5.56 New community infrastructure is already being brought forward in the Legacy Corporation area, mostly as part of large-scale developments that have planning permission. Considerable evidence was provided when planning applications for these developments were considered, to justify the level of community infrastructure proposed in the scheme. If built out as planned, the schemes will provide appropriate levels of community infrastructure to support new residents.

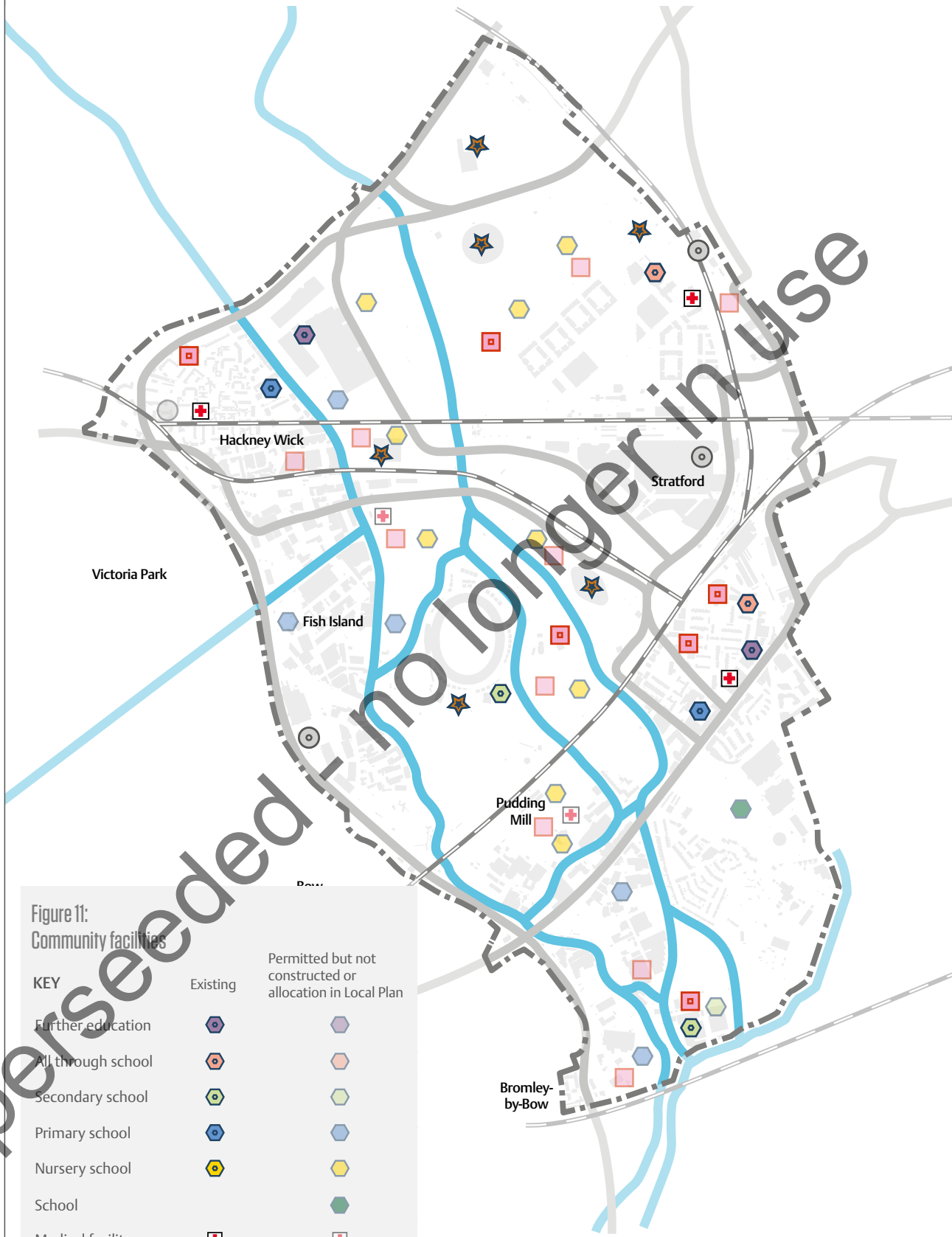
5.57 There are also existing community facilities within the area falling generally within D1 uses, but may also include D2 venues of a specific community or cultural value. With the significant population growth predicted and the need to ensure that new and existing communities have access to places where they can meet and where community activities can take place, these existing and new facilities are essential for long-term community development in the Legacy Corporation area. As such facilities will also generally be available for use by residents in the wider surrounding communities, these facilities will also play a part in a wider integration of communities in this part of east London, particularly as improved connections provide greater access and permeability across the Lower Lea Valley. Therefore existing community facilities and venues will be protected through this policy. The existing and proposed D1 community facilities are shown at Figure 11 overleaf.

Policy application

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



Superseded - no longer in use



Superseded - no longer in use

Figure 11:
Community facilities

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

Case Study 6: Sir Ludwig Guttman Health and Wellbeing Centre

CASE STUDY



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

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

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

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

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

Superseded - no longer in use

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

POLICY

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

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

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

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

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

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

Superseded - no longer in use

Reasoned justification

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

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

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

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

Table 5: Existing schools provision

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

[41] Legacy Corporation Schools Study, 2018, ARUP

Superseded - no longer in use

Table 6: Planned schools provision

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

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

Policy application

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

Superseded - no longer in use

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



Superseeded - no longer in use

Evidence base references

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

Draft New London Plan (Greater London Authority, 2017)

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

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

Strategic Housing Market Assessment (Greater London Authority, 2017)

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

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

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

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

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

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

Authority Monitoring Report (London Legacy Development Corporation, 2014)

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

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

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

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

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

Schools Mapping Study (London Legacy Development Corporation, 2013)

