot and cycle bridge built at Wallis Road to connect to East Wick and Here East, the planned route that will cut under Hackney Wick Station, and a vehicular bridge planned to connect Monier Road to Sweetwater, the most significant barriers to movement left within and through Sub Area 1 are the A12 to the west and the limited options for north-south movement across the Hertford Union Canal. The potential development sites identified as Site Allocations present opportunities to improve the existing movement network and, in some cases, provide new infrastructure, including bridges, to help overcome these remaining barriers. The overall aim is to achieve new and enhanced walking, cycling and vehicular routes that intersect with open spaces and nodes of public activity. Together, these improvements will help create a more legible and permeable sense of place.

Policy application

10.9

New bridges and underpasses should be delivered to overcome the physical severance imposed by the waterways, railway embankment, A12 carriageway and the industrial sites either side of the Hertford Union Canal. This will improve the fragmented route network, encourage the use of streets and sustainable modes of transport, and promote pedestrian movement along routes that provide natural surveillance. New connections, particularly those within larger development sites, should be supported by new or enhanced green spaces that animate the public realm at key intersections.

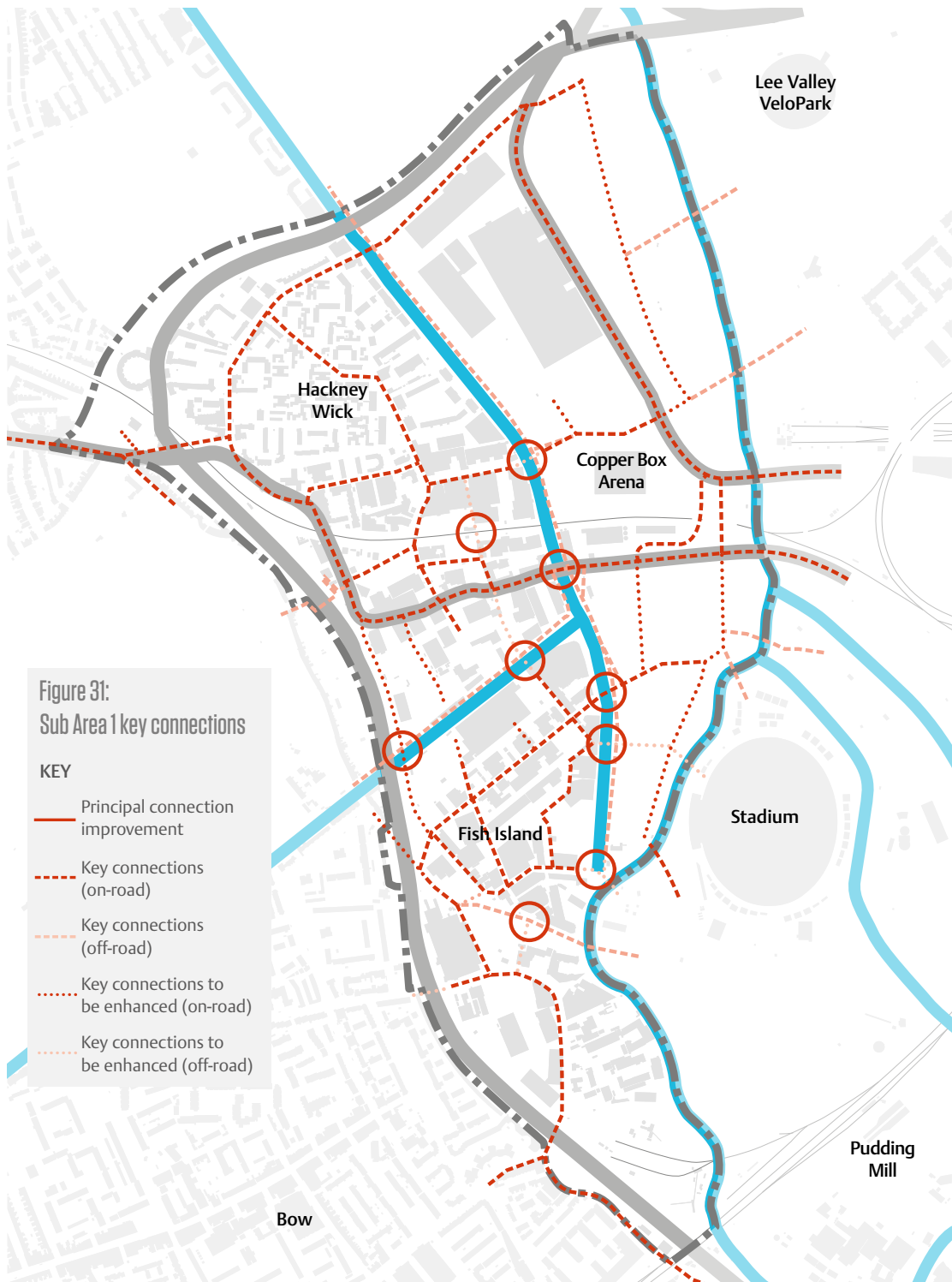


Figure 31:
Sub Area 1 key connections

KEY



- Principal connection improvement
- - - Key connections (on-road)
- - - Key connections (off-road)
- - - Key connections to be enhanced (on-road)
- - - Key connections to be enhanced (off-road)



Lee Valley
VeloPark

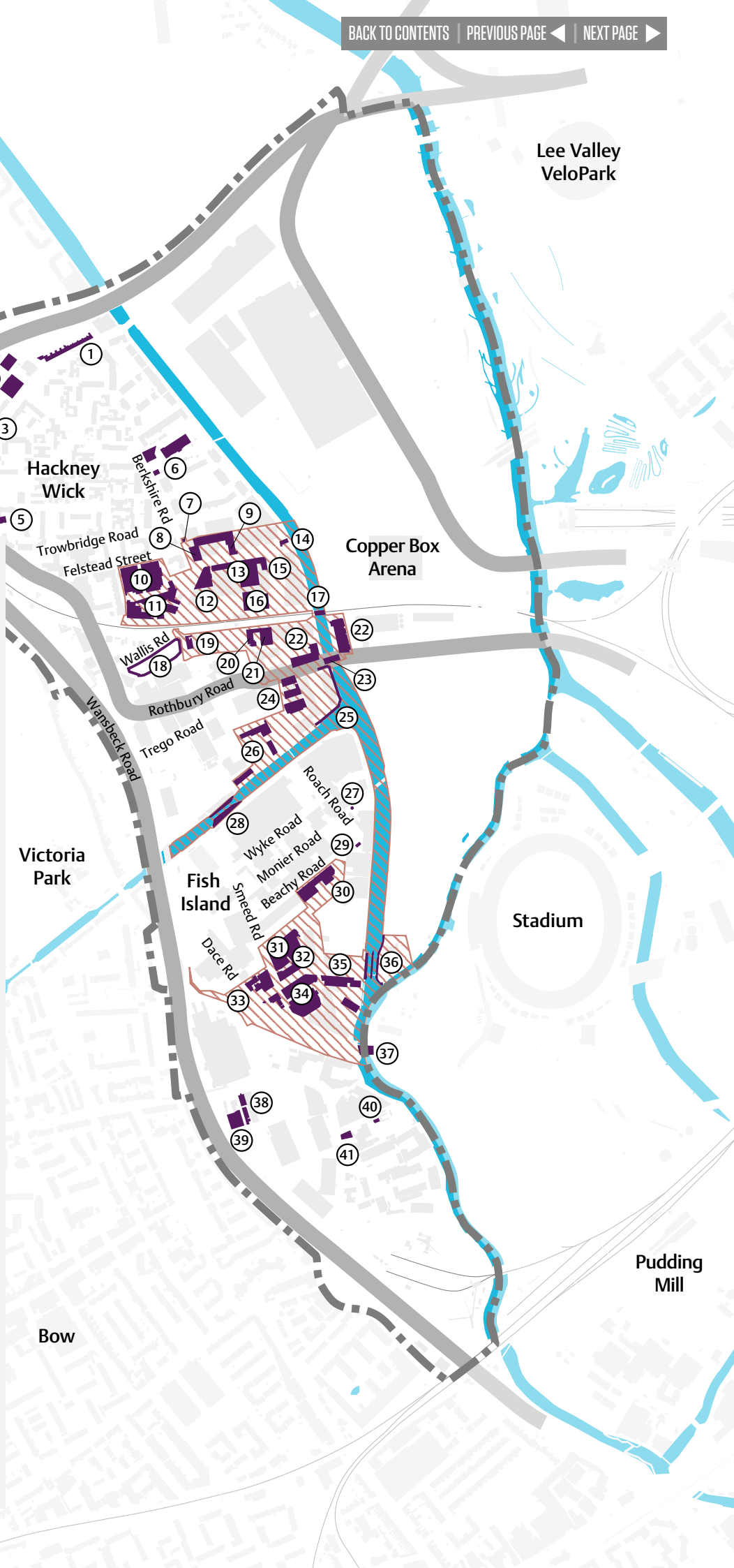
Figure 32:
Heritage assets situated within Sub Area 1

KEY

-  Heritage buildings/ structures
-  Conservation areas

- 1 61 to 79 Eastway
- 2 The Old Baths
- 3 Trafalgar Mews
- 4 St Mary of Eton Church
- 5 32a Eastway
- 6 Gainsborough School
- 7 Sewer vent pipe
- 8 Warehouse at corner of Wallis Road and Berkshire Road
- 9 Central Books and Rubber Works
- 10 Oslo House
- 11 Lion Works
- 12 Former Carless Institute
- 13 Spiegelstein buildings/Daro Works
- 14 Eton Mission Rowing Club
- 15 88 Wallis Road
- 16 86 Wallis Road
- 17 Railway bridge over Lee Navigation
- 18 Hope Chiminal Works Wall
- 19 Lord Napier public house and adjacent housing
- 20 Everett House
- 21 14 Queen's Yard
- 22 Queens Yard and Kings Yard/ Energy Centre (former Clarnico Works)
- 23 Carpenter's Road Bridge
- 24 92 White Post Lane
- 25 Boundary wall to the Hertford Union Canal
- 26 McGrath House and Outbuildings
- 27 Carlton Chimney
- 28 Bottom lock of Hertford Union Canal
- 29 Former Timber Yard Gatehouse
- 30 Broadwood's Piano Factory
- 31 Algha Works
- 32 Wick Lane Rubber Works (East)
- 33 Wick Lane Rubber Works (West)
- 34 Britannia Works
- 35 Swan Wharf
- 36 Old Ford Lock
- 37 Northern Outfall Sewer Bridge
- 38 Former Christ Church Mission and Sunday School
- 39 Former Glass Bending Factory
- 40 Former Ammonia Works Warehouse
- 41 Public House, 421 Wick Lane

For further detail please refer to the HW and FIWPL Conservation Area Appraisals



Hackney Wick

Copper Box Arena

Victoria Park

Fish Island

Stadium

Bow

Pudding Mill



SECTION 10 SUB AREA 1



Policy 1.4: Improving the public and private realm in Hackney Wick and Fish Island

POLICY

In order to ensure that development benefits from the positive qualities of the public and private realm within Sub Area 1, proposals for development will only be considered acceptable where they:

1. Relate well to waterways, green infrastructure and Queen Elizabeth Olympic Park
2. Contribute to the provision of green infrastructure and urban greening
3. Promote pedestrian access to, across or along historic canal and river frontages.

Cross-reference to policies: SP.3; S.9; BN.2; T.9; T.6

Sub Area Policies: 1.2; 1.3

Reasoned justification

10.10

Hackney Wick and Fish Island has a mix of private, semi-public and public open spaces that will inevitably undergo a degree of transition over the coming years. It is important that this change respects, retains and contributes towards the positive characteristics of the public realm that are unique to this area.

Policy application

10.11

Proposals for development should have regard to the historic urban grain and street pattern within the area and demonstrate that their form and function relates well to this and other areas of existing public realm. Areas of new public realm will need to integrate well with the existing street network, waterway frontages, and green spaces.



Application of Policy BN.5 within the sub area

10.12

The prevailing height of development within Sub Area 1 has been established at 20 metres above ground level, equating to approximately 4-6 storeys of development. This is represented through a range of intermittent building heights that together form a unique arrangement that contributes to the area’s townscape. Policy BN.5 sets out the approach that will need to be applied both in designing new development and in assessing planning applications where this is proposed to exceed this height. Aside from limited variations, it is expected that new development will remain at or below this level. Within the boundaries of Hackney Wick Neighbourhood Centre, Policy BN.5 identifies the centre function and transport connections as being a potential justification for achieving an element of greater height and density provided the character of the area, particularly within the Hackney Wick Conservation Area, is not harmed. Table 10 below specifically sets out the height above which the policy test set out in Policy BN.5 will apply.

Table 10: Prevailing building heights in Sub Area 1 (heights in metres above existing ground level)

Hackney Wick and Fish Island (Sub Area 1 as a whole)	20 metres
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Site Allocation SA1.1: Hackney Wick Station Area

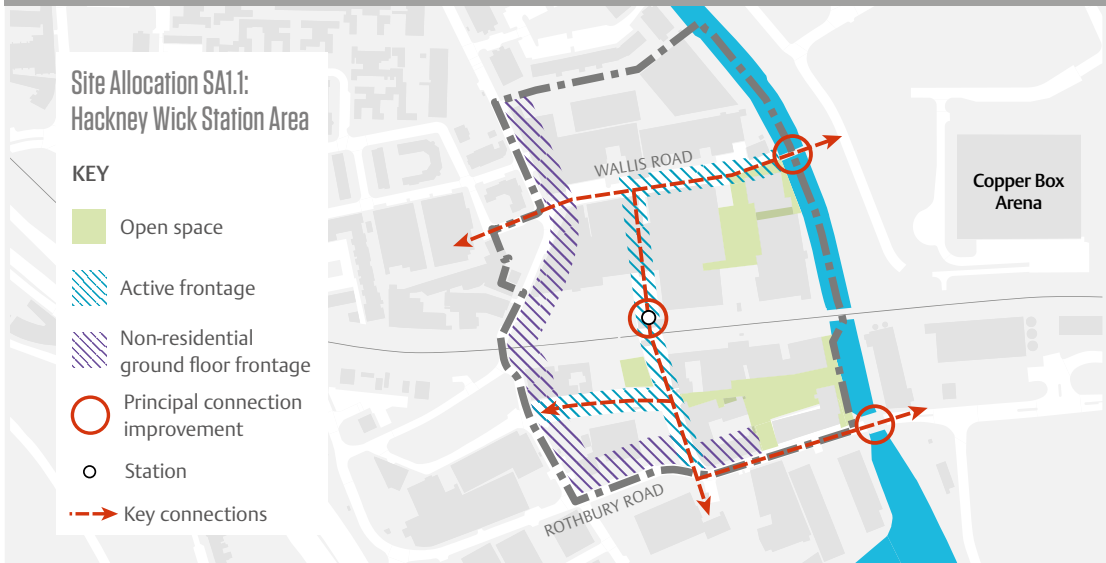
SITE ALLOCATION

An area around Hackney Wick Station supporting comprehensive employment-focused mixed-use development, including a significant number of new homes complemented by new retail, leisure, food/drink and community facilities. Development should deliver a mix of uses around the rebuilt Hackney Wick Station, integrate with established retail frontage at Felstead Street and Prince Edward Road, and utilise buildings of heritage value.

- Development will be focused around the improved station at Hackney Wick, with active uses concentrated in clusters on primary routes connecting Hackney Wick, Fish Island, Sweetwater and East Wick
- The overall amount of existing employment floorspace (B Use Class) within the allocation boundary must be maintained, with a particular emphasis on retaining and providing for creative and cultural industries and any other businesses that are compatible with residential use
- Conflict between uses should be avoided by consolidating compatible uses together and mitigating potential impacts through careful design
- Yard spaces should be predominantly either residential or employment/ workspace focused
- New retail uses should be mainly focused around the station
- Avoid ground-floor residential use where assessed flood-risk levels indicate such use is inappropriate
- Key locations for public activity and local amenities should be at the points of connection between the four neighbourhoods (Hackney Wick, Fish Island, Sweetwater and East Wick), i.e. clustered around bridges and connections below the railway
- A new direct and legible north-south connection which structures the heart of the area should be delivered between Wallis Road and Monier Road, integrated with Hackney Wick Station and an improved bridge over the Hertford Union Canal extending from Roach Road
- A fine grain of streets, passageways and yards should be established that should create informal secondary connections to the canal edge
- Existing streets should be reinforced with strong building edges and active ground floors
- Where there is no continuous towpath along a canal edge, a series of new public spaces should be created which provide public access to the water and which also integrate informal connections between adjacent bridges, streets, passages or yards
- New tall buildings should not be located adjacent to or compete with existing taller buildings such as that housing Central Books
- Massing should respond to adjacent existing and proposed public spaces and buildings
- Development should preserve or enhance the Conservation Area and, where outside, enhance its setting.

Site Allocation SA1.1: Hackney Wick Station Area (continued)

SITE ALLOCATION



Supporting development principles

Mix

- Development should retain or re-provide existing employment floorspace classified as B1 Use Class (business)
- Development should re-provide employment floorspace falling within the B2 to B8 Use Classes, as B1 Use Class (business) and/or B2 Use Class (general industry). B2 uses should be compatible with mixed use development
- Workspace provision should be provided at both upper and ground-floor levels to acknowledge the variety of workspace typologies
- Queen’s Yard will act as a high-quality public space defined by a mixture of cultural and public uses that complement existing uses such as The White Building and the Yard Theatre.
- The site allocation is expected to yield a minimum of 800 new homes with an affordable housing threshold of 35 per cent in accordance with Policy H2.

Movement

- New passages connecting pockets of public space should create a varied sense of enclosure
- Narrower passages should be framed by lower buildings (of two to three storeys) to create an asymmetrical street section.

Scale

- Development should make a positive contribution to the characteristics and composition of views within and to/from the area.

Appearance

- Buildings should be detailed to create a sense of weight, solidity and permanence, with brick and masonry as the predominant façade material
- Public realm design should be simple and refined employing a reduced palette of high-quality robust materials
- Generally, continual roof forms should be employed. Where an articulated roof form is proposed, it should be an integrated part of the architectural character and not compete with the setting of existing buildings.

Phasing and implementation

Delivery on site from 2016 onwards.

Relevant planning history

- Hackney Wick Masterplan 16/00166/OUT
- White Post Lane and Wallis Road – Hackney Wick Hub Scheme (LPA ref LTGDC-11-062-OUT)
- Upgrade and improvement works to Hackney Wick Station (14/00275/FUL)

Address

Site address: Area to the east and west of the Lee Navigation around Hackney Wick Station

Existing uses: Employment/cultural/creative/retail/residential

Size: 6.3 ha

PTAL rating: 3

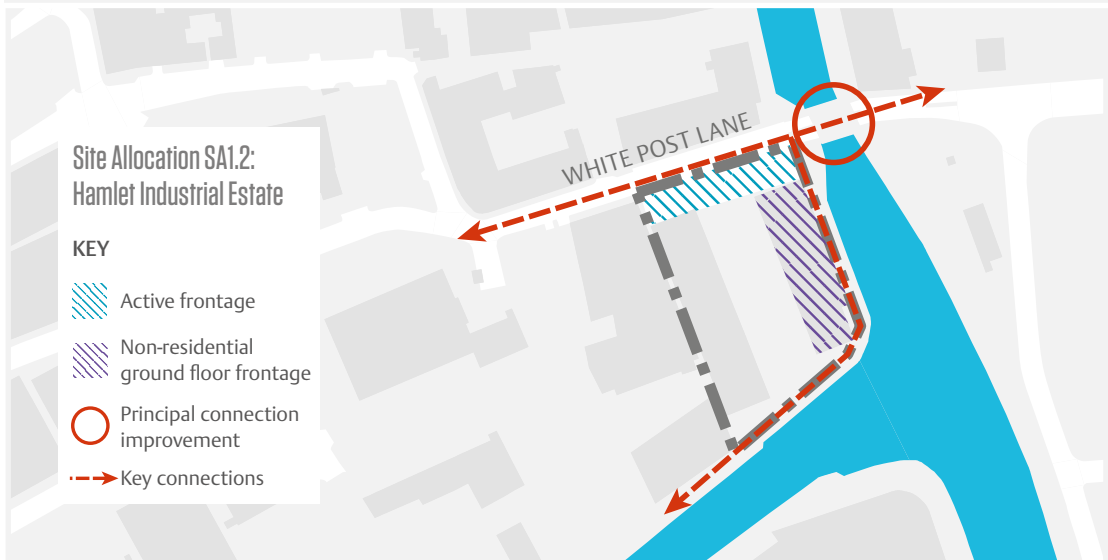
Flood Zone: 1–3 (areas to the west of the Lee Navigation are within Flood Zones 2 and 3)

Site Allocation SA1.2: Hamlet Industrial Estate

SITE ALLOCATION

Mixed-use development including employment and residential floorspace complemented by restaurants/cafes.

- Avoid ground-floor residential use where assessed flood-risk levels indicate such use is inappropriate
- Development should improve access to the lower-level towpath along the western bank of the Lee Navigation Canal. There is an opportunity for a public use on this key corner
- New development should vary in height
- Development should respond to the height and massing of the immediate context
- Enhance natural surveillance of the surrounding towpath.



Supporting development principles

- Utilise access to White Post Lane and Queen Elizabeth Olympic Park (using the Lee Navigation vehicular bridge)
- New development should engage with the established townscape of juxtaposed tall and low buildings, such as the relationship between The White Building and Mother Studios
- New proposals should positively engage with 92 White Post Lane through both architectural character and urban design
- Cultural and public uses should be located at the interface of White Post Lane and the Lee Navigation crossing, and have a strong relationship to a public space on the canal edge
- The site allocation is expected to yield a minimum of 100 new homes with an

affordable housing threshold of 50 per cent in accordance with Policy H2.

Phasing and implementation
2020 onwards.

Relevant planning history
Not applicable.

Address

Site address: Site with White Post Lane to the north, Lee Navigation to the east, Hertford Union Canal to the south

Existing uses: Light Industrial Units

Size: 0.4 ha

PTAL rating: 3

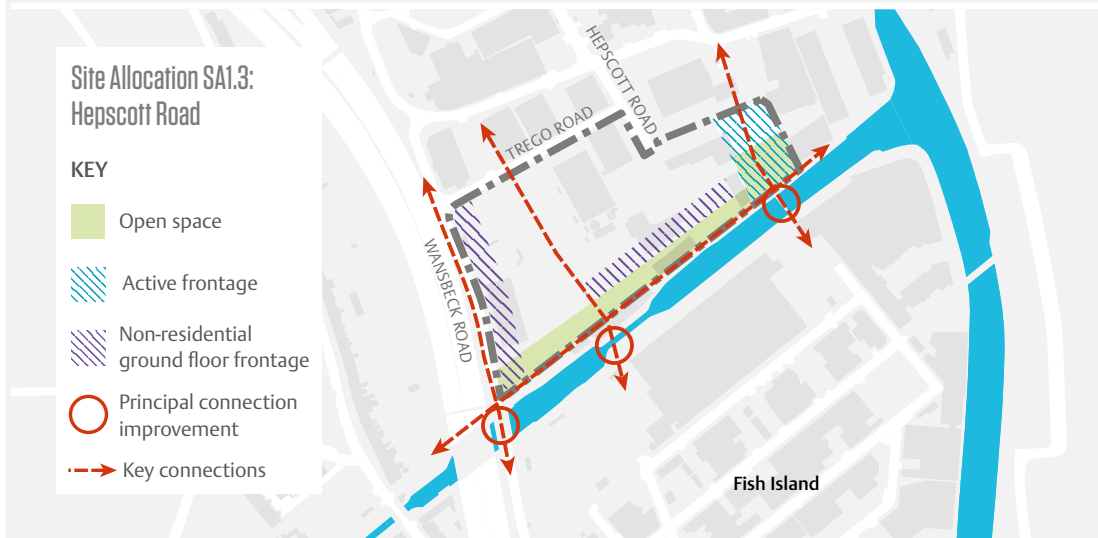
Flood Zone: 2 and 3 (Flood Zone 3 only along far-eastern edge of site)

Site Allocation SA1.3: Hepscott Road

SITE ALLOCATION

Comprehensive mixed-use development including employment, residential, creative and cultural uses and a linear park.

- Development should provide new walking and cycling routes through the site providing connections to the Hertford Union Canal towpath, Roach Point Bridge, and Hackney Wick Station
- Development should respond positively to the waterside setting, enhance the character of the canal and enhance strategic views west towards central London
- Proposals should provide a high-quality frontage and deliver public realm improvements to Wansbeck Road
- Development should enable the delivery of improved or new north-south connections across the canal
- Form, connectivity and delivery of development needs to be considered with the Neptune Wharf site opposite
- Any proposal that does not safeguard the existing waste capacity should be resisted unless it can be demonstrated this capacity can be more efficiently re-provided elsewhere within London and otherwise meets the requirements of Policy S.7 of this Plan.
- Retain and reuse buildings of heritage value. These buildings should anchor new routes, frontages and public spaces
- Development should preserve or enhance the Conservation Area and, where outside, enhance its setting.



Supporting development principles

- Development should provide a new linear park of approximately 1.2 ha, to serve the wider area.
- The site allocation is expected to yield a minimum of 475 new homes with an affordable housing threshold of 35 per cent in accordance with Policy H.2 and extant planning permission.

Phasing and implementation
2020 onwards.

Relevant planning history

- Mcgrath Works Depot 16/00451/OUT
- 25 Trego Road 17/00225/FUL

Address

Site address: Site with Trego Road and Hepscott Road to the north, Hertford Union Canal to the south and Wansbeck Road to the west

Existing uses: Waste Transfer Site

Size: 2.8 ha

PTAL rating: 3

Flood Zone: 1, 2 and 3

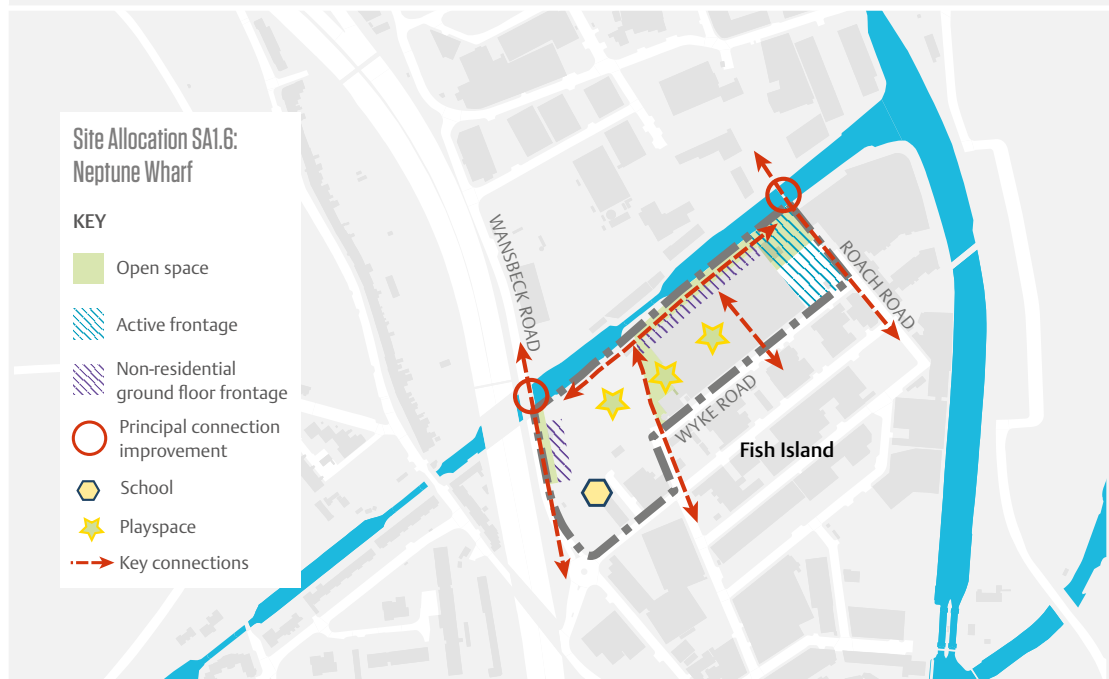


Site Allocation SA1.4: Neptune Wharf

SITE ALLOCATION

Comprehensive, phased, mixed-use medium density residential development incorporating public open space and land for a future primary school to help meet education needs arising across Fish Island.

- Focus active frontages/retail uses around public open space and the waterfront
- Ensure improved permeability with the creation of new north-south and east-west public routes through the site, including a new access and visual connection to the Hertford Union Canal from the south
- Ensure building footprints and open spaces allow for future enhanced walking and cycling connections across the canal
- Building heights must provide a transition from a frontage height of six storeys along the Hertford Union Canal down to four to six storeys along Wyke Road.



Supporting development principles

- Development should include 0.44 ha of land for a future primary school (three-form entry) and at least 0.8 ha of public open space
- Workspace should be focused around internal yards or on-street.
- The site allocation is expected to yield a minimum of 520 new homes with affordable housing being delivered in accordance with the current planning permission.

Phasing and implementation

Delivery on site from 2015/16 onwards.

Relevant planning history

Application reference: 12/00210/OUT. Permission for up to 522 residential units.

