

# 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 complemented by a significant presence of creative and cultural industries producing bespoke and artistic products west of the Lee Navigation.



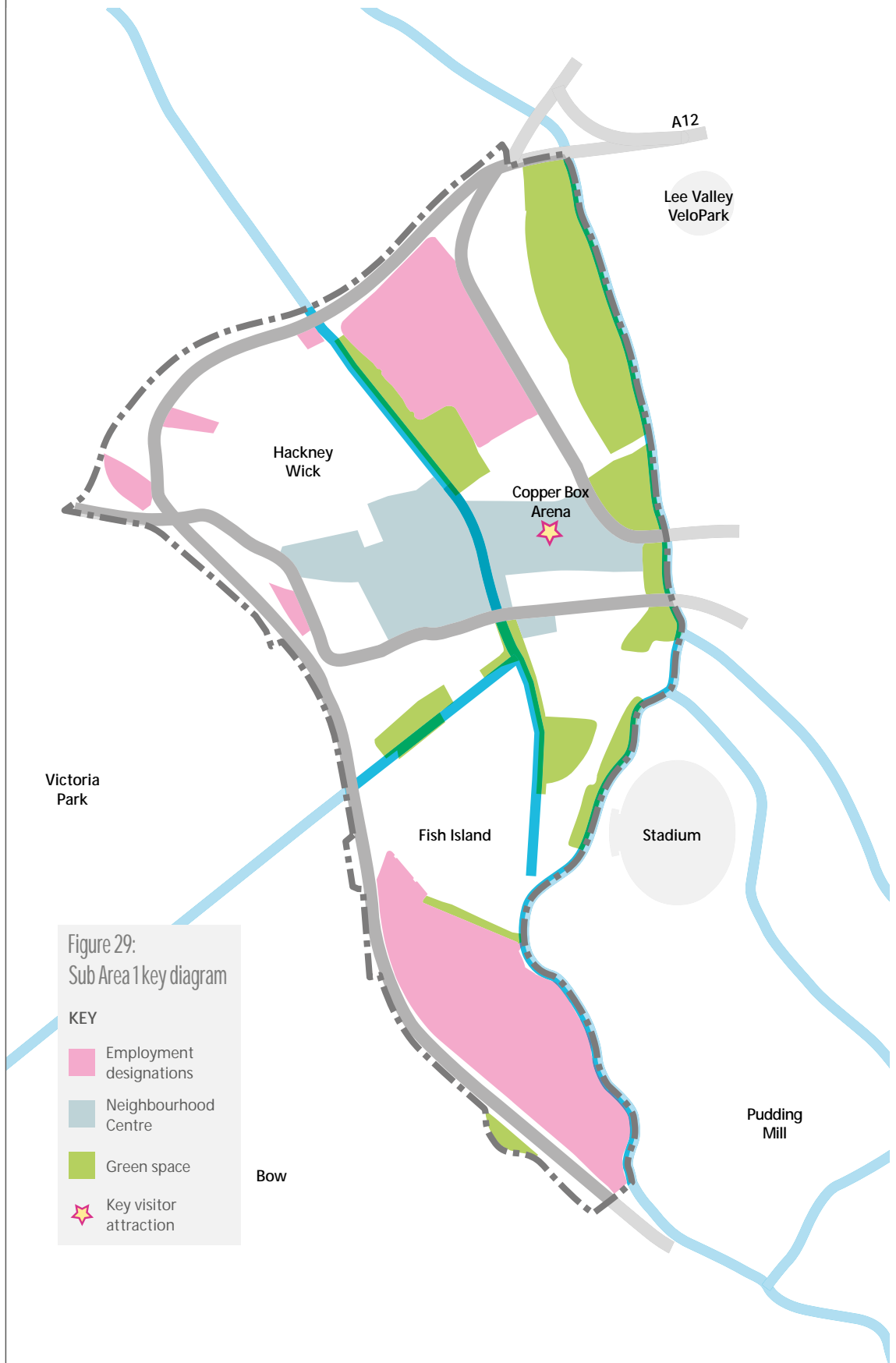


Figure 29:  
Sub Area 1 key diagram

KEY

- Employment designations
- Neighbourhood Centre
- Green space
- Key visitor attraction

### 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 'ffordable 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.

## 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 2 (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



**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 Policy S.8 and the guidance within the most up to date strategic flood risk assessments for this area (see evidence base list at page 141 for the current assessments) and the most up to date flood modelling held by the Environment Agency.



## 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.

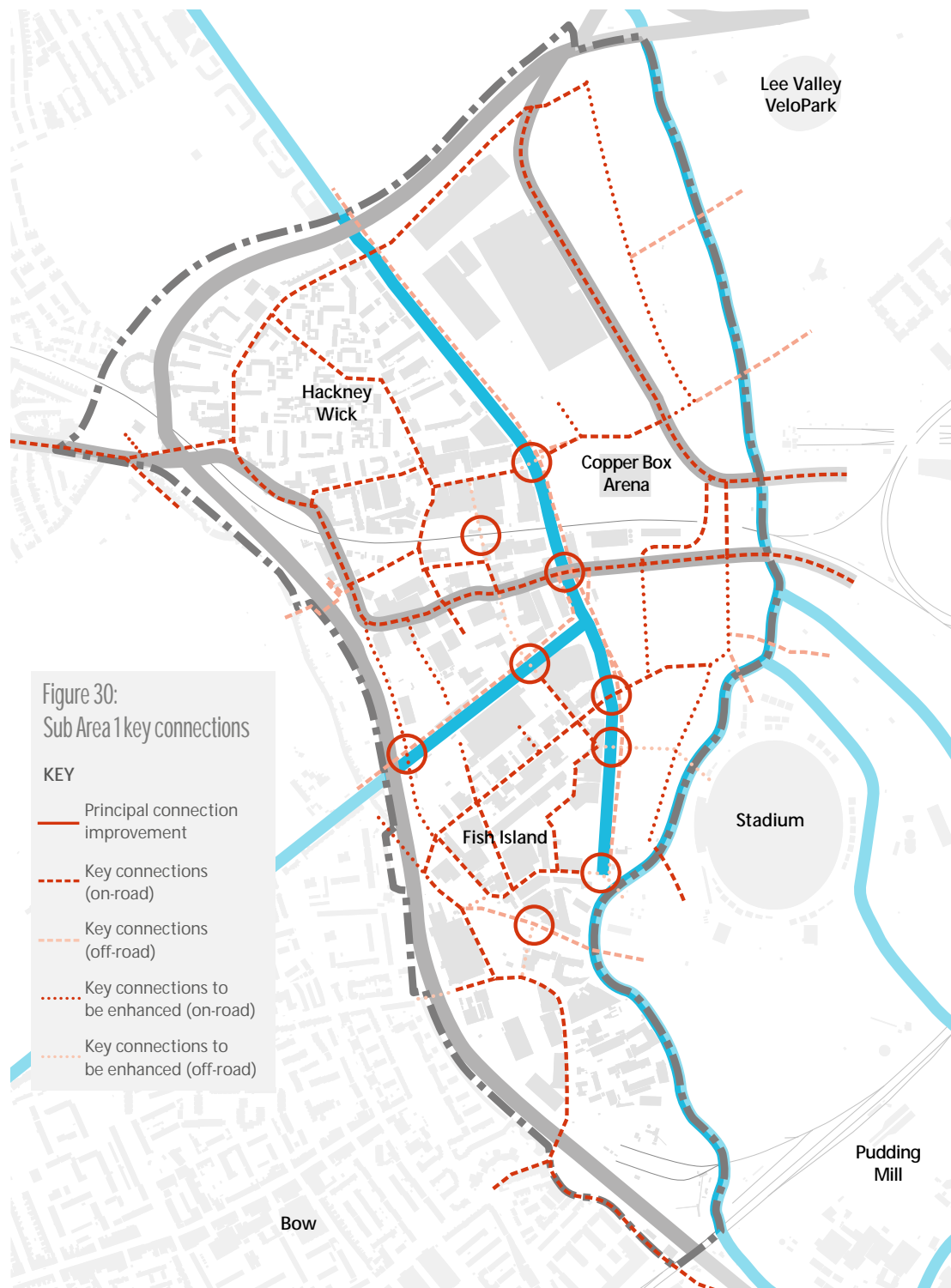


Figure 30:  
Sub Area 1 key connections



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)



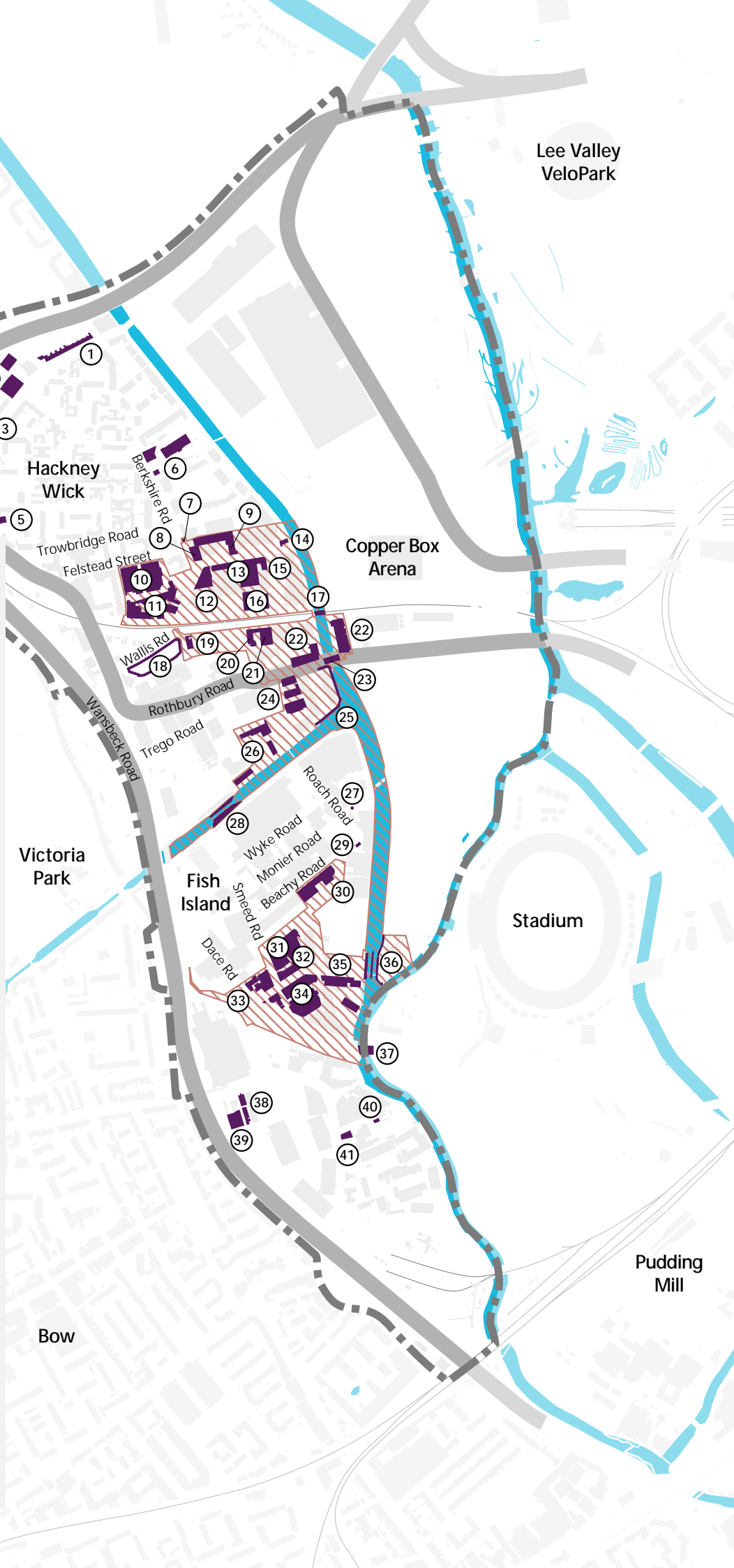
Figure 31:  
Heritage assets situated within Sub Area 1

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 Spegelstein 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





## 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

10.12

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

10.13

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

#### 10.14

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.10 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.10 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 9 below specifically sets out the height above which the policy test set out in Policy BN.5 will apply.

**Table 9: Prevailing building heights in Hackney Wick and Fish Island (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**

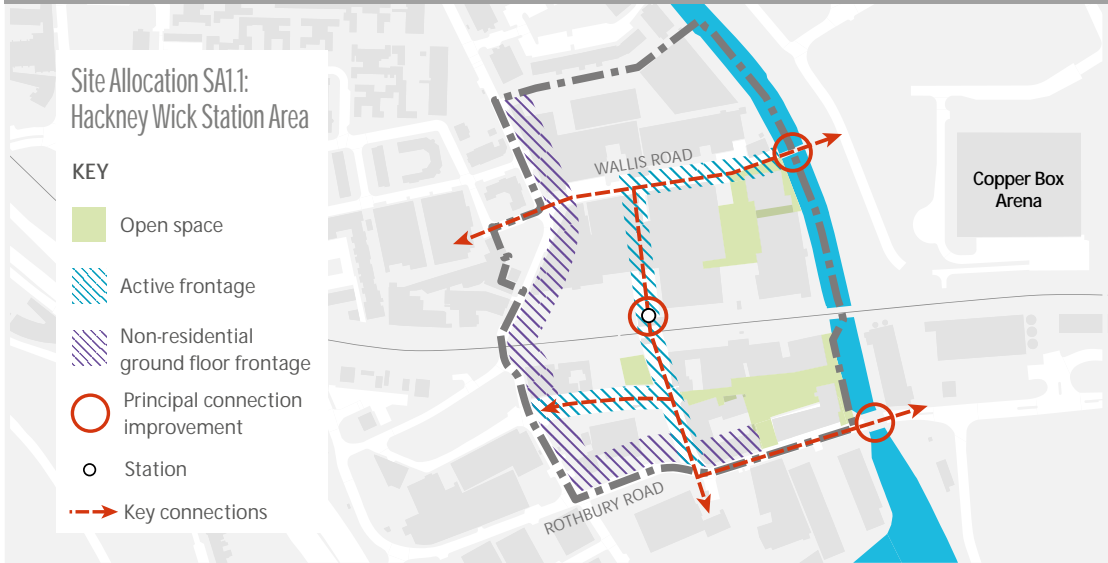
An area around Hackney Wick Station supporting comprehensive employment-focused mixed-use development, including a significant number of new homes complemented by new retail, leisure, food/drink and community facilities. Development should deliver a mix of uses around the rebuilt Hackney Wick Station, 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

SECTION 10 SUB AREA 1



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% 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