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

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

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

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

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

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

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

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

East London HMO Standards (2009)

Population Projections, (Greater London Authority, September 2013)

Housing Requirements Study (2018)

Work Live Study (London Legacy Development Corporation, 2014)

Schools Study (London Legacy Development Corporation, 2018)

Infrastructure Delivery Plan (2018)

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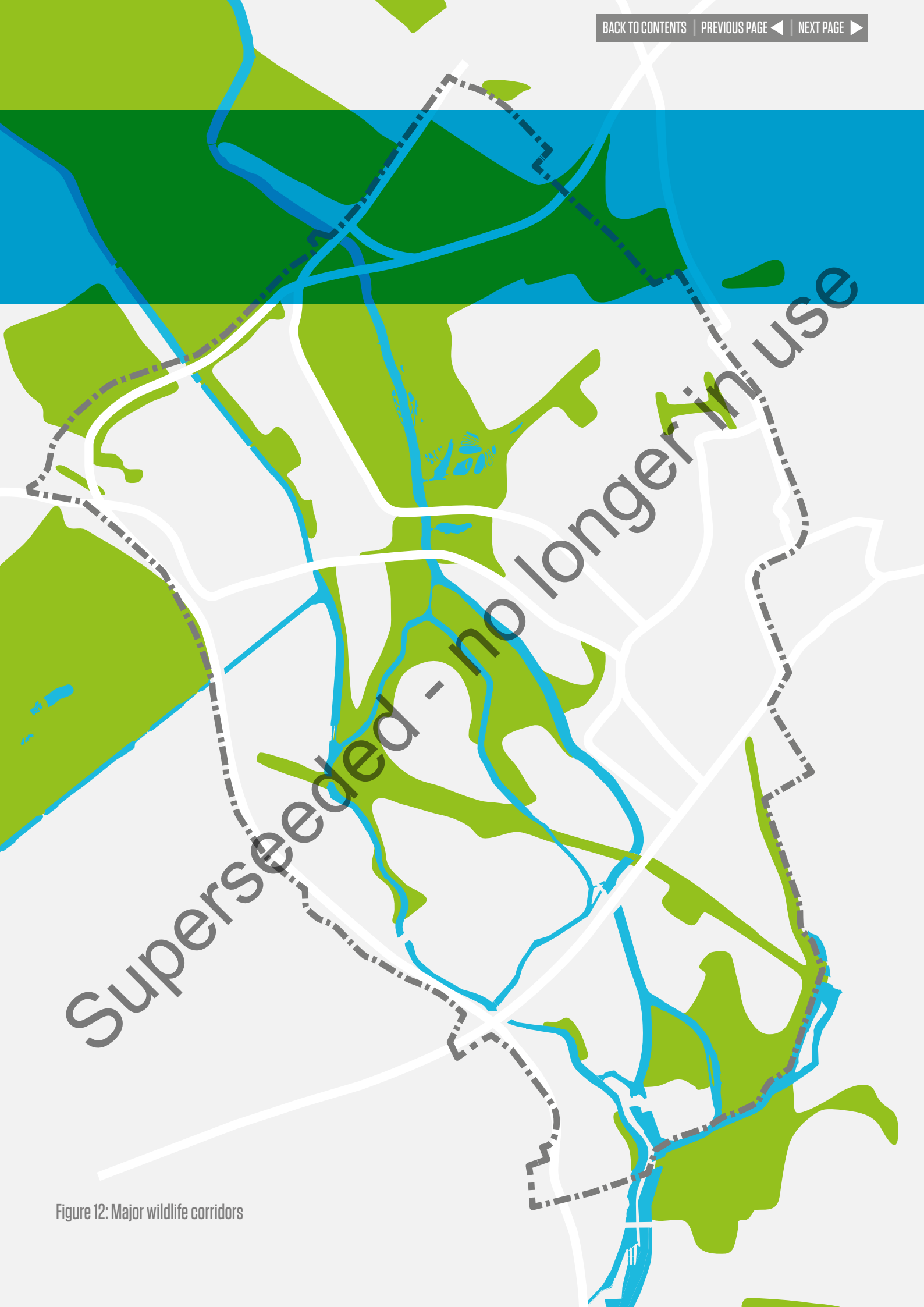


Figure 12: Major wildlife corridors

SECTION 06

CREATING A HIGH-QUALITY BUILT AND NATURAL ENVIRONMENT

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6.1 The unique interplay of green spaces, waterways and the built environment shape and unify the diverse places that make up the Legacy Corporation area. Many local places have undergone great change in recent years, with areas of mainly industrial land and buildings being replaced by the Queen Elizabeth Olympic Park, Stratford City and other large scale mixed use development. This has delivered huge benefits to the area and east London more widely, creating new high-quality environments while reviving and adding to the strategic network of green infrastructure.

6.2 Paramount to the Legacy Corporation's vision is planning for sustainable places and communities. To achieve this, the focus of change is shifting towards the places surrounding Queen Elizabeth Olympic Park. As the urban structure of these places evolves, the Local Plan will ensure that change to their form utilises the assets of the area to deliver sustainable development of the highest quality. Development will integrate local features of environmental and heritage value and create distinctive environments in which people can live, work and play. Convergence is at the heart of this agenda.

OBJECTIVE

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

This will mean that development will:

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







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

POLICY

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

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

6.3 Improving the relationship between people and the environment creates social, psychological, economic and environmental benefits. Regeneration provides opportunities to increase connections between built structures, waterways and green spaces to improve this relationship. The London Plan provides a definition of green infrastructure which can be summarised as "the network of all open spaces, green spaces and waterways, integral to ecological processes and the quality of life and health of sustainable communities".