Address

Site address: Site with Hertford Union Canal to the north, Roach Road to the east, Wyke Road to the south and Wansbeck Road to the west

Size: 2.5 ha

PTAL rating: 2-3

Flood Zone: 1

Site Allocation SA1.5: East Wick and Here East

SITE ALLOCATION

Employment, technology and education cluster and comprehensive, phased mixed-use development, including residential, employment, retail, leisure and community floorspace.

- Development should include two new nurseries
- Development should relate well to Hackney Wick Neighbourhood Centre and Canal Park
- Development should provide a gateway to Queen Elizabeth Olympic Park and establish a high-quality frontage that engages with both the Lee Navigation and Queen Elizabeth Olympic Park
- Development should support the continuation of direct east-west connections from Hackney Wick and Fish Island to the primary school and Queen Elizabeth Olympic Park
- Routes between East Wick and the Neighbourhood Centre should provide frontages to support the generation of active ground-floor uses.
- Development should support the employment, media, education, technological and creative functions of Here East, including the intensification and redevelopment of under-utilised areas and subsidiary retail, leisure or other 'walk to' services (Table 3, B.1a1).

Site Allocation SA1.7: Eastwick and Here East

KEY

- Open space
- Active frontage
- Non-residential ground floor frontage
- Principal connection improvement
- School
- Playspace
- Key connections



Supporting development principles

- Where development is phased, introduction of appropriate interim uses is encouraged in accordance with Policy B.3
- Routes connecting East Wick and Hackney Wick Neighbourhood Centre should be attractive and legible
- The site allocation is expected to yield a minimum of 880 new homes with an affordable housing being delivered in accordance with the current planning permission.

Phasing and implementation 2018/19 onwards.

Relevant planning history

East Wick:

- The East Wick site was granted planning permission on 28 September 2012, subject to conditions and a Section 106 (S106) Agreement (LPA ref 11/90621/OUTODA)
Up to 96,097 sqm residential floorspace, approximately 880 homes
Up to 9,001 sqm employment (B1a and B1b/c) floorspace
Up to 4,725 sqm of retail (A1–A5) and leisure (D2) floorspace

Up to 6,888 sqm of community (D1) floorspace, including a new primary school and two nurseries.

Here East:

- Here East was granted planning permission on 25 February 2014, subject to conditions and a Section 106 (S106) Agreement (LPA ref 13/00534/FUM, 13/00536/COU and 13/00537/FUL)

Address

Site address: Land with Queen Elizabeth Olympic Park to the east, Copper Box to the south and the Lee Navigation to the west

Existing uses: Broadcast Centre

Size: 23.4 ha

PTAL rating: 3

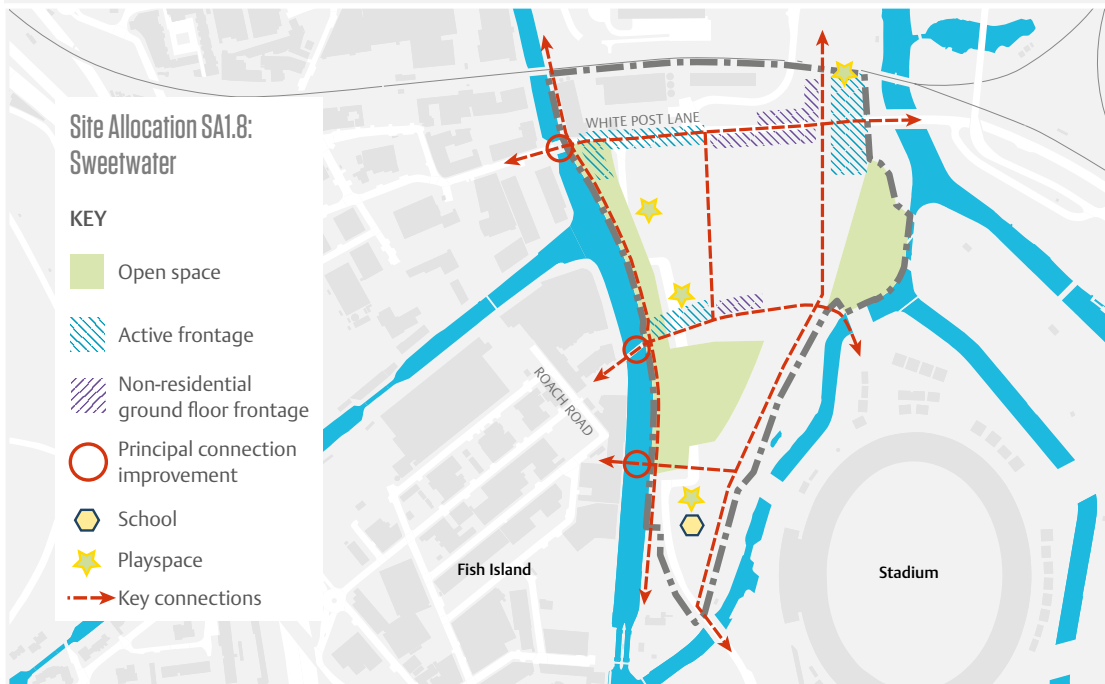
Flood Zone: 1

Site Allocation SA1.6: Sweetwater

SITE ALLOCATION

Comprehensive, phased mixed-use development, including residential, employment, retail and community floorspace (served by an existing primary school and incorporating a nursery, health centre and library).

- Development should relate well to Hackney Wick Neighbourhood Centre, Canal Park and the Stadium
- Development should support the continuation of direct east-west connections from Hackney Wick and Fish Island to the primary school and Queen Elizabeth Olympic Park
- New bridge links should be provided across the Lee Navigation that align with the street pattern of Hackney Wick and Fish Island.



Supporting development principles

The site allocation is expected to yield a minimum of 650 new homes with an affordable housing being delivered in accordance with the current planning permission.

Phasing and implementation

2021 onwards

Relevant planning history

- This site was granted planning permission on 28 September 2012, subject to conditions and a Section 106 (S106) Agreement (LPA ref 11/90621/OUTODA)
- Up to 67,730 sqm residential floorspace, approximately 650 homes

- Up to 1,065 sqm of employment (B1a) floorspace
- Up to 2,576 sqm of retail (A1–A5) floorspace
- Up to 8,410 sqm of community (D1) floorspace, including:
 - nursery, health centre, library.

Address

Site address: Area east of the Lee Navigation, south of the London Overground railway Line

Existing uses: Vacant site

Size: 11.2 ha

PTAL rating: 2

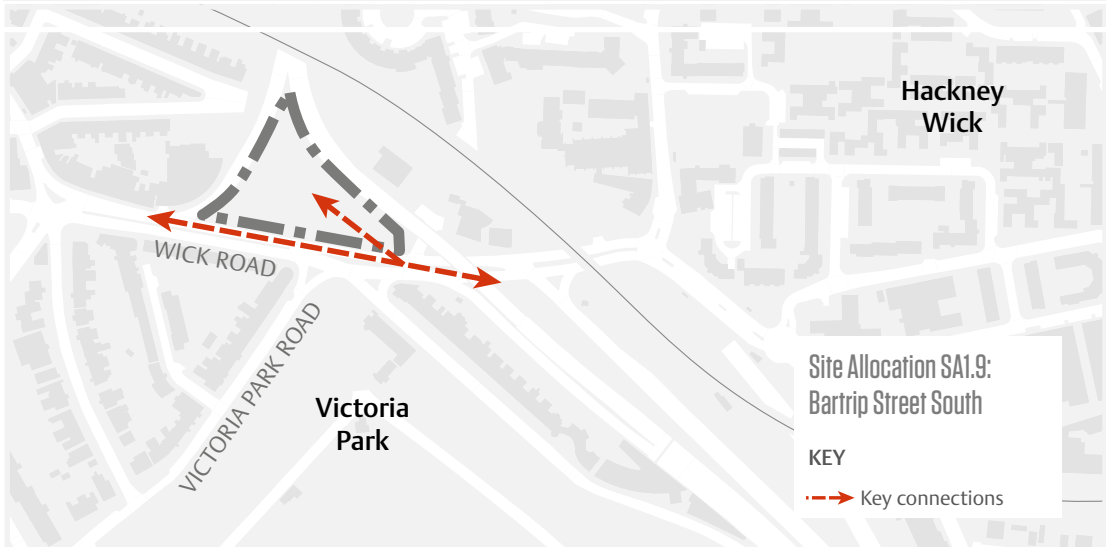
Flood Zone: 1

Site Allocation SA1.7: Bartrip Street South

SITE ALLOCATION

Land with potential for gypsy and traveller site. Development should:

- Make provision for at least seven gypsy and traveller pitches
- Design must incorporate noise mitigation measures.



Supporting development principles

- Development should be stepped back from surrounding roads and orientated towards Wick Road
- Development should maintain the green amenity and green infrastructure value of the site and existing vegetation where appropriate
- The site should be accessed from the corner of Bartrip Street/Wick Road.

Phasing and implementation

Delivery on site is expected to meet the first five-year requirements for pitches (between 2020–25).

Relevant planning history

Not applicable.

Address

Site address: Triangle of land at Bartrip Street, to the north of Wick Road

Existing uses: Former operational land

Size: 0.42 ha

PTAL rating: 3

Flood Zone: 1



Signposting

Other designations applying to this Sub Area are:

Employment Clusters B.1a1, B.1a2, B.1a3, B.1b1, B.1b2, B.1b3, B.1b4, B.1b5 – see Policy B.1

Metropolitan Open Land – see Policy BN.7

Local Open Space – see Policy BN.8, Figure 15, Table 7 and the Policies Map.

Hackney Wick Neighbourhood Centre – see Table 4

Evidence base references

The London Plan. The Spatial Development Strategy for London consolidated with alterations since 2011 (Greater London Authority, 2015)

Draft new London Plan (Greater London Authority, 2017)

Mayor's Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)

Hackney Wick and Fish Island Design and Planning Guidance (LLDC, 2013)

Infrastructure Delivery Plan (LLDC, 2013)

Revised Infrastructure Delivery Plan (LLDC, 2018)

Combined Economy Study Part A(i) - Employment Land Review (March 2018)

Combined Economy Study Part A (ii) - Business Survey (March 2018)

Combined Economy Study Part B – Creative & Cultural Opportunities Assessment (March 2018)

Combined Economy Study Part C – Retail & Town Centre Needs Assessment (March 2018)

Hackney Wick Fish Island Strategic Connectivity Study (LLDC, 2013)

Research and viability study of affordable and managed workspaces supporting artistic practices in east London (LLDC, 2014)

Hackney Wick Area Action Plan (London Borough of Hackney, 2012)

Fish Island Area Action Plan (London Borough of Tower Hamlets, 2012)

Legacy Communities Scheme Planning Application: 11/90621/OUT (LLDC, 2012)





SUB AREA 2 NORTH STRATFORD AND ETON MANOR

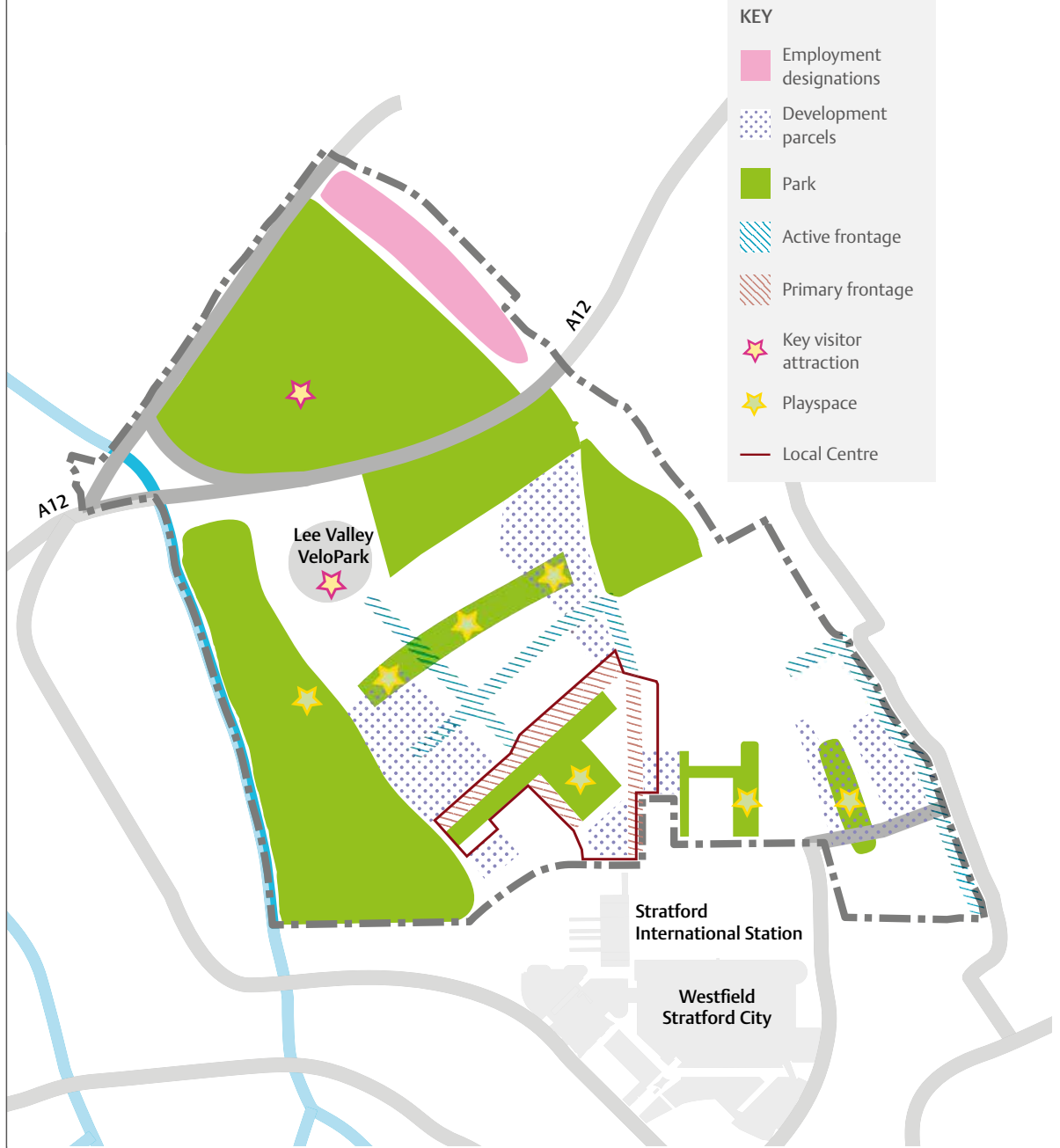
Vision

VISION

North Stratford and Eton Manor has become a thriving neighbourhood and an area of new high-quality housing, with generous new Local Open Spaces set alongside the parklands of Queen Elizabeth Olympic Park. This is a family focused area of vibrant new communities, a place for families to grow and stay. It is an area with unrivalled access to public transport, along with excellent schools, community facilities, local shops and services, within easy reach of the employment and business opportunities at Stratford and Hackney Wick. It will have access to a world-class affordable community sport and leisure activities and a location in which people aspire to live.



Figure 33:
Sub Area 2 key diagram



Area profile

- 11.1** This area is the earliest established place of change in the Legacy Corporation area. Much of East Village has been constructed and new homes are already occupied. The Chobham Manor and Chobham Farm developments are also starting to become occupied. Chobham Manor residential development phases one and two are now complete, while the final two phases are under construction. The Chobham Farm development, providing new homes, open space and local retail use, is equally well underway, the zones one and four are completed with zone two being currently under construction, and zone three yet to come forward. Chobham Academy accepted its first pupils in 2013 and the Sir Ludwig Guttman Health Centre has opened to serve the wider area.
- 11.2** The retail units within the designated Local Centre at East Village are now beginning to thrive, serving local communities. Coupled with other non-residential uses such as the school and health centre combine to provide a heart to the new and expanding community. Stratford Metropolitan Centre and its retail, leisure, employment opportunities and excellent local and regional transport connections are close by. The employment opportunities at Here East and Hackney Wick are a walk or cycle ride away from this Sub Area.
- 11.3** This concentration of new homes is set alongside the north-western-most part of Queen Elizabeth Olympic Park and Lee Valley Hockey and Tennis Centre, which provides a gateway to Queen Elizabeth Olympic Park from the north. Together, the Lee Valley Hockey and Tennis Centre at Eton Manor and Lee Valley VeloPark provide a full range of cycling facilities and a 3,000-seater hockey stadium. These are important leisure and sporting assets hosting local, regional and international events. With the River Lea running along the western edge of the area, it provides a potentially unparalleled living and working environment within east London.
- 11.4** To the east, the area is bordered by the busy Leyton Road, a through route from Stratford to Leyton. This forms an edge of transition from the areas of new development to the mainly low-rise, traditional 19th- and 20th-century areas of housing of North Stratford and Maryland to the east. The opportunities for integration of these new and existing areas over time will come from public realm improvements, alignment of improved routes, infill development and redevelopment, and the social integration that will result from residents accessing community and other facilities and services in both the new and existing areas. Visitors to the Park and sporting venues will pass through the main streets and routes but this will be an area that is predominantly quieter, less dense and more open in its character than many of the surrounding locations.



Area priorities

11.5

Sub Area 2 is an area in which new development has been and continues to be delivered, with outline planning permissions in place for all key development sites. Detailed permission is also in place for some available development plots. Within this framework, the main priorities have been substantially considered and addressed through those permissions. In this context the following priorities apply:

- Continued delivery of the approved housing type, size and tenure mix to ensure a balanced range of homes and a focus on family housing
- Continued delivery of high development quality and sustainability standards
- Maintaining and achieving quality public spaces and public realm
- Ensuring that the Local Centre maintains a local function, distinct to the Metropolitan Centre at Stratford
- Support the on-going operation and viability of the Lee Valley Hockey and Tennis Centre and the Lee Valley VeloPark.

Policy 2.1: Housing typologies

POLICY

Development proposals within Sub Area 2 will be required to provide a mix of housing typologies, with an emphasis on the inclusion of housing appropriate for families, except in those locations where the other policies in this Local Plan indicate that tall buildings or the highest density of development is acceptable. Proposals will be required to demonstrate that the housing typologies will relate directly to, and reinforce, the street hierarchy. Proposals must be able to demonstrate that they contribute to achieving Lifetime Neighbourhoods.

Cross-reference to policies: H.1; H.2; BN.4; BN.5; T.5

Reasoned justification

11.6

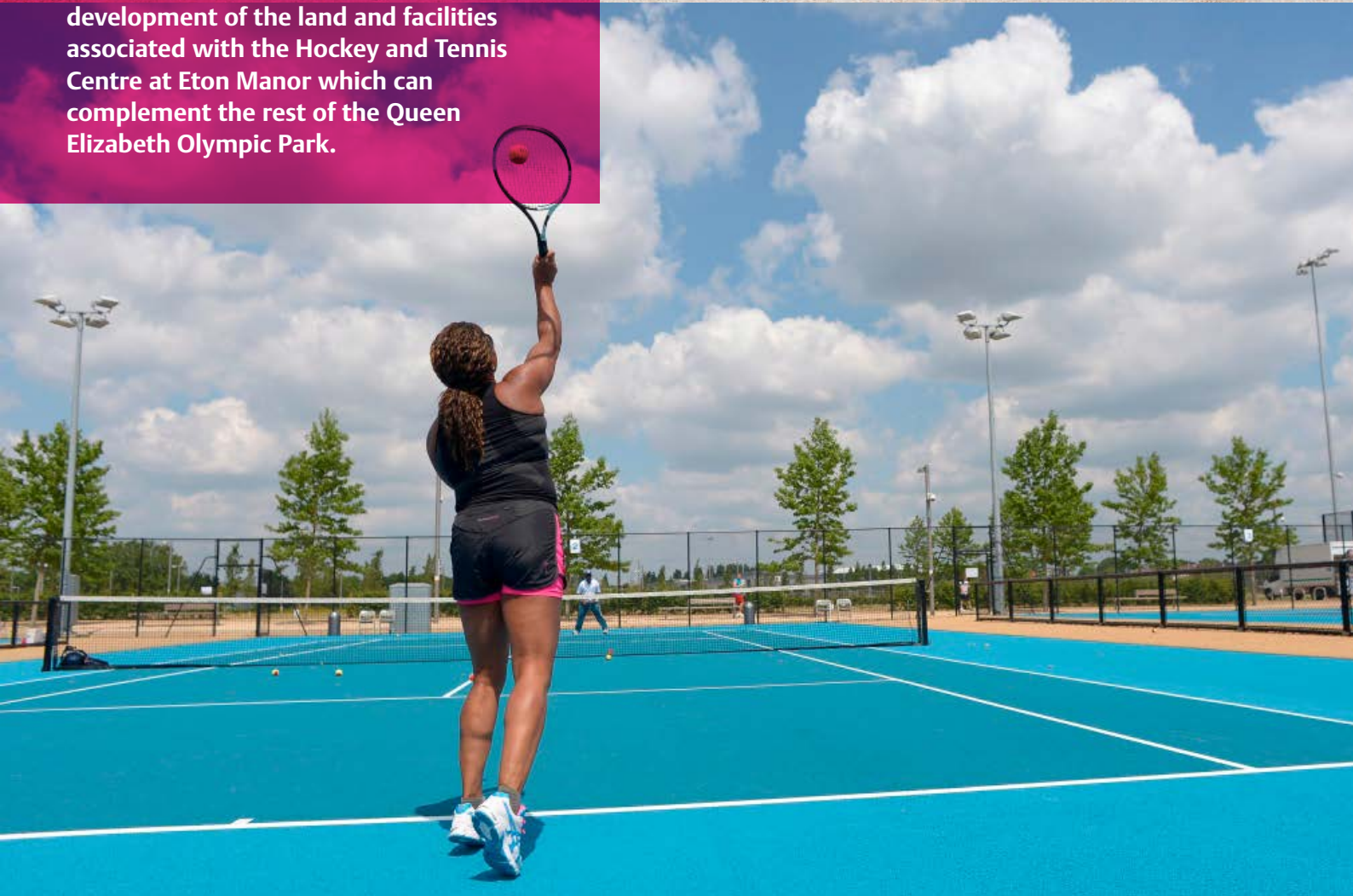
The range of new housing sizes, types and tenures that will meet the vision for a series of family-focused new neighbourhoods in this Sub Area are captured within the existing planning permissions. It remains important that these principles continue to be applied should delivery plans change over time so that their contribution to meeting identified housing need in the context of a well designed and high-quality environment continues to be achieved.



LEE VALLEY HOCKEY AND TENNIS CENTRE AND VELOPARK

The Lee Valley Hockey and Tennis Centre at Eton Manor and the Lee Valley VeloPark are world class sports facilities. Originally developed for the London 2012 Olympic Games and subsequently transformed they are both important national leisure and sporting venues hosting local, national and international events and support the Legacy Corporation's aspiration to deliver a sporting legacy for local communities. The two venues are owned by the Lee Valley Regional Park Authority and are managed through its leisure trust.

The Legacy Corporation continues to work closely with and support the Park Authority as it seeks to improve and grow the offer associated with the venues and thereby ensure their long term sustainability. This includes the further development of the land and facilities associated with the Hockey and Tennis Centre at Eton Manor which can complement the rest of the Queen Elizabeth Olympic Park.



Policy application

11.7 Where any proposals for new or amended development come forward within this Sub Area, planning applications will need to be able to demonstrate that these generally fit within the established parameters and use mixes within the permitted schemes at East Village, Chobham Manor and Chobham Farm. Development on other sites should be of a form and type that complements this emerging character.

Policy 2.2: Leyton Road – improving the public realm

POLICY

The Legacy Corporation in its role as Local Planning Authority will work with its partners to promote improvements to the public realm along Leyton Road.

Proposals for new development which has a frontage to Leyton Road will be required to demonstrate that it has been designed to improve the streetscape, and provide buildings that can accommodate active frontages, and will be expected to contribute significantly to improvement of the public realm.

Cross-reference to policies: BN.1; T.6



Reasoned justification

11.8 The existing environment along Leyton Road reflects the past and continuing employment uses along the western side and the manner in which the areas of housing to the west generally turn their backs to the street. As development takes place and changes the eastern side of Leyton Road, it is important that this makes a significant contribution to the improvements that are required to make this a successful and active street.

Policy application

11.9 Development proposals will need to demonstrate that they contribute towards improvement of the streetscape through their design including, where appropriate, front doors on to the street and placing of non-residential uses where they will provide concentrations of activity. Where appropriate to the scale of the proposal and directly related to the development proposed, contribution to street improvement works, either financial or in kind, may be sought through a Section 106 Agreement.

Policy 2.3: Local Centre and non-residential uses

POLICY

Non-residential uses, including B1a and Use Class A1–A5, within Sub Area 2 should be small-scale, serve localised need and be concentrated within the designated Local Centre. The Local Centre boundary has been extended to include the mix of established shop frontages, as defined on the Policies Map. All non-residential floorspace within the Local Centre boundary is designated as Primary Frontage, as identified on Figure 33. Future uses within the primary frontage should support its local retail function and add to the vitality and attractiveness of the primary frontage area. Outside of the Local Centre, proposals for these uses should be located along key routes and/or in relation to public spaces and should be of a scale that will serve the needs of its immediate surroundings or be ancillary to a main use with which it is associated.

Cross-reference to policy: B.2

Reasoned justification

11.10

The designated Local Centre at East Village has now emerged as a fully functioning local centre. The area is also emerging as a strong independent retail destination, serving localised catchment and complementing the offer at nearby Stratford. The Primary Frontage has been designated to support and maintain its local retail function, vitality and attractiveness. No Secondary Frontage has been designated. It is recognised that the key routes also provide an opportunity for small-scale non-residential uses that, provided they remain of a small scale and ancillary to the main uses of the development blocks, can be appropriate and not undermine the Local Centre function.

Policy application

11.11

Any planning applications for new non-residential uses within the Sub Area should be located within the Local Centre boundary or, where they are of a small enough scale, be located along key routes, particularly where these are active frontages as identified in Figure 33. Further uses within Local Centre boundary should maintain appropriate retail uses and support the role and function identified in Table 4.



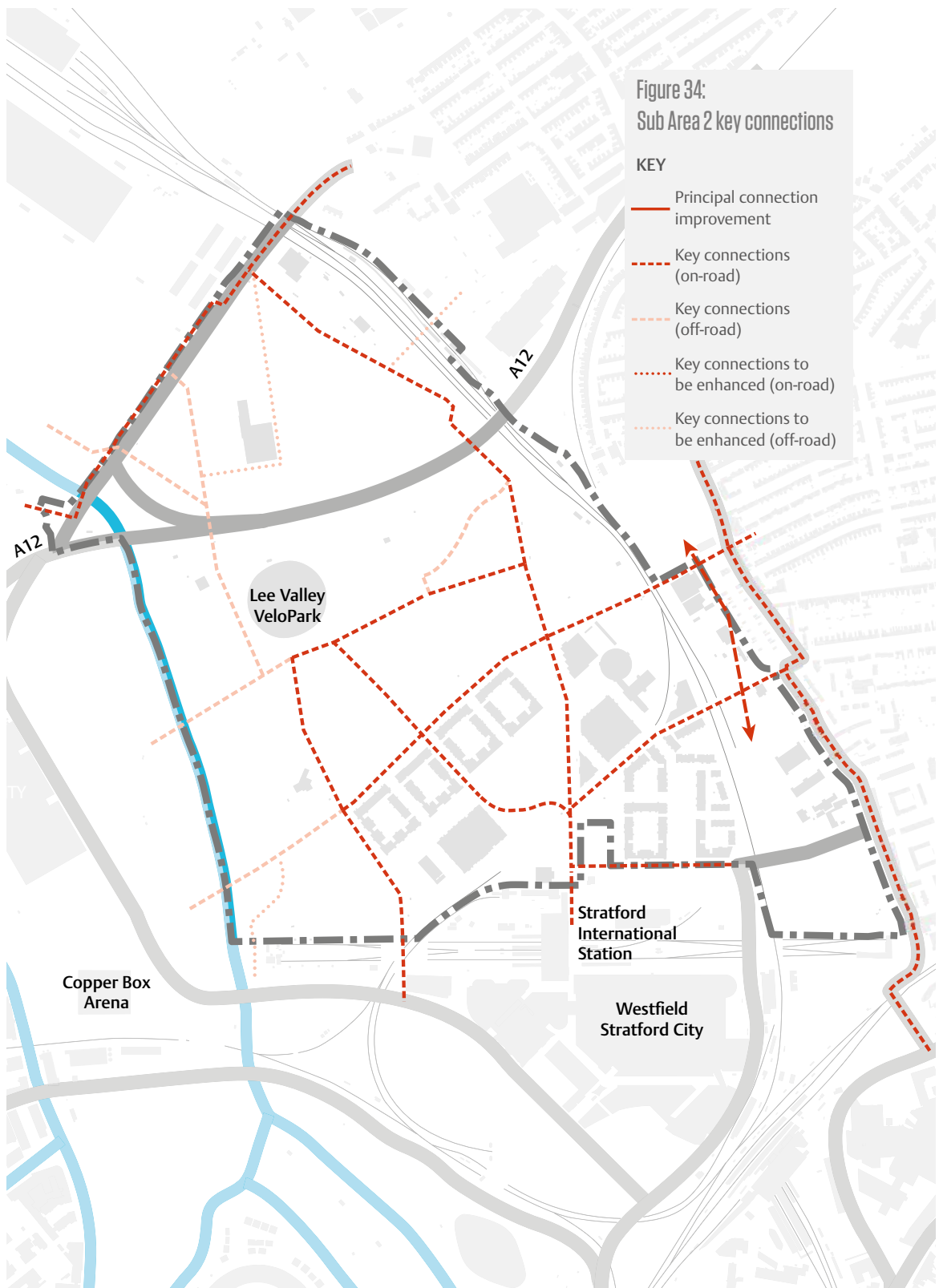


Figure 34:
Sub Area 2 key connections

KEY

- Principal connection improvement
- Key connections (on-road)
- Key connections (off-road)
- Key connections to be enhanced (on-road)
- Key connections to be enhanced (off-road)

Prevailing building heights

11.12

The approach to building heights within the Legacy Corporation area is set out at Policy BN.5, relying on the relationship between the development proposal and the ‘prevailing’ building height. In this Sub Area, planning permissions that cover the vast majority of developable land have established a detailed and assessed approach to development building height, and additional development should relate to this prevailing height in order to ensure that it respects the emerging new character. Table 11 sets out the prevailing height for each location.