- 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

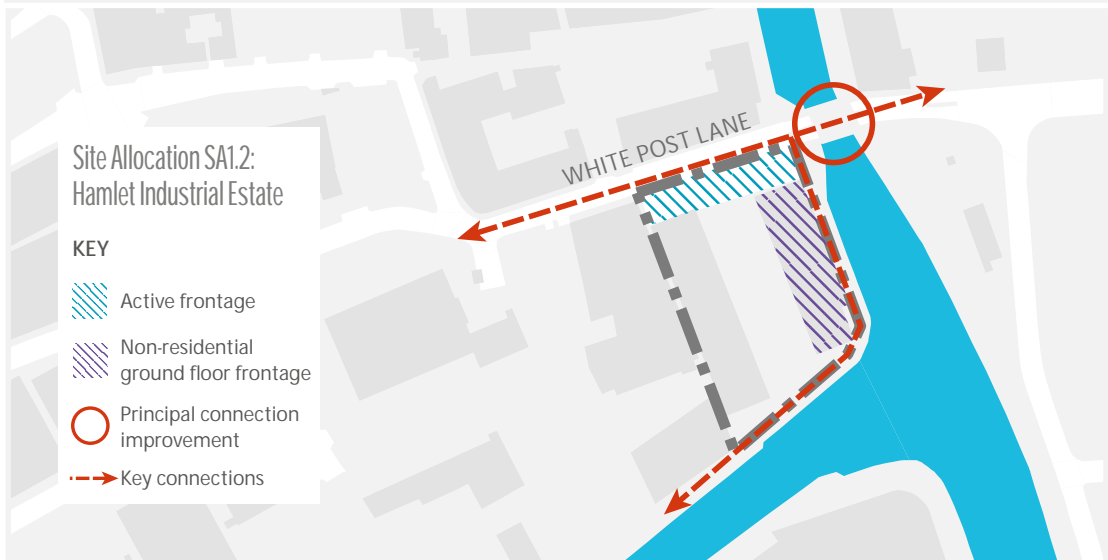
Flood Zone: 1–3 (areas to the west of the Lee Navigation are within Flood Zones 2 and 3)

## 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% 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

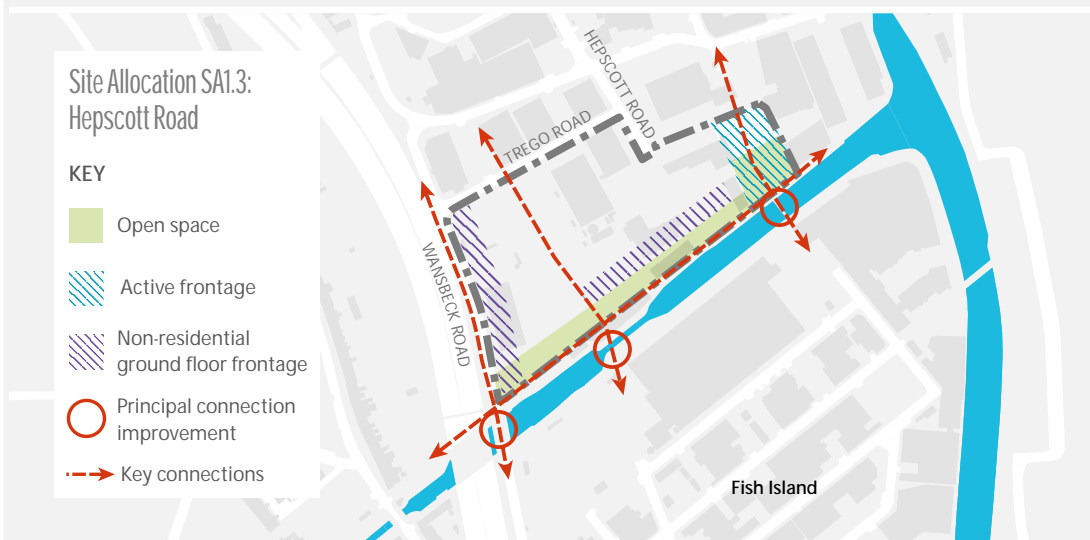
**Flood Zone:** 2 and 3 (Flood Zone 3 only along far-eastern edge of site)

## 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 IN.2 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% in accordance with Policy H2 and extant planning permission.

### 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 and 2

### Phasing and implementation

2020 onwards.

### Relevant planning history

Not applicable.

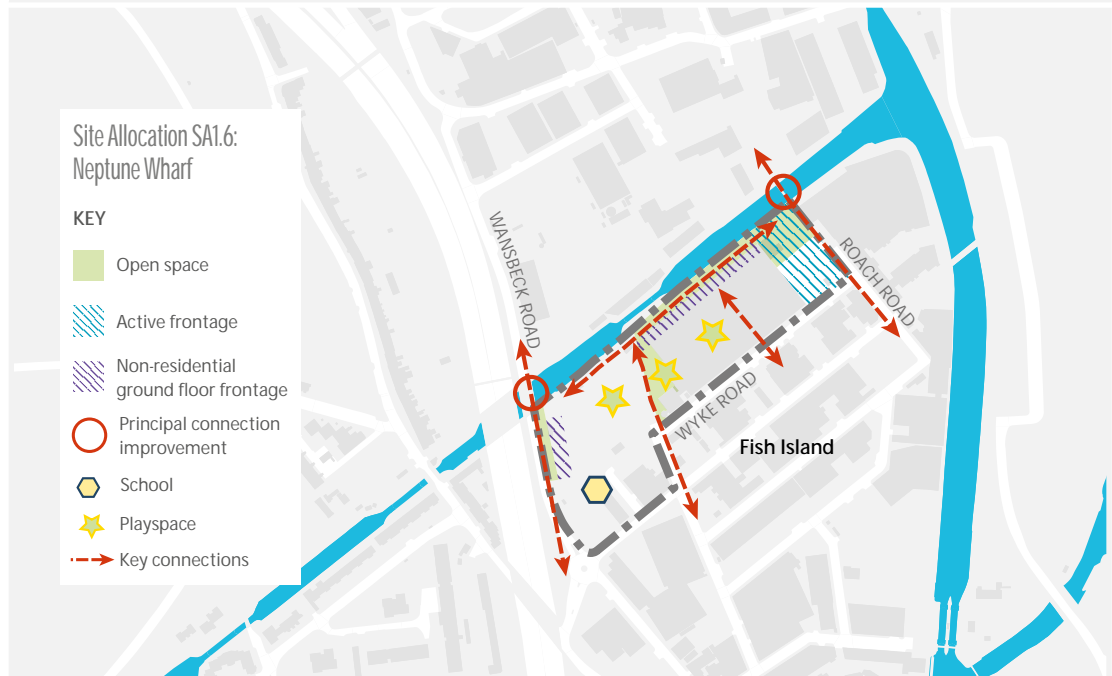


## Site Allocation SA1.4: Neptune Wharf

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

SITE ALLOCATION

Comprehensive, phased mixed-use development, including residential, employment, retail, leisure and community floorspace next to the Here East Technology Hub and East Wick Primary School, focusing non-residential uses within the boundary of the Neighbourhood Centre around the Cooper Box Arena.

- 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.

### Site Allocation SA1.5: East Wick

#### 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

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.

### 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

### 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

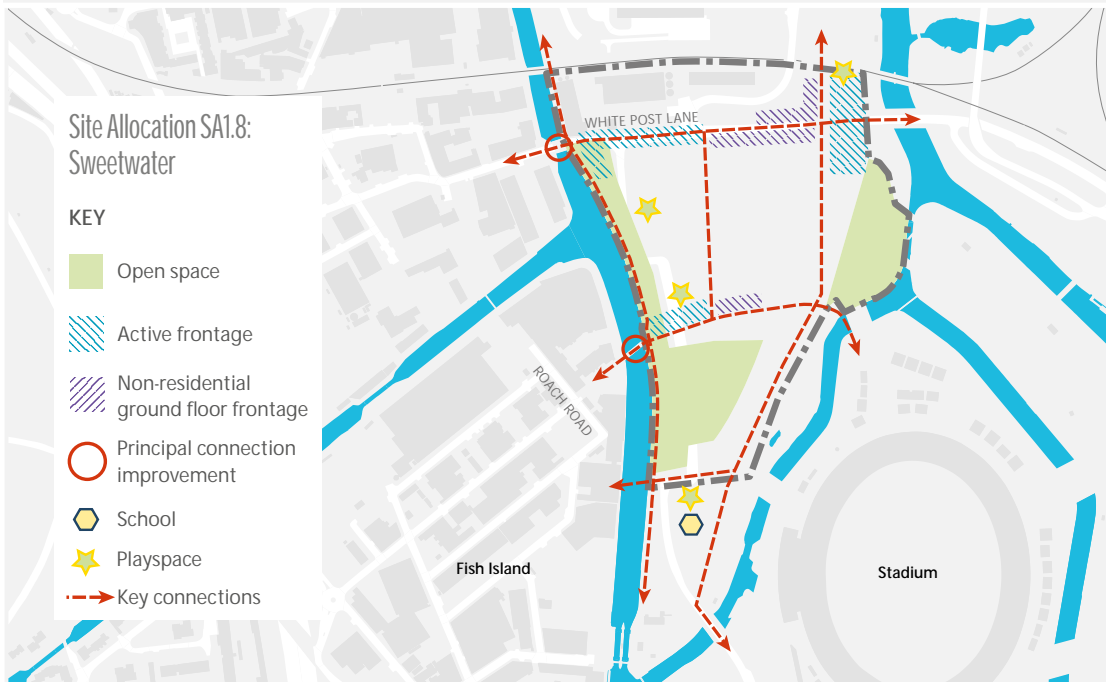
Flood Zone: 1

## 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

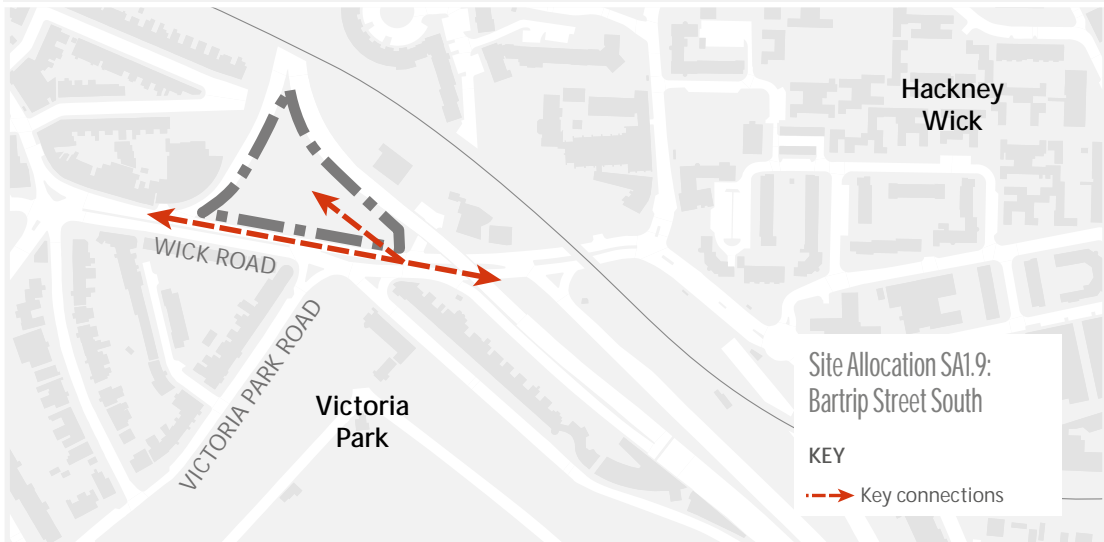


## Site Allocation SA1.7: Bartrip Street South

SITE ALLOCATION

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

- Maximise the provision of 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 2015–20).