6.4 There are approximately 6.5km of canals and rivers in the Legacy Corporation area and more than 100 hectares of land in the area is part of the Lee Valley Regional Park, which overlaps with large areas of Queen Elizabeth Olympic Park to form a wildlife corridor that extends from Hertfordshire in the north to the River Thames. Regeneration, especially in the places that surround Queen Elizabeth Olympic Park, presents opportunities to maximise green infrastructure by integrating new development with waterways and green space and by protecting, extending and enhancing the existing green infrastructure network, local wildlife corridors and the East London Green Grid.

6.5 In order to achieve its ambitions for the area, the Legacy Corporation will implement the highest standard of design through development proposals. This will require an environmentally sensitive approach to design and a holistic view of sites and their immediate context, giving equal consideration to both urban settings and the landscapes in which developments are proposed. By adapting to their context, developments will integrate local features of heritage and environmental value, removing unnecessary barriers to the natural environment and increasing physical and visual access to green infrastructure. This will ensure that proposals enhance their unique built and natural context, and create locally distinctive places.

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



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Case Study 7: Queen Elizabeth Olympic Park

CASE STUDY

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

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

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

DEVELOPMENT MANAGEMENT POLICIES

Policy BN.1: Responding to place

POLICY

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

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

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

Superseded - no longer in use

Reasoned justification

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

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Policy application

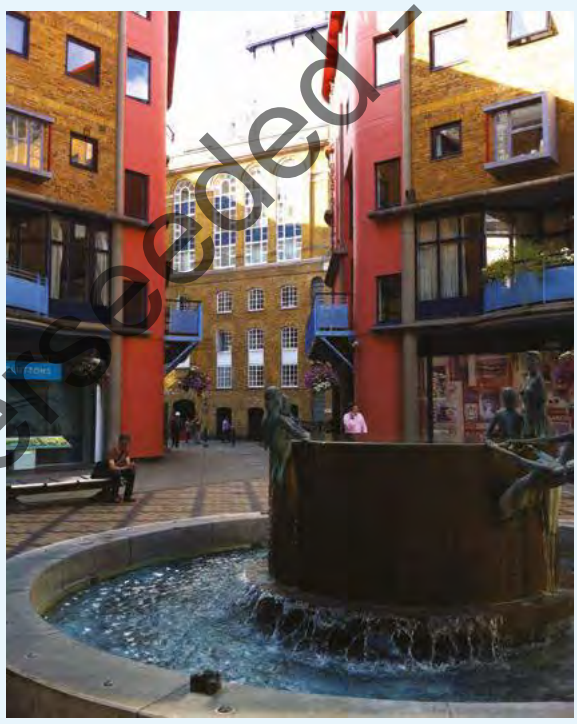
6.8 Policy BN.1 applies to the design of individual buildings and public/private spaces, as well as larger development projects that are new or subject to refurbishment or change. The policy sets the parameters against which all proposals for new development and re-development will be considered.

6.9 The Legacy Corporation is committed to achieving high-quality design in new buildings and outdoor spaces in the areas around Queen Elizabeth Olympic Park. As part of this, an independent Quality Review Panel has been created to provide advice to the Planning Decisions Committee. Panel members are professionals with experience in architecture, landscape architecture, urban design, environmental sustainability, inclusive design, and development economics and delivery. Details about the Quality Review Panel's purpose and the way it works with the Legacy Corporation can be found on the Queen Elizabeth Olympic Park website.

6.10 When formulating proposals, applicants should also respect the Legacy Corporation's Design Quality Policy (2018), and refer to the policies outlined within the Sub Area sections of this Local Plan and the guidance within the Mayor of London's Character and Context Supplementary Planning Guidance (June 2014), including any further revisions or superseding guidance.

Case Study 8: Tower Bridge Piazza

CASE STUDY



Tower Bridge Piazza is a mixed-use scheme situated near Tower Bridge by the River Thames. The development responds successfully to the scale of its surrounding context and has created a legible place that incorporates public squares which are linked to Shad Thames and the wider South Bank area. The buildings surrounding these squares exhibit a variety of robust architectural styles and combine to form a sense of enclosure and solidity that is only interrupted to offer glimpses of surrounding heritage buildings and openings into adjoining spaces. Careful consideration has been given to surface materials and these have been selected to replicate surrounding cobbled streets and unify newer development with adjacent passageways. The apartment blocks have responded to the form of the surrounding area in terms of height, massing and appearance, and therefore allow the passage of sunlight/daylight to surrounding spaces/properties, whilst complementing the overall architectural setting of the area. The apartments themselves provide private outdoor space in the form of roof terraces and generous balconies, and have active frontages at ground-floor level that promote the use of high-quality street furniture and generate vitality within the public realm.