Table 11: Prevailing heights in Sub Area 2 (heights in metres above existing ground level)

Chobham Farm (see Site Allocation SA2.1)	20 metres
Leyton Road North (area north of Henrietta Street)	20 metres
East Village (see Site Allocation SA2.2)	30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre
Chobham Manor (see Site Allocation SA2.3)	20 metres, with higher elements on the southern and northern edge
Chobham Farm North (see Site Allocation SA2.4)	20 metres



Site Allocation SA2.1: Chobham Farm

SITE ALLOCATION

Comprehensive, phased, family-focused, medium-density mixed tenure residential development including a significant proportion of family homes, with ancillary non-residential space within Use Classes D1, A1–A5 and B1a, a local open space of at least 0.84 ha.



Supporting development principles

- Heights to provide a transition from East Village to low-rise development east of Leyton Road
- Open Space location within central-western part of the site
- Active frontages onto Leyton Road and Henrietta Street
- Non-residential uses focused along Henrietta Street and northern part of Leyton Road frontage
- Allows for improved east-west connections through site to East Village and areas east of Leyton Road
- The site allocation is expected to yield a minimum of 1,030 new homes (gross) with affordable housing being delivered in accordance with the current planning permission.

Phasing and implementation

Delivery on site from 2014/15 onwards.

Relevant planning history

Application reference: 12/00146/FUM. Has permission for up to 1,036 residential units and up to 8,061 sqm of commercial floorspace within Use Classes A1–A3, B1, D1 and D2, along with 8,400 sqm park, including play space.

Address

Site address: Land to east of East Village and west of Leyton Road, Stratford, bounded by High Speed 1 Rail Line in south and Henrietta Street in the north

Existing uses: Part-vacant, part B1c, B2 and B8 Class employment uses. Main area of continuing use in the area of Thornham Grove

Size: 6.8 ha

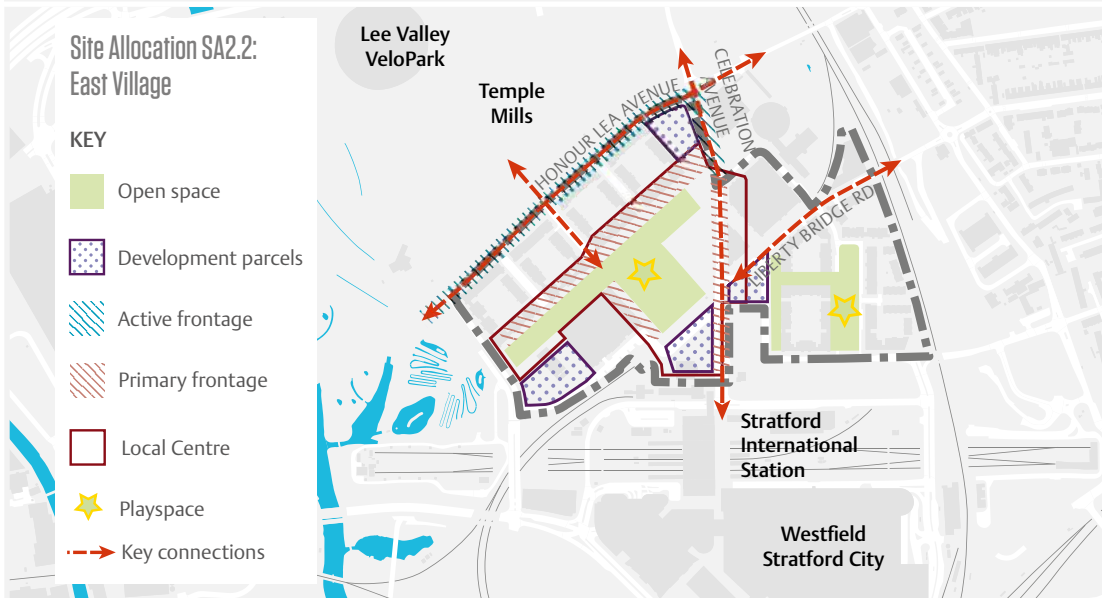
PTAL rating: 3–6a (north to south)

Flood Zone: 1

Site Allocation SA2.2: East Village

SITE ALLOCATION

Family-focused, medium- to high-density residential development with public open spaces and new Local Centre. Remaining development plots provide capacity for residential development and for retail and commercial uses at ground-floor level within the Local Centre. Retail space within Local Centre not to exceed a total of 9,999 sqm.



Supporting development principles

- Development around existing open space and street network
- Tall buildings and higher densities in southern area close to Stratford International Station and Stratford Metropolitan Centre, medium densities and heights elsewhere
- Subject to Policy 2.3, seek to provide retail and non-residential activities onto route between Stratford International Station and Chobham Manor
- Ensure strong pedestrian and cycle links to Chobham Academy and Sir Ludwig Guttmann Health Centre
- The site allocation is expected to yield a minimum of 1,950 new homes (gross) with affordable housing being delivered in accordance with the current planning permission.

Phasing and implementation

Delivery on site (of undeveloped plots) from 2018/19 onwards.

Relevant planning history

Part of the Stratford City masterplan planning permission (Reference 07/90023/ VARODA) and associated subsequent planning permissions. Remaining plots can be brought forward through reserved matters applications within this permission. Remaining floorspace within the permission allows the following development within East Village:

- Residential: 194,740 sqm
- Retail: 4,238 sqm
- Leisure: 3,124 sqm
- Community use: 726 sqm

Address

Site address: East Village, Stratford

Existing uses: Vacant development plots within East Village with outline planning permission for development (see planning history)

Size: 18.9 hectares (total site area including the development plots)

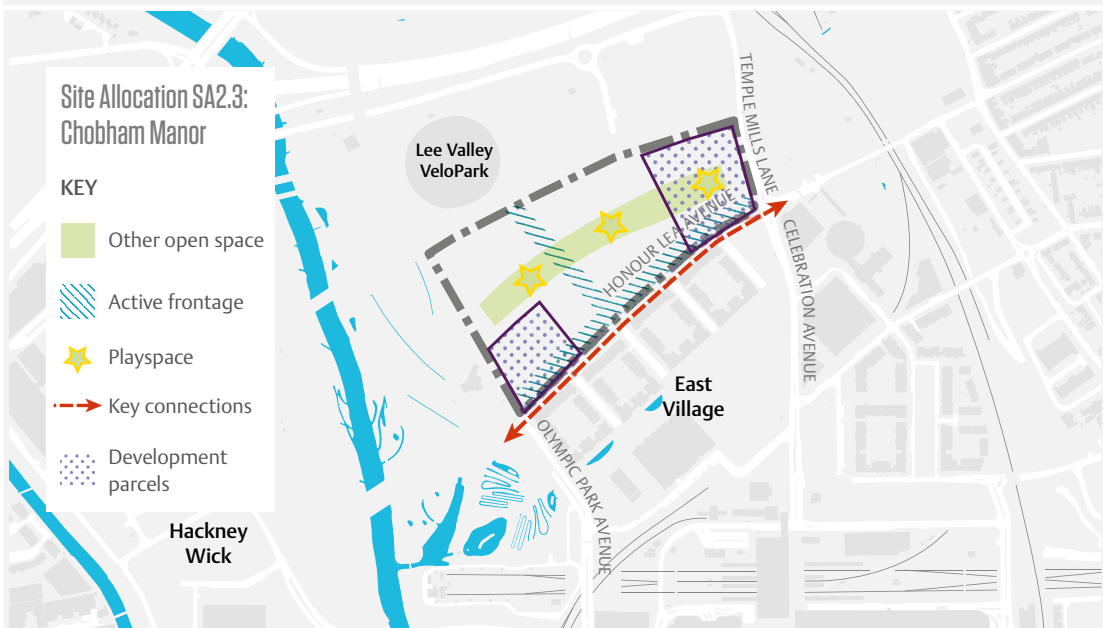
PTAL rating: 2-6

Flood Zone: 2 (western half only)

Site Allocation SA2.3: Chobham Manor

SITE ALLOCATION

Family-focused, phased, comprehensive residential development with public open spaces including areas of public park and play spaces totalling at least 1.4 hectares, community centre and ancillary retail and employment floorspace.



Supporting development principles

- Significant proportion of family homes
- Provision for key routes, including route from East Village to the Lee Valley VeloPark
- Provision of east-west pedestrian and cycle connectivity through centre of development
- Provide a stepped transition in scale and massing in relation to East Village
- Provide a strong and consistent edge to the Park, overlooking Timber Lodge and Tumbling Bay
- Ensure non-residential uses are located where they will be well used and in association with public spaces
- Provide a wide mix of residential typologies (mews, terraces, stacked maisonettes, mansion blocks)
- The site allocation is expected to yield a minimum of 860 new homes (gross) with affordable housing being delivered in accordance with the current planning permission.

Phasing and implementation

Delivery on site (of undeveloped plots) from 2018/19 onwards.

Relevant planning history

Part of the Legacy Communities Scheme planning permission (Reference 11/90621/ OUTODA), with approved Zonal Masterplan for Planning Delivery Zone 6 (Chobham Manor) and detailed approval for all Phases (13/00504/REM, 14/00356/REM, 16/00518/REM, and 16/00510/REM).

Residential: up to 112,800 sqm Retail: up to 2,310 sqm Employment: up to 124 sqm Leisure: up to 165 sqm Community facilities: up to 1,141 sqm Publicly Accessible Open Space: 3.65 hectares.

Address

Site address: Vacant development zone, part of Legacy Communities Scheme Planning Permission

Existing uses: Legacy Communities Scheme development platform

Size: 9.2 ha

PTAL rating: 1a–3

Flood Zone: 2 (northern part only)

Site Allocation SA2.4: Chobham Farm North

SITE ALLOCATION

Mixed-use development, including family housing, external private or shared amenity space and provision of a link through the site into the Chobham Farm public open space to the south of Henrietta Street.



Supporting development principles

- Minimise impacts on residential amenity from railway line to the west and adjoining community building to the north and on existing residential communities to the east
- Provision of safe pedestrian crossing route over Henrietta Street between site and Chobham Farm site allocation development (SA2.1)
- Improve public realm and street scene of Leyton Road through design of the development and improvements to the street
- Provide a stepped transition in scale and massing in relation to East Village
- The site allocation is expected to yield a minimum of 200 new homes (gross) with an affordable housing threshold of 50 per cent on public sector land in accordance with Policy H.2
- The amount and type of non-residential use should be determined by applying Policy B.1

Phasing and implementation

Delivery on site is expected in three phases, from 2020 onwards.

Relevant planning history

12/00146/FUM - the western part of the site is a part of hybrid planning permission for Chobham Farm redevelopment scheme (Zone 5).

Address

Site address: Land bounded by Liberty Bridge Road, Temple Mills Lane, Leyton Road and the railway.

Existing uses: Part- D1 use and the remainder of site is currently in B1 and B8 use class employment uses.

Size: 1.22 ha

PTAL rating: 6a/6b

Flood Zone: 1

Signposting

Other designations applying to this Sub Area are:

Metropolitan Open Land, Queen Elizabeth Olympic Park, Lee Valley VeloPark and Eton Manor – see Policy BN.7

Local Open Space in various locations- see Policy BN.8 and Appendix 4, Local Open Space Table

Temple Mills Lane Locally Significant Industrial Site- see Policy B.1

Evidence base references

Mayor's Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)

Infrastructure Delivery Plan Study Report (Legacy Development Corporation, 2018)

Stratford City Outline Planning Application 07/90023/VARODA and associated planning applications and detailed approvals

Olympic, Paralympic and Legacy Transformation Planning Application 07/90010/OUMODA and associated planning applications and detailed approvals

Legacy Communities Scheme Outline Planning Application 11/90621/OUTODA and associated detailed approvals

Chobham Farm Planning Application, 12/00146/FUM

Core Strategy (London Borough of Newham, 2012)

Stratford Metropolitan Masterplan (London Borough of Newham, 2011)



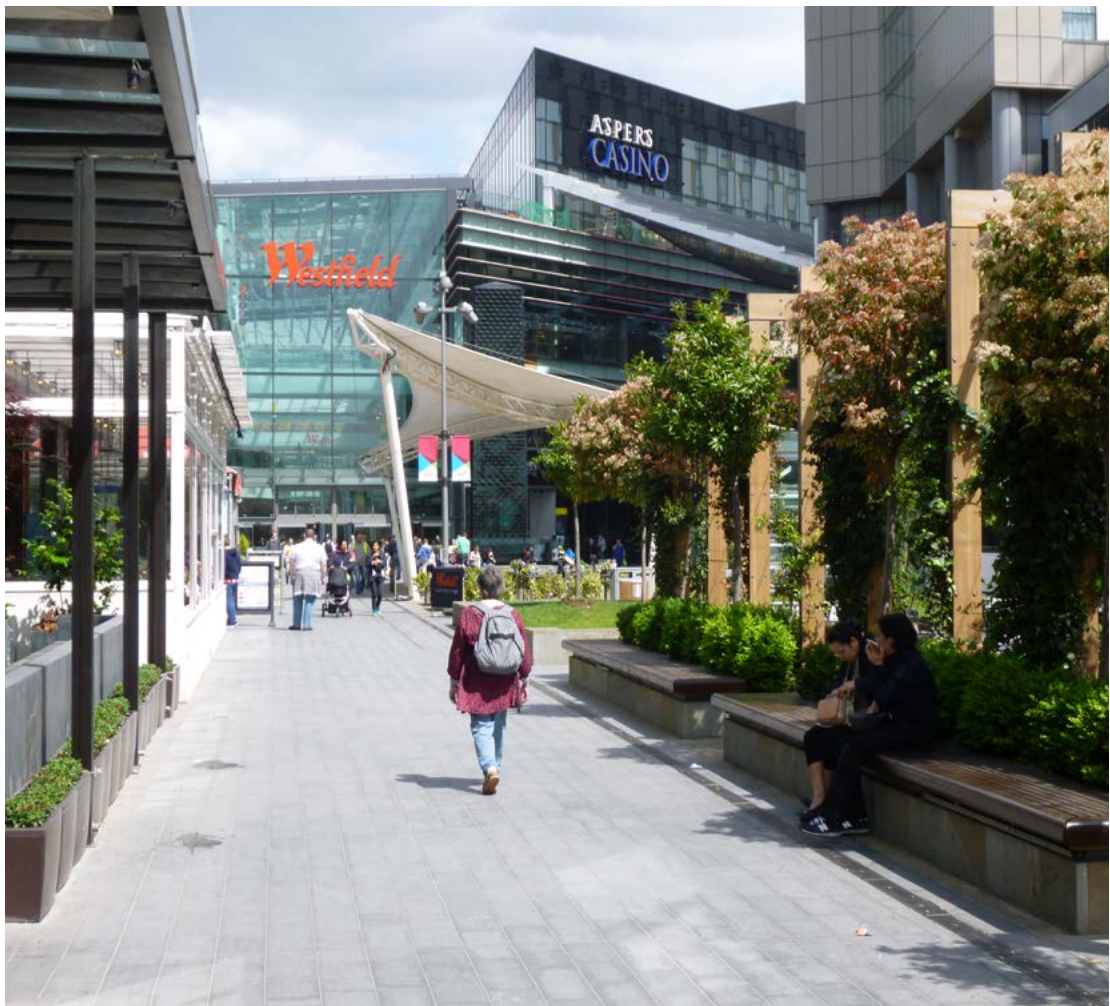


SUB AREA 3 CENTRAL STRATFORD AND SOUTHERN QUEEN ELIZABETH OLYMPIC PARK

Vision

VISION

Central Stratford and Southern Queen Elizabeth Olympic Park will continue to develop as a diverse area of new high-profile culture, education and sporting facilities, retail, leisure and business expansion with high-quality housing alongside long-standing and thriving business and residential communities, all nestled within easy access of the parklands of Queen Elizabeth Olympic Park. The excellent public transport accessibility, with additional potential for international links, will continue to draw business and investment into the area, as well as provide the means of access for the multitude of visitors who come to the area as a sporting, leisure and cultural destination.



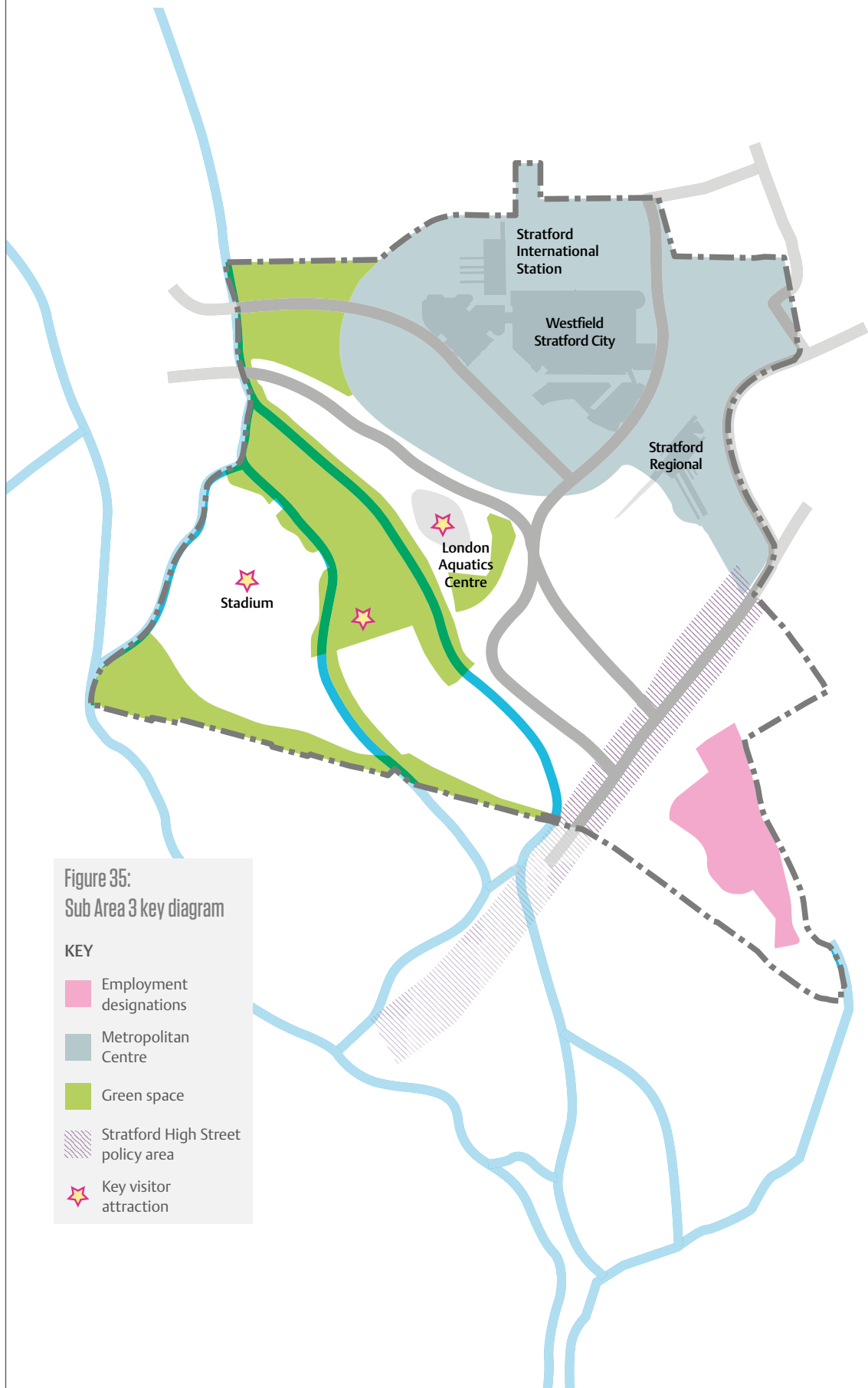


Figure 35:
Sub Area 3 key diagram

KEY

- Employment designations
- Metropolitan Centre
- Green space
- Stratford High Street policy area
- Key visitor attraction

Area profile

12.1

Much of this area exists within two distinct forms, which determines much of its character. Recently constructed areas are large in scale and dense, which include high-profile retail and leisure provision, sporting facilities, office accommodation and residential. The development of the large amount of available land will take on a similar scale and format. Existing residential and business areas with their supporting uses are generally finer grained, of varying scales and formats and, in the main, development in these areas will be smaller in format, reflecting current forms.

12.2

The area's key strengths are the significant amount of land available in such close proximity to excellent transport links and high-profile retained Games venues, with the waterways and parkland environment adding to this attraction, much of which also falls within the Lee Valley Regional Park Authority. This presents the opportunity to draw international investment, new cultural and education uses, significant office expansion, and housing growth to the area. This area will take on a renewed identity and will be an exemplar of sustainability. There will be a continuation of the pre and post-Games work to break down connectivity barriers in the form of roads, waterways and railway lines that still dissect the area. New cycling and pedestrian enhancements will increase accessibility, also enabling healthy and sustainable communities to flourish. This reinvigorated part of Stratford, a Metropolitan Centre of international importance, combined with Queen Elizabeth Olympic Park, will be the main engine driving growth and regeneration in this part of east London. As a Cultural Quarter the Queen Elizabeth Olympic Park will also be promoted, enhanced and protected.

Area priorities

12.3

Sub Area 3 will continue to see substantial pressure for new development through the Plan period. A significant amount of new residential, retail, education and office floorspace has planning permission. Changing circumstances mean that consented schemes around Stratford Waterfront are in the process of review. Reviewed proposals will help facilitate and contribute towards the future potential for the International Centre status of at Stratford by providing a range of cultural and educational uses alongside the extensive retail, office and residential expansion already planned. Other sites and locations, while not benefiting from a planning permission, do have potential for new development. The following priorities will apply when considering future development opportunities:

- Supporting the Metropolitan Centre and driving change and investment through identifying opportunities for business, cultural, visitor attractions and educational facilities
- Securing and facilitating regeneration for the existing communities, to ensure benefit from the 2012 Games distils into the local communities
- Delivery of new housing development which is appropriate in type, size and tenure mix
- Enhancing pedestrian and cycling connections across the area, including enhancing the role of waterways and Blue Ribbon Network
- Continued delivery of high-quality development, achieving sustainability standards
- Achieving quality public spaces and public realm
- Ensuring excellent on-going provision of community facilities, including schools, medical services, community meeting spaces and open space
- Enhancing access to and internal capacity at Stratford station.

12.4

The Sub Area has potential to deliver many of the strategic requirements of east London as a whole, particularly housing development. Results of the 2017 SHLAA suggest capacity for approximately 11,000 homes within the Sub Area up to 2036.

Application of Policy BN.5 within the sub area

12.5

The prevailing height of development within Sub Area 3 has been established at 30 metres above ground level, equating to approximately 10 storeys of development. This is represented through a range of intermittent building heights that together form a unique arrangement that contributes to the area’s townscape. Policy BN.5 sets out the approach that will need to be applied both in designing new development and in assessing planning applications where this is proposed to exceed this height. Table 12 below specifically sets out the height above which the policy test set out in Policy BN.5 will apply.

Table 12: Prevailing building heights in Sub Area 3 (heights in metres above existing ground level)

Central Stratford and Southern Queen Elizabeth Olympic Park (Sub Area 3 as a whole)	30 metres
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Policy 3.1: Metropolitan Centre

POLICY

Stratford will be promoted to function as a potential future International Centre through:

1. Directing large-scale town centre uses to within the centre boundary in accordance with Policy B.2
2. Supporting growth in office floorspace, with the Metropolitan Centre boundary also forming the location for the potential Central Activities Zone reserve
3. Supporting Stratford Waterfront as a new culture and education district and as a future location of town centre boundary extension
4. Focussing higher order comparison retail floorspace, providing at least 80 per cent of the identified retail requirements over the plan period
5. Supporting and enhancing the range of cultural and night time economy uses
6. Delivering new residential accommodation in appropriate locations throughout the centre
7. Ensure development contributes to the development of new connections to the eastern part of the centre (within the London Borough of Newham planning area) and the functionality of the Metropolitan Centre as a whole.

Cross-reference to policies: B.2

Reasoned justification

12.6

The Draft New London Plan identifies potential for Stratford to form a future International Centre. In order for this aspiration to be realised the amount and range of town centre uses should be expanded at this location. The Draft New London Plan also identifies Stratford as a potential Central Activities Zone reserve. Given limited land availability within the existing centre boundary, potential locations for expansion also need identifying (as shown within Figure 6).

Policy application

12.7

Any proposals for large-scale town centre uses should be focussed within the existing town centre boundary (including within London Borough of Newham's planning area), or where identified as a potential location for expansion. Other edge of centre locations, such as Stratford High Street Policy Area (see Policy 3.1) also play a role in supporting the diversification of the function of the Centre. Site Allocation 3.1 also guides development of the land falling within the existing Centre boundary, and Site Allocation 3.2 sets out how proposals within Stratford Waterfront North, the potential location for extension of the town centre boundary, should develop. Residential development will be supported in appropriate locations away from the key shopping areas of the Metropolitan Centre. Where located outside the plots identified within SA3.1 mixed use development including residential should support the town centre designation including that of culture and the night time economy.

Policy 3.2: Stratford High Street Policy Area

POLICY

Proposals for mixed-use development along Stratford High Street will be required to demonstrate that it will enhance the character, townscape and function as a lively main street. Appropriate proposals for innovative mixed-use products including shared living and where residential and non-residential components are provided as an integrated product in particular focussing on culture and night time economy uses will be supported at the northern zone of the Stratford High Street Policy area (see Figure 35). All other non-residential elements of mixed-use schemes will be acceptable where they maximise flexibility of function and are vertically and horizontally integrated with residential.

Introduction of new, medium-scale retail, leisure and community uses may be appropriate, subject to a positive retail impacts assessment on planned public and private investment and vitality and viability of the Centres (see Policy B.2).

Proposals for development greater than 30 metres above ground level will be subject to Policy BN.5.

Public realm improvements and key connections as shown in Figure 36 should be enhanced.

Cross-reference to policies: B.2; BN.5

Reasoned justification

12.8

Development along Stratford High Street (within Sub Areas 3 and 4) has become disjointed, with a number of high-rise residential developments being introduced, many with ground-floor flexible uses remaining vacant. The high volume of traffic with limited crossing-points means that the function as a traditional 'high street' is limited. The street lacks the vibrancy suited to its location, so measures to re-introduce life to the street will be supported. The introduction of employment-generating uses or cultural and night time economy uses through mixed use development will add to the vitality of the area and contribute to the rejuvenation of the High Street.



Policy application

- 12.9** Provision of a range of different town centre uses and a focus upon culture and night time economy uses within this location should support the further development of the Stratford Metropolitan Centre and have regard to traffic and safety issues. Shared living and other mixed-use developments where new town centre uses are proposed as an integral part of an innovative mixed-use development product will be considered positively on edge of centre sites at the northern end of the high street where the proposal meets all the requirements of the policy. Mixed-use developments proposing flexible uses on the ground floor should demonstrate that there are reasonable prospects of these units being taken up, have considered the needs of end-users and show that they are suitable to a number of uses such as retail, food and drink, workshops and office, community and leisure uses. Design of such schemes should also consider how uptake can be maximised through vertical integration of non-residential uses. Internal fit-out to support interim uses will be crucial.
- 12.10** In some cases, in order to make uses viable, medium-scale retail, leisure and community uses above the 200 sqm threshold may be acceptable within this location, subject to the sequential assessment of sites and impacts assessment showing positive results for the immediate area, with no negative impacts on Stratford Metropolitan Centre or the delivery of the proposed Local Centre at Pudding Mill. Retail development should provide a reasonable balance between the sub-classes, and should not result in the over-concentration of A2 Use Classes or A5 takeaways. Community and leisure uses on the ground floor, of an interim or permanent nature, will be supported subject to sequential assessment.
- 12.11** Despite the existence of tall buildings in this location, new development should generally be considerably lower in height, with key emphasis placed on the design and integration of proposed uses with the townscape. Policy 3.1 sets the building height level above which development proposals will be assessed against Policy BN.5.
- 12.12** Public realm improvements within this area will green the environment, provide opportunities for leisure, reduce the over-scaled road infrastructure and enhance human scale.