### 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 (except for far-eastern tip of site which is in Flood Zone 2)

## 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 6 and the Policies Map.

Hackney Wick Neighbourhood Centre – see Table 3

## 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

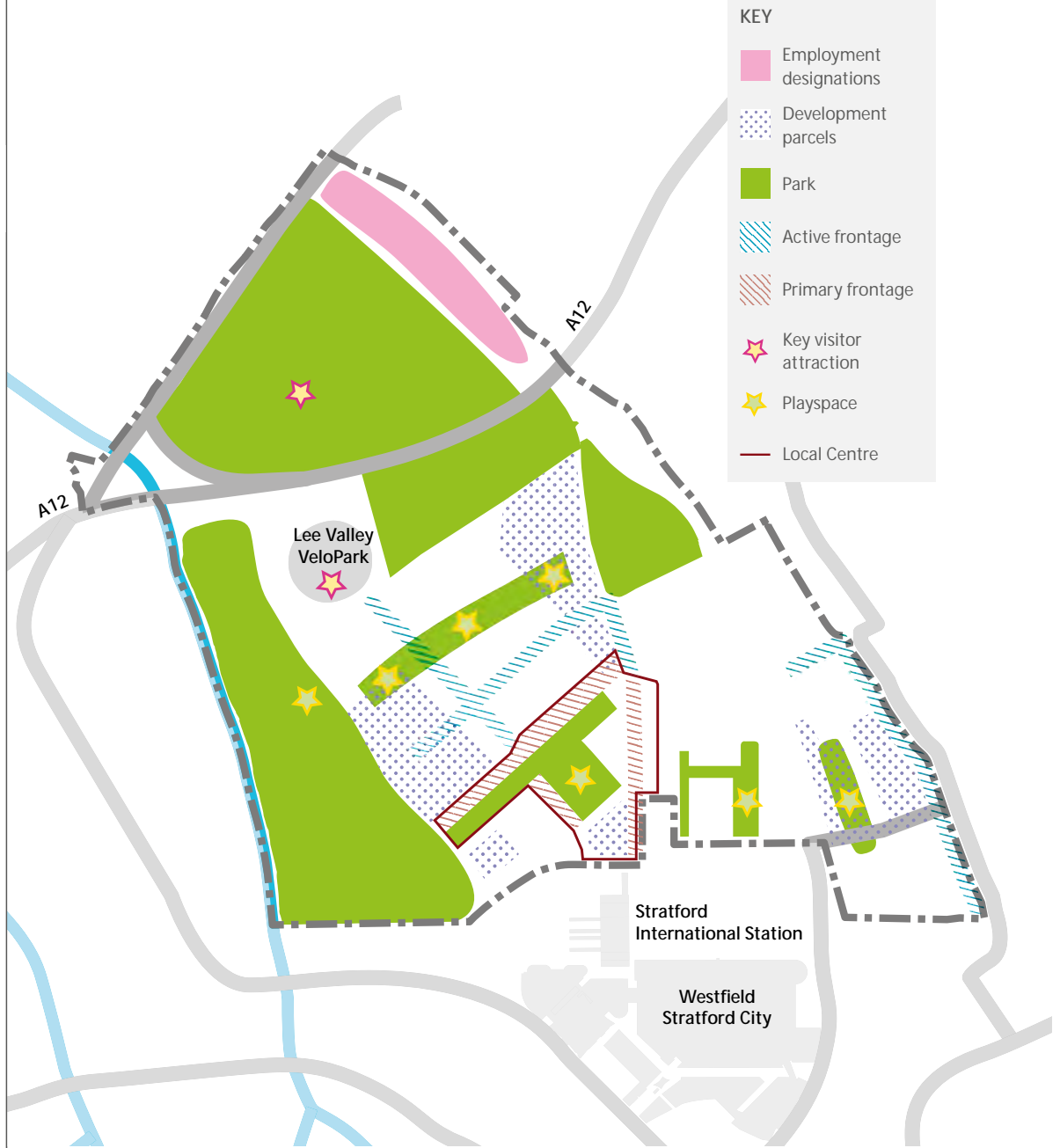
## Vision

### 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 focus 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.

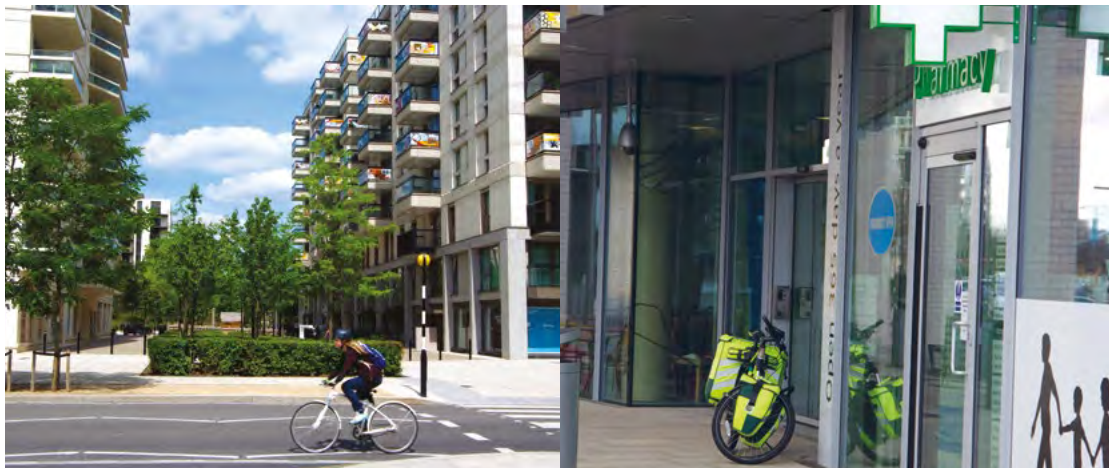


Figure 32:  
Sub Area 2 key diagram



### 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. Chobham Manor and Chobham Farm developments are also starting to become occupied. Chobham Manor residential development phase one is now complete, phase two is well advanced, while the final two phases have secured reserved matter approval. The Chobham Farm development, providing new homes, open space and local retail use, is equally well underway, the first phase is completed with Zone four being currently under construction, and the central section 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.10; 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 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, including the further development of the land and facilities associated with the Hockey and Tennis Centre at Eton Manor.



DRAFT  
SAMPLE IMAGES TO BE REPLACED  
IN FINAL VERSION





**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 Use Class A1–A5 and B1a, 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 along West Park Walk and Prize Walk, as defined on the Policy Map. All non-residential floorspace within the Local Centre boundary is designated as Primary Frontage, as identified on Figure 32. 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

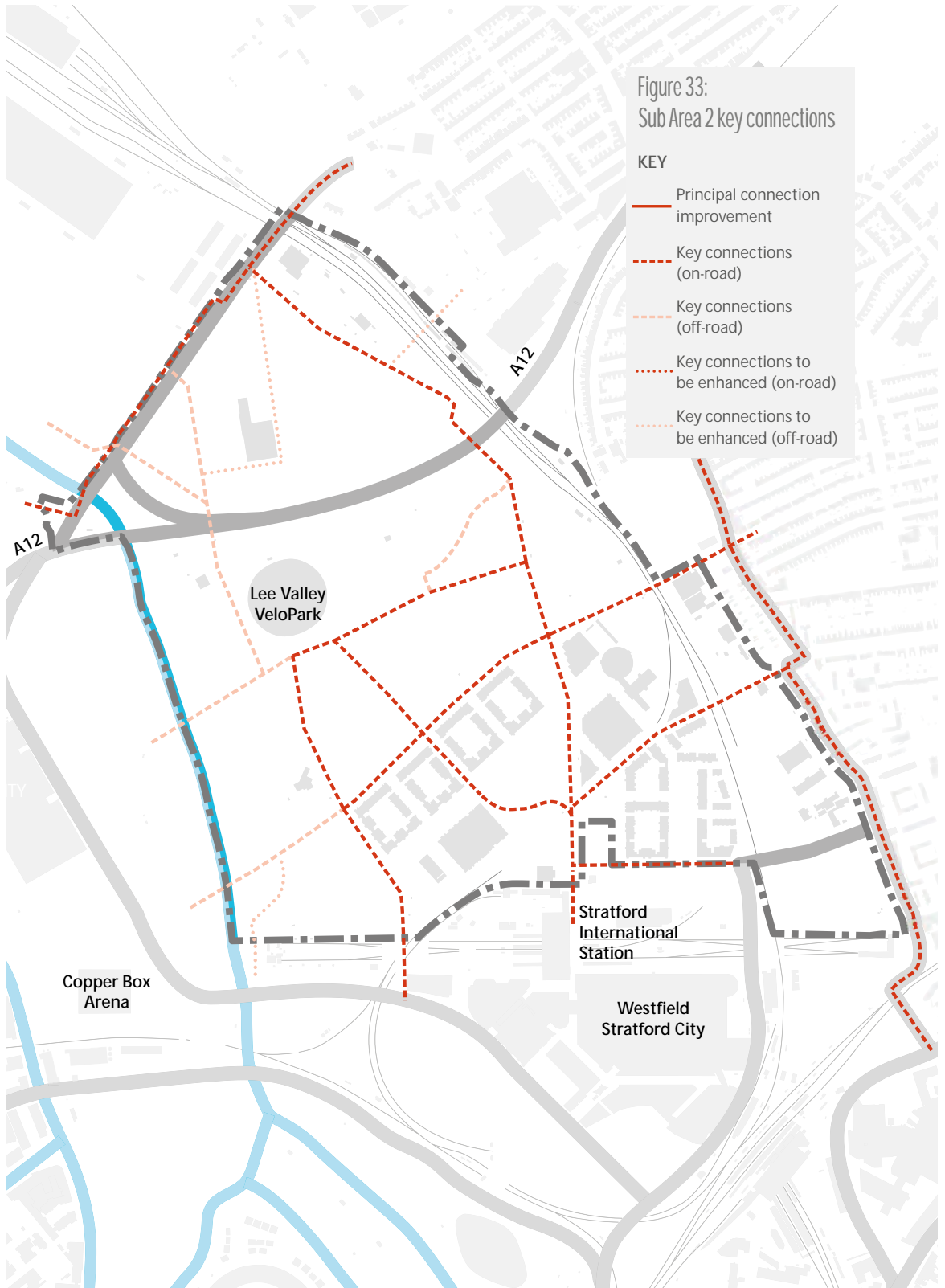
Designated Local Centre at East Village, has now emerged as a fully functioning local centre. The area is also emerging as a strong independent retail destination, serving localised catchment and complementing the offer at nearby Stratford. The Primary Frontage has been designated to support and maintain 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 32. Further uses within Local Centre boundary should maintain appropriate retail uses and support the role and function identified in Table 3.





### 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 10 sets out the prevailing height for each location.

**Table 10: Prevailing heights in Sub Area 2 (heights in metres above existing ground)**

<b>Chobham Farm</b> (see Site Allocation SA2.1)	20 metres
<b>Leyton Road North</b> (area north of Henrietta Street)	20 metres
<b>East Village</b> (see Site Allocation SA2.2)	30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre
<b>Chobham Manor</b> (see Site Allocation SA2.3)	20 metres, with higher elements on the southern and northern edge
<b>Chobham Farm North</b> (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 1030 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

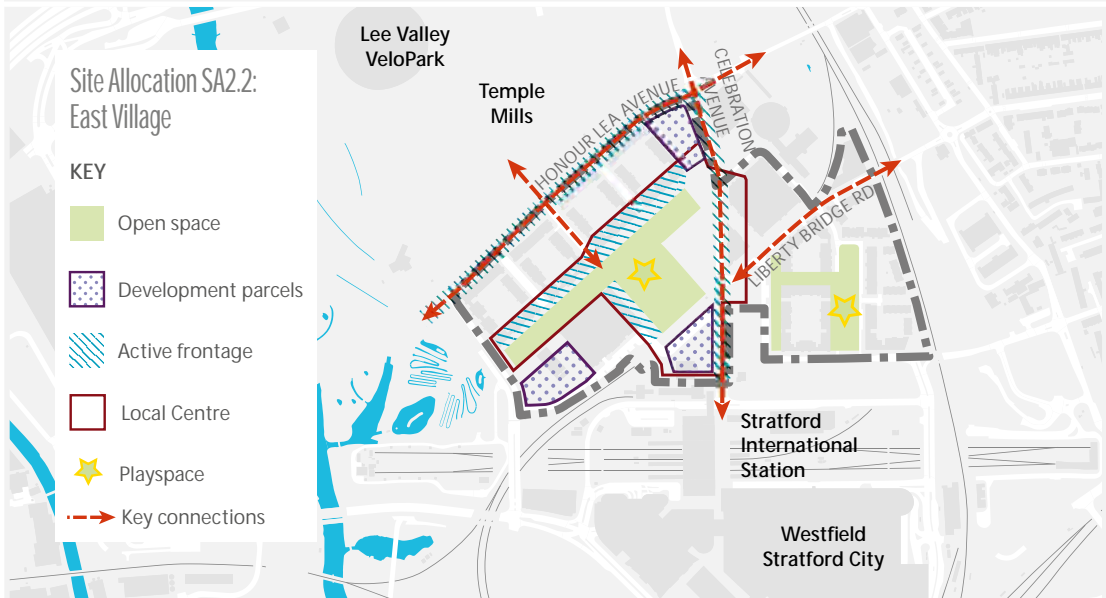
**PTAL rating:** 3–6a (north to south)

**Flood Zone:** 2 (north part of site only)

## 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 Guttman 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)

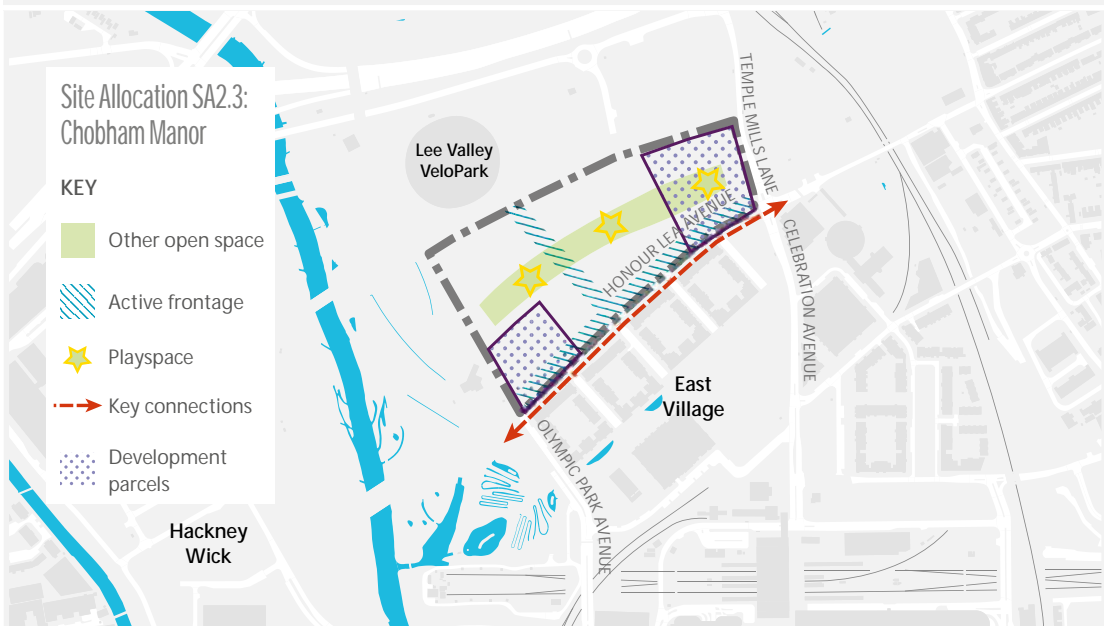
**PTAL rating:** 2-6

**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

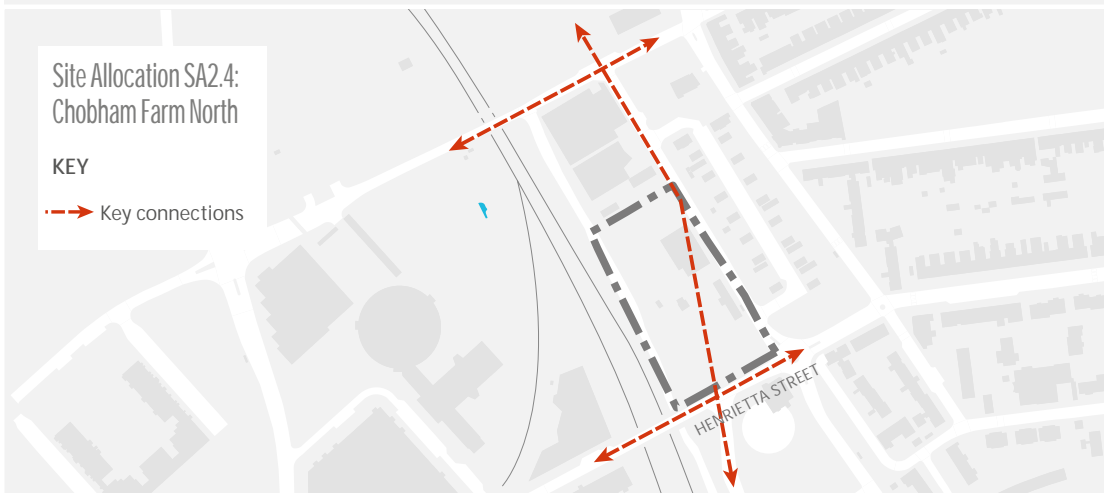
**PTAL rating:** 1a–3

**Flood Zone:** 2 and 3 (parts 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.



Site Allocation SA2.4:  
Chobham Farm North

KEY

---> Key connections

### Supporting development principles

- Minimise impacts on residential amenity from railway line to the west and adjoining community building to the north
- 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% on public sector land in accordance with Policy H.2.