Policy BN.2: Creating distinctive waterway environments

POLICY

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

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

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

Superseded - no longer in use

Reasoned justification

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

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

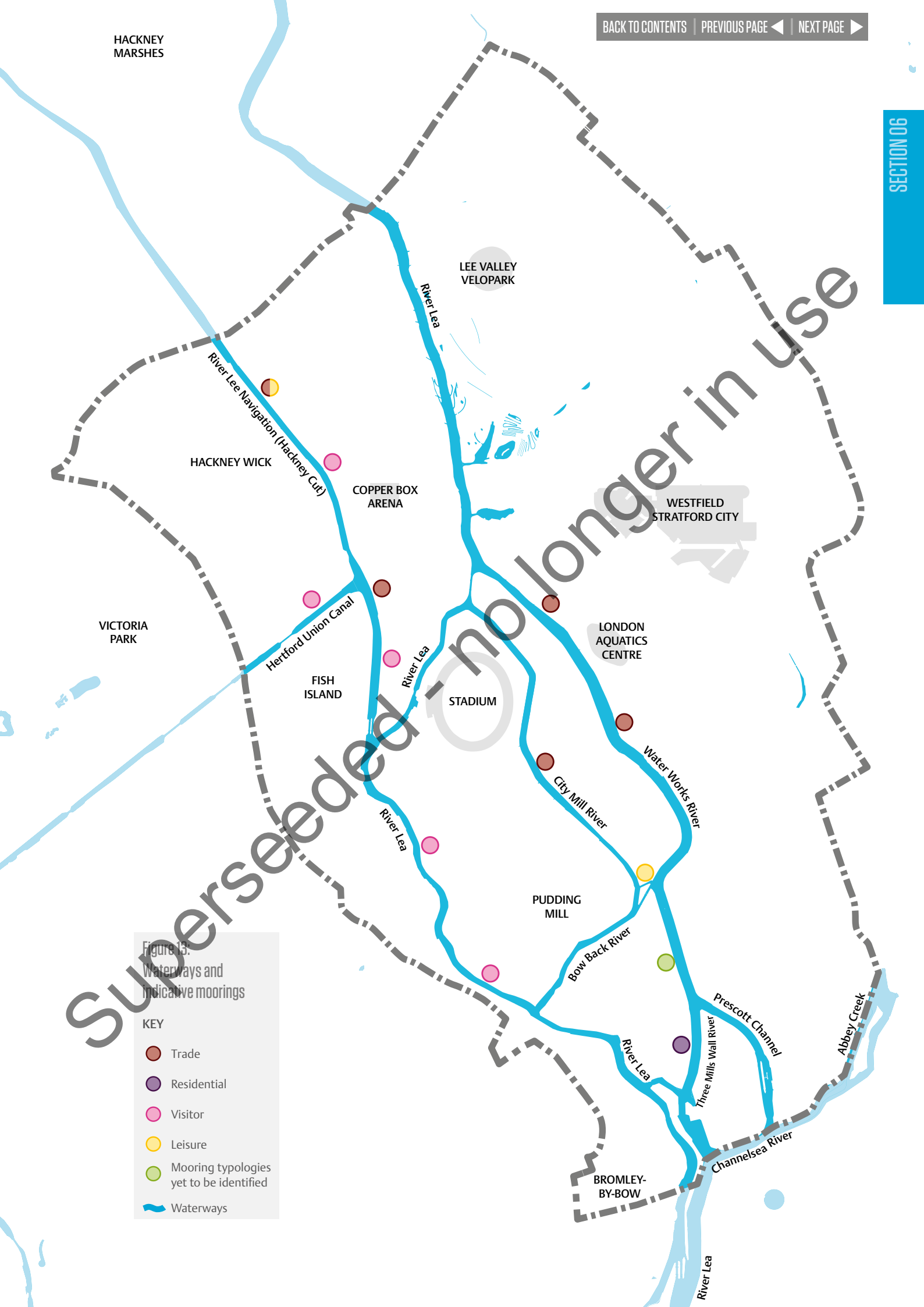


Figure 13:
Waterways and indicative moorings

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Policy application

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

Policy BN.3: Maximising biodiversity

POLICY

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

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

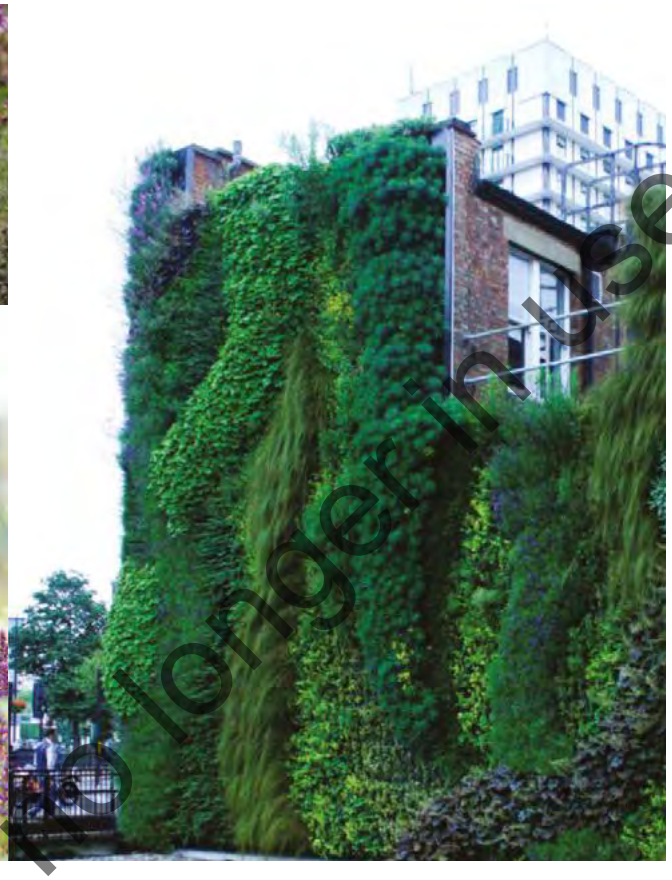
Development proposals that are likely to have an adverse effect on biodiversity and the existing extent of habitat will not be permitted unless compensatory provision of equal value is provided in a suitable location and that loss does not result in the breakage of any existing habitat or wildlife corridor.

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

Superseded - no longer in use







Superseded - no longer in use

Reasoned justification

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

Policy application

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

Case Study 9: Springbok Works in Hackney

CASE STUDY



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

Policy BN.4: Designing development

POLICY

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

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

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

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

Superseded - no longer in use

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

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

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

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



Superseded - no longer in use

Reasoned justification

6.16 It is imperative that development within the Legacy Corporation area provides a liveable environment for its occupants and users exhibiting the principles of good design that are set out within government-endorsed publications such as the 'Urban Design Compendium' (HCA, 2000) and 'By Design' (DETR, 2000). The Legacy Corporation area continues to develop with a significant number of entirely new areas, and other locations that are changing within the context of their existing and historic character. Against this background , it is important that the design of new development contributes to making these places successful, achieves high standards of amenity and supports and enhances a sense of community and neighbourliness.