Policy 3.3: Improving connections around central Stratford

POLICY

The Legacy Corporation will work with its partners to promote improved connectivity and public realm improvements shown as key connections, key connections to be enhanced and principal connection improvements within Figure 36, in particular a new pedestrian bridge from Jupp Road and facilitating new entrances and interventions at Stratford Regional Station.

Proposals for new development along these key connections for enhancement should be orientated towards the street scene and maximise active frontages where possible.

Key connections shall be improved to enhance accessibility and multi-functionality for all users. Section 106 contributions shall also be sought towards these improvements where necessary.

Cross-reference to policy: T.6

Reasoned justification

12.13

The excellent accessibility of the Sub Area is compromised in some locations by physical barriers of roads, railways and waterways and by the capacity constraints experienced at Stratford station. The Legacy Corporation will work towards breaking down these barriers through specific project proposals and seek enhancements through development where this is appropriate.

Policy application

12.14

The Legacy Corporation will work in partnership with other relevant bodies including local communities to improve connections, particularly on key projects, such as the Jupp Road Bridge and new entrances and interventions to Stratford Regional Station. Development proposals affecting a Key Connection, Key Connection to be Enhanced or Principal Connection Improvement (shown in Figure 36) should consider these connections as a key design principle and allow for their implementation. Where appropriate to the development proposed, improvements delivered as part of development proposals will be secured through use of a Section 106 Agreement.

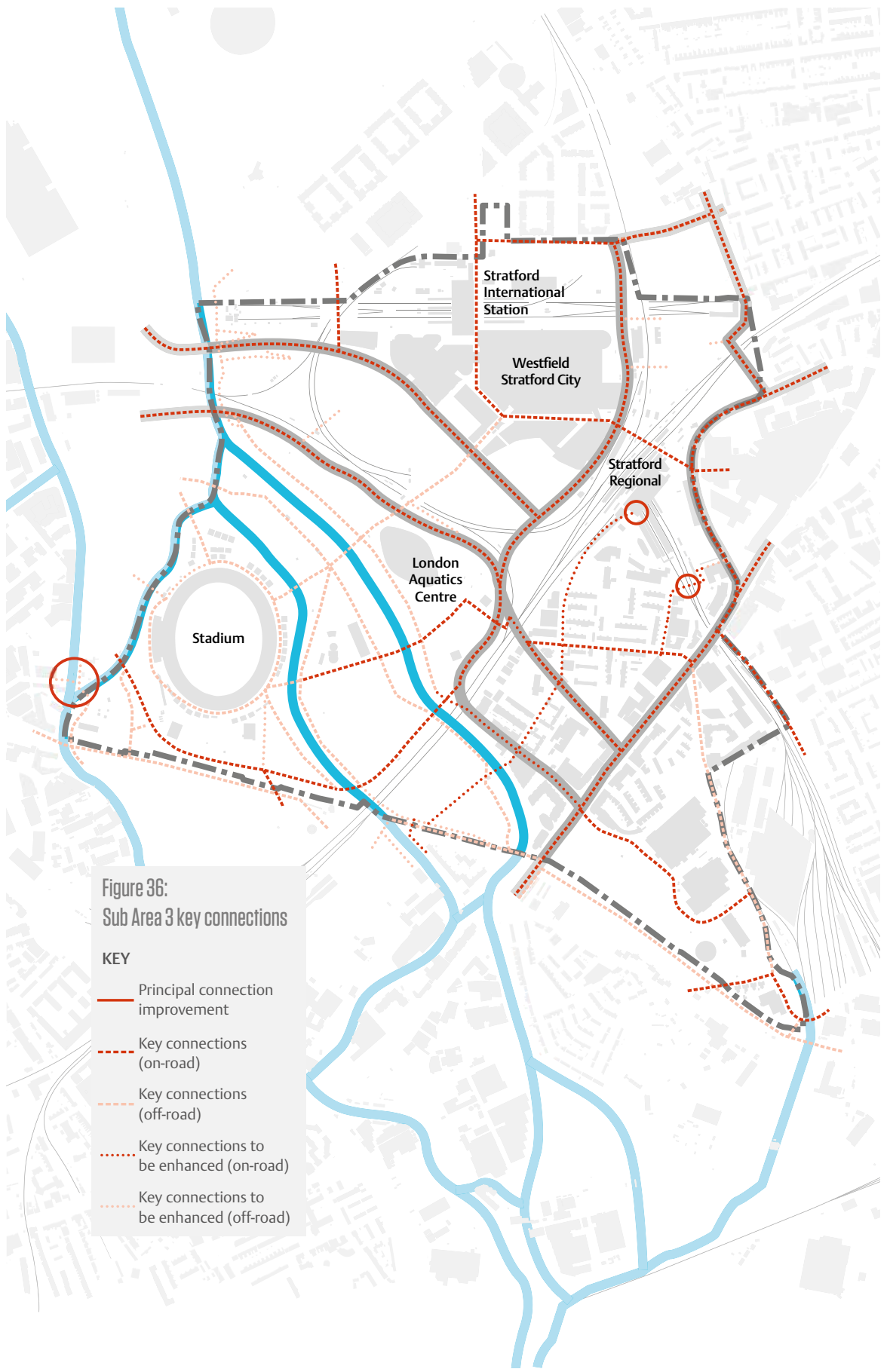


Figure 36:
Sub Area 3 key connections

- KEY
- Principal connection improvement
 - Key connections (on-road)
 - Key connections (off-road)
 - Key connections to be enhanced (on-road)
 - Key connections to be enhanced (off-road)

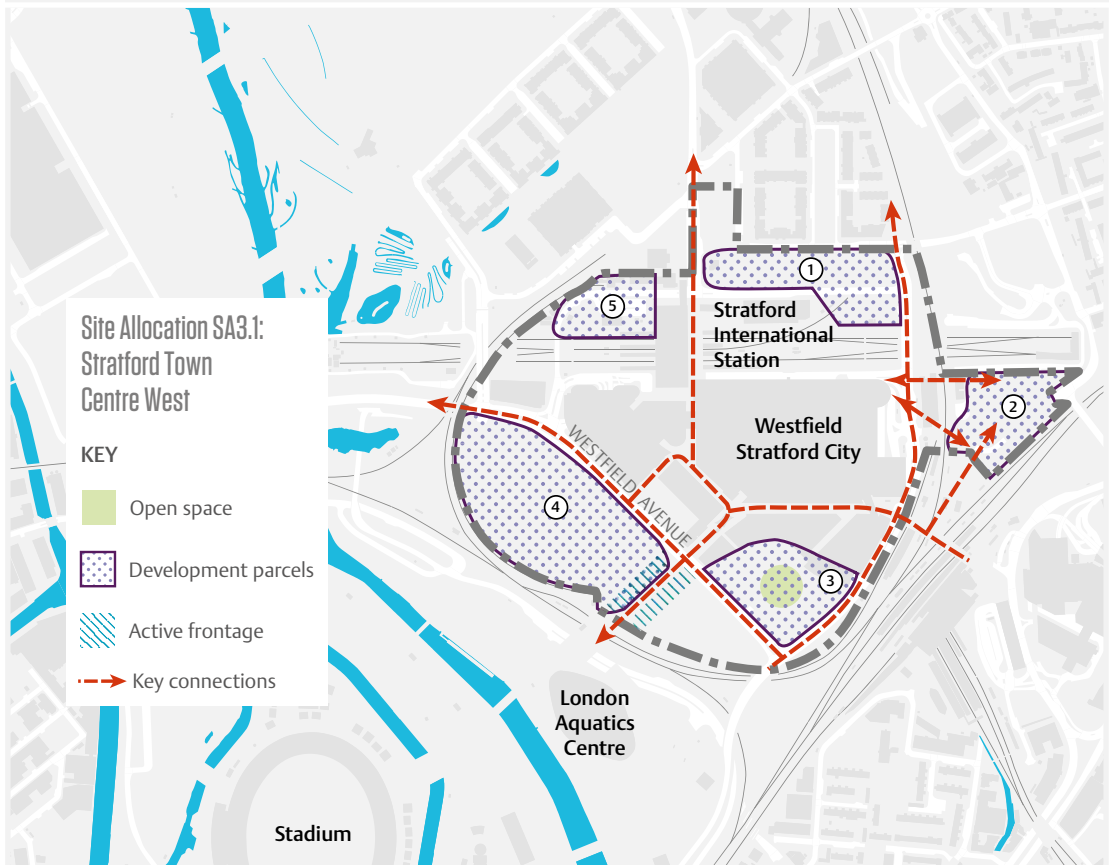
- 12.15** The following sets out the Site Allocations for the area which will be the main locations for major development within this Sub Area. As well as setting out the type and form of development which is considered acceptable within this Sub Area, the allocations are also the means of securing social infrastructure to sustain this growth and integrate sustainable development. The allocation of sites to become a focus for retail, leisure and office development at Stratford and a destination for high-profile visitor, education, sporting and cultural attractions will be a further catalyst for change, enabling the economy to build on its current strengths, accelerating the performance and transformation of east London. The development of other significant development plans across sites within the town centre may also support this role of the Metropolitan Centre. Exciting new and invigorated residential districts with supporting community and economic uses will be within easy access of the opportunities and attractions offered in this part of revitalised Stratford.
- 12.16** Where major development schemes are proposed outside the Site Allocations within this Sub Area, proposals will have regard to all policies within this Local Plan and shall not lead to the loss of planned residential, business or community provision. The introduction of minor uses ancillary to the large-scale venues within the area may be appropriate. Proposals covering more than one Site Allocation, or parts of one, should facilitate, through a portfolio approach the delivery of the aims of each of the principles of the relevant site allocations as a whole.



Site Allocation SA3.1: Stratford Town Centre West

SITE ALLOCATION

A range of town centre uses and residential accommodation appropriate to the scale and form of the Metropolitan Centre designation. The eastern parcel providing access to the town centre by a Link Bridge. Active uses shall be on the ground floor along enhanced key connections.



(continued from previous page)

Supporting development principles

- Provide an overall mix of town centre uses respecting the existing character, scale, and massing within the allocation area
- The site allocation is expected to yield a minimum of 2,000 new homes with an affordable housing threshold of 35 per cent, or 50 per cent on public sector land, in accordance with Policy H.2
- Suitable for main town centre uses appropriate to the Metropolitan Centre designation
- Development parcel 1 should provide a mix of uses, including residential, office and ground-floor local service retail providing a transition to the residential area to the north
- Development parcel 2 should provide a large-scale town centre use with supporting elements, with a link bridge
- Development parcel 3 should largely be a mixed use of retail and residential with a transition from retail and other uses, and containing Local Open Space
- Development parcel 4 should provide employment uses including offices and residential with the localised retail functions on the ground floors
- Development parcel 5 should provide residential accommodation, with supporting ground floor uses
- Key connections shall be enhanced: to the north to East Village; from Stratford town centre to the east; from Montfichet Road across to the Chobham Farm South site (Development Plot 2) from the south through to London Aquatics Centre; and from the west along Westfield Avenue to Queen Elizabeth Olympic Park
- Existing and proposed connectivity routes in private ownership should maintain and enhance the format and appearance of public space and the public realm
- Points where key connections meet the allocation shall be gateways for enhancement

- Maintain the view from the core of Stratford City through The International Quarter to London Aquatics Centre and beyond in line with the Views Policy BN.9
- Inclusion of land for new platforms at Stratford Station to support enhanced rail links to the north where required.

Phasing and implementation

- Other northern and south-western parts of The International Quarter to be delivered from 2020
- The housing development at Cherry Park will be delivered from 2020
- Delivery of the Chobham Farm South shall depend on access to the site via the town centre Link Bridge and is anticipated to be post-2020.

Planning history

- Has permission under the Stratford City scheme for 450,000 sqm of office approximately 1,440 residential units (TIQ-333, Cherry Park-1, 105); 25,500 sqm hotel; 3,000 sqm retail; 2,000 sqm leisure
- Permission under the Manhattan Loft Gardens scheme for 248 residential units to the north of the International Station
- Outline permission has also been granted for retail anchor store and 1,200 homes at Cherry Park.

Address

Site address: Land at Westfield Stratford City, north of Stratford International Station, Chobham Farm South, International Quarter and Cherry Park

Existing use(s): Large shopping centre including retail and leisure uses, office accommodation, vacant land and land for transport

Size: 34.5 ha

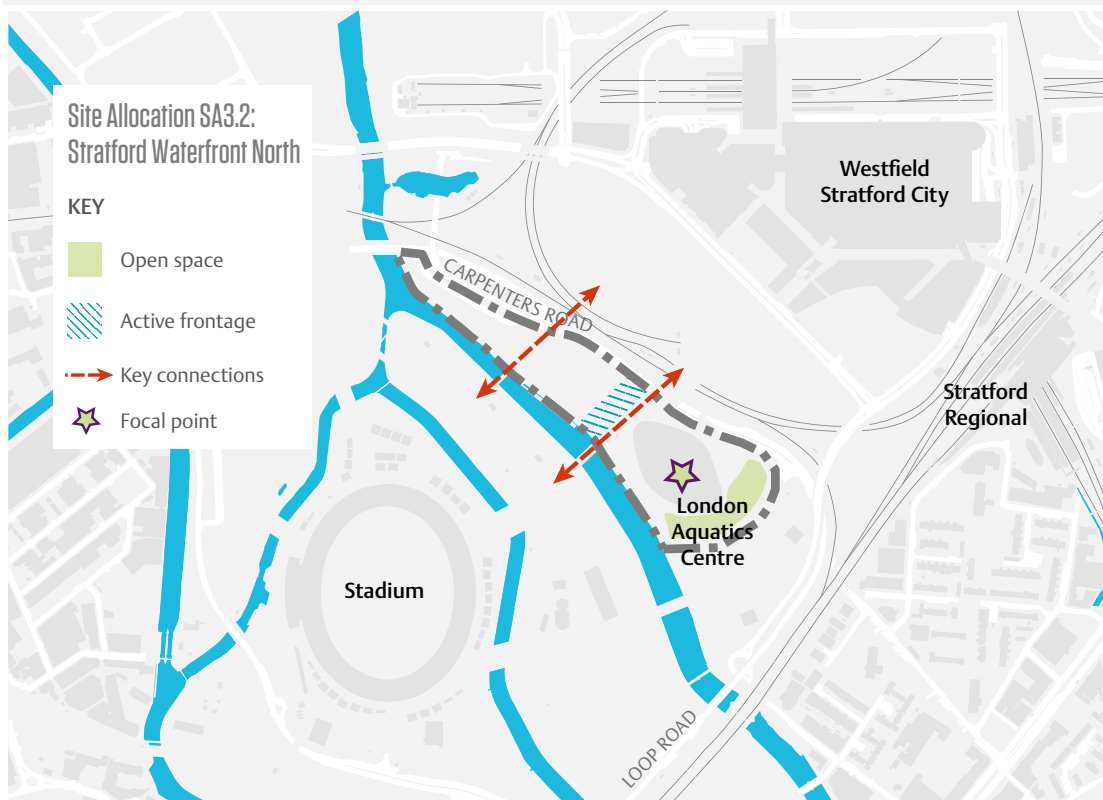
PTAL rating: 1a–6a

Flood Zone: Zone 2 (parts) and Zone 3 (limited)

Site Allocation SA3.2: Stratford Waterfront North

SITE ALLOCATION

Comprehensive, phased mixed-use development providing cultural, education, leisure, retail or community functions incorporating residential to provide for strategic housing requirements.



Supporting development principles

- Provide a mix of uses to support the Metropolitan Centre function (with future potential for inclusion within the town centre boundary) in accordance with SP.1, B.2 and B.6
- The site allocation is expected to yield a minimum of 500 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA 4.3) based on an affordable housing threshold of 50 per cent on public sector land in accordance with Policy H.2
- Building form should avoid the ‘canyonisation’ of Carpenters Road. Tall buildings that may be acceptable in this location will be subject to Tall Buildings Policy (BN.5)
- High residential development density to reflect location and public transport accessibility
- Design to take into account waterside setting and the positioning of the London Aquatics Centre and enhance these as focal points
- Provision and protection of key connections to and within the site from The International Quarter London to Stratford Waterfront West and beyond via the northern edge of London Aquatics Centre; and a new pedestrian/cycle connection between The International Quarter and Stratford Waterfront North. This should align with the existing urban grain to support permeability and access to Queen Elizabeth Olympic Park and the visitor and sporting facilities within it
- Protection of the view through the above connection in line with the Views Policy (BN.10)
- Active uses shall be on the ground floor along key connections to the north-west of London Aquatics Centre and river frontage.

Phasing and implementation

- Delivery on site is expected from 2020 onwards
- Delivery of the different uses along the Stratford Waterfront should be phased to ensure a coordinated delivery
- Proposals for the site allocation which are linked to other sites should facilitate the delivery of the principles of this site allocation through a portfolio approach.

Planning history

A hybrid permission (18/00470/OUT) granted for a comprehensive, phased, mixed use development at Stratford Waterfront. The detailed element approved for 72,899sqm for cultural and educational buildings. The outline element, with all matters reserved, approved for up to 65,000sqm, including 62,800sqm of residential development and up to 2,200sqm of retail, food and drink.

Address

Site address: Land between railway line and Carpenters Road

Existing use(s): Vacant land

Size: 7 ha

PTAL rating: 1a-5

Flood Zone: 2 and 3 (parts)



Site Allocation SA3.3: Stratford Waterfront South

SITE ALLOCATION

Comprehensive, phased mixed-use development providing education, workspace, edge-of-centre retail, and residential to provide for strategic housing requirements.



Supporting development principles

- Provide a mix of uses appropriate to the location in accordance with SP.1, B.2, B.5 and B.6
- Development should ensure the openness of the Metropolitan Open Land including within the site allocation
- Density reflecting location and Public Transport Accessibility Levels
- Tall buildings may be acceptable in this location subject to Tall Buildings Policy (BN.5)
- Active uses shall be on the ground floor along key connections including frontages adjacent to the ArcelorMittal Orbit
- Design to take into account the waterside setting and open space character of Queen Elizabeth Olympic Park and enhance the setting of the ArcelorMittal Orbit and Queen Elizabeth Olympic Park
- Proposals should be designed to take account of, and mitigate, any noise impacts of the rail lines to the south
- Protect key connections adjacent and through the site
- Where student housing is provided this should be directly linked to the adjacent education uses in accordance with Policy H.4 and will be monitored on a 2:5 basis (2.5 bedspaces are equivalent to one residential unit)
- The site allocation is expected to yield a quantum equivalent to a minimum of 600 new homes with an affordable housing threshold of 50 per cent on public section land in accordance with Policy H.2

- Proposals should be designed to take account of, and mitigate, any noise impacts of the rail lines to the south
- Protect key connections.

Phasing and implementation

- Delivery on site from 2018 onwards
- Delivery of the different uses along should be phased to ensure a coordinated delivery.
- Proposals for the site allocation which are linked to other sites should facilitate the delivery of the principles of this site allocation through a portfolio approach.
- Where development is phased, introduction of appropriate interim uses is encouraged in accordance with Policy B.3

Planning history

Permission granted for mixed use development for academic development and commercial research space, student accommodation and small scale retail space.

Address

Site address: Land to the south of the ArcelorMittal Orbit bounded by Pool Street and Loop Road

Existing use(s): Vacant land

Size: 3.7 ha

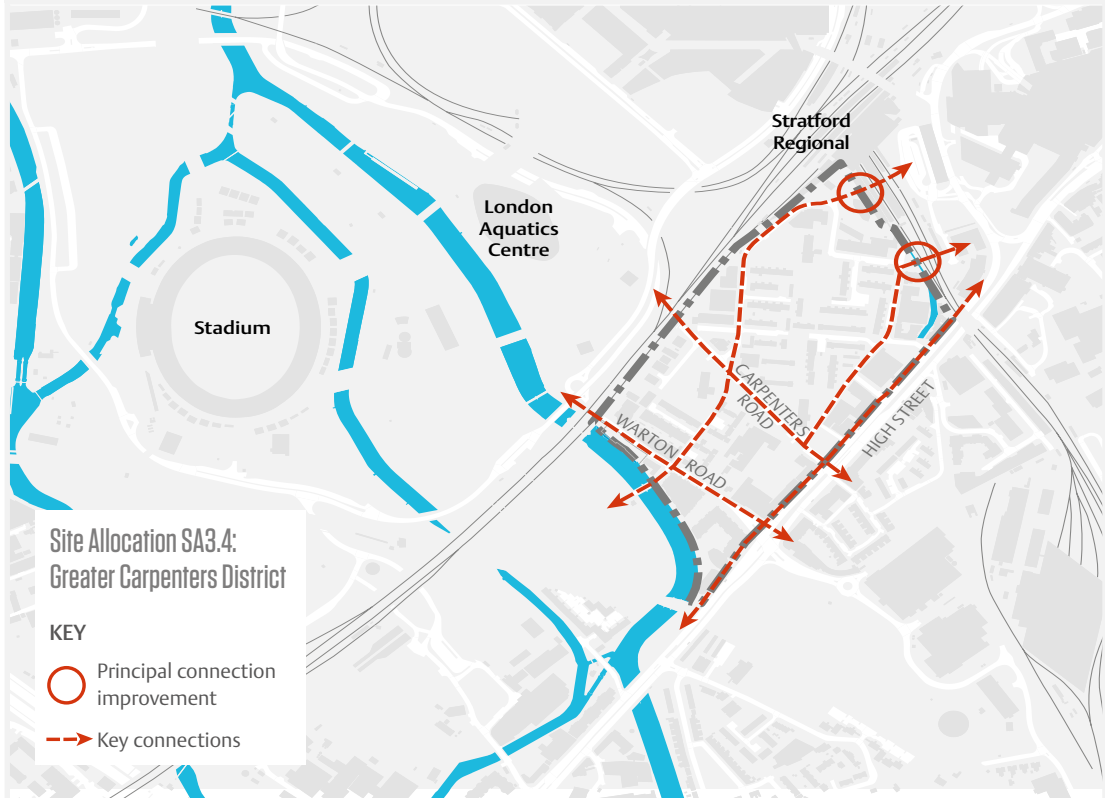
PTAL rating: 1b–2

Flood Zone: 3 (parts)

Site Allocation SA3.4: Greater Carpenters District

SITE ALLOCATION

Existing mixed-use area with potential for extensive mixed-use redevelopment. Achieve a mixed-use development including residential, and more extensive business, commercial, education and community uses.



Supporting development principles

- The detailed development principles for this area will be formulated through the emerging Greater Carpenters Neighbourhood Plan. Consideration will be given to a range of options including refurbishment, opportunities for infill development, comprehensive redevelopment and combinations of these options for the site allocation area. Proposals should seek to facilitate a net increase in residential accommodation, optimising delivery in accordance with Policy SP.2 and H.1 of this Local Plan
- The precise size of the housing allocation will be determined following the outcome of consideration of the options referred to in the bullet point above, which will involve full community consultation, with an affordable housing threshold of 35 per cent or 50 per cent on public sector land, in accordance with

Policy H.2.

- Proposals should maximise affordable housing delivery through the Viability Tested Route re-providing equivalent affordable housing floorspace through equivalent tenures as a minimum
- Development densities and uses should reflect location, and public transport accessibility and the town centre boundary
- In accordance with Policy BN.5 any tall buildings should be directed towards the town centre boundary
- Where provided, commercial and other active uses shall be on the ground floor along key connections, related to the station, Metropolitan Centre and Stratford High Street
- Maximise and reflect in any new development or public realm improvement the potential arising from pedestrian

(continued from previous page)

- movement to and from a new south-western entrance to Stratford Regional Station and improvements to the Jupp Road bridge
- The identified options for new entrances at Stratford Regional Station and delivery of a western overbridge should be incorporated into redevelopment proposals for this site
- Improve connections from the site to the north and to Stratford Metropolitan Centre; to south-west to the Greenway via Bridgewater Road
- Improve connections within the site along Warton Road, Carpenters Road, Gibbins Road and Jupp Road; and to within Queen Elizabeth Olympic Park
- Subject to the above, proposals should be in accordance with the provisions of other Local Plan policies including B.1 in relation to employment floorspace, H.1 for housing mix, Cl.1 for community facilities and BN.7 in relation to Local Open Space
- Safeguarding of land for DLR North Route Double Tracking phase 2
- Consider retention of existing low-rise family housing where this does not prevent the achievement of wider regeneration objectives
- Ensure early community consultation where specific development proposals or regeneration plans are brought forward and take account of the requirements of the Good Practice Guide for Estate Regeneration including residents' ballots

- Support the Greater Carpenters Neighbourhood Forum in its preparation of a Neighbourhood Plan where this conforms to the requirements of the Local Plan and this site allocation and involves cooperation with the Council in its roles as landowner and housing authority.

Phasing and implementation

Delivery of a first phase during 2025/26 to 2029/30.

Planning history

Permission for student accommodation, residential accommodation, education facility and affordable workspace at Duncan House.

Address

Site address: Land containing the Carpenters Estate and to the south of Warton Road

Existing use(s): Mix of uses including low- and high-rise residential, business, community, education and open space

Size: 6.6 ha

PTAL rating: 4–6b

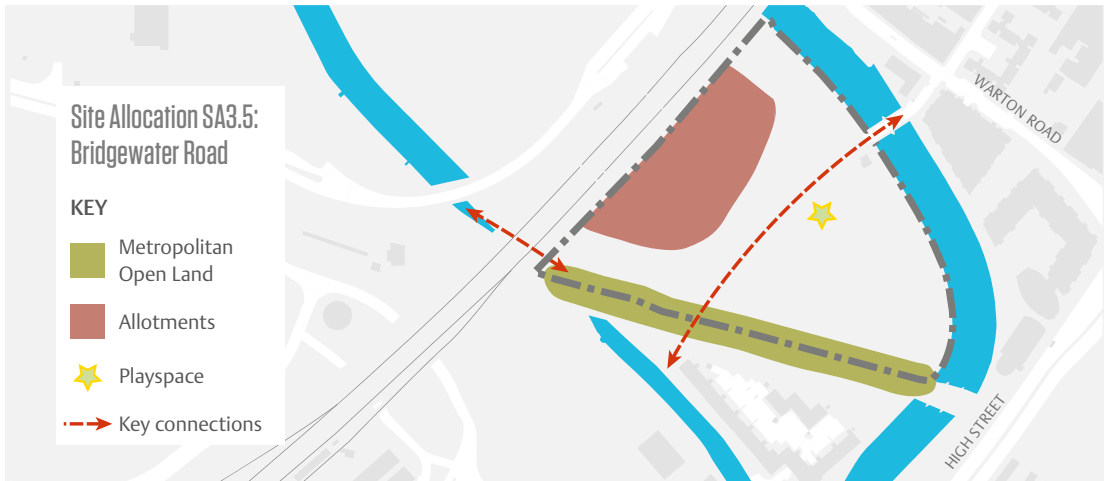
Flood Zone: 3



Site Allocation SA3.5: Bridgewater Road

SITE ALLOCATION

Residential development with ancillary open space and play space, with rebuilt Bridgewater Road Bridge. Cycling and walking access across Greenway to Pudding Mill Local Centre.



Supporting development principles

- Development should maintain the openness of the Metropolitan Open Land
- Development shall be supported by an improved road, pedestrian and cycle bridge from Warton Road
- Take account of the allotment site in the northern part of the site and its access, within scheme design
- Medium-density development reflecting location and public transport accessibility levels providing a transition to the Carpenters District, suitable for provision of family housing and older persons' accommodation
- Heights should generally be no more than 30m from ground level, with heights stepping down to the allotments to the north of the site
- Improved waterways environment
- Extension of district heating network into the site
- Proposals should include Local Open Space according to SPG Standards, including a play space
- Safeguarding of land for DLR North Route Double Tracking phase 2
- Key connections to be protected or provided

- The site allocation is expected to yield a minimum of 300 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA 4.3) based on an affordable housing threshold of 50 per cent in accordance with Policy H.2

Phasing and implementation

Available from 2018 onwards, following completion of Crossrail works

- Proposals for the site allocation which are linked to other sites should facilitate the delivery of the principles of this site allocation through a portfolio approach.

Planning history

- Has permission under the LCS scheme for approximately 300 homes
- 1.1 ha of allotments through the post-Games transformation.

Address

Site address: Land at Bridgewater Road

Existing use(s): Vacant land, allotments

Size: 3.8 ha

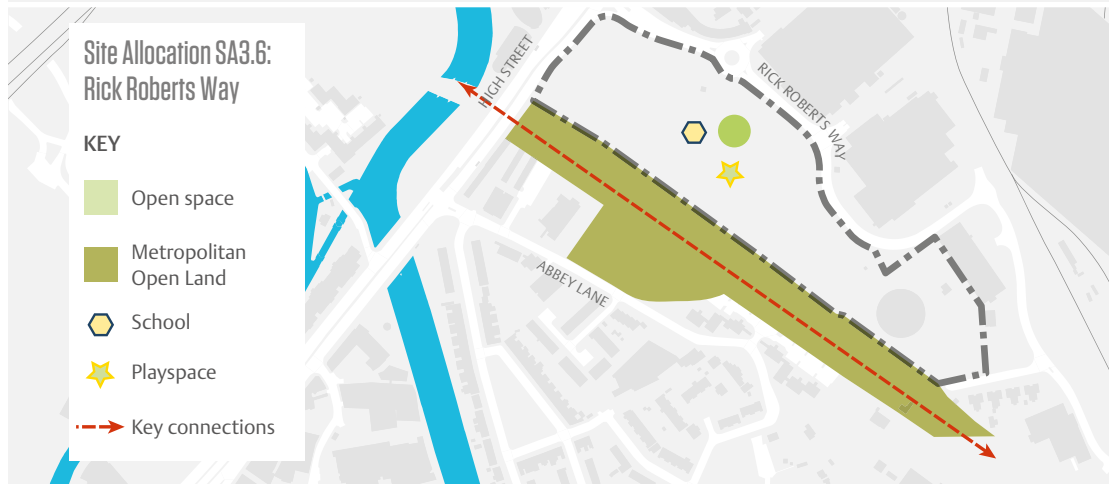
PTAL rating: 2–3

Flood Zone: 3 (limited)

Site Allocation SA3.6: Rick Roberts Way

SITE ALLOCATION

Comprehensive, mixed use development of residential with education uses including provision of a primary school and open space.