### Phasing and implementation

Delivery on site is expected in three phases, from 2020 onwards

### Relevant planning history

12/00146/FUM - the eastern 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 3, Local Open Space Table

Temple Mills Lane Locally Significant Industrial Site- see Policy B.1

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## 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.



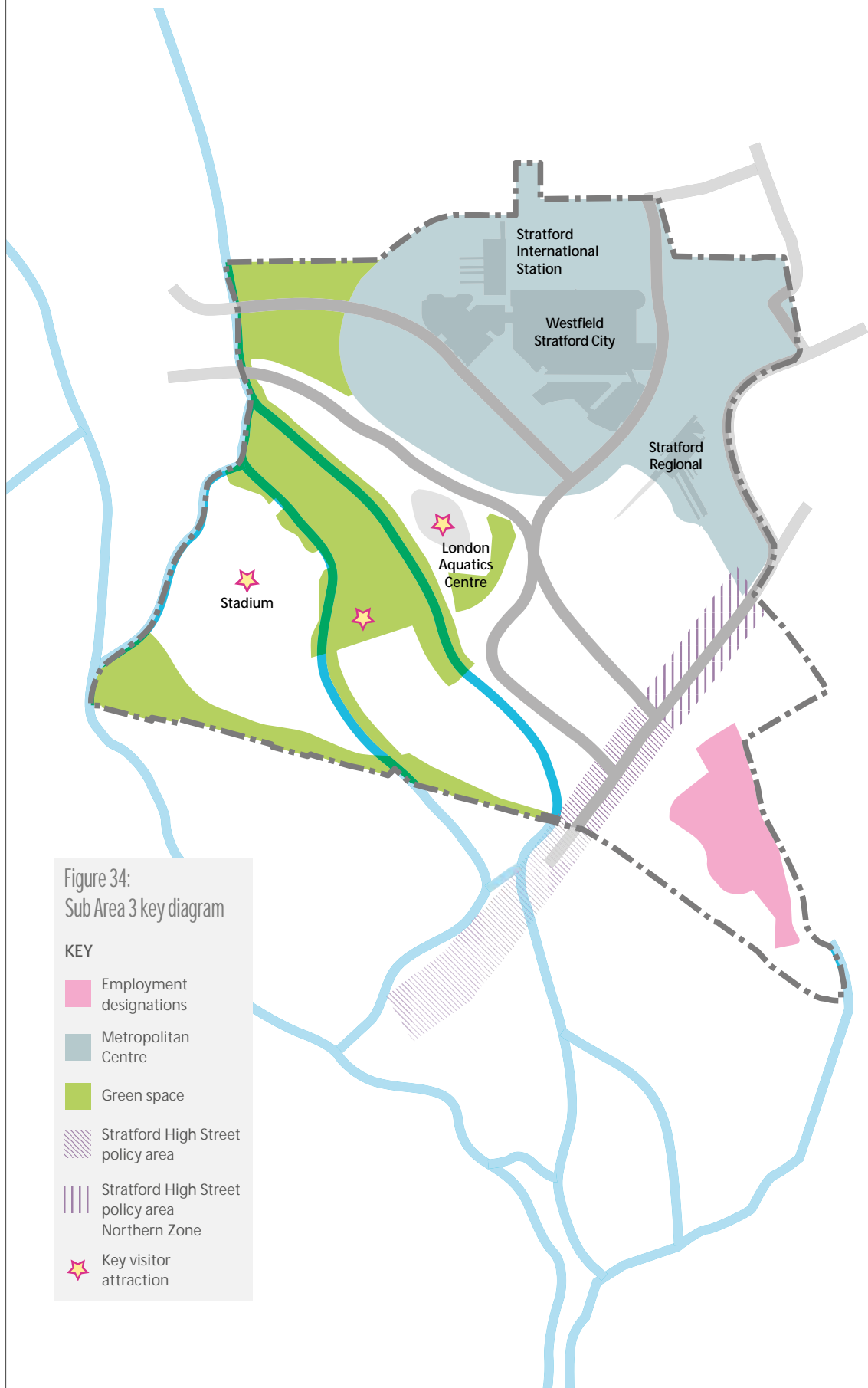


Figure 34:  
Sub Area 3 key diagram

**KEY**

- Employment designations
- Metropolitan Centre
- Green space
- Stratford High Street policy area
- Stratford High Street policy area Northern Zone
- 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 amounts 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 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.
- 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.

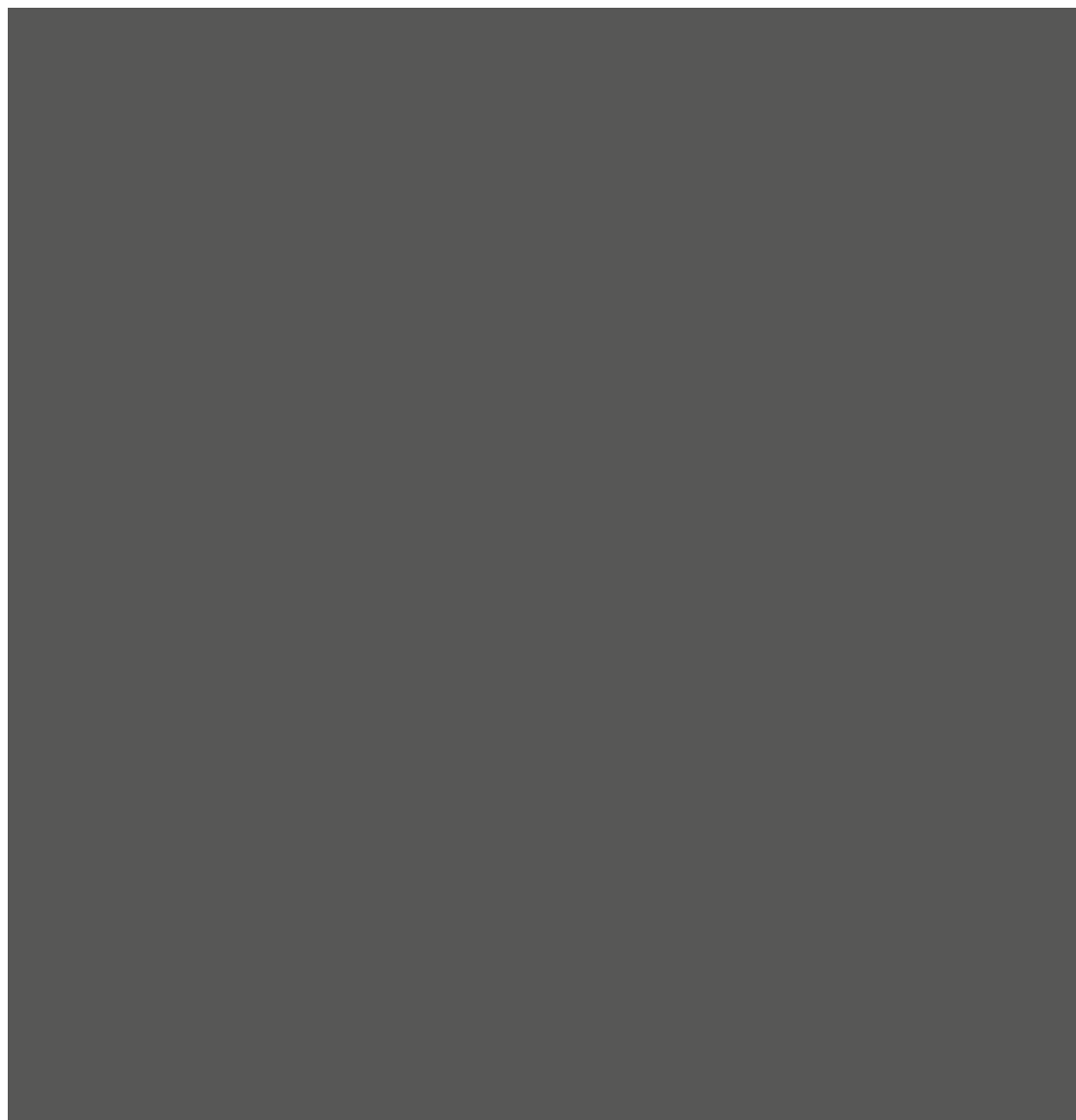
**Application of Policy BN.5 within the sub area**

**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 X below specifically sets out the height above which the policy test set out in Policy BN.5 will apply.

**Table 11: Prevailing building heights in Central Stratford and Southern Queen Elizabeth Olympic Park (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

**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 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 7).

### Policy application

12.7

Any proposals for large-scale town centre uses should be focussed within the existing town centre boundary, 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 East, 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

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 34). 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.10.

Public realm improvements and key connections as shown in Figure 35 should be enhanced.

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**Cross-reference to policies: B.2; BN.10**

#### 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 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.10.
- 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 3.2: 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 34, in particular a new pedestrian bridge from Jupp Road and facilitating a western entrance to 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. 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 improvements to the western entrance to Stratford Regional Station. Development proposals affecting a Key Connection, Key Connection to be Enhanced or Principal Connection Improvement (shown in Figure 35) 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.

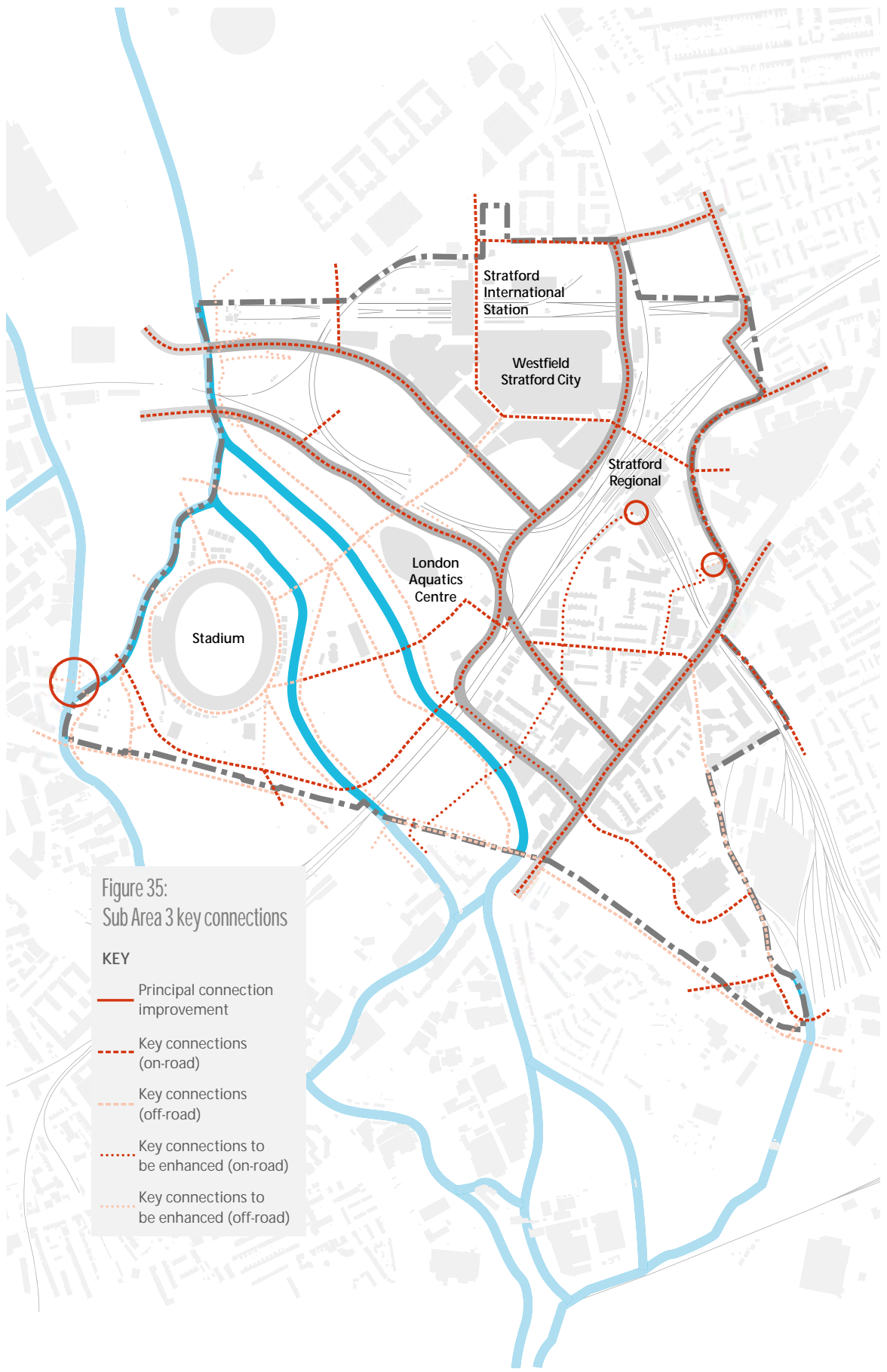


Figure 35:  
Sub Area 3 key connections

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)

- 12.13** 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. 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.
- 12.14** 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.