6.17 In order to ensure this, relevant London Plan Supplementary Planning Guidance will be applied in assessing proposals for residential development. The London Plan forms part of the adopted Development Plan for the Legacy Corporation area and the Mayor is clear that development within it must achieve exemplary design and sustainability standards. The Legacy Corporation also publishes a Design Quality Policy. This sets out best practice guidance which is primarily aimed at achieving the best possible design outcome in its own development schemes, underlining its commitment to achieving the highest quality of design. The guidance within the Design Quality Policy also provides a helpful benchmark for other new development in the Legacy Corporation area and is a useful reference point for applicants in demonstrating that a proposed scheme's quality meets the expected standards.

6.18 The Legacy Corporation will expect all units to benefit from adequate levels of daylight and sunlight given that this is an essential component of a residential living environment. Proposals should also mitigate impacts upon surrounding land and buildings to ensure that the amenity of existing residents is not unacceptably altered as a result of new development.

Policy application

6.19 It is expected that applications for residential development show how the Nationally Described Space Standards – Technical Requirements required by the policy have been met. Reference to the relevant elements of the Legacy Corporation's Design Quality Policy may also help to demonstrate that new residential development reaches the highest achievable design quality and liveability. The current version of the Design Quality Policy can be downloaded from the Legacy Corporation website. The evidence required as part of a planning application to demonstrate how a proposal meets the requirements in this policy will be proportionate to the size of the development proposal and its potential impacts, with applications for minor development relying on an assessment of the application detail.

6.20 Design review will be an important element of demonstrating that Major schemes successfully exhibits acceptable design. Design review is also encouraged for other schemes that are likely to have a significant impact on their surroundings to help provide evidence of the appropriateness of the proposed design. Detailed discussion of scheme design at the pre-application stage is strongly encouraged along with use of formal review by the Legacy Corporation Quality Review Panel. Information on the Legacy Corporations Quality Review Panel, who would usually undertake the formal design review function, can be found at paragraph 14.4 of the Plan.

6.21 The successful integration of business and commercial floorspace into mixed use development will be an important factor in ensuring mixed use schemes are acceptable. Guidance is provided in particular in the Hackney Wick and Fish Island SPD (March 2018) and the Legacy Corporation Employment Space Study (2015).

Superseded - no longer in use

Policy BN.5: Proposals for tall buildings

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

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

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

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

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

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

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

Superseded - no longer in use

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

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

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

Reasoned justification

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

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

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

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6.25 Proposals for development should not incorporate low floor-to-ceiling heights in order to avoid triggering Policy BN.5, or to meet the requirements of it. Figure 14 illustrates how two buildings with the same number of storeys can differ in height. This is usually due to commercial buildings incorporating storeys with greater floor-to-ceiling heights.

6.26 Policy BN.5 should result in a mixture of intermittent buildings heights which together form a unique arrangement that contributes to the area's built form. The Legacy Corporation area will have one of the highest concentrations of tall buildings within Greater London, and therefore it is important that they incorporate the highest standards of sustainability and design.

6.27 Outline planning applications for tall buildings are not encouraged as the acceptability of tall building proposals are much more likely to depend on their detailed design in order to demonstrate overall acceptability. For those occasions when an outline application is considered to be necessary and justified, a sufficiently detailed design code will need to be produced to provide evidence of the principles that will be applied in the detailed design and to demonstrate acceptability of the proposal. The design code and its implementation will be secured as part of any planning permission and is likely to include a commitment to securing and retaining an appropriately skilled design team and sufficient measures to ensure the monitoring of the design implementation during construction, to ensure that the original design intent is achieved.

6.28 Design review will be an essential element of demonstrating that a scheme successfully exhibits exceptional design. It will also be important to ensure that the exceptional design quality achieved at planning application stage is not lost in the delivery of tall buildings. A best practice approach to selection and appointment of the design team and the development of the design approach is encouraged to aid a positive outcome through design review. A planning obligation will be sought to either retain the original design team or ensure that an adequately skilled design team is appointed for the delivery phase of the scheme to ensure that the original design intent is achieved.



Superseeded - no longer in use

Figure 14: Representation of building heights



Policy BN.6: Requiring inclusive design

POLICY

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

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

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

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

Superseded - no longer in use

Reasoned justification

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

Policy application

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

Policy BN.7: Protecting Metropolitan Open Land

POLICY

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

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

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

Reasoned justification

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

Superseded - no longer in use

Policy application

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

Policy BN.8: Improving Local Open Space

POLICY

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

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

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

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

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

Reasoned justification

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

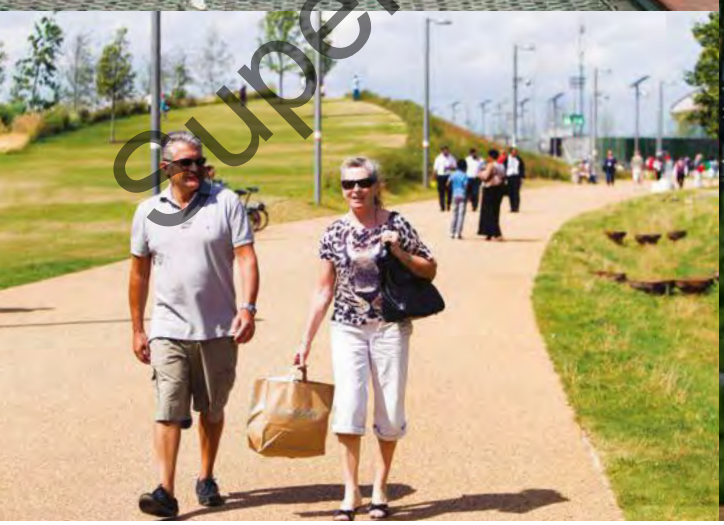
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Policy application