Supporting development principles

- The site allocation is expected to yield a minimum of 750 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA 4.3) in accordance with Policy H.2 based on an affordable housing threshold of 35 per cent, and applying an affordable housing threshold of 50 per cent on public land or industrial land where there is a net loss of industrial floorspace capacity.
- In determining the affordable housing threshold to be applied for each part of the site, the Legacy Corporation will consider for surplus utilities site land, evidence of extraordinary decontamination, enabling and remediation costs, including viability evidence, to determine whether a 35 per cent affordable housing threshold can apply when bringing the site forward
- Development should ensure an active frontage onto Stratford High Street and the junction should be safe and welcoming
- Where development is phased, introduction of appropriate interim uses is encouraged in accordance with Policy B.3.
- Development should maintain the openness of the Metropolitan Open Land along the western boundary of the site
- Meet any identified demands for school places through provision of a school alongside residential development
- respecting the existing character, scale and massing of the site and its surrounding area
- Residential capacity could be increased with associated open space alongside the introduction of business space should the primary school no longer be required.
- Unless school place demand has been or will be demonstrably met elsewhere, retention of sufficient land for delivery of an additional primary school in the later part of the Plan period will be sought
- Development should plan for the associated costs of remediation of the site
- Design to reflect the close proximity of industrial and other uses and the potential for wider place-making
- Development will preserve or enhance the listed cottages and the setting of the Conservation Area to the south
- Enable safe access to and across the site for pedestrians and cyclists
- Development shall respect the existing character, scale and massing of the site and its surrounding area
- Cycling and walking access improvements along the Greenway including links to the Channelsea Path beyond the site
- Proposals to include Local Open Space including play space and BAP habitat
- Proposals for development above 30 metres from ground level will only be acceptable subject to the provisions of Policy BN.5

Continued overleaf

Phasing and implementation

- Development shall take place once remediation of the land and removal of equipment has taken place including revocation of Hazardous Substance Consent
- Delivery on site from 2021 onwards.
- Comprehensive delivery across the whole of the site, phased to allow for the timely delivery of housing, for land availability, and to ensure infrastructure requirements are met
- Proposals for the site allocation which are linked to other sites should facilitate the delivery the principles of this site allocation through a portfolio approach.

Planning history

Has permission under the LCS scheme for: approximately 400 residential; 550 sqm retail; 11,600 sqm community use (school). A secondary school associated with the Legacy Communities Scheme has subsequently been provided on Stadium Island (The secondary school associated with the Legacy Communities Scheme has subsequently been built and opened on a different site, adjacent to the London Stadium).

Address

Site address: Land between Rick Roberts Way to the north and Greenway to the south

Existing use(s): Existing use(s): utilities infrastructure and interim uses

Size: 4.3 ha

PTAL rating: 2-5

Flood Zone: 2 and 3





Signposting

Other designations applying to this Sub Area are:

Rick Roberts Way Locally Significant Industrial Site – see Policy B.1

Stratford Metropolitan Centre – see Policy B.2

Metropolitan Open Land, Queen Elizabeth Olympic Park – see Policy BN.7

Local Open Space in various locations – see Policy BN.8 and Appendix 4, Local Open Space Table

Evidence base references

Retail and Leisure Requirements Review (London Legacy Development Corporation, 2014)

Retail and Town Centre Needs Study (London Legacy Corporation, 2018)

Stratford City Outline Planning Application 07/90023/VARODA and associated planning applications and detailed approvals

Olympic, Paralympic and Legacy Transformation Planning Application 07/90010/ OUMODA and associated planning applications and detailed approvals

Legacy Communities Scheme Outline Planning Application 11/90621/OUTODA and associated detailed approvals

Post-Games transformation permission 07/90010/OUMODA

Manhattan Loft Gardens planning permission 10/90285/FUMODA

Core Strategy (London Borough of Newham, 2012)

Stratford Metropolitan Masterplan (London Borough of Newham, 2011)

Retail and Town Centre Needs Study (London Legacy Corporation 2018)



SUB AREA 4

BROMLEY-BY-BOW, PUDDING MILL, SUGAR HOUSE LANE AND MILL MEADS

Vision

VISION

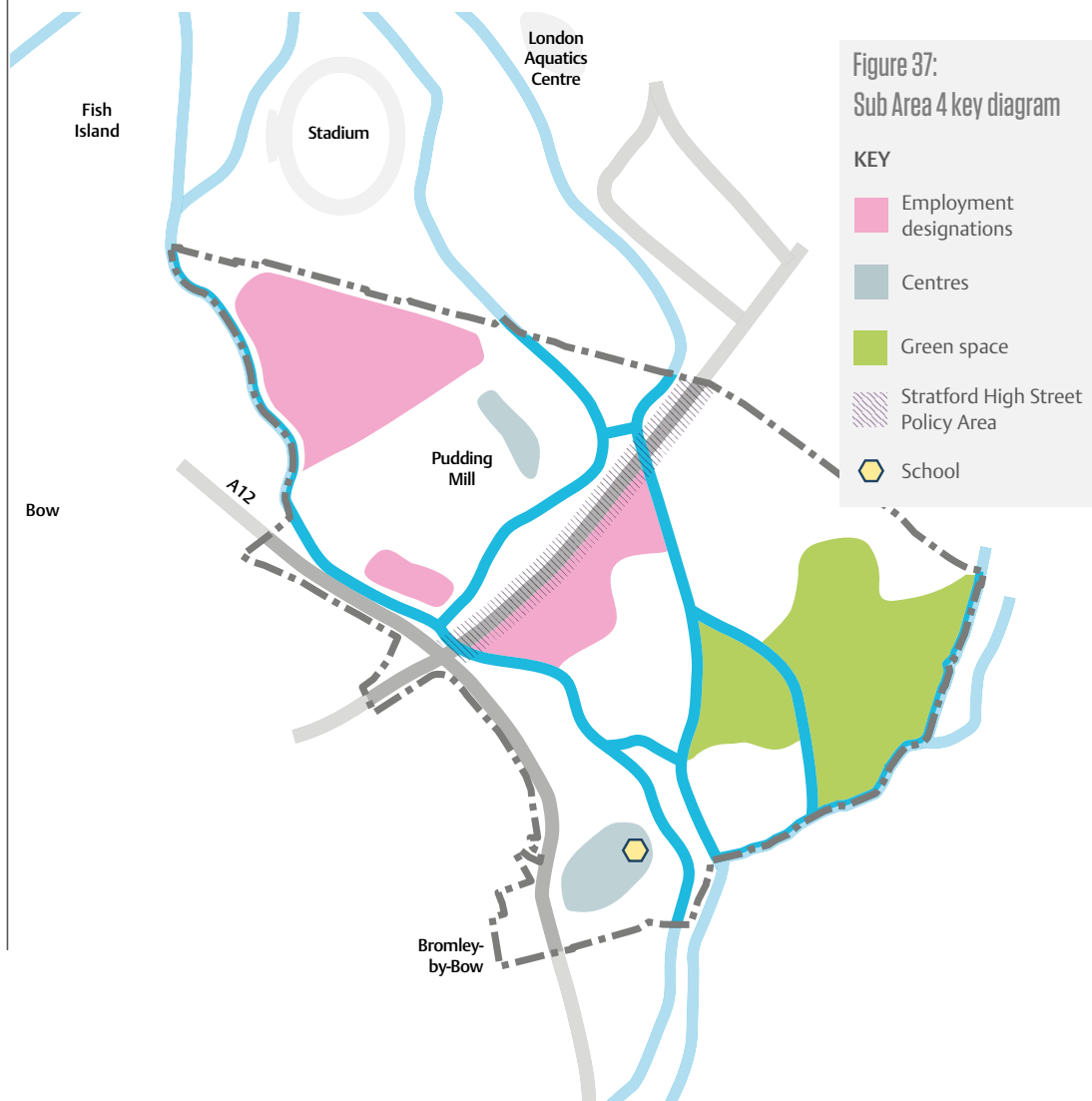
This will become an area of new business and residential communities that find a focus at a new District Centre at Bromley-by-Bow and a new Local Centre at Pudding Mill, with a secondary hub of employment and leisure uses in the north part of Sugar House Lane. The District Centre at Bromley-by-Bow will provide a new primary school, community facilities and public open spaces. A new DLR station at Pudding Mill and an enhanced Bromley-by-Bow Station will provide excellent public transport links to nearby work and leisure opportunities and good access to the rest of London. New and improved local foot and cycle paths will provide accessible and safe routes to the stations and local shops and services. The many new homes in Bromley-by-Bow, Sugar House Lane and Pudding Mill will meet a wide range of housing needs, while the new homes, business and other premises will have been sensitively and excellently designed, taking account of the historic waterside settings and the heritage assets within and around the Conservation Areas. By 2036, the Sub Area will have become a distinct series of new urban communities, well connected to their surroundings.



Area profile

13.1

This Sub Area is occupied by a combination of vacant land and buildings, businesses and recently constructed commercial and residential development. The A12 runs down the western side of the Sub Area. This is a busy strategic road, carrying very high volumes of traffic. Crossing points within the Sub Area are limited. A number of rivers also cross through the area. These are both a barrier to movement and an asset to the environmental quality of the area, and provide the opportunity for new development to provide access to the waterways and enhance their schemes. Rail infrastructure dominates the area to the north-west, with the safeguarded strategic rail head and the Crossrail portal at Pudding Mill and the DLR line corridor. There are Conservation Areas at Sugar House Lane and Three Mills, as well as the Grade I listed House Mill, and the Grade II* listed pumping station within the area. There is open space providing much-needed recreational facilities in the south-east of the area around Three Mills Green. Land around the Thames Water pumping station at Mill Meads is designated as Local Open Space: Policies BN.8 and S.5 of this Local Plan are applicable to this land. The Local Open Space designation at Mill Meads includes the Abbey Mills Pumping Station site which is a strategically important operational pumping station complex that both links to the Lee Tunnel and is proposed to connect to the proposed Thames Tideway Tunnel. Given this role, it is not publicly accessible and may be required for operational development in the future. The Abbey Mills Pumping Station land within this included designation does not, as a result, currently provide any public open space amenity function. However, land at Mill Meads has been identified in the East London Green Grid as a potential future phase of the Lea River Park and the Legacy Corporation supports future public access to this area subject to the operational requirements of Thames Water.



Area priorities

13.2

The priorities for this Sub Area are:

- A potential new District Centre at Bromley-by-Bow
- Better connectivity, especially for walking and cycling across the area
- To take advantage of the character and history of the waterways to bring forward new development
- To provide new housing and jobs, with a mix of uses across the area
- To preserve or enhance the heritage assets in the Sub Area.

PREVAILING BUILDING HEIGHTS AND GENERALLY EXPECTED BUILDING HEIGHTS

13.3

The Site Allocations within this Sub Area set out the generally expected height of new development in each allocation. If development is proposed in the Site Allocations above those heights, the Proposals for Tall Buildings Policy (BN.5) will apply. The Stratford High Street Policy (Sub Area 3 Policy 3.1) is applicable to new development along Stratford High Street within Sub Area 4. Outside the Site Allocations and Stratford High Street, the prevailing height in the Sub Area is very low, with heritage assets at Three Mills, the Grade II* listed pumping station at Abbey Lane/ Mill Meads and two-storey housing in the area around Leggatt and Streimer Road.

13.4

If development is proposed above 10 metres in Sub Area 4 outside a Site Allocation and the Stratford High Street Policy Area, the Proposals for Tall Buildings Policy (BN.5) will apply. Table 13 below sets out the prevailing heights that exist within the sub area outside the site allocations and the generally expected heights of development within the site allocations and Stratford High Street policy area.

Table 13. Prevailing and generally expected heights in Sub Area 4 (heights in metres above existing ground level)

LOCATION	HEIGHT
Bromley-by-Bow (Site Allocation SA4.1) (generally expected height)	18m
Sugar House Lane (Site Allocation SA4.2) (generally expected height)	15m
Pudding Mill (Site Allocation SA4.3) (generally expected height)	21m
Stratford High Street Policy Area (generally expected height) (Policy 3.1)	30m
Other Areas (Prevailing height)	10m

Policy 4.1: A potential District Centre

POLICY

The Legacy Corporation supports the future designation of a new District Centre at Bromley-by-Bow, in accordance with Table A1.1 of Annex 1 of the Draft New London Plan. Proposals for development will be required to demonstrate that they:

1. Achieve, or are part of, a comprehensive development of the Bromley-by-Bow Site Allocation area
2. Include an appropriate mix and balance of uses that together have the potential to function as a District Centre. This mix should include retail, employment, community uses, a primary school, open space
3. Respond positively to the adjacent waterways and listed buildings at Three Mills
4. Provide appropriate on-site infrastructure that will be secured through a Section 106 Agreement needed to make the development acceptable, such as appropriate access arrangements to the site for pedestrians, vehicles and transport
5. Contribute to the wider aspirations for design and regeneration of the wider Bromley-by-Bow area.

Cross-reference to policies: B.2; BN.5; 4.4
London Plan policy: SD.6

Reasoned justification

13.5

There has been a long-standing aspiration to create a new District Centre at Bromley-by-Bow, to serve existing communities to the west and new communities to the east. The need to allocate Bromley-by-Bow as a potential District Centre has been considered by the Retail and Town Centre Needs Study (2018). This supports the continued allocation as a District Centre; therefore Policy 4.1 and B.2 and Site Allocation SA4.1 will be used when considering development proposals, and by the Legacy Corporation in relation to its wider responsibilities, to help bring forward its delivery. The mix of uses required in the District Centre is considered necessary to enable it to function properly. The school and the new open space are required to serve the needs of new and existing communities.





Policy 4.2: Bringing forward new connections to serve new development

POLICY

Development proposals within Sub Area 4 should not prejudice and, where relevant, should contribute towards the improvement of existing and the delivery of new connections necessary to serve the anticipated needs of development within the Sub Area.

The improvements to existing and new connections considered necessary for the delivery of the development anticipated within this Sub Area are:

1. Accessibility improvements including a new junction on the A12 at Bromley-by-Bow that serves the potential new District Centre by improving access for pedestrians, cyclists, buses and general traffic
2. Improving the pedestrian underpass adjacent to Bromley-by-Bow Station and linking pedestrian and cycle routes to allow access to the new District Centre and the Lee Valley Regional Park beyond
3. New and improved vehicle, pedestrian and cycle bridges across the River Lea; a new all-movements junction on the A118 to improve access to and from Sugar House Lane for pedestrians, cyclists, buses and general traffic
4. A new bridge across the Bow Back River linking to the all-movements junction and connecting with Marshgate Lane
5. Delivery of a west-east pedestrian and cycle route, parallel with Stratford High Street, through Pudding Mill, across the Greenway and through the Greater Carpenters area parallel to Stratford Metropolitan Centre
6. Pedestrian and cycle improvements at Bow Interchange
7. New and improved pedestrian and cycle links from Pudding Mill Lane DLR Station to Queen Elizabeth Olympic Park via the Greenway and Southern Loop Road.

Cross-reference to policies: T.5; T.6

Reasoned justification

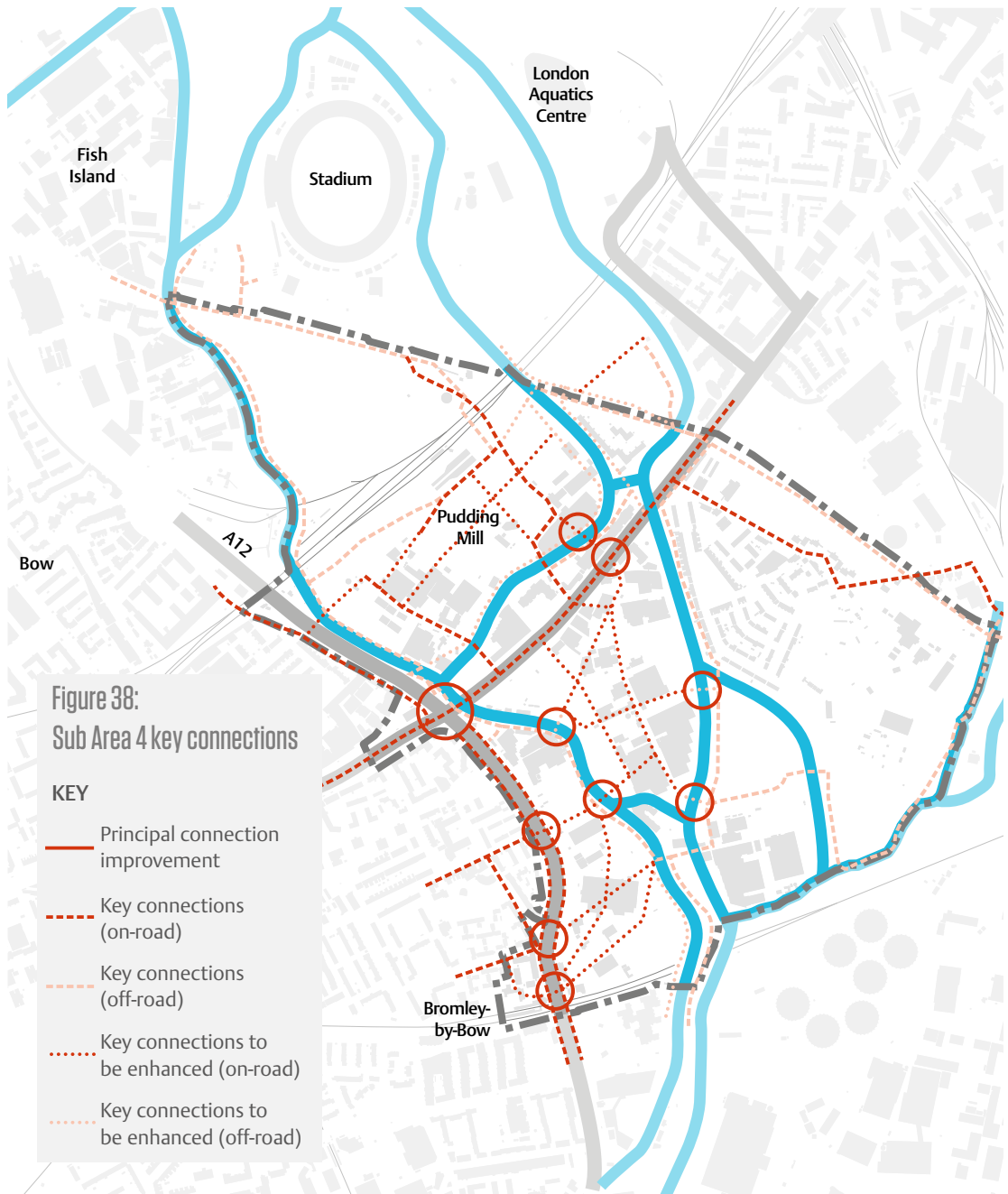
13.6

Most of the development sites in this Sub Area are of a significant size and therefore each proposal will need to consider how it contributes to the local streetscape and provides routes for pedestrians, cyclists and vehicles. Improvements to the routing and frequency of existing and future bus routes and their interchange at Bromley-by-Bow and Pudding Mill Lane DLR stations and respective proposed District and Local Centres will be facilitated through the connectivity improvements identified above and in the Site Allocations.

Policy application

13.7

Connections should be developed in accordance with the hierarchy of streets set out in Policy T.6.



Policy 4.3: Station improvements

POLICY

In considering proposals to improve Bromley-by-Bow Station, to further enhance the existing improvements that have been made, the Legacy Corporation will support proposals that improve accessibility and capacity to and within the station and enhance its visual presence within the area.

The Legacy Corporation will also require proposed development on adjacent sites to provide walking routes within their sites that are orientated towards the station and help provide legible and direct access to it.

Cross-reference to policy: T.2

Reasoned justification

13.8

Improvements are proposed at Bromley-by-Bow Station to improve accessibility and capacity, create step-free access and improve its design and appearance to serve better the existing and new communities. Significant funding has already been collected through Section 106 Agreements to enable the station works to take place. As the station is on the western side of the A12, it is difficult to access from the east. Its presence also needs to be enhanced to increase its profile within the area.



Site Allocation SA4.1: Bromley-by-Bow

SITE ALLOCATION

A new mixed-use area including:

- New and reprovided retail floorspace that is capable of functioning alongside a mix of uses, as a new District Centre
- A primary school
- A new 1.2 hectare park
- Riverside walk
- Community facility (e.g. library)
- New homes with a significant element of family housing
- New employment-generating business space in a range of sizes and formats.

Proposals for development will be required to demonstrate that they contribute to the comprehensive development of the Bromley-by-Bow Site Allocation area, taking into account the Bromley-by-Bow SPD (adopted 2017) which sets out specific policies for the area. To do this, applications will need to demonstrate:

- that a masterplan approach for the Site Allocation as a whole is followed
- that phasing of development across the overall site is appropriate and secured by condition or through Section 106 Agreements attached to future planning permissions

- that there is certainty of timely delivery for the key elements of social and physical infrastructure and land uses identified as required within this site allocation.

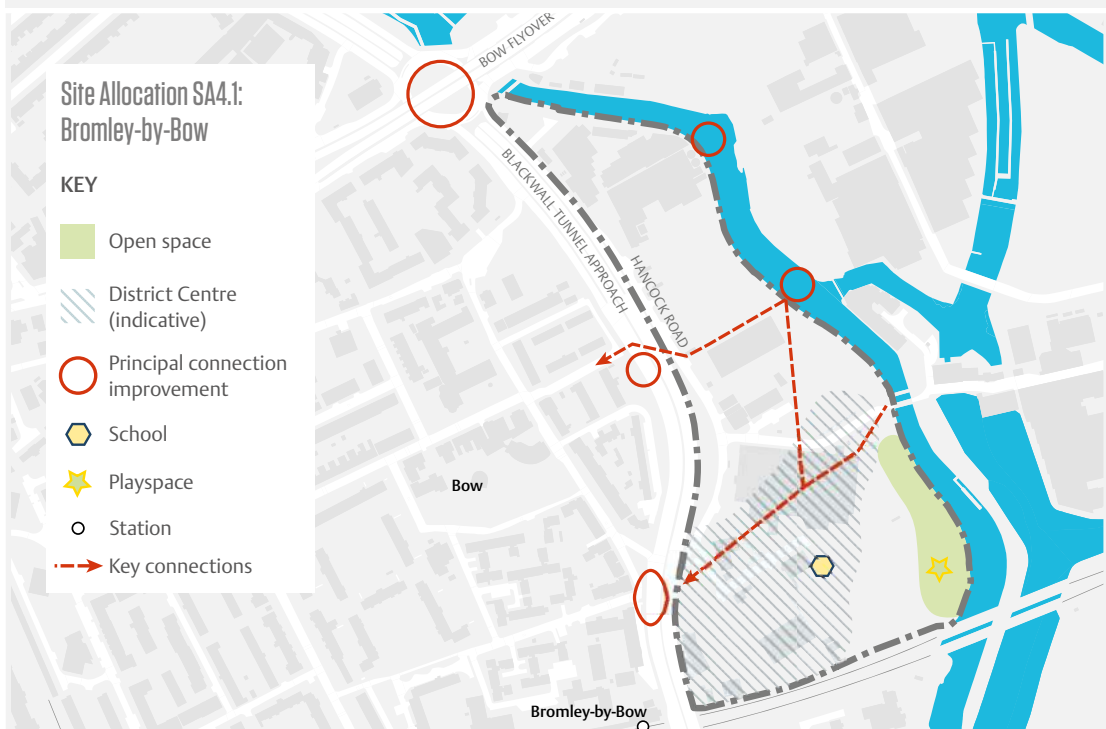
Proposals will need to include an appropriate mix and balance of uses that together have the potential to function as a District Centre, including retail, employment floorspace, community uses, a primary school, a new park and improved public realm

New development should respond positively to the adjacent waterways and Listed Buildings and Conservation Area at Three Mills. Specifically, development should be lower in scale by the canal and the new park should be located adjacent to the River Lea, particular reference should be made to policy T.10 and access to the canal.

Where development is phased, introduction of appropriate interim uses is encouraged in accordance with policy B.3.

Safe pedestrian and cycling access should be provided, particularly to the primary school.

Landing for bridges from Sugar House Lane will need to be incorporated into development proposals.





Supporting development principles

- Landowners will need to work together to bring forward comprehensive schemes that are capable of achieving the delivery of the District Centre and identified infrastructure needed for the site as a whole. Accessibility improvements will be required to enable the new Centre to be accessible to new and existing communities to the north and the west.
- The site allocation is expected to yield a minimum of 1,700 new homes with an affordable housing threshold of 35 per cent in accordance with Policy H.2.

Phasing and implementation

- The area is identified in the London Plan as a potential new District Centre
- To maximise the opportunities to deliver a successful new centre and community in this location, improved linkages across the A12 and links to the east across the River Lea are essential to improve local and wider connectivity and integration of new and existing communities across and beyond this Sub Area
- Phasing of development will be important (as set out above), as will the means of access to the site. A new junction which provides vehicular and pedestrian access from the site to and across the A12 is required, to improve access to the wider Bow area and to Bromley-by-Bow Station. Such improvements will be required as part of comprehensive proposals for development on this site. As set out in the Legacy Corporation Planning Obligations SPD, the Legacy Corporation considers that development at Bromley-by-Bow will require on-site improvements to access and transport and highways improvements which would be secured through Section 106 Agreements. Appropriate arrangements for providing for community uses, open space and improved public realm on site would also be secured through Section 106 Agreement

- A substantial mixed-use scheme has planning permission at Sugar House Lane, which is across the river to the north-east. Proposals at Bromley-by-Bow will need to take account of the permitted/emerging land uses on that site. For example, there is planned commercial activity to the southern edge of Sugar House Lane, and it would make sense for development at Bromley-by-Bow to concentrate town centre uses towards this area
- The Legacy Corporation will proactively engage with landowners and developers to ensure delivery of this important regeneration area.

Relevant planning history

1. Phases 1 and 2 of permission PA/11/02423/LBT, granted in 2012, are completed. This application lapsed in 2019, the development of the remainder of the site will require new planning permission
2. Planning permission 17/00334/FUL for mixed use development, including 407 residential units.
3. Planning permission 17/00364/FUL for mixed-use development, including 491 residential units.

Address

Site address: Site bounded by the Blackwall Tunnel northern approach, River Lea and District Line railway

Existing uses: The area currently accommodates riverside residential development, a food store and associated car parking, industrial and distribution activities and vacant land and buildings. Bromley-by-Bow Station is located to the south-west of the Site Allocation area, on the other side of the A12

Size: 8 ha

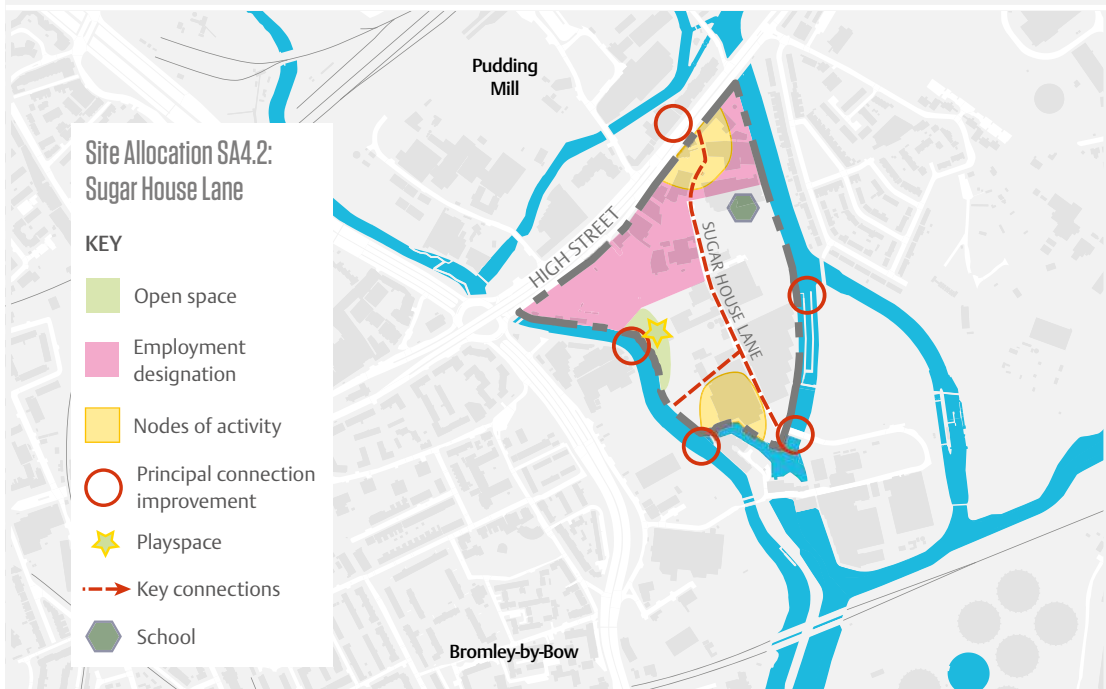
PTAL rating: 3–5

Flood Zone: 1 (2–3 parts only)

Site Allocation SA4.2: Sugar House Lane

SITE ALLOCATION

A new medium-density, mixed-use area of business (including cultural and creative) and local retail space focused in the northern and southern part of the site; new homes with a significant number of family homes, Local Open Space, playspace and public realm. A new all-movements junction to enable access to the area and new and enhanced bridges to link the area to surrounding communities will be required alongside development. Proposals for development above 15 metres above ground level will only be acceptable subject to the provisions of Policy BN.5.