### 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%, or 50% 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 Montfitchet 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

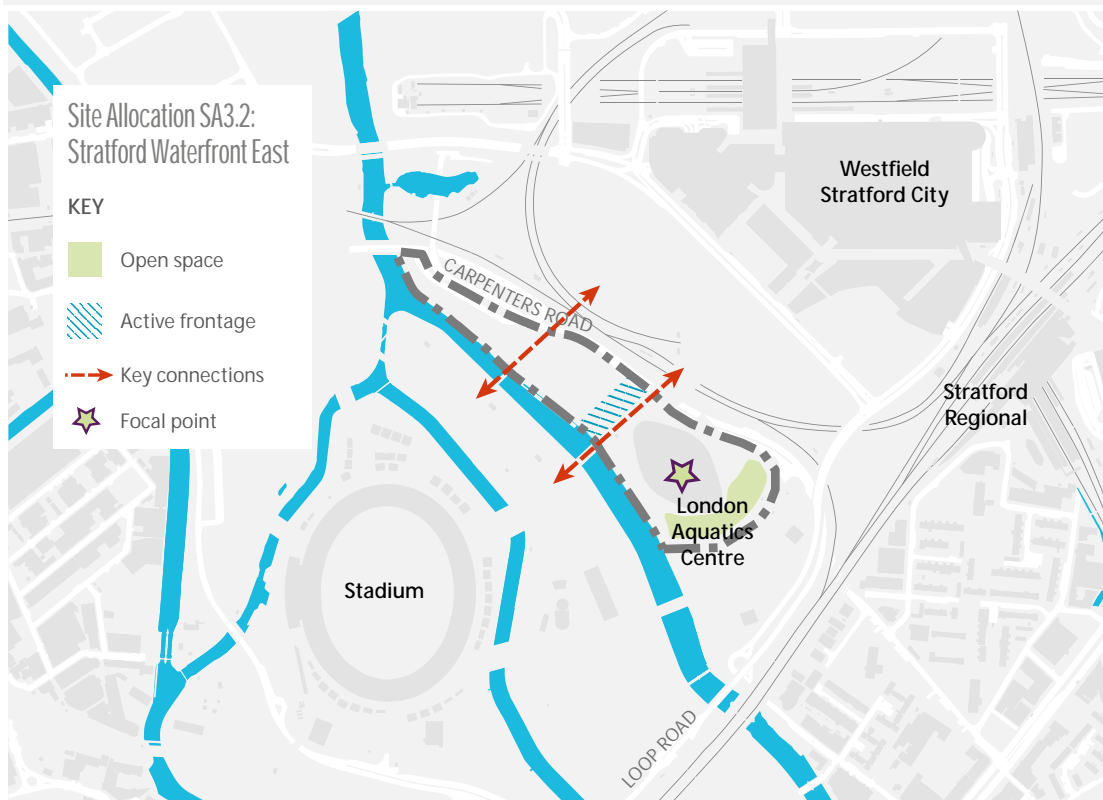
**PTAL rating:** 1a–6a

**Flood Zone:** Zone 2 (parts) and Zone 3 (limited)

## Site Allocation SA3.2: Stratford Waterfront East

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% 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 10)
- 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 East. 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 9)
- 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**

Has permission under the LCS scheme for: approximately 1,700 homes; 9,900 sqm retail; 14,500 sqm hotel; 1,650 sqm leisure; and 1,430 sqm community uses, up to a maximum of 165,080 sqm.

**Address**

**Site address:** Land between railway line and Carpenters Road

**Existing use(s):** Vacant land

**Size:** 8.3 ha

**PTAL rating:** 1a–5

**Flood Zone:** Zone 3 (parts)





## Site Allocation SA3.3: Stratford Waterfront West

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 H4 and will be monitored on a 3:1 basis (3 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% 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:** 3.5 ha

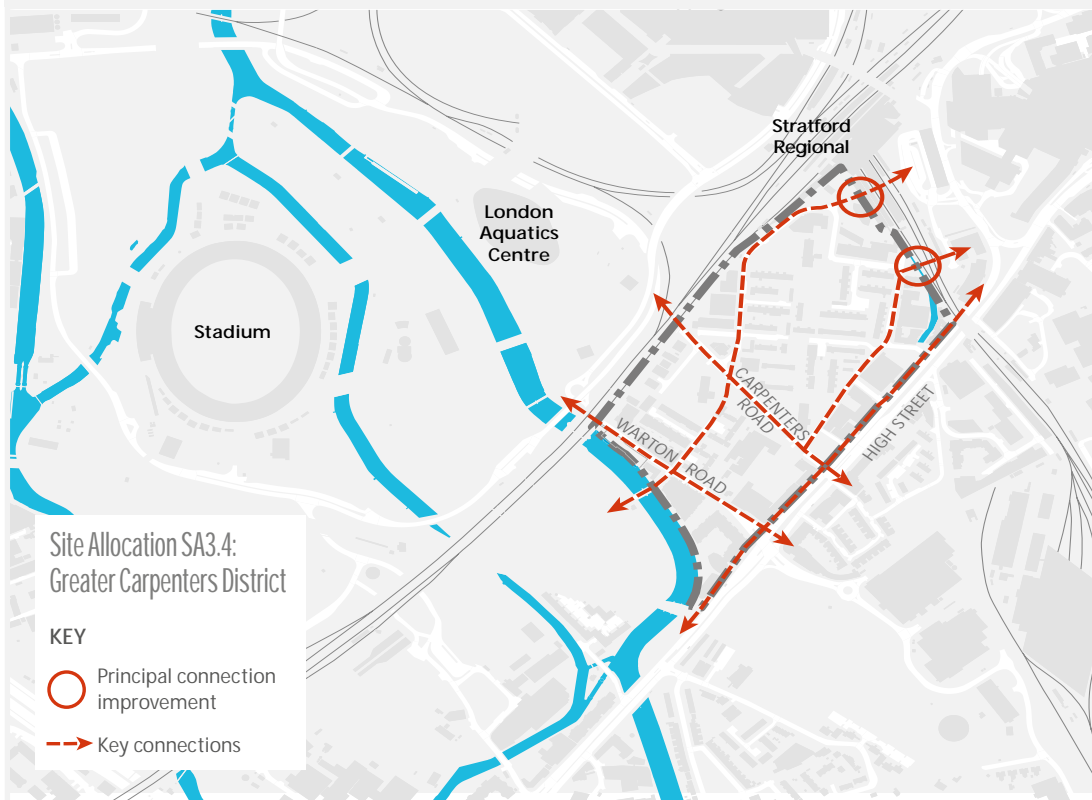
**PTAL rating:** 1b–2

**Flood Zone:** 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

- 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 site allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% 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 movement to and from a new western entrance to Stratford Regional Station and improvements to the Jupp Road bridge
- The identified option for the new western entrance to Stratford Regional Station 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 2015/16 to 2020/21.

**Planning history**

Permission for student accommodation, residential accommodation, education facility and affordable workspace at Duncan House

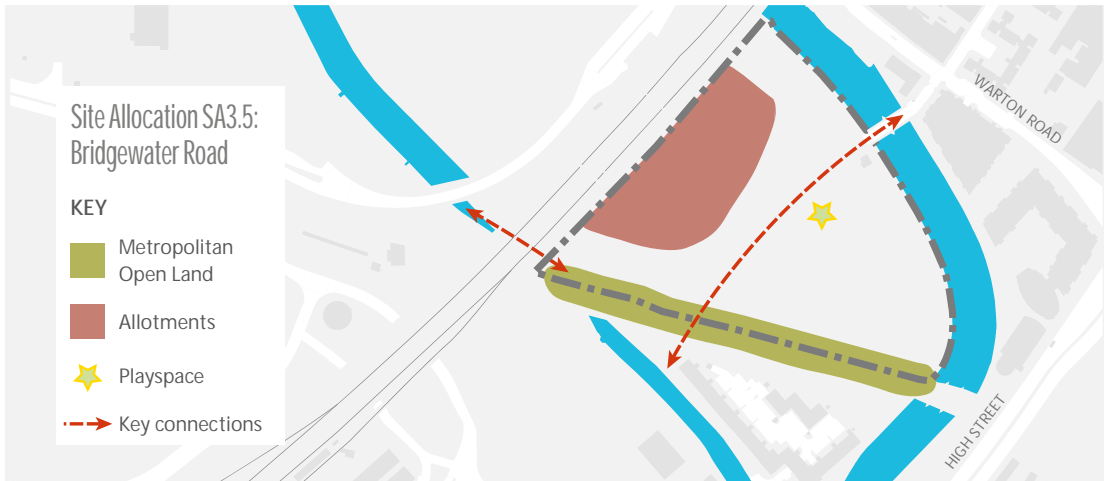
Address
<b>Site address:</b> Land containing the Carpenters Estate and to the south of Warton Road
<b>Existing use(s):</b> Mix of uses including low- and high-rise residential, business, community, education and open space
<b>Size:</b> 6.6 ha
<b>PTAL rating:</b> 4–6b
<b>Flood Zone:</b> Zone 3



## 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 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% 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:** 4 ha

**PTAL rating:** 2–3

**Flood Zone:** 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 school or equivalent education provision 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) based on an affordable housing threshold of 50% in accordance with Policy H.2
- 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 school alongside residential development respecting the existing character, scale and massing of the site and its surrounding area
- Residential capacity could be increased alongside the introduction of business space and significant open 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 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, mixed use development of residential with education uses including provision of a primary school and open space.
- 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):** Vacant land

**Size:** 4.3 ha

**PTAL rating:** 2–5

**Flood Zone:** Zone 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)





# SUB AREA 4 BROMLEY-BY-BOW, PUDDING MILL, SUGAR HOUSE LANE AND MILL MEADS

## Vision

### VISION

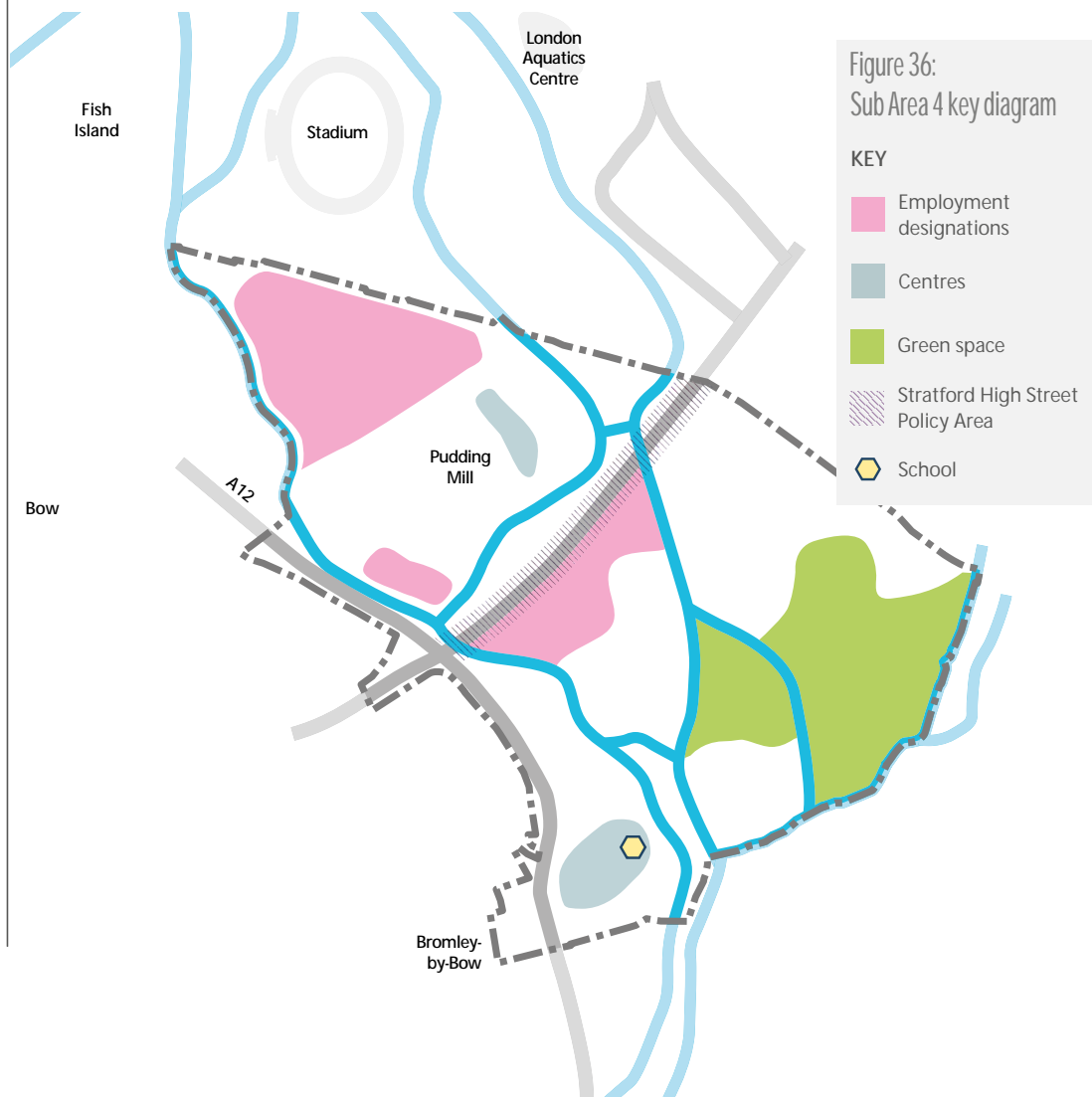
This will become an area of new business and residential communities that find a focus at a new District Centre at Bromley-by-Bow and a new Local Centre at Pudding Mill, with a secondary hub of employment and leisure uses in the north part of Sugar House Lane. The District Centre at Bromley-by-Bow will 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\* 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 BN7 and S5 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.10) 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.10) will apply. Table 10 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 10 Prevailing and generally expected heights in Sub Area 4 (heights in metres above existing ground level)

LOCATION	HEIGHT
<b>Bromley-by-Bow</b> (Site Allocation SA4.1) (generally expected height)	18m
<b>Sugar House Lane</b> (Site Allocation SA4.2) (generally expected height)	15m
<b>Pudding Mill</b> (Site Allocation SA4.3) (generally expected height)	21m
<b>Stratford High Street Policy Area</b> (generally expected height) (Policy 3.1)	27m
<b>Other Areas</b> (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 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.10; 4.4**  
**London Plan policy: 2.15**

### 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 Leisure Requirements Review (2014). This review 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.