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

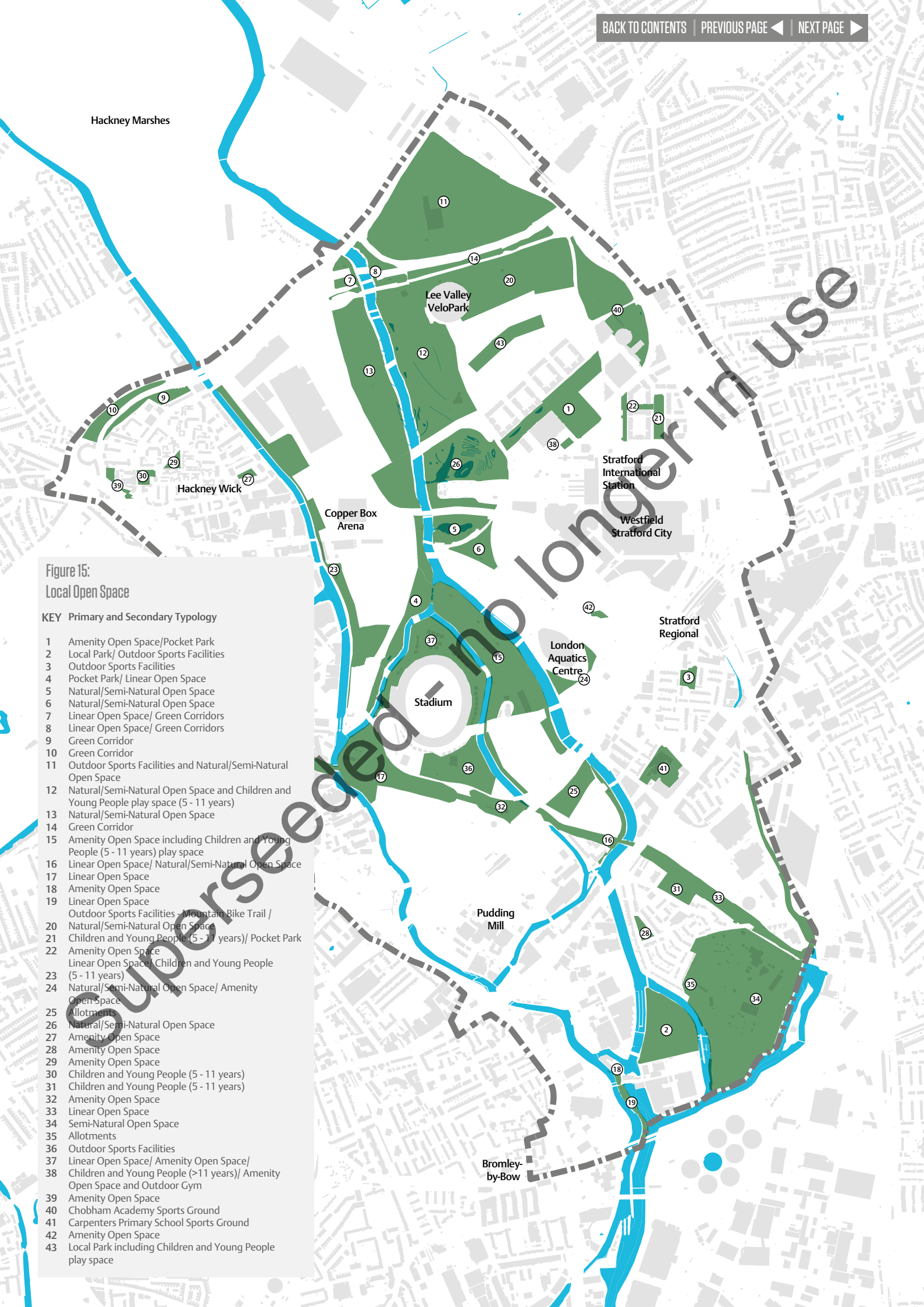
6.35 The map at Figure 17 shows the extent of the Lee Valley Regional Park area within the Legacy Corporation boundary. Many areas of Local Open Space fall within this boundary. These areas are within the ownership of the Lee Valley Regional Park Authority, whose Park Development Framework (2011) sets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







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Superseded - no longer in use