Supporting development principles

- The area should adopt a genuinely mixed-use character retaining a strong employment focus that includes a base for creative industries and introduces a new residential community served by a range of local amenities and high-quality public transport, pedestrian and cycle connections. The area will be defined by its unique natural environment and historic industrial legacy that includes extensive canal and river frontage, robust yet adaptable buildings and intricate yards and passages. The historic character of the area should be celebrated by weaving high-quality new buildings into the historic fabric
- Open space – high-quality public, communal and private amenity spaces that create a sense of place and meet the needs of residents, workers and visitors will need to be provided
- A high proportion of family housing – at least 40 per cent (three-bedroom and larger) – will need to be provided
- Improve the waterside environment of the River Lea, Waterworks River and Bow Back River
- Any proposals will need to preserve or enhance the Conservation Area designations, both of the Sugar House Lane Conservation Area, which is wholly within the site, and the Three Mills Conservation Area, part of which falls within the Site Allocation area. Three Mills Conservation Area includes the Grade I listed House Mill, Grade II* listed Clock Mill, Grade II listed Custom House and Grade II listed Three Mills Lane roadway. The settings of the Grade I, II* and II listed buildings at Three Mills will also need to be protected
- The site allocation is expected to yield a minimum of 1200 new homes with affordable housing being delivered in accordance with the current planning permission



Phasing and implementation

Comprehensive delivery of the site allocation development beginning in 2015. As part of this, new pedestrian and vehicular access to the site will need to be provided. In particular, bridges linking the peninsula to Bromley-by-Bow and to Three Mills will need to be provided/enhanced. These have been secured through an existing planning permission. Equivalent provision would need to be made if any other new application comes forward, or the permitted scheme is amended as it is developed.

- 350-bedroom hotel
- pedestrian river bridge
- riverside park

The scheme has been implemented as permitted and is considered to meet the requirements of this Site Allocation (SA4.2).

Relevant planning history

The site contains the Sugar House Lane Conservation Area and a strip of land along the south-east boundary of the site is within the Three Mills Conservation Area. The southern end of the site is within the setting of a group of Grade I, II and II* listed buildings, across the City Mill River at Three Mills and the listed gas-holders at Bromley-by-Bow Gasworks.

Permission was granted in 2012 for part-full and part-outline planning permission for a significant mixed-use development, which includes:

- 1,200 residential units
- 12,500 sqm of flexible non-residential floorspace
- 34,000 sqm of offices and workshops

Address

Site address: Land to the south of High Street Stratford, east of the River Lea Navigation and west and north of the Three Mills Wall River

Existing uses: The site is within an area that has been predominantly used for industrial and commercial activity since its redevelopment centuries ago. The site accommodates a mix of commercial activity, including a number of creative industries, and vacant land and buildings which are being cleared ready for development

Size: 10 ha

PTAL rating: 2–4

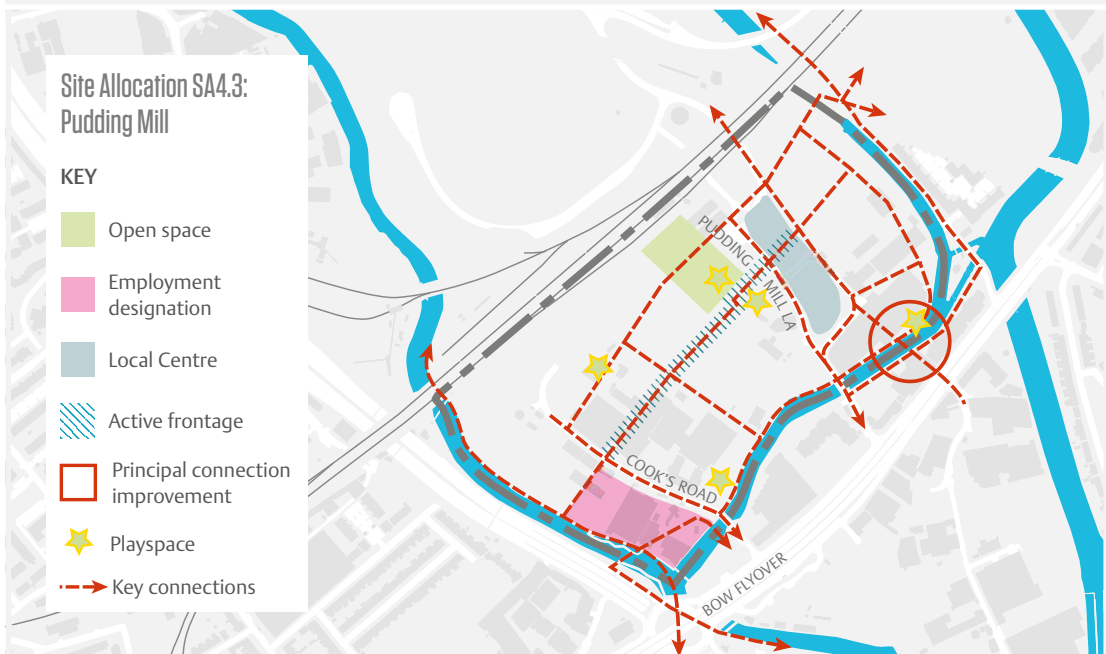
Flood Zone: 2–3

Site Allocation SA4.3: Pudding Mill

SITE ALLOCATION

A new medium-density, mixed-use area, including a significant and diverse element of new and replacement business floorspace, including spaces suitable for small- and medium-sized businesses; a new Local Centre adjacent to Pudding Mill Lane DLR Station and Pudding Mill Lane; new homes including a significant element of family housing; new Local Open Space, playspace and public realm. Cumulatively across the Pudding Mill Site Allocation, 25 per cent non-residential floorspace should be achieved, with intensified industrial floorspace in the area to the west of Cooks Road and around the Crossrail portal. This is in line with the Pudding Mill SPD (adopted 2017) which sets out the local policies around development in this area.

- Non-residential uses should be focused along a new central east-west street
- The form of development should allow for improved east-west connections through the site
- Provision should be made for key connections, including a new bus/cycle/pedestrian connection from Stratford High Street to Marshgate Lane and a new pedestrian/cycle connection from Wrexham Road over the A12 and River Lea
- Where development is phased, introduction of appropriate interim uses is encouraged in accordance with Policy B.3
- Regard will need to be had to not prejudicing the operation of the safeguarded rail freight site to the west (for example by ensuring that noise sensitive uses are located away from the site).



Supporting development principles

- Landowners will need to work together to bring forward comprehensive schemes that are capable of achieving the ambitions for development of the site allocation and delivering identified infrastructure needed for the site as a whole.
- Open Space/playspace needs to be provided alongside development and located within pockets across the site
- A new Local Centre should be brought forward adjacent to Pudding Mill Lane DLR Station

- A significant proportion of family homes should be provided
- It would be appropriate to re-align Barbers Road to provide a dual fronted street and screening to the Crossrail site
- Other Industrial Location designation maintained along the western edge where industrial uses should be intensified, and facilitate the co-location with residential uses (see Policy B.1 and Pudding Mill SPD)
- The site allocation is expected to yield a minimum of 2,000 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA4.3) based on an affordable housing threshold of 50 per cent in accordance with policy H.2.

Phasing and implementation

- Lack of existing residential uses, amenity and limited connectivity will require early phases to consider carefully the provision of amenity and access
- Consideration of the transition to residential use is required to avoid poor adjacencies between retained industrial uses and residential redevelopment
- Strategic requirement to enhance the north-south connections between the Local Centre adjacent to Pudding Mill DLR Station, across to Sugar House Lane and south-west to Bromley-by-Bow District Centre. An additional crossing is identified to allow an enhanced bus, pedestrian and cycle route

- The non-residential employment uses are concentrated on the east-west street and special-use sites to allow the incremental growth of employment space with each development parcel.

Relevant planning history

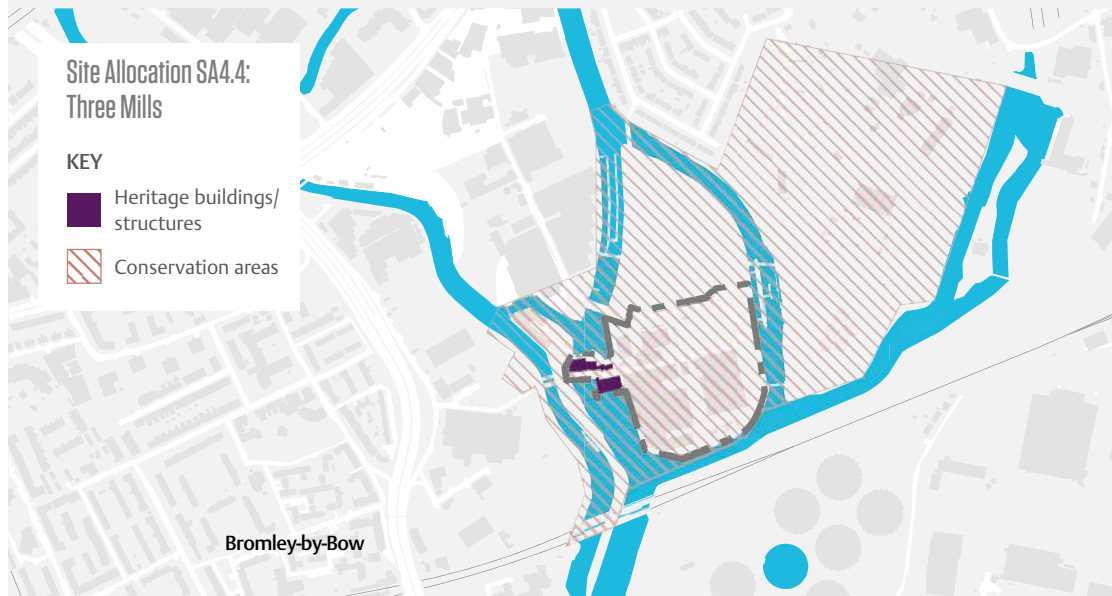
11/90621/OUTODA – Part of the site has outline planning permission under the Legacy Communities Scheme permission granted in 2012 for a substantial mixed use scheme, including a new Local Centre, 118,290 sqm of residential development (Use Class C3) and associated community uses and open space
 Planning permission 14/00422/FUL for mixed use development of 254 residential units and 4,257 sqm of business space.
 Planning permission 15/00392/FUL for mixed use development of 194 residential units and 2,136sqm of commercial floorspace.

Address
Site address: Land to the south of Queen Elizabeth Olympic Park, bounded by the River Lea to the west, City Mill River to the east, Bow Back Creek to the south and the DLR line to the north.
Existing uses: Light industrial and varied employment uses with some residential.
Size: 15.68 ha
PTAL rating: 3–5
Flood Zone: 3



Site Allocation SA4.4: Three Mills

Site renewal, focusing on restoration and conservation of the existing heritage building on the site to preserve the character of the area whilst updating facilities to ensure they are fit for purpose to maintain and enhancing the existing employment usage on site whilst maximising the opportunities of the site, including enabling development to support renewal.



- Proposals should set out how the historic buildings on site and the conservation area will be protected and enhanced by any development that takes place on site
- The group of listed buildings at Three Mills Island, including the Grade I listed House Mill, and the listed buildings at Abbey Mills, provide an important historical context to the southern part of the Sub Area and the proposed district centre. It is important to ensure that any new development sits well alongside these existing heritage assets and does not impact negatively upon them
- Area included within this site allocation includes a range of uses and facilities, any enabling development within proposals should be proportionate and not dominate the development and therefore change the character of the area
- Proposals should preserve and enhance the existing usage on site such as the employment usage, supporting the range of creative and business usage on site.

Supporting development principles

- Proposals for new development or new uses within existing buildings within Three Mills Island will need to demonstrate that they preserve or enhance the character of the Conservation Area and the setting of the listed buildings
- Proposals should complement the range of existing employment, including cultural and creative employment and community uses
- Proposals for development should also preserve or enhance the character and appearance of the Three Mills and Sugar House Lane Conservation Areas
- Views from the Three Mills Conservation area will be protected from inappropriate development
- Proposals for this site allocation will set out how they contribute to the overall vision for sub area four, making reference to planning documents that relate to the wider area such as the Bromley-by-Bow SPD, the proposed district centre at Bromley-by-Bow

and the neighbouring Sugar House Lane conservation area

- The site allocation is expected to yield a minimum of 100 new homes with an affordable housing threshold of 50 per cent in accordance with Policy H.2.

Phasing and implementation

- Phasing of development on site expected from 2024 onwards.

Address

Site address: Three Mills Studios and the Clock Mill

Existing uses: The main area is used for film and television studios and is known as Three Mills Studios, the Clock Mill is the temporary site of the East London Science School.

Size: 3.9 ha

PTAL rating: 0-3

Flood Zone: 2-3



Site Allocation SA4.5: Bow Goods Yards (Bow East and West)

An area of Strategic Industrial Land providing protected freight rail head facilities, divided by the River Lee but linked by rail infrastructure, appropriate for bulk freight and other uses associated with Strategic Industrial Land. There is the opportunity for intensification, consolidation and development of rail freight, transport and associated industrial uses.

Consolidation and intensification of rail, industrial and other appropriate employment uses would present the opportunity in the long-term for an element of release of land at Bow East for alternative uses, provided that:



- This formed part of a comprehensive masterplan approach
- This provided rail access and freight function to both Bow East and Bow West
- Continued to provide at least an equivalent amount of SIL function capacity as the current land area
- Significantly increased the overall job density of the site allocation area
- Secures the long-term provision of sufficient rail and transport infrastructure to serve the uses planned through the comprehensive masterplan approach
- Provides an alternative road access across the site allocation area to enable servicing and access to and from the A12
- Does not negatively impact on the surrounding highway infrastructure or road safety for those using that surrounding highway and transport network
- Demonstrates an acceptable relationship between the rail and other SIL uses and any non-SIL uses proposed, including noise, air quality and visual impact, applying the 'Agent of Change' principle.

Where these requirements are met, any area released for non-SIL uses can include residential development but must demonstrate a strong relationship and connections to:

- The new Local Centre and DLR Station at Pudding Mill
- The emerging residential communities at both Pudding Mill and Sweetwater
- The Greenway and River Lea and communities to the west of the River, including open space provision and an enhanced landscaped setting to these features.

Supporting development principles

- Creating a buffer of employment uses between the rail and industrial uses and any residential use
- Where any residential use is proposed following on from intensification and consolidation of industrial freight uses, affordable housing to be provided in accordance with Local Plan Policy (H.2) and defining the site as publicly owned
- Provision of a significant biodiverse open space buffer along the waterway edge

(continued from previous page)

- Ensuring the eastern edge of the site and any vehicle access connections to Pudding Mill Lane and the Loop Road is designed such that it remains a safe route for pedestrians and cyclists moving between Pudding Mill Station and the Queen Elizabeth Olympic Park, its schools and venues
- The comprehensive masterplan approach could be phased in its delivery

Industrial and storage distribution uses should be provided in high quality and well-designed enclosing structures, with appropriate soft landscaping, which complement the views through and within the site as well as reflecting the wider context of proximity of the Queen Elizabeth Olympic Park and its unique setting.

Address

Site address: Bow Goods Yards East and West

Existing uses: The area is used for aggregates and concrete batching, with related railhead and road infrastructure.

Size: 14.11 ha

PTAL rating: 1a-2

Flood Zone: 1-3

Signposting

Other designations applying to this Sub Area are:

Cooks Road Other Industrial Location – see Policy B.1

Sugar House Lane / Stratford High Street Locally Significant Industrial Site – see Policy B.1

Pudding Mill Local Centre and Bromley-by-Bow District Centre – see Policy B.2

Metropolitan Open Land – see Policy BN.7

Local Open Space in various locations – see Policy BN.8 and Appendix 4, Local Open Space Table

Evidence base references

Bromley-by-Bow SPD (Legacy Development Corporation, 2017)

Pudding Mill SPD (Legacy Development Corporation, 2017)

Legacy Corporation Characterisation Study (Legacy Development Corporation, 2018)

Three Mills Conservation Area Review and Management Guidelines (Legacy Development Corporation, 2018)

Retail and Leisure Requirements Review (Legacy Development Corporation, 2014)

Olympic, Paralympic and Legacy Transformation Planning Application 07/90010/

OUMODA and associated planning applications and detailed approvals

Legacy Communities Scheme Outline Planning Application 11/90621/OUTODA and associated detailed approvals

Post-Games transformation permission 07/90010/OUMODA

London Borough of Newham, Core Strategy, 2012

Stratford Metropolitan Masterplan (London Borough of Newham, 2011)

London Borough of Tower Hamlets Core Strategy, 2010

London Borough of Tower Hamlets Managing Development DPD, 2013

Sugar House Lane Planning Permission ref: 12/00336/LTGOUT/LBNM)

Retail and Town Centre Needs Study (London Legacy Development Corporation, 2018)





DELIVERY AND IMPLEMENTATION

- 14.1** As a Local Planning Authority and as a Mayoral Development Corporation, the Legacy Corporation has a number of powers and tools available to help it achieve the vision and objectives set out in this Local Plan. This Local Plan has set out the policies that it will apply when determining planning and Listed Building Consent applications to achieve the vision and objectives through its development management process.

Determination of applications

- 14.2** As part of the process of determining planning applications, the Legacy Corporation has established methods for ensuring that applications provide appropriate levels of detail for the Legacy Corporation to ensure that development proposals will meet the objectives and the policies set out in this Local Plan. These approaches are set out below. The full documents and more detailed information is available on the Legacy Corporation website.

Validation list of planning applications requirements

- 14.3** The Legacy Corporation has a validation list which sets out what applicants need to submit as part of a planning application, both under national and local requirements. This list is available on the Legacy Corporation website (<http://queenelizabetholympicpark.co.uk/planning-authority/making-an-application>).

Quality Review Panel

- 14.4** The Legacy Corporation is committed to achieving high-quality design in new buildings and outdoor spaces in the area. As part of this, a special independent Quality Review Panel has been created to advise the Planning Decisions Committee in making its decisions. The Panel reviews complex or high-profile applications at pre-application stage, and during the consideration stage before it is reported to planning committee. Panel members are professionals with experience in architecture, landscape architecture, urban design, environmental sustainability, inclusive design, development economics and delivery. Further information about the Quality Review Panel's purpose and the way it works with the Legacy Corporation can be found in its Terms of Reference document available on the Legacy Corporation website.

Enforcement action

- 14.5** Where necessary, the Legacy Corporation will use its powers to take planning enforcement action to ensure that unacceptable development built without planning permission or other consents does not compromise the delivery of the objectives set out in this Local Plan. The Legacy Corporation's Enforcement Plan is available on the website.

Delivering infrastructure

14.6

An Infrastructure Delivery Plan (IDP) has been prepared by the Legacy Corporation in consultation with the Boroughs and other stakeholders. It identifies the infrastructure that will be needed to support the planned growth within the Legacy Corporation area, and identifies the costs and funding gap for this infrastructure. The IDP is reviewed annually and updated as necessary as part of the Authority Monitoring Report. A CIL Infrastructure List has been published alongside the adopted Community Infrastructure Levy Charging Schedule. This sets out which infrastructure the Legacy Corporation intends to fund from its CIL.

Key infrastructure requirements

14.7

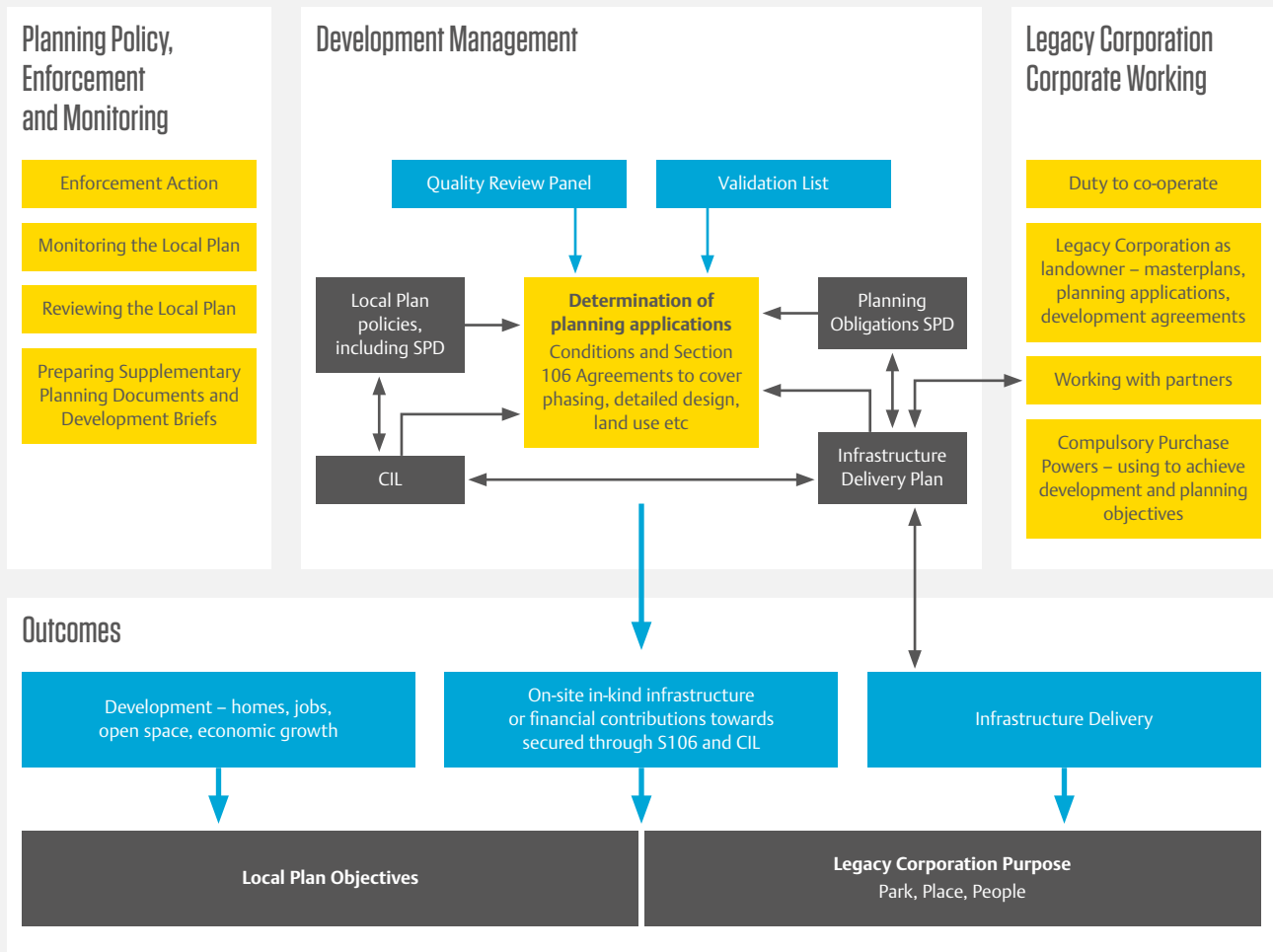
The infrastructure that is necessary to support the development in this Local Plan is identified in the Infrastructure Delivery Plan (IDP). The policies and Site Allocations in this Local Plan, alongside the mechanisms set out in this section, will help to secure the delivery of that infrastructure. The table below identifies how the types of infrastructure assessed in the IDP have been incorporated into the policies and Site Allocations in this Local Plan.

Table 14: Infrastructure Delivery Policies

TYPE	DESCRIPTION (FROM IDP)	POLICY	SUB AREA AND SITE ALLOCATION
Social and Community Infrastructure	Education (primary, secondary and early years)	CI.2: Planning for and bringing forward new schools	<p>Primary Sub Area 1: SA1.4 Sub Area 3 SA3.4 and SA3.6 Sub Area 4: SA4.1</p> <p>Early years Sub Area 1 SA1.4, SA1.5 and SA1.6 Sub Area 2 SA2.3 Sub Area 3 SA3.2 and SA3.3 Sub Area 4 SA4.3</p>
	Primary healthcare; open space; green infrastructure; child play space	<p>CI.1 Providing new and retaining existing community infrastructure</p> <p>SP.3 Integrating the built and natural environment</p> <p>BN.3 Maximising biodiversity</p> <p>BN.7 Protecting Metropolitan Open Land</p> <p>BN.8: Improving Local Open Space</p> <p>BN.9 Maximising opportunities for play</p> <p>S.9 Overheating and Urban Greening</p>	<p>Primary Healthcare Sub Area 1 SA1.1 and SA1.6 Sub Area 3 SA3.5 Sub Area 4 SA4.3</p> <p>Open Space Sub Area 1,2,3 and 4 Sub area 1 SA1.1, SA1.3 and SA1.4 Sub area 4 SA4.1 and SA4.2</p> <p>Child play space Sub Area, 1,2,3 and 4 Sub Area 3 SA3.6 Sub Area 4 SA4.1, SA4.2 and SA4.3</p>

	Sports facilities (courts and swimming pools)	CI.1: Providing new and retaining existing community infrastructure	Sports facilities Sub Area 2 Sub Area 4
	Libraries; community centres and community space	CI.1: Providing new and retaining existing community infrastructure 4.1: A potential District Centre SA1.1: Hackney Wick Station Area	Libraries, community centres and community space Sub Area 1 SA1.1 Sub Area 3 SA3.4 Sub Area 4 SA4.1
Transport	Local connectivity and transport improvements	SP.4: Planning for and securing infrastructure to support growth and convergence T.2: Transport improvements T.3: Supporting transport schemes T.4: Managing development and its transport impacts T.6: Facilitating local connectivity T.10: Using the waterways for transport 1.3: Connecting Hackney Wick and Fish Island 3.3: Improving connections around central Stratford 4.2: Bringing forward new connections to serve new development 4.3: Station improvements	Local connectivity and transport improvements Sub area 1,2,3 and 4 Sub Area 1 SA1.3 Employment cluster designation B.1a3 Sub Area 2 SA2.1 Sub Area 3 SA3.2, SA3.3 and SA3.4 Sub Area 4 SA4.1, SA4.2, SA4.3 and SA4.5
	Strategic Transport Improvements	SP.4: Planning for and securing infrastructure to support growth and convergence T.1: Strategic Transport Improvements	Strategic Transport Improvements Sub Area 1 SA1.1 Sub Area 3 Sub Area 4
Utilities and Hard Infrastructure	Energy (electricity, gas and Combined Cooling, Heat and Power [CCHP])	S.2: Energy in new development S.3: Energy infrastructure and heat networks	Energy All sub areas
	Sewerage (waste water)	S.5: Water supply and waste water disposal S.8: Waste reduction	Sewerage All sub areas
	Waste management and flood defences	S.7: Planning for waste S.10: Flood risk and sustainable drainage measures SP.4: Planning for and securing infrastructure to support growth and convergence	Waste management and flood defences All sub areas
	Telecommunications and Digital Technology	S.6: Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure	Telecommunications and Digital Technology All sub areas

Figure 39: Legacy Corporation: delivery and implementation



Conditions

Conditions can be used by local planning authorities to make otherwise unacceptable development acceptable. Conditions will be used by the Legacy Corporation to help ensure that planning permissions secure development that is acceptable in terms of the policies within this Local Plan and any other relevant material considerations. Appropriate regard will be had to the requirements of the National Planning Policy Framework that conditions are only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

CIL and Section 106 Agreements

14.8

CIL and Section 106 Agreements are both important tools that the Legacy Corporation will use to help bring forward the infrastructure necessary to support the development set out in this Local Plan.

14.9

The Legacy Corporation CIL Charging Schedule came into effect on 6th April 2015. The money raised will be used to help deliver the infrastructure on the CIL Infrastructure List (regulation 123 list) and in the Infrastructure Delivery Plan. Further information on the Legacy Corporation CIL is available from the Legacy Corporation website. At their meeting in June 2013 the Board agreed

to establish a 'Project Proposals Group' to allocate future CIL receipts and section 106 funds. Information on the allocations made by the group is available for each preceding year from the Authorities Monitoring Report. CIL regulations provide for a 'neighbourhood portion' of the funding to be spent in consultation with the local community. The Legacy Corporation has established a Neighbourhood CIL Fund and a local mechanism established to allow local projects to bid for funding from this.