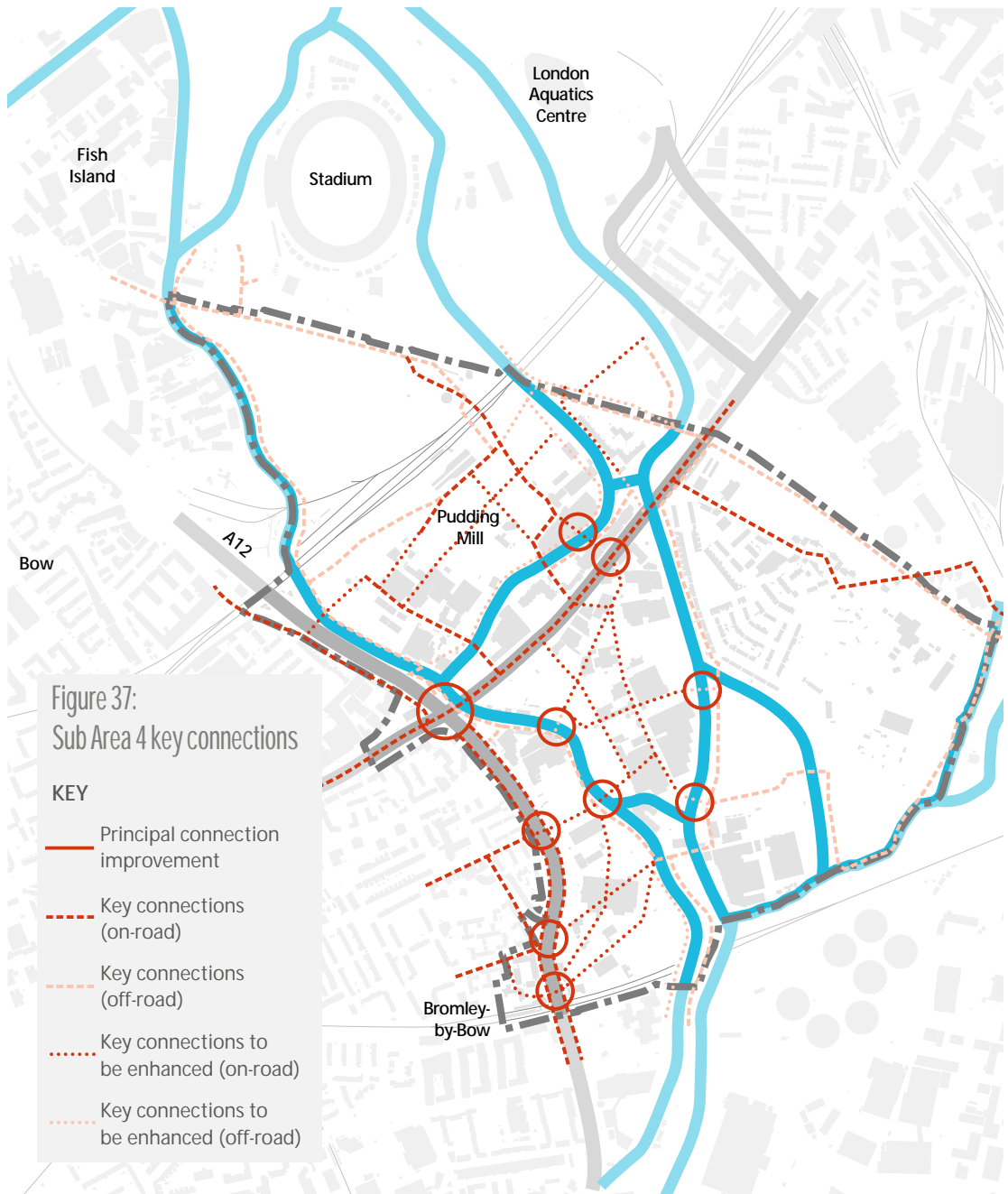
Cross-reference to policies: T.5; T.6

**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 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, 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

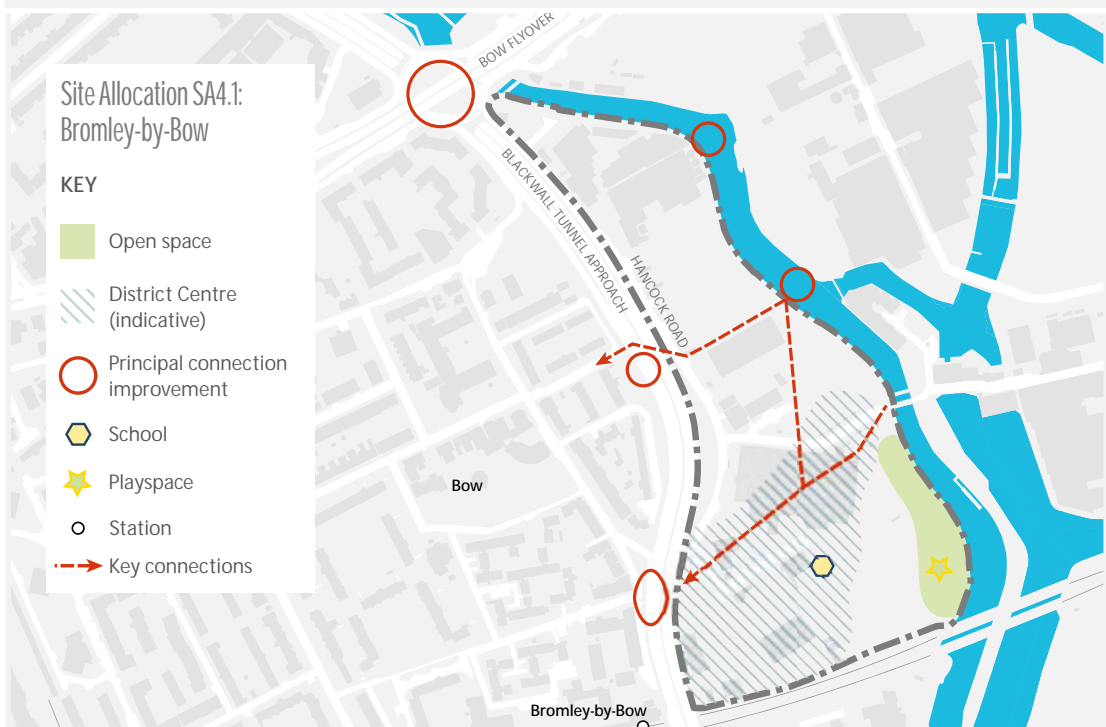
New development should respond positively to the adjacent waterways and Listed Buildings and Conservation Area at Three Mills. Specifically, development should be lower in scale by the canal and the new park should be located adjacent to the River Lea, particular reference should be made to policy T.10 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.

The site allocation is expected to yield a minimum of 1700 new homes with an affordable housing threshold of 35% in accordance with Policy H2.







### 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.

### 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 LLDC will proactively engage with landowners and developers to ensure delivery of this important regeneration area.

### Relevant planning history

1. Permission was granted in 2012 for a predominantly housing development to the northern part of the Site Allocation (PA/11/02423/LBTH) and is implemented.
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 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

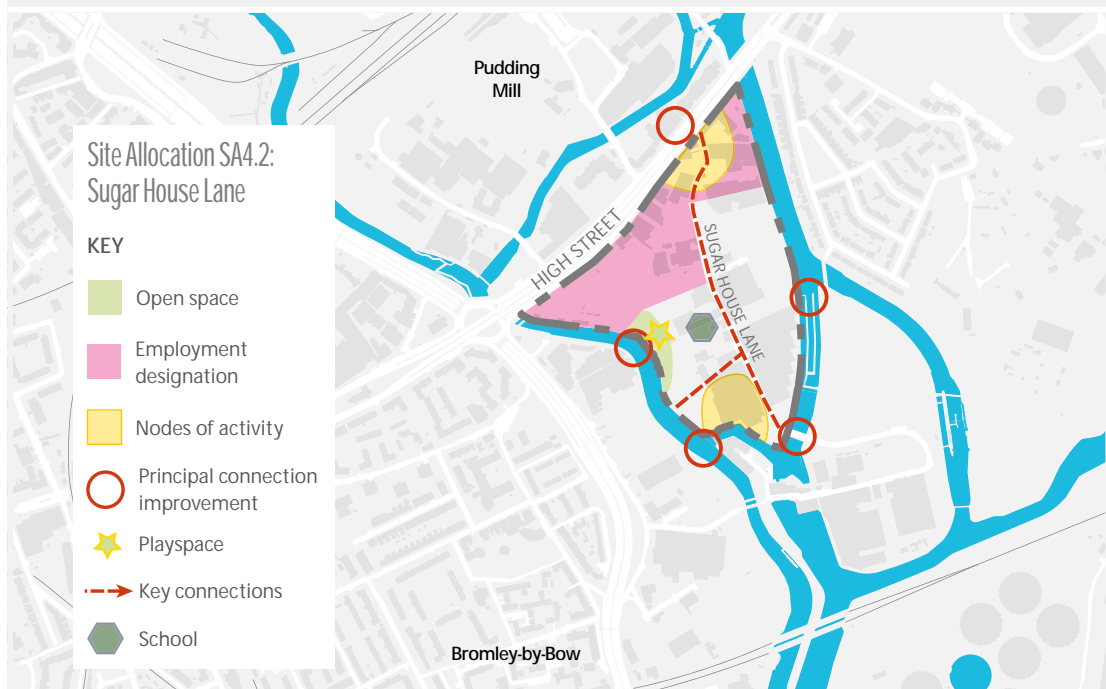
**PTAL rating:** 3–5

**Flood Zone:** 1–3

## 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.10.



### 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 buildings at Three Mills will also need to be protected.



#### 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.

#### 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

- 350-bedroom hotel
- pedestrian river bridge
- riverside park

It is understood that this scheme will be implemented. The scheme as permitted is considered to meet the requirements of this Site Allocation (SA4.2).

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.

#### 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

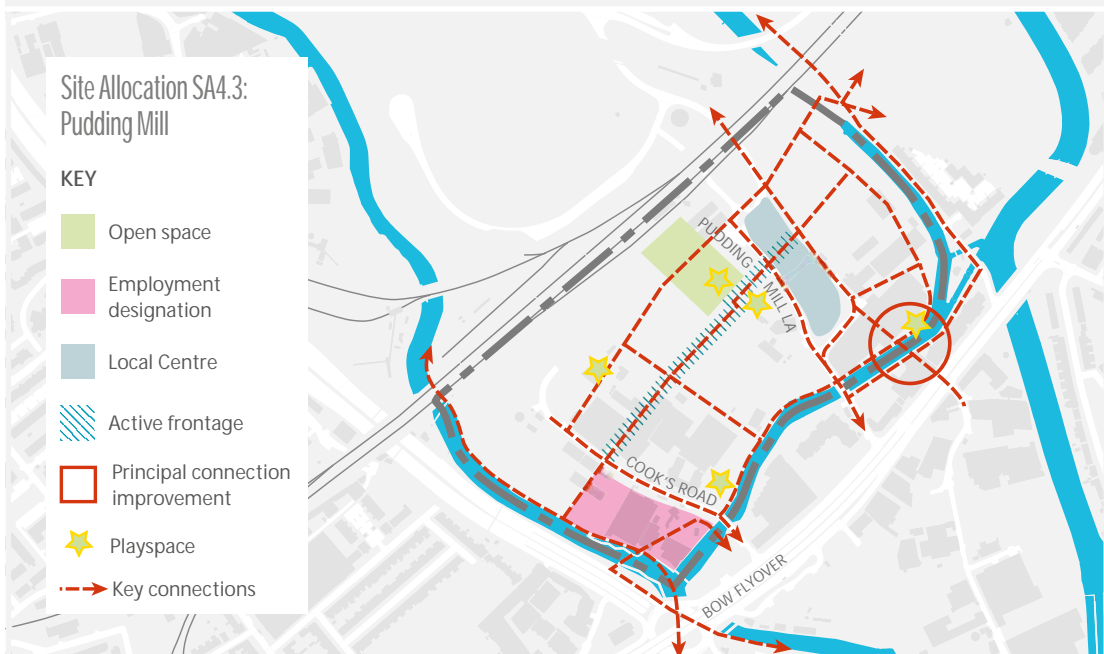
**Flood Zone:** 2–3

## 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% 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

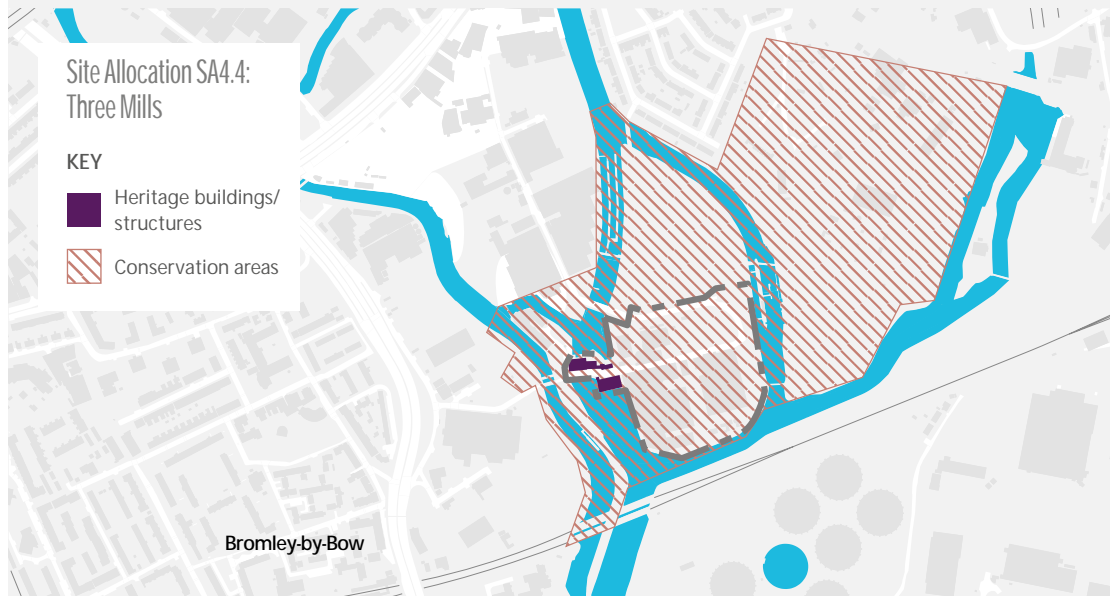
**PTAL rating:** 3–5

**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 the 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 will 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% in accordance with Policy H2.