Figure 15: Local Open Space

KEY **Primary and Secondary Typology**

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

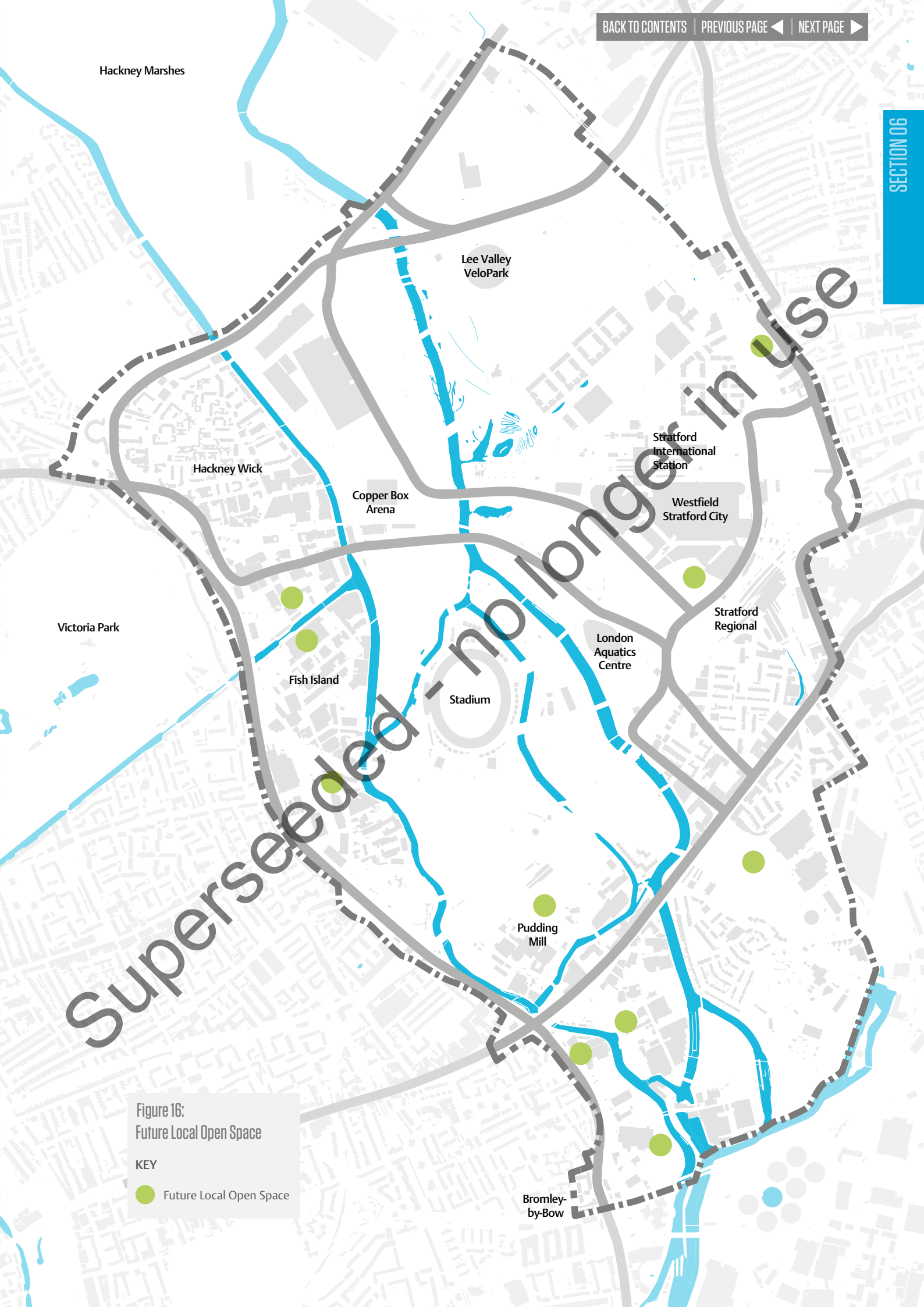


Figure 16:
Future Local Open Space

KEY

Future Local Open Space



Figure 17:
Lee Valley Regional Park area

KEY

Lee Valley Park area and boundary

Table 7: Public open space categorisation

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

Superseded - no longer in use

Policy BN.9: Maximising opportunities for play

POLICY

Major development proposals will be required to improve or provide new play and/or youth space[1], maximising opportunities for play and informal recreation. New play spaces should create high-quality, dynamic and stimulating play space. Proportionate to the size of development, proposals are expected to:

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

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

Cross-reference to policies: BN.3; BN.6; BN.7; BN.8
London Plan policies: S4; The Mayor's Shaping Neighbourhoods Play and Informal Recreation SPG

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

Reasoned justification

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

Policy application

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

Superseded - no longer in use

Case Study 10: Tumbling Bay

CASE STUDY



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

Policy BN.10: Protecting key views

POLICY

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

Cross-reference to policies: BN.1; BN.4; BN.10; BN.16
Sub Area Policies: 1.2; 1.4; 4.4
London Plan policies: HC3, HC4; 7.12