- 14.10** Section 106 of the Town and Country Planning Act 1990 allows Local Planning Authorities to enter into a legal agreement with a developer that would make a development proposal acceptable in planning terms that would not otherwise be acceptable. That might, for example, include the amount of affordable housing which would be included in the development scheme, or an item of infrastructure, or financial contribution towards it, such as a new school or the provision of a new highway junction.
- 14.11** A Planning Obligations Supplementary Planning Document has been produced which sets out how Section 106 Planning Obligations will be used in the Legacy Corporation area and how they will be used alongside CIL to secure infrastructure. This will be regularly reviewed and updated when necessary to ensure that it remains relevant.
- 14.12** The approach the Legacy Corporation is proposing to follow takes account of the fact that much of the anticipated development already has planning permission, and much of the infrastructure necessary to support those developments has already been secured by Section 106 Agreement. Please see the Planning Obligations Supplementary Planning Document for more information.

Supplementary Planning Documents

- 14.13** Supplementary Planning Documents will be prepared where it is necessary to provide further guidance to the Local Plan and help deliver its objectives. The following SPDs have been prepared and adopted since the Local Plan was first adopted in 2015:

- Planning Obligations SPD
- Carbon Off-set SPD
- Hackney Wick & Fish Island SPD
- Pudding Mill SPD
- Bromley-by-Bow SPD.
- Night-time Economy SPD has been prepared and will be taken forward for adoption following adoption of the revised Local Plan.



Phasing of development

- 14.14** The scale of development that this Local Plan envisages coming means that change will not happen all at once. The phased construction of major developments will be controlled where necessary through Section 106 Agreements to ensure that:
- On-site infrastructure is delivered in phases appropriate to the phases of development completed
 - Uses are delivered sequentially in accordance with planning policy. For example, affordable housing elements are ready for occupation in advance of private housing.

Compulsory purchase

14.15 The Legacy Corporation has compulsory purchase powers under Section s.207 (2) of the Localism Act 2011, as well as powers to override easements and other rights affecting its land under Section 208 of the Localism Act 2011.

14.16 It may be appropriate, in the interests of the proper planning of the Legacy Corporation area, for the Legacy Corporation to acquire properties using these powers, if this would facilitate the regeneration of its area, and this regeneration could not be achieved without using these powers. The Legacy Corporation will follow the Government guidance current at the time in deciding whether use of its powers would be appropriate.

The Legacy Corporation as landowner

14.17 As a development corporation, the Legacy Corporation also has interests in and ownership of some land within its area. These assets and interests are being utilised in a way that enables it to meet its regeneration and development aims and to deliver the objectives of this Local Plan.

Working with partners

14.18 The vision, policies and proposals within this Local Plan cannot be delivered by the Legacy Corporation in isolation. A wide range of public and private sector stakeholders as well as existing and new communities, and the voluntary and community sector will also help with delivery. There are a number of policy areas within the Local Plan that will require joint working with adjacent Local Planning Authorities. The Legacy Corporation has regular meetings with these authorities, covering policy, development management and infrastructure delivery matters. It also liaises with developers and landowners and other public and private sector stakeholders on a regular basis.

Statement of Community Involvement

14.19 The Localism Act 2011 and the National Planning Policy Framework (NPPF) place emphasis on working closely with local communities at the heart of the planning system. Local planning authorities are required to prepare a Statement of Community Involvement (SCI) which sets out how the community will be involved in the preparation of local planning policy documents and in the processing and determination of planning applications. The SCI sets out how the Legacy Corporation intends to involve the local community and other key stakeholders in local planning issues. It describes how consultation can be carried out and when, what methods of consultation can be used and how comments received will be dealt with. It also identifies management, resource and monitoring issues. The SCI is available from the Legacy Corporation's website.

Monitoring and future review of the Local Plan

14.20 In order to measure the success of the strategy and policies within this Local Plan and help to identify any potential need for a review of all or part of the Local Plan, the Key Performance Indicators (KPIs) set out in Table 15 will be used. A review of the Plan will be undertaken at least once every five years or earlier where this monitoring shows that key strategic elements of the Plan, such as delivery against housing targets, would not be met to a significant or on-going extent. Monitoring of these indicators will be reported within the Legacy Corporation's annual Authority Monitoring Report. This report will also include annual updates of the activities undertaken in relation to the Duty to Cooperate. In addition to Local Plan monitoring the four boroughs produce regular Convergence progress reports which report on performance against the Convergence themes and indicators.

14.21

It is likely that the Legacy Corporation will cease to be the Local Planning Authority at some point during the Plan period which runs to 2036. Responsibility for monitoring and reviewing the Local Plan would then become the responsibility of each borough within its own boundary. Once each borough Local Plan is subsequently reviewed and updated it is assumed that these subsume the area of the borough currently covered by this Local Plan. Local Planning Authority responsibilities for neighbourhood planning would also be passed to each borough while responsibility for collecting and otherwise administering the Community Infrastructure Levy would also be transferred.



Table 15: Local Plan Key Performance Indicators

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
1	Growth in economic activity	<ul style="list-style-type: none"> Percentage of working-age residents in employment within the four Growth Boroughs compared to the London average Net gain/loss in employment floorspace (B Use Class) compared to 2015 baseline Amount of low cost business space and affordable workspace permitted 	1
2	Improvements in IMD	<ul style="list-style-type: none"> Changes in Indices of Multiple Deprivation within Wards that fall within the Legacy Corporation area. 	1, 2, 4, 5
3	Improvements in health	<ul style="list-style-type: none"> Changes in health indicators for residents within Wards that fall within the Legacy Corporation area. Changes in life expectancy for residents within Wards that fall within the Legacy Corporation area. 	2, 3, 5
4	Creation of retail centres	<ul style="list-style-type: none"> Net gain/loss in retail and leisure floorspace (A1–5, C1 and D2 Use Classes) within the identified centres Vacancy rates within the identified centres compared to the London average. Number of jobs/local jobs/opportunities within employment training initiatives created. 	1
5	Supply of housing	<ul style="list-style-type: none"> Number of homes permitted per annum and the tenure breakdown Number of ‘affordable’ homes permitted per annum Number of homes completed per annum Number of ‘affordable’ homes completed per annum and the tenure breakdown Number of one-, two- and three-bedroom plus units permitted per annum (per cent of total) Amount of accommodation provided for students, older persons and gypsies and travellers Number of specialist older persons unit/bedspaces permitted and completed per annum. 	2
6	Provision and protection of community facilities	<ul style="list-style-type: none"> Net gain/loss in community floorspace (D1 Use Class) On-site community infrastructure secured through S106 Agreement as part of large-scale development. Number of school places provided and /or granted planning permission Number and capacity of new health facilities approved 	2
7	Protecting heritage assets and improving design quality	<ul style="list-style-type: none"> Loss of heritage assets Proportion of relevant approved applications (proposing non-residential use) that incorporate all applicable elements of the Legacy Corporation’s Inclusive Design Standards. 	3, 5

Continued overleaf

Table 15: Local Plan Key Performance Indicators (continued)

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
7	(Continued) Protecting heritage assets and improving design quality	<ul style="list-style-type: none"> • Proportions of relevant approved applications (proposing residential use) that provide 90 per cent of dwellings in accordance with Optional Requirement M4 (2) Category 2 of Part M of the Building Regulations, and 10 per cent of dwellings in accordance with Optional Requirement M4 (3) Category 3 of Part M of the Building Regulations. • Proportion of relevant approved applications (proposing residential use) meeting the Nationally Described Space Standards – Technical Requirements. • Proportion of relevant approved applications that meet ‘Site layout planning for daylight and sunlight’ (BRE, 2011) or superseding guidance. 	3, 5
8	Retaining open space	<ul style="list-style-type: none"> • Quantum of open space gained or lost through development 	3, 5
9	Protect biodiversity and habitat	<ul style="list-style-type: none"> • Number of applications approved for development schemes that provide a net gain • Number of applications approved for development schemes meeting the Urban Greening Factor target. 	3, 5
10	Improving the waterway environment	<ul style="list-style-type: none"> • Number of applications approved for major development schemes next to the waterways including measures to improve the environment of the Blue Ribbon Network. 	3, 5
11	Managing transport impacts	<ul style="list-style-type: none"> • Number of Travel Plans entered into through either condition or S106 Agreement • Travel Plan reviews to monitor: <ol style="list-style-type: none"> 1. Trip generation rates 2. Mode share and change in mode share over time 3. The effectiveness of the Travel Plan measures 4. The effectiveness of delivery and servicing strategies. 	4, 5
12	Delivering electric-charging infrastructure	<ul style="list-style-type: none"> • Number of electric-charging points approved. 	4, 5
13	Car parking provision	<ul style="list-style-type: none"> • Number of applications approved for car-free or car-capped development schemes • Net gain/loss of car parking spaces. 	4, 5
14	Cycle parking provision	<ul style="list-style-type: none"> • Net gain/loss of cycle parking spaces. 	4, 5
15	Delivering transport infrastructure	<ul style="list-style-type: none"> • Infrastructure provided on site as part of development – e.g. new junctions, new cycle paths, new footpaths. 	4, 5

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
16	Reductions in carbon emissions	<ul style="list-style-type: none"> • Number of applications approved for major development schemes (proposing residential use) that achieve a 40 per cent or greater improvement on 2010 Building Regulations Target Emission Rate, or from 2016 onwards achieve a Zero Carbon target (including any permitted allowable solutions) • Number of applications approved for major development schemes (proposing non-residential use) that achieve a 35 per cent or greater improvement on 2013 Building Regulations TER, meet building regulations requirements from 2016 to 2019, or from 2019 onwards achieve a Zero Carbon target (including any permitted allowable solutions) • Number of applications approved for major development schemes (proposing non-residential use) achieving a minimum of BREEAM 2011 'Very Good', while achieving a maximum score for water use (or an equivalent in any future nationally recognised assessment scheme). 	3, 4, 5
17	Water efficiency	<ul style="list-style-type: none"> • Number of applications approved for major development schemes designed to achieve 110 litres of water use per person per day or less. 	3, 4, 5
18	Planning obligations	<ul style="list-style-type: none"> • The AMR will include a breakdown of all financial and non-financial obligations secured through S106 Agreement. 	All

Evidence base references

- Localism Act 2011
- Community Infrastructure Regulations 2010 (As amended)
- Infrastructure Delivery Plan (LLDC, 2013)
- Draft Revised Infrastructure Delivery Plan (LLDC, 2018)
- Validation List of planning application requirements (London Legacy Development Corporation)
- Ten Year Plan (London Legacy Development Corporation, 2013)
- Planning Enforcement Plan (LLDC, undated)
- Community Infrastructure Levy Charging Schedule (London Legacy Development Corporation, 2015)
- Planning Obligations Supplementary Planning Document (LLDC, 2016) (London Legacy Development Corporation, 2014)



APPENDICES

APPENDIX 1: THE POLICY CONTEXT

A Local Planning Authority and a Local Plan

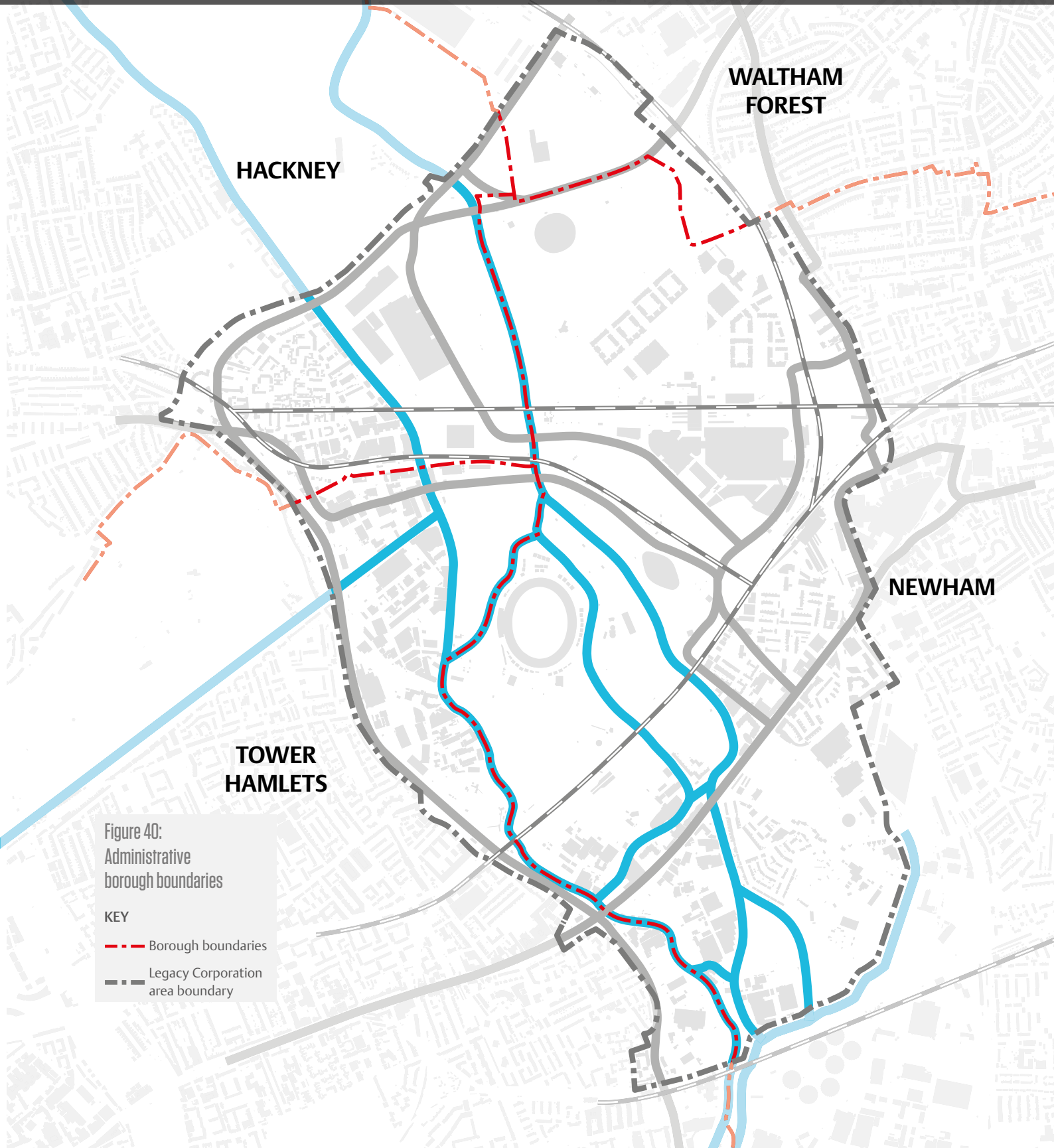
A1.1 On 1 October 2012, the Legacy Corporation became the Local Planning Authority for its administrative area, a role that had previously been divided between the four Boroughs, the Olympic Delivery Authority and London Thames Gateway Development Corporation. It is now responsible for the determination of all applications for planning permission, Listed Building and Conservation Area consent. It also has the powers to declare new Conservation Areas and add buildings and structures to the Local List of buildings, structures or assets of historic or heritage interest.

A1.2 The Legacy Corporation's planning powers and responsibilities are primarily drawn from the following:

- Town and Country Planning Act 1990 (as amended)
- Planning and Compulsory Purchase Act 2004 (as amended)
- The Planning Act 2008 (as amended)
- Town and Country Planning (Local Planning) (England) Regulations 2012
- Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended) and other statutory instruments made under Part III of the 1990 Act
- London Legacy Development Corporation (Planning Functions) Order 2012
- The Community Infrastructure Levy Regulations 2010 (as amended).

A1.3 The Legacy Corporation has also been given the plan-making responsibilities for the area. Changes in legislation mean that Local Planning Authorities can prepare a single Local Plan rather than a number of individual Local Development Documents (LDDs). The Legacy Corporation has prepared a single Local Plan for its area. This sets out the planning strategy for the area over the Plan period, how the needs and requirements for various forms of development can be met, and also sets out development management policies to help in determining day-to-day planning applications. It includes Site Allocations to identify the sites available for development and change that will be able to contribute to meeting the growth agenda that this Local Plan identifies.





HACKNEY

WALTHAM FOREST

NEWHAM

TOWER HAMLETS

Figure 40:
Administrative
borough boundaries

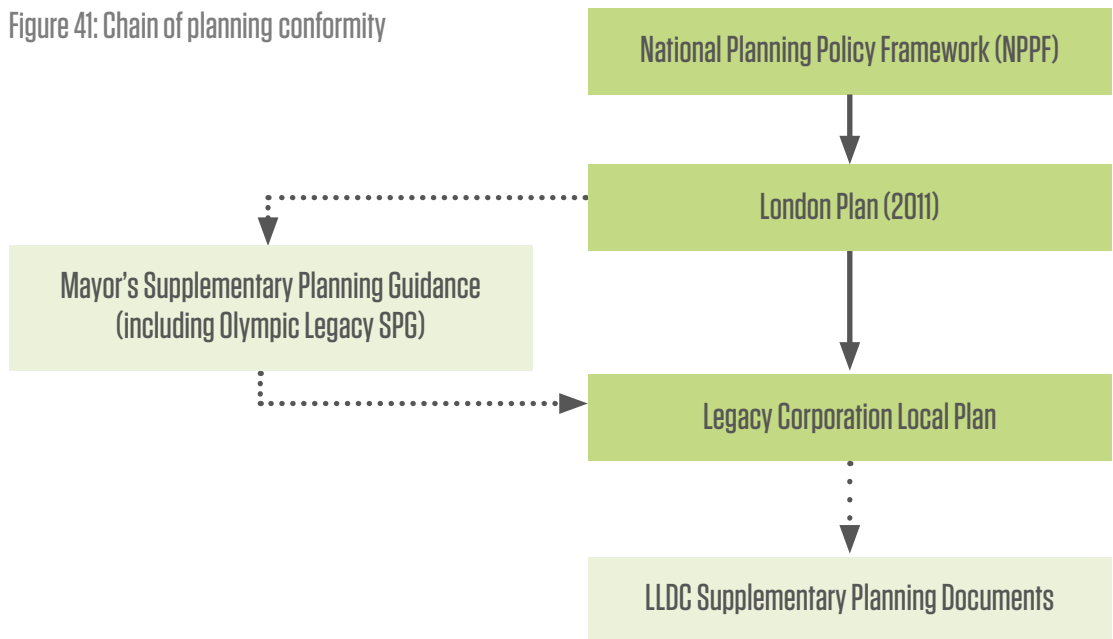
KEY

- Borough boundaries
- Legacy Corporation area boundary



A1.5 In addition to the above, while not a formal part of the Development Plan, the Lee Valley Regional Park Authority Park Development Framework (2011) and any replacement, sets out the blueprint for the regional park, part of which falls within the Legacy Corporation area. Obligations are placed on planning authorities, including the Legacy Corporation, under the terms of the Lee Valley Regional Park Act (1966). Figure 41 shows the chain of conformity of planning policy documents, upon the adoption of the Legacy Corporation’s Local Plan.

Figure 41: Chain of planning conformity



A1.6 The Legacy Corporation Local Plan must also take full account of higher-level strategies and policies. These are detailed below.

National Planning Policy Framework

A1.7 The National Planning Policy Framework sets out the framework of national planning policy, including those things that must be taken into account in developing a Local Plan. All planning policies and decisions must accord with the policies set out within this document but also be developed having regard to the best practice of the Planning Practice Guidance online resource. (www.gov.uk/government/collections/planning-practice-guidance)

The London Plan and Mayoral Strategies

- A1.8** The London Plan (2011) sets out the strategic planning policies for London as a whole and any Local Plan must be in “general conformity” with the policies in the London Plan. The London Plan is accompanied by a range of supplementary planning guidance which is relevant to interpretation of the policies in the London Plan.
- A1.9** Subsequently, aspects of the 2011 London Plan have been formally replaced through several formal alterations and a consolidated, up to date version of the London Plan has been published by the Greater London Authority on its website. The Local Plan reflects the policy position within all these documents, with references where applicable. Following the Examination in public, the Mayor has considered the Inspectors’ recommendations and in December 2019, issued to the Secretary of State his intention to publish the London Plan. It is anticipated that the London Plan will be published in its final form by mid-2020. The revised Legacy Corporation Local Plan has taken into account the policy changes that have been introduced within the draft new London Plan.
- A1.10** The Mayor’s Olympic Legacy Supplementary Planning Guidance (OLSPG), 2012 is of particular importance, setting out his interpretation of London Plan policies and further guidance for the locations within and around the Legacy Corporation area. This sets a clear strategic context for the Legacy Corporation Local Plan.
- A1.11** The Strategic Regeneration Framework (SRF), originally published by the Growth Boroughs in 2009, sets out a framework of public sector action to address the level of disadvantage evident in those communities in comparison to those living in London as a whole. Underlying the SRF is the concept of ‘convergence’ which is the ambition that over a 20-year period residents of the Four Boroughs would achieve the average expected in successful communities within and around the Legacy Corporation area. This sets a clear strategic context for the Legacy Corporation Local Plan.
- A1.12** In 2011, the Mayor of London and the Growth Boroughs agreed a restructured set of convergence objectives under three themes:
- Creating wealth and reducing poverty
 - Supporting healthier lifestyles
 - Developing successful neighbourhoods.
- A1.13** The Legacy Corporation has ensured that all plans and programmes are prepared in conformity with the above documents as well as the relevant planning acts and regulations.



APPENDIX 2: HOUSING DELIVERY

Table 16: Housing numbers by phase

Allocation/Application number	Pre-adoption phase	Adoption phase				Total
	2018/19 2019/20	2020/21- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36	
SA1.2	0	0	0	108	0	108
SA1.3	0	475	0	0	0	475
SA1.7	0	0	0	0	0	0
SA2.4	0	0	200	0	0	200
SA3.4		0	1515	924	29	2468
SA3.5	0	0	0	0	252	252
SA3.6	0	0	0	0	503	503
SA4.1	0	840	287	520	106	1753
SA4.3	0	296	408	544	0	1248
SA4.4	0	0	31	73	0	104
Total	0	1611	2441	2061	890	7003
Permissions	2018/19 2019/20	2020/21- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36	Total
LCS Sites (as amended by 17/00235/OUT and 18/00470/OUT)	207	1606	1835	304	0	3952
17/00235/OUT UCL East (1800 student bedrooms – counted on 1:2.5 basis)	0	171	0	549	0	720
18/00470/OUT Stratford Waterfront	0	0	300	300	0	600
Stratford City	481	1847	565	282	0	3175
Strand East	0	753	387	60	0	1200
Chobham Farm	471	344	202	0	0	1017
Neptune Wharf	207	317	0	0	0	524
16/00166/OUT Hackney Wick Masterplan (including 15/00338/FUL, 14/00387/FUL, 15/00446/FUL)	30	705	139	0	0	874
14/00374/FUL Monier Road West (Foundry)	120	0	0	0	0	120
33-35 Monier Road 15/00212/FUL	45	0	0	0	0	45
16/00560/FUL 1, Beachy Road	0	9	0	0	0	9

Permissions	Pre-adoption phase	Adoption phase				Total
	2018/19 2019/20	2020/21- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36	
16/00441/FUL 25-37 Rothbury Road	0	23	0	0	0	23
15/00540/FUL 24-26 White Post Lane	0	103	0	0	0	103
17/00225/FUL 25	0	52	0	0	0	52
11/90619/FUMODA 68-70 High Street	0	173	0	0	0	173
17/00007/FUL Land adjacent (south) to 1-7 Dace Road	0	34	0	0	0	34
18/00095/FUL Iceland Wharf	0	120	0	0	0	120
15/00598/FUL Duncan House	44	0	0	0	0	44
16/00685/FUL 415 Wick Lane	0	175	0	0	0	175
15/00278/FUL Bream Street	0	202	0	0	0	202
14/00422/FUL, 17/00669/ VAR, 18/00493/FUL Marshgate Lane	0	349	0	0	0	349
10/90285/FUMODA Manhattan Loft Gardens	248	0	0	0	0	248
15/00416/FUL 52-54 White Post Lane	55	0	0	0	0	55
16/00462/FUL 1-7 Dace Road	0	110	0	0	0	110
PA/11/02423/LBTH Bromley by Bow North Phase 2	112	0	0	0	0	112
16/00513/FUL 6 Brinkworth Rd	1	0	0	0	0	1
17/00058/FUL, 18/00057/ NMA Units 123, 123a and 124 Omega Works	3	0	0	0	0	3
16/00470/FUL Unit 125, 125a And 126 Omega Works	5	0	0	0	0	5
15/00387/PNCOU Wingate House	0	23	0	0	0	23
13/00404/FUM (*REM amended) Alumno, 206-214 High Street	445	0	0	0	0	445
15/00598/FUL Duncan House student accommodation	511	0	0	0	0	511
14/00260/FUL 4 Roach Road, Fish Island, London, E3 2PA	44	0	0	0	0	44
13/00204/FUM Monier Road East	71	0	0	0	0	71

Permissions	Pre-adoption phase	Adoption phase				Total
	2018/19 2019/20	2020/21- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36	
13/00322/FUL Land on the northern side of great Eastern Road	181	0	0	0	0	181
17/00230/FUL 180, High Street	7	0	0	0	0	7
17/00344/FUL BBB Lindhill	0	407	0	0	0	407
17/00364/FUL Danescroft	0	500	0	0	0	500
18/00084/FUL Flat 501 Omega Works	1	0	0	0	0	1
18/00101/DEM Rear of 59 Wallis Road	4	0	0	0	0	4
17/00430/FUL Lock Building	9	0	0	0	0	9
19/00009/PNCOU Site at Ground Floor, Central House	0	17	0	0	0	17
19/00040/PNCOU Unit 121 - 122, Omega Works, 4	0	4	0	0	0	4
17/00080/PNCOU Unit C2, 417, Wick Lane	3	0	0	0	0	3
18/00495/FUL Omega Works	1	0	0	0	0	1
18/00310/PNCOU	1	0	0	0	0	1
13/00232/FUL Wise Road	3	0	0	0	0	3
18/00385/FUL	3	0	0	0	0	3
16/00377/PNCOU Central House	17	0	0	0	0	17
	3330	8044	3428	1495	0	16297
Additional capacity	2018/19 2019/20	2020/21- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36	TOTAL
Sub Area 1	0	399	868	381	197	1845
Sub Area 2	0	0	0	134	90	224
Sub Area 3	0	880	941	604	85	2510
Sub Area 4	0	0	50	145	5	200
TOTAL	0	1279	1859	1264	377	4779
ALL identified capacity	3330	10934	7728	4820	1267	28079
	2018/19 2019/20	2020/21- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36	TOTAL
Anticipated small sites/ windfalls	0	110	400	400	80	880
TOTAL ALL	3330	11044	8128	5220	1347	28994

APPENDIX 3:

SCHEDULE OF DESIGNATED (NATIONALLY LISTED) AND NON-DESIGNATED HERITAGE ASSETS

Table 17: Schedule of Designated (Nationally Listed) and Non-Designated Heritage Assets

REF.	NAME	DESIGNATION
1	61 to 79 Eastway	Non-Designated
2	The Old Baths	Non-Designated
3	Trafalgar Mews	Non-Designated
4	St Mary of Eton Church	Designated
5	32a Eastway	Non-Designated
6	Gainsborough School	Designated
7	Sewer vent pipe	Non-Designated
8	Warehouse at corner of Wallis Road and Berkshire Road	Non-Designated
9	Central Books and Rubber Works	Non-Designated
10	Oslo House	Non-Designated
11	Lion Works	Non-Designated
12	Former Carless Institute	Non-Designated
13	Spegelstein buildings/Daro Works	Non-Designated
14	Eton Mission Rowing Club	Non-Designated
15	88 Wallis Road	Non-Designated
16	86 Wallis Road	Non-Designated
17	Railway bridge over Lee Navigation	Non-Designated
18	Hope Chiminal Works Wall	Non-Designated
19	Lord Napier public house and adjacent housing	Non-Designated
20	Everett House	Non-Designated
21	14 Queen’s Yard	Non-Designated
22	Queens Yard and Kings Yard/Energy Centre (former Clarnico Works)	Non-Designated
23	Carpenter’s Road Bridge	Non-Designated
24	92 White Post Lane	Non-Designated
25	Boundary wall to the Hertford Union Canal	Non-Designated
26	McGrath House and Outbuildings	Non-Designated
27	Carlton Chimney	Non-Designated
28	Bottom lock of Hertford Union Canal	Non-Designated
29	Former Timber Yard Gatehouse	Non-Designated
30	Broadwood’s Piano Factory	Non-Designated
31	Algha Works	Non-Designated
32	Wick Lane Rubber Works (East)	Non-Designated
33	Wick Lane Rubber Works (West)	Non-Designated

APPENDIX 3: SCHEDULE OF DESIGNATED (NATIONALLY LISTED) AND NON-DESIGNATED HERITAGE ASSETS

REF.	NAME	DESIGNATION
34	Britannia Works	Non-Designated
35	Swan Wharf	Non-Designated
36	Old Ford Lock	Non-Designated
37	Northern Outfall Sewer Bridge	Non-Designated
38	Former Christ Church Mission and Sunday School	Non-Designated
39	Former Glass Bending Factory	Non-Designated
40	Former Ammonia Works Warehouse	Non-Designated
41	Public House, 421 Wick Lane	Non-Designated
42	Tide Gate	Non-Designated
43	Pedestrian Bridge, Greenway	Non-Designated
44	City Mill River Footbridge	Non-Designated
45	Warton House, Box Factory, perfume/soap makers	Non-Designated
46	Parish Boundary Marker between no. 231 and 233	Designated
47	The Log Cabin	Designated
48	Burford Road	Non-Designated
49	Stratford (Market) Station, High St	Non-Designated
50	306-308 High St	Non-Designated
51	116-130 Abbey Lane	Designated
52	Former Superintendent's House	Designated
53	Bases of Pair Former Chimney Stacks	Designated
54	Gate Lodge	Designated
55	Gates and Gatepiers at Entrance to Abbey Mills	Designated
56	Pumping Station	Designated
57	Abbey Mills Pumping Station	Designated
58	Stores Building at Abbey Mills	Designated
59	B Station at Abbey Mills Pumping Station	Designated
60	C station with Associated Valve House	Designated
61	Offices Opposite Clock Mill	Designated
62	Paved roadway extending from west side of House Mill to wall and gate on East side of Clock Mill	Designated
62	Clock Mill	Designated
63	The Still, Three Mills Distillery	Non-Designated
65	Carpenter's Lock Bridge	Non-Designated
64	Old River Lee Narrows	Non-Designated
66	Carpenter's Lock	Non-Designated
67	Warehouse at 133 -135 Stratford High Street	Non-Designated
68	The Sugar House, Sugar House Lane	Non-Designated
69	Dane Building, 7 Sugar House Lane	Non-Designated
70	Sugar House Lane Chimney 1	Non-Designated
71	Sugar House Lane Chimney 2	Non-Designated
72	Sugar House Lane Chimney 3	Non-Designated

APPENDIX 4: SCHEDULE OF LOCAL OPEN SPACES AND ITS IDENTIFIED FUNCTION(S)

Table 18: Schedule of Local Open Space and its Identified Function(s)

REFERENCE NUMBER	PRIMARY AND SECONDARY FUNCTION(S)
1	Amenity Open Space/Pocket Park
2	Local Park/ Outdoor Sports Facilities
3	Outdoor Sports Facilities
4	Pocket Park/ Linear Open Space
5	Natural/Semi-Natural Open Space
6	Natural/Semi-Natural Open Space
7	Linear Open Space/ Green Corridors
8	Linear Open Space/ Green Corridors
9	Green Corridor
10	Green Corridor
11	Outdoor Sports Facilities and Natural/Semi-Natural Open Space
12	Natural/Semi-Natural Open Space and Children and Young People play space (5 - 11 years)
13	Natural/Semi-Natural Open Space
14	Green Corridor
15	Amenity Open Space including Children and Young People (5 - 11 years) play space
16	Linear Open Space/ Natural/Semi-Natural Open Space
17	Linear Open Space
18	Amenity Open Space
19	Linear Open Space
20	Outdoor Sports Facilities - Mountain Bike Trail / Natural/Semi-Natural Open Space
21	Children and Young People (5 - 11 years)/ Pocket Park
22	Amenity Open Space
23	Linear Open Space/ Children and Young People (5 - 11 years)
24	Natural/Semi-Natural Open Space/ Amenity Open Space
25	Allotments
26	Natural/Semi-Natural Open Space
27	Amenity Open Space
28	Amenity Open Space
29	Amenity Open Space
30	Children and Young People (5 - 11 years)

APPENDIX 4: SCHEDULE OF LOCAL OPEN SPACES AND ITS IDENTIFIED FUNCTION(S)

31	Children and Young People (5 - 11 years)
32	Amenity Open Space
33	Linear Open Space
34	Semi-Natural Open Space
35	Allotments
36	Outdoor Sports Facilities
37	Linear Open Space/ Amenity Open Space/
38	Children and Young People (>11 years)/ Amenity Open Space and Outdoor Gym
39	Amenity Open Space
40	Chobham Academy Sports Ground
41	Carpenters Primary School Sports Ground
42	Amenity Open Space
43	Local Park including Children and Young People play space

APPENDIX 5: GLOSSARY

Access Refers to the methods by which people with a range of needs (such as disabled people, people with children, people whose first language is not English) find out about and use services and information.