#### 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. This presents the opportunity for long term intensification 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, 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 via intensification and consolidation, affordable housing to be defined in accordance with Local Plan Policy (H2) and defining the site as publicly owned
- Provision of a significant biodiverse open space buffer along the waterway edge
- 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 enclosed in high quality and well-designed enclosing structures 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:** 0-3





## 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.6

Local Open Space in various locations – see Policy BN.7 and Appendix 3, 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 (London 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)

Bromley-by-Bow North Planning Permission ref: PA/11/02423/LBTH)



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# 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

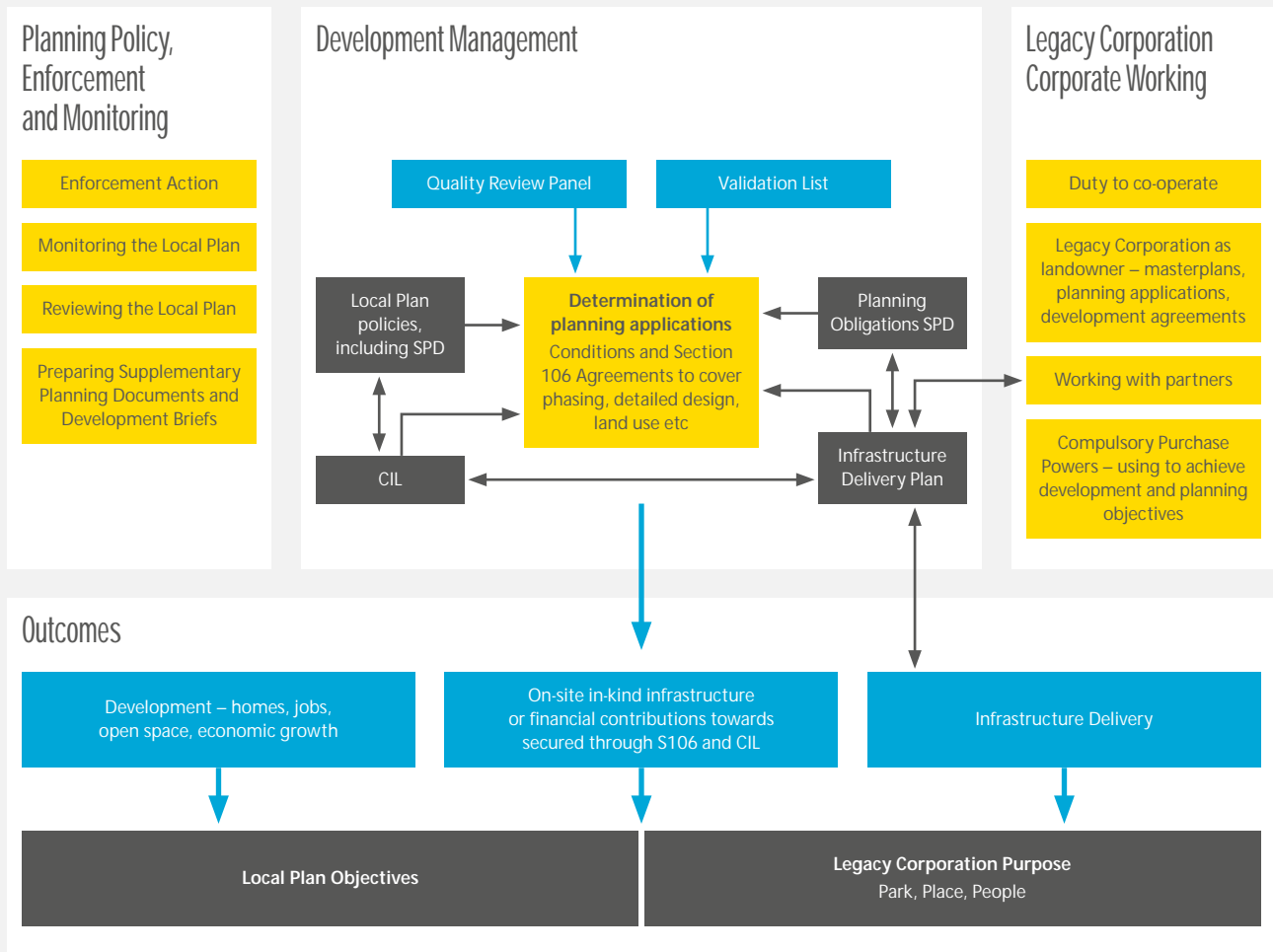
The infrastructure that is necessary to support the development in this Local Plan is identified in the Infrastructure Delivery Plan (IDP). The policies and Site Allocations in this Local Plan, alongside the mechanisms set out in this section, will help to secure the delivery of that infrastructure. 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 13: Infrastructure Delivery Policies

TYPE	DESCRIPTION (FROM IDP)	POLICY	SUB AREA AND SITE ALLOCATION
Social Infrastructure	Education (primary, secondary and early years)	CI.2: Planning for and bringing forward new schools	<p><b>Primary</b> Sub Area 1: SA1.4 Sub Area 3 SA3.4 and SA3.6 Sub Area 4: SA4.1</p> <p><b>Early years</b> 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.6 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><b>Primary Healthcare</b> Sub Area 1 SA1.1 and SA1.6 Sub Area 3 SA3.5 Sub Area 4 SA4.3</p> <p><b>Open Space</b> 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><b>Child play space</b> 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	<b>Sports facilities</b> 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	<b>Libraries, community centres and community space</b> 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	<b>Local connectivity and transport improvements</b> 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	<b>Strategic Transport Improvements</b> 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	<b>Energy</b> All sub areas
	Sewerage (waste water)	S.5: Water supply and waste water disposal S.8: Waste reduction	<b>Sewerage</b> 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	<b>Waste management and flood defences</b> All sub areas
	Telecommunications and Digital Technology	S.6: Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure	<b>Telecommunications and Digital Technology</b> All sub areas

Figure 38: 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.



#### 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 12 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 Growth 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 14: Local Plan Key Performance Indicators

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
1	Growth in economic activity	<ul style="list-style-type: none"> <li>Percentage of working-age residents in employment within the four Growth Boroughs compared to the London average</li> <li>Net gain/loss in employment floorspace (B Use Class) compared to 2015 baseline</li> </ul>	1
2	Improvements in IMD	<ul style="list-style-type: none"> <li>Changes in Indices of Multiple Deprivation within Wards that fall within the Legacy Corporation area.</li> </ul>	1, 2, 4, 5
3	Improvements in health	<ul style="list-style-type: none"> <li>Changes in health indicators for residents within Wards that fall within the Legacy Corporation area.</li> <li>Changes in life expectancy for residents within Wards that fall within the Legacy Corporation area.</li> </ul>	2, 3, 5
4	Creation of retail centres	<ul style="list-style-type: none"> <li>Net gain/loss in retail and leisure floorspace (A1–5, C1 and D2 Use Classes) within the identified centres</li> <li>Vacancy rates within the identified centres compared to the London average.</li> <li>Number of jobs/local jobs/opportunities within employment training initiatives created.</li> </ul>	1
5	Supply of housing	<ul style="list-style-type: none"> <li>Number of homes permitted per annum and the tenure breakdown</li> <li>Number of 'affordable' homes permitted per annum</li> <li>Number of homes completed per annum</li> <li>Number of 'affordable' homes completed per annum and the tenure breakdown</li> <li>Number of one-, two- and three-bedroom plus units permitted per annum (% of total)</li> <li>Amount of accommodation provided for students, older persons and gypsies and travellers.</li> </ul>	2
6	Provision and protection of community facilities	<ul style="list-style-type: none"> <li>Net gain/loss in community floorspace (D1 Use Class)</li> <li>On-site community infrastructure secured through S106 Agreement as part of large-scale development.</li> <li>Number of school places provided and /or granted planning permission</li> <li>Number and capacity of new health facilities approved</li> </ul>	2
7	Protecting heritage assets and improving design quality	<ul style="list-style-type: none"> <li>Loss of heritage assets</li> <li>Proportion of relevant approved applications (proposing non-residential use) that incorporate all applicable elements of the Legacy Corporation's Inclusive Design Standards.</li> </ul>	3, 5

Table 14: 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"> <li>Proportions of relevant approved applications (proposing residential use) that provide 90% of dwellings in accordance with Optional Requirement M4 (2) Category 2 of Part M of the Building Regulations, and 10% of dwellings in accordance with Optional Requirement M4 (3) Category 3 of Part M of the Building Regulations.</li> <li>Proportion of relevant approved applications (proposing residential use) meeting the Nationally Described Space Standards – Technical Requirements.</li> <li>Proportion of relevant approved applications that meet 'Site layout planning for daylight and sunlight' (BRE, 2011) or superseding guidance.</li> </ul>	3, 5
8	Retaining open space	<ul style="list-style-type: none"> <li>Quantum of open space gained or lost through development</li> </ul>	3, 5
9	Protect biodiversity and habitat	<ul style="list-style-type: none"> <li>Number of applications approved for development schemes that provide a net gain</li> <li>Number of applications approved for development schemes meeting the Urban Greening Factor target.</li> </ul>	3, 5
10	Improving the waterway environment	<ul style="list-style-type: none"> <li>Number of applications approved for major development schemes next to the waterways including measures to improve the environment of the Blue Ribbon Network.</li> </ul>	3, 5
11	Managing transport impacts	<ul style="list-style-type: none"> <li>Number of Travel Plans entered into through either condition or S106 Agreement</li> <li>Travel Plan reviews to monitor: <ol style="list-style-type: none"> <li>Trip generation rates</li> <li>Mode share and change in mode share over time</li> <li>The effectiveness of the Travel Plan measures</li> <li>The effectiveness of delivery and servicing strategies.</li> </ol> </li> </ul>	4, 5
12	Reducing car use	<ul style="list-style-type: none"> <li>Number of car club spaces approved.</li> </ul>	4, 5
13	Delivering electric-charging infrastructure	<ul style="list-style-type: none"> <li>Number of electric-charging points approved.</li> </ul>	4, 5
14	Car parking provision	<ul style="list-style-type: none"> <li>Number of applications approved for car-free or car-capped development schemes</li> <li>Net gain/loss of car parking spaces.</li> </ul>	4, 5
15	Cycle parking provision	<ul style="list-style-type: none"> <li>Net gain/loss of cycle parking spaces.</li> </ul>	4, 5
16	Delivering transport infrastructure	<ul style="list-style-type: none"> <li>Infrastructure provided on site as part of development – e.g. new junctions, new cycle paths, new footpaths.</li> </ul>	4, 5

Continued overleaf

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
17	Reductions in carbon emissions	<ul style="list-style-type: none"> <li>Number of applications approved for major development schemes (proposing residential use) that achieve a 40% or greater improvement on 2010 Building Regulations Target Emission Rate, or from 2016 onwards achieve a Zero Carbon target (including any permitted allowable solutions)</li> <li>Number of applications approved for major development schemes (proposing non-residential use) that achieve a 35% 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)</li> <li>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).</li> </ul>	3, 4, 5
18	Water efficiency	<ul style="list-style-type: none"> <li>Number of applications approved for major development schemes designed to achieve 110 litres of water use per person per day or less.</li> </ul>	3, 4, 5
19	Planning obligations	<ul style="list-style-type: none"> <li>The AMR will include a breakdown of all financial and non-financial obligations secured through S106 Agreement.</li> </ul>	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 Draft Charging Schedule (London Legacy Development Corporation, 2014)  
 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

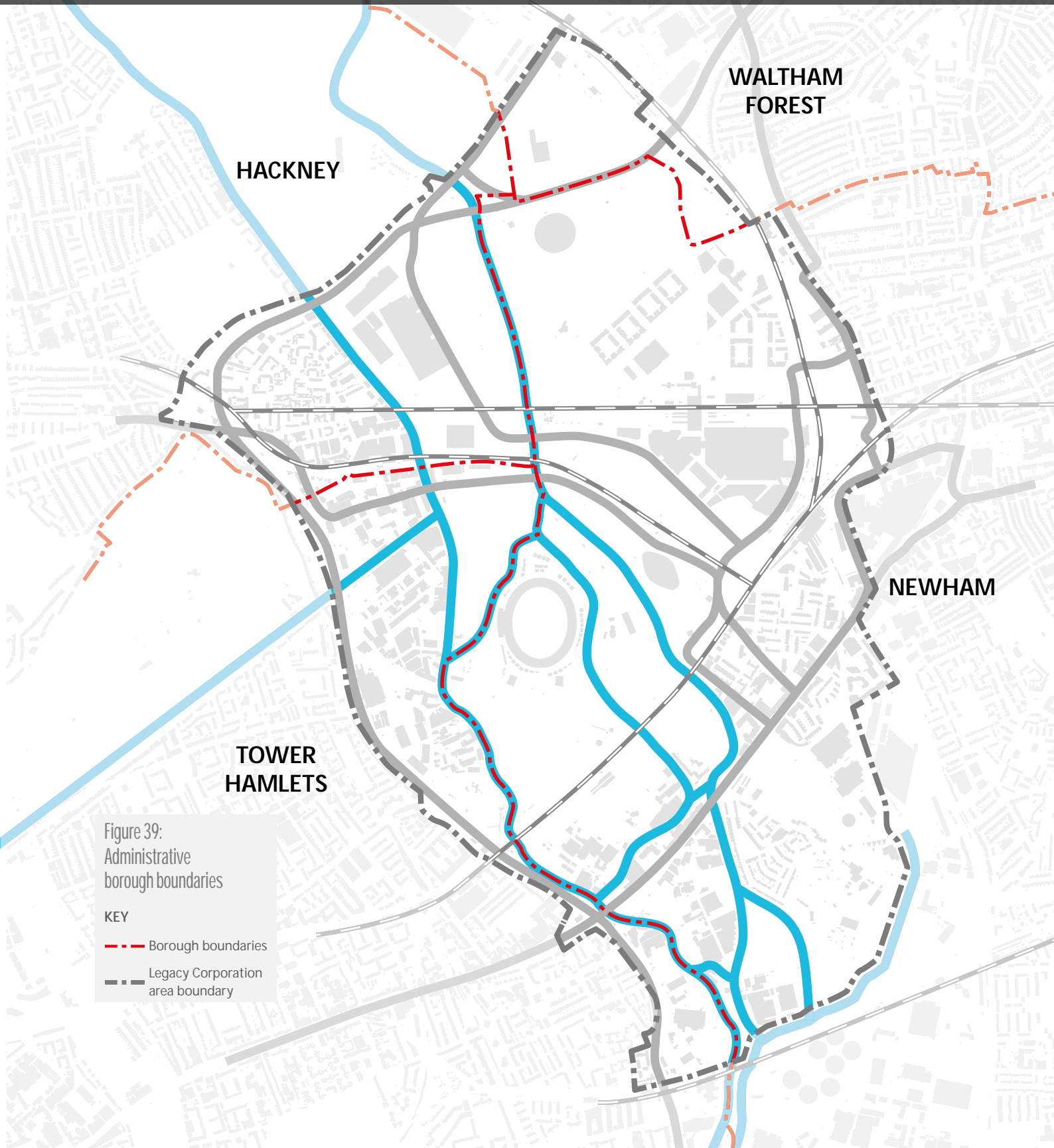
**A1.1** On 1 October 2012, the Legacy Corporation became the Local Planning Authority for its administrative area, a role that had previously been divided between the four Boroughs, the Olympic Delivery Authority and London Thames Gateway Development Corporation. It is now responsible for the determination 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 39:  
Administrative  
borough boundaries

KEY

- Borough boundaries
- .- Legacy Corporation area boundary

## A1.4

On adoption, the strategy, policies and proposals within the Local Plan have become the most important material consideration in determining planning applications. The Local Plan has replaced the adopted Local Plans of the four boroughs that had previously had effect within the Legacy Corporation area, as shown within Table 13 below.

Table 15: Adopted DPDs within the Legacy Corporation area replaced by the Local Plan

BOROUGH	DOCUMENT	CONTENT
London Borough of Hackney	Core Strategy (2010)	Sets out the over-arching planning policies for development falling within this area, but also identifies and provides high-level policy for strategic sites including Hackney Wick within the Legacy Corporation's area.
	Hackney Wick Area Action Plan (2012)	Provides further detail to the Core Strategy setting out detail for the redevelopment of the area including Here East, a focus for technology-based employment, a new neighbourhood hub and proposals to link both with existing neighbourhoods and Queen Elizabeth Olympic Park.
London Borough of Newham	Core Strategy (2012)	Contains the most-up-to-date planning policies for the Newham Borough as a whole, but also sets out some clear direction for the Legacy Corporation with regard to Stratford and its emergence as a Metropolitan Centre, Chobham Village, Carpenters District, Sugar House Lane and Three Mills, Pudding Mill Lane and what is termed the Olympic Quarter.
London Borough of Tower Hamlets	Core Strategy (2010)	This document provides strategic planning policies for the relevant area, but also specific policies for Fish Island and Bromley-by-Bow which fall within the Legacy Corporation's area.
	Fish Island Area Action Plan (2012)	This builds on work within the Core Strategy setting out how the area will develop. Key to this process is enhancing the connectivity of the area with communities beyond and the reuse and redevelopment of industrial premises for mixed uses occurring in a manner appropriate to the historical context.
London Borough of Waltham Forest	Core Strategy (2012)	Sets out the planning policies for the Borough, including parts of Leyton which fall within the Legacy Corporation's area.

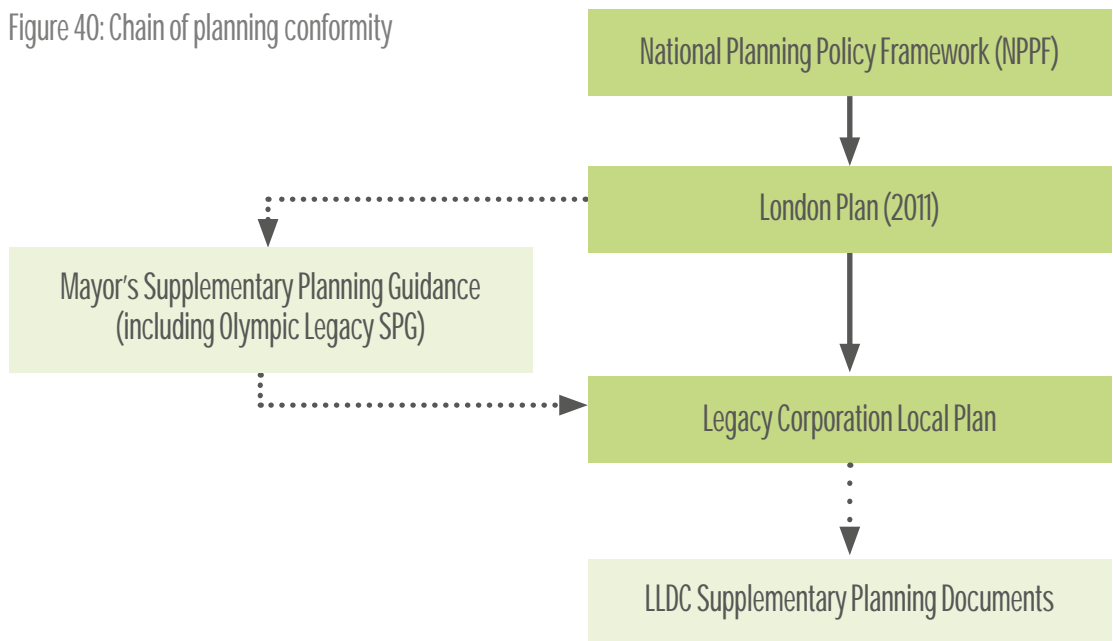






**A1.5** In addition to the above, while not a formal part of the Development Plan, the Lee Valley Regional Park Authority Park Development Framework (2011) and any replacement, sets out the blueprint for the regional park, part of which falls within the Legacy Corporation area. Obligations are placed on planning authorities, including the Legacy Corporation, under the terms of the Lee Valley Regional Park Act (1966). Figure 40 shows the chain of conformity of planning policy documents, upon the adoption of the Legacy Corporation’s Local Plan.

Figure 40: 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](http://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. A draft new London Plan has been published by the Mayor in November 2017 and is expected to complete its Examination in Public and be published in its final form before the end of 2019. The revised LLDC 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 host 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: KEY HOUSING LOCATIONS

Table 16: Housing numbers by phase

	Pre-adoption phase	Adoption phase				Total
	2018-2019	2020-2024	2025-2029	2030-2034	2035-2036	
<b>Allocations</b>						
Sub Area 1	125	580	329	25	0	1059
Sub Area 2	0	0	0	0	0	0
Sub Area 3	25	331	1159	924	29	2468
Sub Area 4	115	698	1020	268	0	2101
<b>Total</b>	<b>264</b>	<b>1610</b>	<b>2509</b>	<b>1217</b>	<b>29</b>	<b>5628</b>
<b>Permissions</b>						
Sub Area 1	489	869	29	0	0	1387
Sub Area 2	918	1840	251	0	0	3010
Sub Area 3	1108	3302	2532	168	0	7110
Sub Area 4	574	2257	1347	0	0	4178
<b>Total</b>	<b>3089</b>	<b>8268</b>	<b>4159</b>	<b>168</b>	<b>0</b>	<b>15684</b>
<b>Additional capacity</b>						
Sub Area 1	35	767	678	359	7	1846
Sub Area 2	0	83	331	0	0	414
Sub Area 3	0	1188	948	176	130	2442
Sub Area 4	0	30	136	64	2	232
<b>Total</b>	<b>35</b>	<b>2068</b>	<b>2093</b>	<b>600</b>	<b>139</b>	<b>4934</b>
<b>Area total</b>	<b>3389</b>	<b>11945</b>	<b>8760</b>	<b>1985</b>	<b>168</b>	<b>26246</b>

**APPENDIX 3:****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-Design
8	Warehouse at corner of Wallis Road and Berkshire Road	Non-Design
9	Central Books and Rubber Works	Non-Design
10	Oslo House	Non-Design
11	Lion Works	Non-Design
12	Former Carless Institute	Non-Design
13	Spegelstein buildings/Daro Works	Non-Design
14	Eton Mission Rowing Club	Non-Design
15	88 Wallis Road	Non-Design
16	86 Wallis Road	Non-Design
17	Railway bridge over Lee Navigation	Non-Design
18	Hope Chemical Works Wall	Non-Design
19	Lord Napier public house and adjacent housing	Non-Design
20	Everett House	Non-Design
21	14 Queen's Yard	Non-Design
22	Queens Yard and Kings Yard/Energy Centre (former Clarnico Works)	Non-Design
23	Carpenter's Road Bridge	Non-Design
24	92 White Post Lane	Non-Design
25	Boundary wall to the Hertford Union Canal	Non-Design
26	McGrath House and Outbuildings	Non-Design
27	Carlton Chimney	Non-Design
28	Bottom lock of Hertford Union Canal	Non-Design
29	Former Timber Yard Gatehouse	Non-Design
30	Broadwood's Piano Factory	Non-Design
31	Algha Works	Non-Design
32	Wick Lane Rubber Works (East)	Non-Design
33	Wick Lane Rubber Works (West)	Non-Design

Ref.	Name	Designation
34	Britannia Works	Non-Design
35	Swan Wharf	Non-Design
36	Old Ford Lock	Non-Design
37	Northern Outfall Sewer Bridge	Non-Design
38	Former Christ Church Mission and Sunday School	Non-Design
39	Former Glass Bending Factory	Non-Design
40	Former Ammonia Works Warehouse	Non-Design
41	Public House, 421 Wick Lane	Non-Design
42	Tide Gate	Non-Design
43	Pedestrian Bridge, Greenway	Non-Design
44	City Mill River Footbridge	Non-Design
45	Warton House, Box Factory, perfume/soap makers	Non-Design
46	Parish Boundary Marker between no. 231 and 233	Designated
47	The Log Cabin	Designated
48	Burford Road	Non-Design
49	Stratford (Market) Station, High St	Non-Design
50	306-308 High St	Non-Design
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-Design
64	Old River Lee Narrows	Non-Design
65	Carpenter's Lock Bridge	Non-Design
66	Carpenter's Lock	Non-Design

**APPENDIX 4: SCHEDULE OF LOCAL OPEN SPACES 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
5	Natural/Semi-Natural Open Space
6	Natural/Semi-Natural Open Space
7	Linear Open Space
8	Linear Open Space
9	Green Corridor
10	Green Corridor
11	Outdoor Sports Facilities
12	Natural/Semi-Natural Open Space
13	Natural/Semi-Natural Open Space
14	Linear Open Space
15	Linear Open Space
16	Green Corridor
17	Natural/Semi-Natural Open Space
18	Amenity Open Space
19	Amenity Open Space
20	Linear Open Space
21	Linear Open Space
22	Amenity Open Space
23	Linear Open Space
24	Outdoor Sports Facilities
25	Children and Young People (5 - 11 years)
26	Amenity Open Space
27	Linear Open Space
28	Natural/Semi-Natural Open Space
29	Linear Open Space
30	Allotments
31	Natural/Semi-Natural Open Space
32	Amenity Open Space
33	Amenity Open Space
34	Amenity Open Space

35	Regional Park
36	Amenity Open Space
37	Natural/Semi-Natural Open Space
38	Children and Young People (5 - 11 years)
39	Children and Young People (5 - 11 years)
40	Amenity Open Space
41	Linear Open Space
42	Allotments
43	Green Corridor
44	Linear Open Space
45	Children and Young People (>11 years)

## APPENDIX 5: STRATEGIC POLICIES TABLE

The Local Plan policies set out in the table below are Strategic Policies for the purposes of paragraphs 20-23 of the National Planning Policy Framework (2018). The Strategic Policies are necessary to address the strategic priorities of the Legacy Corporation's area (as described in Objectives 1 to 5 this Local Plan).

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 2 Employment clusters)
Policy B.2	Thriving town, neighbourhood and local centres (including Table 3, 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
H.3	Meeting accommodation needs of older people
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 bring 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
BN.5	Proposals for tall buildings
BN.6	Requiring inclusive design
BN.7	Protecting Metropolitan Open Land
BN.8	Improving Local Open Space
Policy 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.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
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
Policy SP.5	A sustainable and healthy place to live and work
Policy IN.2	Planning for waste
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
S.8	Waste Reduction
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
SA.2.1	Chobham farm
SA.2.2	East Village
SA.2.3	Chobham Manor
SA.2.4	Chobham Farm North
SA.3.1	Stratford Town Centre West
SA.3.2	Stratford Waterfront East
SA.3.3	Stratford Waterfront West
SA.3.4	Greater Carpenters District
SA.3.5	Bridgewater Road
SA.3.6	Rick Roberts Way
SA.4.1	Bromley-by-Bow
SA.4.2	Sugar House Lane
SA.4.3	Pudding Mill
SA.4.4	Three Mills
SA.4.5	Bow Goods Yards (Bow East and West)

## APPENDIX 6: 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 (London Plan).

**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.

**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).

**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 nuisances, and existing businesses uses are protected from noise nuisance complaints. Similarly, any new noise 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** The desirable or useful features of a building or place. Amenity can relate to daylight, sunlight, outlook, privacy and noise.

**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** These are schemes such as city car clubs and car pools, which facilitate vehicle sharing.

**Centres** Designated town centres comprising the Metropolitan, District, Neighbourhood and Local Centres.

**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 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 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** Goods, including clothing, shoes, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects.

**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** 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** Food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.

**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.

**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 10,000–50,000 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 approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand, the second step is to supply energy efficiently and the third step is use renewable energy (London Plan).

**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** Generally defined as having three 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** National policy designations that help to contain development, protect the countryside and promote brownfield development, and assist in the urban renaissance.

**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** The multifunctional, interdependent network of open and green spaces and green features (eg green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole (London Plan).

**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.

**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 business 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.

**Houses in Multiple Occupation (HMOs)** Small shared dwelling 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.

**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 Business Park (IBP)** Strategic industrial locations that are particularly suitable for activities that need better-quality surroundings including research and development, light industrial and higher-value general industrial, some waste management, utility and transport functions, wholesale markets and small-scale distribution. They can be accommodated next to environmentally sensitive uses.

**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 2014 to 2031. 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.

**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 85.

**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** Development of 10 dwellings and more, on a site of over 0.5ha or includes more than 1,000sqm of floorspace.

**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** A well integrated mix of different land uses which may include retail, employment, leisure and other service uses) with decent homes of different types and tenures to support a range of household sizes, ages and incomes.

**National Planning Policy Framework (NPPF)** Published on 27 March 2012, 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).

**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.

**Preferred Industrial Location (PIL)** Strategic industrial locations that are particularly suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport-related functions, utilities, wholesale markets and other industrial-related activities.

**Principal connection improvement** Strategic connectivity improvement or project, for example new or improved bridges.

**Public realm** This is the space between and within buildings that is publicly accessible, 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)** These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks (IBP) and exist to ensure that LLDC provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including general and light Industrial uses, logistics, waste management and environmental Industries (such as renewable energy generation), utilities, wholesale markets and some transport functions.

**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 are 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.

**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.

**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 7: 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.

Table 16: Use Classes

CLASS	USE
A1 Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
A2 Financial and professional services	Banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.
A3 Restaurants and cafés	For the sale of food and drink for consumption on the premises – restaurants, snack bars and cafes.
A4 Drinking establishments	Public houses, wine bars or other drinking establishments (but not night clubs).
A5 Hot food takeaways	For the sale of hot food for consumption off the premises.
B1 Business	Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
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	<p>This class is formed of 3 parts:</p> <p>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.</p> <p>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.</p> <p>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.</p>
C4 Houses in multiple occupation	<p>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.</p>
D1 Non-residential institutions	<p>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.</p>
D2 Assembly and leisure	<p>Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).</p>
Sui Generis	<p>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.</p>



## APPENDIX 8: ABBREVIATIONS

<b>BAP</b>	Biodiversity Action Plan
<b>BREEAM</b>	Building Research Establishment Environmental Assessment Method
<b>CIL</b>	Community Infrastructure Levy
<b>DPD</b>	Development Plan Document
<b>GLA</b>	Greater London Authority
<b>HMO</b>	Houses in Multiple Occupation
<b>IDP</b>	Infrastructure Delivery Plan
<b>LLDC</b>	London Legacy Development Corporation
<b>MOL</b>	Metropolitan Open Land
<b>NPPF</b>	National Planning Policy Framework
<b>PDZ</b>	Planning Delivery Zone, see Legacy Communities Scheme application (11/90621/OUTODA)
<b>PTAL</b>	Public Transport Accessibility Level
<b>SHLAA</b>	Strategic Housing Land Availability Assessment
<b>SIL</b>	Strategic Industrial Location
<b>SMEs</b>	Small and Medium-sized Enterprises
<b>SPG</b>	Supplementary Planning Guidance
<b>SRF</b>	Strategic Regeneration Framework
<b>SUDS</b>	Sustainable Urban Drainage Systems
<b>TfL</b>	Transport for London



## APPENDIX 9: INDEX OF POLICIES

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## NOTES

## 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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