Accessibility Refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. It also refers to the extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.

Active frontage Where there is an active visual engagement between the street and uses on the ground floors of buildings. These uses may extend outside and introduce life and vibrancy to the public realm.

Active travel Making journeys by physical active means such as by walking or cycling.

Affordable housing Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: (NPPF).

London Affordable Rent (LAR) and Social Rent homes are for households on low incomes with where the rent levels are based on social rent levels the formulas in the Social Housing Regulator's Rent Standard Guidance. The rent levels for Social Rent homes use a capped formula and London Affordable Rent homes are capped at benchmark levels published by the GLA. The NPPF defines affordable rent as up to 80 per cent of market rent, however, to ensure rents in London are genuinely affordable, the Mayor expects rents charged for homes let for London Affordable Rent to be set at benchmarks substantially below this level, based on traditional social rents. Rents for both are significantly less than 80 per cent of market rents, which is the maximum for Affordable Rent permitted in the NPPF. More detail is contained within the Mayor's Homes for Londoners Affordable Homes Programme 2016- 21 funding guidance. These homes will be allocated in accordance with need (based on the borough's allocations policy).

London Living Rent (LLR) offers Londoners on average incomes a lower rent, enabling them to save for a deposit. The Mayor is introducing LLR as an intermediate affordable housing product with low rents that vary by ward across London. Where funded by the Greater London Authority, LLR will be a Rent to Buy product, with sub-market rents on time-limited tenancies, which will help households on average income levels to save for a deposit. As London Living Rent can be a step to homeownership, it can be considered as an affordable homeownership product.

London Shared Ownership is an intermediate ownership product which allows London households who would struggle to buy on the open market, to purchase a share in a new home and pay a low rent on the remaining, unsold, share.

Affordable Workspace Affordable workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change principle- The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing noise nuisance generating businesses uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from noise and other nuisances, and existing businesses uses are

protected from noise and other nuisance complaints. Similarly, any new noise and other nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Amenity Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Archaeological interest There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Area of High Archaeological Potential An area which is likely to be of archaeological value. These areas are designated by the Legacy Corporation on the advice of Historic England to protect their potential archaeological interest.

Area Action Plan (AAP) A Development Plan Document used when there is a need to provide the planning framework for areas where significant change or conservation is needed (for example, key regeneration areas).

Biodiversity This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biodiversity Action Plans (BAP) This refers to specific plans developed by local, regional and national authorities that outline priorities for biodiversity in the area and set out a series of actions to protect and improve biodiversity, ensuring that best practice, policy and legislation are followed.

Blue Ribbon Network London's strategic network of waterspaces and covers the River Thames, canals, tributary rivers, lakes, reservoirs and docks alongside smaller waterbodies.

Car Club A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.

Central Activities Zone (CAZ) The vibrant heart and globally iconic core of London. The CAZ contains a broad range of functions that have London-wide, national and international significance including Government, business, culture, research and education, retailing, tourism, transport and places of worship. The CAZ offers access to a unique collection of heritage and environmental assets including World Heritage Sites, the Royal Parks and the River Thames.

Centres Designated town centres comprising the Metropolitan, District, Neighbourhood and Local Centres.

Circular economy An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

Community Usually refers to those living within a specific area but can be any group with shared needs or interests living in the Legacy Corporation boundary, as well as those with business interests and the working population (LLDC Statement of Community Involvement).

Community and Social Infrastructure and Community Facilities Facilities such as health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, public houses, policing and other criminal

justice or community safety facilities, children and young people's play and informal recreation facilities. Such uses generally fall within Use Class D1 of the use classes order. This list is not exhaustive and other uses can be included as community or social infrastructure.

Community Infrastructure Levy (CIL) Standard charge determined by the Local Planning Authority and levied on new development (an amount per square metre). The monies raised will be used to pay for infrastructure (LLDC Statement of Community Involvement).

Comparison goods These refer to shopping for things like clothes, electrical items, household and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.

Connectivity Refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from A to B, by foot, bicycle and vehicle.

Conservation (heritage) The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation Area This is an area of special architectural or historic interest (the character of which it is desirable to preserve or enhance) designated by a Local Planning Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is a type of heritage asset.

Contaminated land Previous industrial processes disposed of waste by tipping it on the land; raw materials and fuel were often spilt 'contaminating' the land at the sites. Pollution to rivers, groundwater, lakes etc can occur by the leaching of contaminants out of the soil into water courses through the natural drainage of the soil, or through surface runoff of water eroding and transporting contaminant materials into water courses. This in turn can have negative impacts on aquatic plant and animal life, and affect the quality of human drinking water. Typically, such sites are 'cleaned up' during the planning process.

Context The character and setting of the area within which a projected scheme will sit. It is its natural as well as human history; the forms of the settlements, buildings and spaces; its ecology and archaeology; its location, and the routes that pass through it. Context also includes people, the individuals living in or near an area and how communities are organised so that citizens become real participants in the projected development. A thorough appreciation of the overall site context is the starting point for designing a distinct place.

Convenience goods These refer to shopping for everyday essential items like food, drink, newspapers and confectionery.

Convergence The principle drawn from the Strategic Regeneration Framework that the Mayor of London and the Growth Boroughs use following the 2012 Games to ensure that the communities who hosted the 2012 Games will have the same social and economic chances as their neighbours across London by 2030.

Creative and Cultural Industries Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

Cultural Quarters Areas where a critical mass of cultural activities and related uses, usually in historic or interesting environments, are designated as Cultural Quarters. They can contribute to urban regeneration.

Datum It is important that all levels in a building are measured from a fixed point called a datum. This is expressed in relation to Ordnance Datum.

Density In relation to residential developments, a measurement of the number of dwellings per hectare.

Development Development, as defined under the 1990 Town and Country Planning Act, is “the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land”. Most forms of development require planning permission.

District Centre Provide convenience goods and services for local communities and accessible by public transport, walking and cycling. Typically they contain 5,000–50,000 sqm of retail floorspace. Some District Centres have developed specialist shopping functions (London Plan).

Edge-of-centre For town centre uses, this is a location that is well connected to, and within easy walking distance (i.e. up to 300 metres) of the town centre boundary (NPPF).

Energy Hierarchy The Mayor’s tiered approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is using renewable energy (be green).

Energy efficiency Making the best or most efficient use of energy in order to achieve a given output of goods or services, for example in heating, lighting or providing other power output for use within buildings.

Fenestration The design and arrangement of windows and doors in a building.

Family housing A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms.

Floodplain Flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. The functional floodplain comprises the land where water has to flow or be stored in times of flood (NPPF).

Greater London Authority (GLA) The GLA is the strategic citywide government for London. It is made up of a directly elected Mayor (the Mayor of London) and a separately elected Assembly (the London Assembly).

Green Belt A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Green Grid Network of interlinked multi-functional and high-quality open spaces that connect with town centres, public transport nodes, the countryside in the urban fringe, the Thames and major employment and residential areas.

Green Infrastructure A network of green and blue spaces – and features such as street trees and green roofs - that is planned, designed and managed to deliver a range of benefits. These include promoting mental and physical health and wellbeing; adapting to the impacts of climate change and the urban heat-island effect; improving air and water quality; encouraging walking and cycling; supporting landscape and heritage conservation; learning about the environment; supporting food growing and conserving and enhancing biodiversity and ecological resilience, alongside more traditional functions of green space such as play, sport and recreation and providing more attractive places for people.

Greenway The Greenway is the permissive path and green space that provides pedestrian and cycle access over the Thames Water Northern Outfall Sewer between Fish Island and Beckton. Within the Legacy Corporation area it runs between Fish Island and the edge of West Ham.

Growth Boroughs Barking and Dagenham, Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest (the four Boroughs over which the Legacy Corporation area sits are Newham, Hackney, Tower Hamlets and Waltham Forest).

Gypsy and travellers' sites includes sites for households which meet the definition of Gypsy and Travellers within the Planning Policy for Traveller Sites (2015) but also accommodation meeting the needs of households who now fall outside this national definition by way of the fact that they have ceased to travel on a permanent basis.

Health Impact Assessment (HIA) Health Impact Assessment (HIA) is used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. HIA should be undertaken as early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.

Habitable Room A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

Healthy Streets Approach This is an approach to how transport systems and public spaces are used, measuring how spaces perform against 10 Healthy Streets Indicators, with the aim to improve these spaces to ensure they deliver more for users.

Heat Network Heat Networks supply heat from a central source directly to homes and businesses through a network of pipes carrying hot water. This means that individual homes and businesses do not need to generate their own heat on site.

Heritage Assets A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage Assets fall into two categories, designated (such as Conservation Areas and Statutory Listed Buildings) and non-designated (such as Locally Listed Buildings and those of Townscape Merit).

Heritage-led regeneration Regeneration that makes use of heritage assets and reinforces the qualities that make them significant so they can help stimulate environmental, economic and community regeneration. This includes buildings, landscape features, views, Blue Ribbon Network and public realm.

Higher Education third level education after leaving school. It takes places at universities and Further Education colleges and normally includes undergraduate and postgraduate study.

Houses in Multiple Occupation (HMOs) HMOs are dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 whereas HMOs for more than six people are Sui Generis.

Impacts Assessment Assessment of impact of the development on existing, committed and planned public investment and vitality and viability of the centre for up to five years.

Inclusive Design Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Industrial land- Strategic Industrial Locations, Locally Significant Industrial Sites or other industrial sites

Infrastructure Services that are necessary for the day-to-day functions of the community and economy such as roads, railways, and social and community facilities. Infrastructure includes utility services, transport, schools, health and leisure services, and energy.

Infrastructure Delivery Plan (IDP) Identifies the existing social, transport and utilities infrastructure within the LLDC area over the period 2018 to 2016. It is based on publicly available information and consultation with the Boroughs and infrastructure providers (LLDC IDP).

Intermediate housing Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not Affordable Rented housing.

International Centre London's globally-renowned retail and leisure destinations, providing a broad range of high-order comparison and specialist shopping, integrated into environments of the highest architectural quality and interspersed with internationally-recognised leisure, culture, heritage and tourism destinations. These centres have excellent levels of public transport accessibility.

Interim uses Uses introduced for a temporary and short period of time.

Key Connections Important links through and across the area which may be on-road or off-road.

Key Connections to be enhanced Improvements to connectivity required, or improvements to existing Key Connections which can be on-road and off-road.

Key Views Views, vistas and sightlines that make a significant contribution to the character and identity of the area because of the landscapes, landmarks (including venues) and special architectural/historic interest framed by/captured within them.

Layout The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other. The layout provides the basic plan on which all other aspects of the form and uses of a development depend. This includes the pattern of the arrangement of street blocks, plots and their buildings.

Legacy Corporation's Legacy Communities Scheme The Legacy Communities Scheme sought permission for the long-term development of five new neighbourhoods within Queen Elizabeth Olympic Park. Planning Application Reference: 11/90621/OUTODA.

Live Work Accommodation Falling within the sui generis use class, combining C3 residential accommodation with workspace accommodation suitable alongside residential, falling normally, but not exclusively, within B1 Use Class, within a single self-contained unit.

Listed Buildings Includes both local and statutory listed buildings. Locally listed buildings are those that satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest: they are graded as I, II* or II with Grade I being the highest. Statutory listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. walls within its curtilage). Historic England is responsible for designating buildings for statutory listing in England. Buildings listed as Grade 1, Grade 2 are subject to Historic England direction.

Local Centre Typically serves a localised catchment often most accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services. It may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services, and will contain up to 10,000 sqm of retail floorspace (London Plan).

Local Development Order An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development (NPPF).

Local identity The aspects of the historic, built and natural environment that combine to give areas within the Legacy Corporation boundary their unique character.

Locally Significant Industrial Site Site of particular importance for local industrial type functions.

Local Open Space Areas of Local Open Space protected during the lifetime of this Local Plan for their contribution to community infrastructure and the local environment. Each Local Open Space has a unique function(s) and character as identified within Table 6, page 100.

Local Residents Residents of the Legacy Corporation area and Growth Boroughs

Low-cost business space Secondary and tertiary space, which is of a lower specification than prime space. It usually commands rents at or below the market average.

Main town centre uses Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) (NPPF).

Major development For a full definition, see Part 1 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. Generally, major developments are:

- Development of dwellings where 10 or more dwellings are to be provided, or the site area is 0.5 hectares or more;
- Development of other uses, where the floor space is 1,000 square metres or more, or the site area is 1 hectare or more.

Managed workspace Normally comprises a number of business units or workspaces for individuals and/or small businesses which together are communally managed and provided with a range of support services and facilities.

Marketing strategy Information required to demonstrate that a property has been marketed at a suitable rate, for all applicable uses, in an appropriate forum for at least a two-year period.

Metropolitan Open Land (MOL) Strategic open land within the urban area that contributes to the structure of London with the same planning status as Green Belt as defined by London Plan Policy 7.17.

Metropolitan Centre The second category of town centres defined by the London Plan, serving wide catchment areas covering several Boroughs and offering a high level and range of consumer durable goods. They typically have more than 100,000 sqm of retail floorspace, including multiple retailers and department stores (London Plan).

Mixed-use development Development for a variety of activities on single sites or across wider areas such as town centres.

National Planning Policy Framework (NPPF) Amended July 2018, the NPPF sets out the government's planning policies for England and how these are expected to be applied. It sets out the government's requirements for the planning system. It provides a framework within which local people and their accountable local planning authorities can produce their own distinctive Local and Neighbourhood Plans, which reflect the needs and priorities of their communities.

Natural surveillance The discouragement of crime by the presence of passers-by or the ability of people to be seen from surrounding windows.

Neighbourhood Centre Typically serves a localised catchment often most accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services. It may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services, and will contain up to 10,000 sqm of retail floorspace (London Plan).

Neighbourhood Plan A plan prepared by a designated neighbourhood forum for its neighbourhood plan area under neighbourhood planning processes. A neighbourhood plan attains the same legal status as a local plan, forming part of the statutory development plan, once all relevant legal processes have been satisfied and it is officially 'made' by the Legacy Corporation.

Neighbourhood Planning Neighbourhood planning is a right which gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of the neighbourhood area.

Node Points where routes meet and there is a concentration of ground-floor public-facing/non-residential uses. This encourages public activity by attracting people to gather, linger and enjoy the vitality of a space and the amenities it offers.

Non-designated industrial sites Industrial land that is not designated as a SIL or LSIS, and within the Legacy Corporation area includes the local designation of Other Industrial Location.

Non-residential ground floor frontage Where the ground floors of adjacent buildings are unsuitable for residential use, and/or where there is a need to encourage other forms of development.

Open space All land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Other Industrial Location Site of particular importance for local industrial type functions where identified limited change from industrial may be acceptable.

Out of centre Locations which are not in or on the edge of the centre but not necessarily outside the urban area. They are not within easy walking distance of the centre and are therefore unlikely to contribute to linked trips or to share the level of public transport accessibility as the town centre (NPPF).

Palette The range of colours used in the design of a building or other structure.

Place An area that generates a positive 'sense of place' by providing a focus for community, civic and economic activity within an attractive, accessible, safe and locally distinctive environment.

Planning permission Formal approval given by the planning authority in accordance with the provisions of the Town and Country Planning Act 1990 (as amended), allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or in detail through full planning applications.

Principal connection improvement Strategic connectivity improvement or project, for example new or improved bridges.

Public realm Publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces.

Public sector land- land that is owned or in use by a public sector organisation, or company or organisation in public ownership, or land that has been released from public ownership and on which housing development is proposed

Roof line The shape, contours, style or outline of the roof of a building.

Scale The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines. Massing is the combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.

Servicing Routine maintenance, deliveries and/or waste collection that requires vehicular access.

Section 106 Agreements These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990 (as amended).

Sequential assessment Requirement to consider town centre sites first, followed by edge-of-centre, and then out-of-centre sites for main town centre uses.

Social Rented Housing Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency (NPPF).

Specialised Housing Housing which meets the specialised housing needs of groups such as the elderly and disabled people.

Strategic Housing Land Availability Assessment (SHLAA) An assessment of land availability for housing which informs the London Plan and Borough local development documents.

Strategic development Development that would be referable to the Mayor of London under the terms of the Mayor of London Order 2008.

Strategic Industrial Locations (SIL) London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy.

Strategic Areas for Regeneration These areas are the Census Local Super Output Areas (LSOAs) in greatest socio-economic need. They fall within the 20 per cent most deprived LSOAs in England, using the Index of Multiple Deprivation.

Strategic Regeneration Framework (SRF) The regeneration framework of the six Growth Boroughs (first published in October 2009), which sets out an agreed framework for achieving the goal of 'convergence'. It identifies seven key themes:

- Create a coherent and high-quality city within a world city region
- Improved educational attainment, skills and raising aspirations
- Reducing worklessness, benefit dependency and child poverty
- Homes for all
- Enhancing health and wellbeing
- Reducing serious crime rates and anti-social behaviour
- Maximising sports legacy and increasing participation.

Streetscape The visual treatment of the spaces between buildings. Streetscape is concerned with surfaces (i.e. roads/pavements/hard and soft public spaces) and the items placed upon them (lighting/street furniture/public art). Streetscape is fundamental to the appearance, character, vitality and success of any area.

Street section Representing the view down a street through an architectural drawing. An asymmetrical street section would incorporate buildings of various heights and widths at either side of the street to make it appear more interesting and less uniform.

Sub Area The four Sub Areas identified within the Local Plan that make up a geographical framework for implementing strategic policy, as shown within Section 9.

Supplementary Planning Document (SPD) A Local Development Document that may cover a range of issues focusing on either a specific area or theme, and that provides further details of policies and proposals in a 'parent' document.

Supplementary Planning Guidance (SPG) Supplementary Planning Guidance is produced by the Mayor of London to provide further guidance to policies within the London Plan.

Sustainable development This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

Sustainable Drainage Systems (SUDs) A sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routing run-off through a pipe to a watercourse.

Tall Buildings Buildings that are higher than an area's prevailing or generally expected height.

The London Plan The Spatial Development Strategy for London prepared by the Mayor of London, which the Local Plan must be in conformity with.

Transport Assessment This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.

Transport for London (TfL) The primary role of TfL, which is a functional body of the Greater London Authority, is to implement the Mayor of London's Transport Strategy and manage transport services across London.

Travel Plan Travel plans are long term management strategies which should support sustainable and active travel at both new and existing developments.

Typology A form or type of development, for example mews, terraces, stacked maisonettes and mansion blocks are examples of residential typologies.

Urban grain The degree to which an area's pattern of blocks and plot subdivisions is respectively small and frequent (fine grain), or large and infrequent (coarse grain).

Urban greening The introduction or increase of planting into the urban environment to improve appearance, habitat for wildlife, help slow surface water run-off rates, absorb pollutants and minimise overheating/provide shade and can include green/living roofs, 'Green Walls', trees, formal and informal planting within the public realm and private outdoor spaces.

Visitor Accommodation Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering apart-hotels, caravans and camping.

Wildlife Corridor This refers to generally continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.



APPENDIX 6: USE CLASS TABLE

Local Planning Authorities put uses of land and buildings into various categories known as ‘Use Classes’. The table below gives an indication of the types of use which may fall within each Use Class.

On 21 July 2020 the Government published the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, amending the Use Classes Order. The changes come into effect on 1st September 2020. The Regulations also specify a transition period to 31 July 2021 during which, in some circumstances, the previous use class categories (those in place at 31st August 2020) will continue to apply.

Table 19: Use Classes

CLASS	USE
B2 General industrial	Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
B8 Storage or distribution	This class includes open air storage.
C1 Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
C2 Residential institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges, training centres and secure residential institutions (Class C2A)
C3 Dwelling houses	This class is formed of 3 parts: C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child. C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems. C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.
C4 Houses in multiple occupation	Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

E Commercial, Business and Service	Retail, food, financial services, indoor sport and fitness , medical or health services , crèche, day nursery or day centre, offices, research and development of products and processes, light industrial appropriate in a residential area (previous classes A1, A2, A3, B1 and parts of D1 and D2).
F.1 Learning and Non-Residential Institutions	F1: 'Learning and non-residential institution' – this includes the majority of current D1 uses but excluding crèches, nurseries and health which are now covered under Class E
	F2: Local community class – this includes local shops (restrictions apply) and community halls, outdoor leisure and swimming/skating rinks
Sui Generis	Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos. Public houses, wine bars or other drinking establishments. For the sale of hot food for consumption off the premises.

APPENDIX 7: ABBREVIATIONS

BAP	Biodiversity Action Plan
BREEAM	Building Research Establishment Environmental Assessment Method
CIL	Community Infrastructure Levy
DPD	Development Plan Document
GLA	Greater London Authority
HMO	Houses in Multiple Occupation
IDP	Infrastructure Delivery Plan
LLDC	London Legacy Development Corporation
MOL	Metropolitan Open Land
NPPF	National Planning Policy Framework
PDZ	Planning Delivery Zone, see Legacy Communities Scheme application (11/90621/OUTODA)
PTAL	Public Transport Accessibility Level
SHLAA	Strategic Housing Land Availability Assessment
SIL	Strategic Industrial Location
SMEs	Small and Medium-sized Enterprises
SPG	Supplementary Planning Guidance
SRF	Strategic Regeneration Framework
SUDS	Sustainable Urban Drainage Systems
TfL	Transport for London



APPENDIX 8: INDEX OF POLICIES

Our vision

SD.1: Sustainable development

Developing business growth, jobs, higher education and training

SP.1: Building a strong and diverse economy

B.1: Location and maintenance of employment uses

B.2: Thriving town, neighbourhood and local centres

B.3: Creating vitality through interim uses

B.4: Providing low-cost business space, affordable and managed workspace

B.5: Increasing local access to jobs, skills and employment training

B.6: Higher education, research and development

Providing housing and neighbourhoods

SP.2: Maximising housing and infrastructure provision within new neighbourhoods

H.1: Providing for and diversifying the housing mix

H.2: Delivering affordable housing

H.3: Meeting accommodation needs of older person households

H.4: Providing student accommodation

H.5: Location of gypsy and traveller accommodation

H.6: Houses in Multiple Occupation (HMOs)

H.7: Shared living accommodation

H.8: Innovative housing models

CI.1: Providing new and retaining existing community infrastructure

CI.2: Planning for and bringing forward new schools

Creating a high-quality built and natural environment

SP.3 Integrating the natural, built and historic environment

BN.1: Responding to place

BN.2: Creating distinctive waterway environments

BN.3: Maximising biodiversity

BN.4: Designing development

BN.5: Proposals for tall buildings

BN.6: Requiring inclusive design

BN.7: Protecting Metropolitan Open Land

- BN.8: Improving Local Open Space

- BN.9: Maximising opportunities for play

- BN.10: Protecting key views

- BN.11: Air Quality

- BN.12: Noise

- BN.13: Protecting archaeological interest

- BN.14: Improving the quality of land

- BN.15: Designing residential extensions

- BN.16: Designing advertisements

- BN.17: Conserving or enhancing heritage assets

Securing transport infrastructure to support growth

- SP.4: Planning for and securing transport and utility infrastructure to support growth and convergence

- T.1: Strategic transport improvements

- T.2: Transport improvements

- T.3: Supporting transport schemes

- T.4: Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists

- T.5: Street network

- T.6: Facilitating local connectivity

- T.7: Transport Assessments and Travel Plans

- T.8: Parking and parking standards in new development

- T.9: Providing for pedestrians and cyclists

- T.10: Using the waterways for transport

Creating a sustainable place to live and work

SP.5: A sustainable and healthy place to live and work

- S.1: Health and wellbeing

- S.2: Energy in new development

- S.3: Energy infrastructure and heat networks

- S.4: Sustainable design and construction

- S.5: Water supply and waste water disposal

- S.6: Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure

- S.7: Planning for waste

S.8: Waste reduction

S.9: Overheating and urban greening

S.10: Flood risk

S.11 Sustainable drainage measures and flood protections

S.12 Resilience, safety and security

Sub Area 1: Hackney Wick and Fish Island

Policy 1.1: Managing change in Hackney Wick and Fish Island

Policy 1.2 Promoting Hackney Wick and Fish Island’s unique identity

Policy 1.3: Connecting Hackney Wick and Fish Island

Policy 1.4: Preserving or enhancing heritage assets in Hackney Wick and Fish Island

Policy 1.5: Improving the public and private realm in Hackney Wick and Fish Island

Policy 1.6: Building to an appropriate height in Hackney Wick and Fish Island

Sub Area 2: North Stratford and Eton Manor

2.1: Housing typologies

2.2: Leyton Road – improving the public realm

2.3: Local Centre and non-residential uses

Sub Area 3: Central Stratford and Southern Queen Elizabeth Olympic Park

3.1: Stratford Metropolitan Centre

3.2: Stratford High Street Policy Area

3.3: Improving connections around central Stratford

Sub Area 4: Bromley-by-Bow, Pudding Mill, Sugar House Lane and Mill Meads

4.1: A potential District Centre

4.2: Bringing forward new connections to serve new development

4.3: Station improvements

FOR FURTHER INFORMATION

Visit the Legacy Corporation website at:

<http://queenelizabetholympicpark.co.uk/the-local-plan>

Or contact the Planning Policy and Decisions team on:

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NOTES