Reasoned justification

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

Policy application

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

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

Superseded - no longer in use

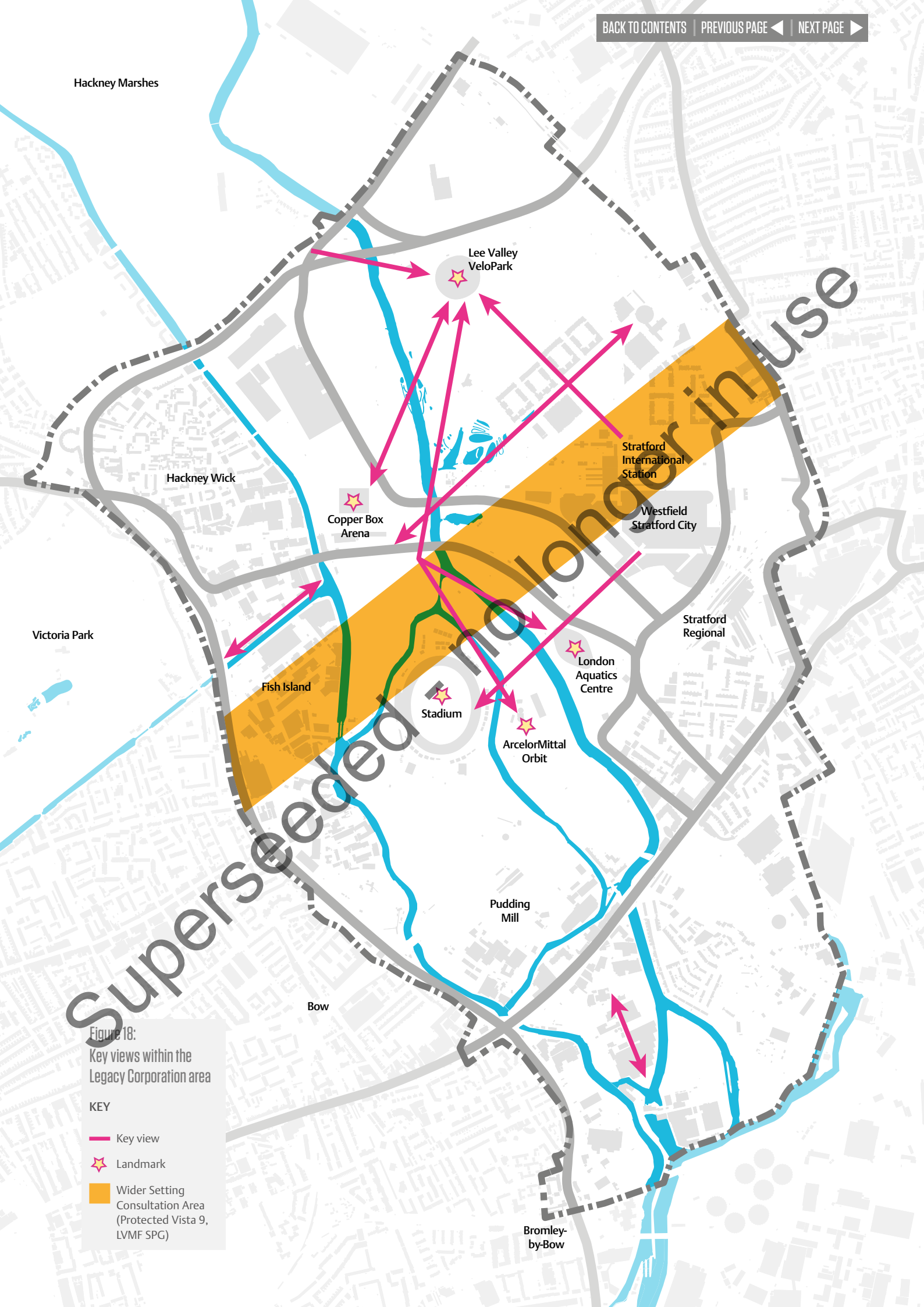


Figure 18:
Key views within the Legacy Corporation area

KEY

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

Policy BN.11: Air quality

POLICY

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

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

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

Cross-reference to policies: SP.5; S.4; S.9; T4
London Plan policies: SI1, T2, T4

Superseded - no longer in use

Reasoned justification

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

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

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

These sites are identified below.

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

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

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

Policy application

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



Superseded - no longer in use

Policy BN.12: Noise

POLICY

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

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

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

Superseded - no longer in use

Reasoned justification

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

Policy application

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

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

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

Policy BN.13: Protecting archaeological interest

POLICY

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

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

Superseded - no longer in use

Reasoned justification

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

Policy application

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

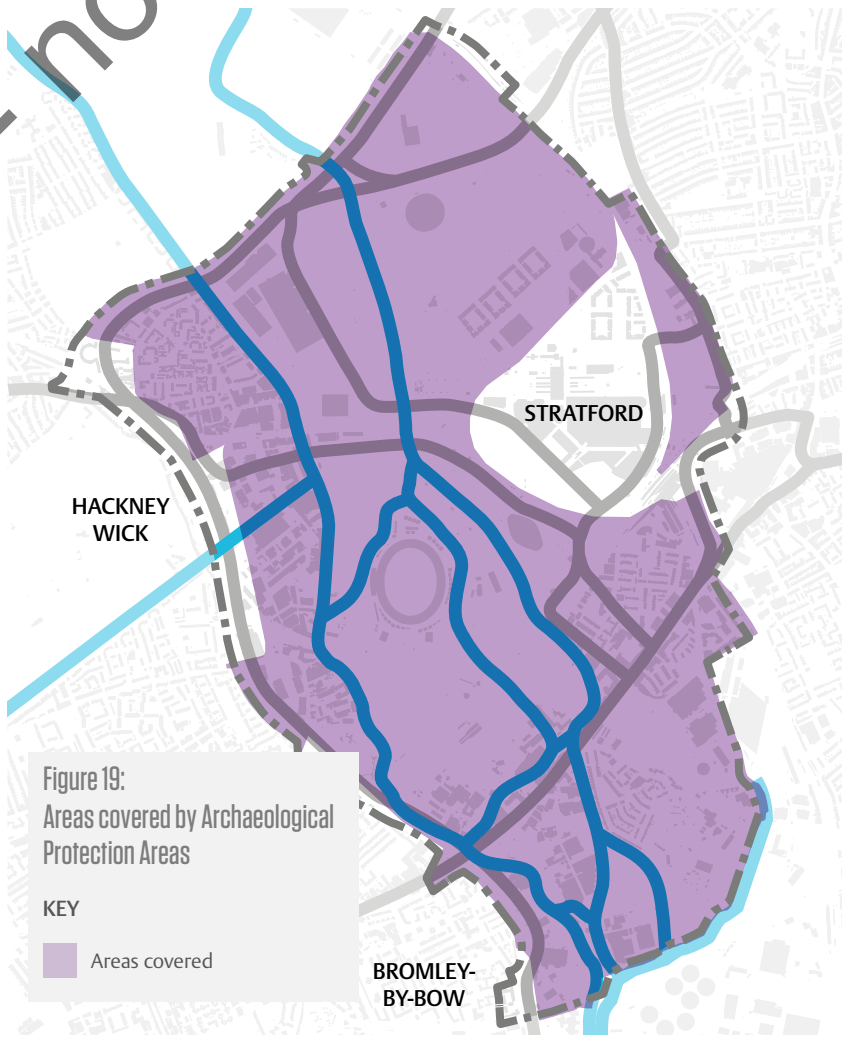


Figure 19:
Areas covered by Archaeological Protection Areas

Policy BN.14: Improving the quality of land

POLICY

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

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

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

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

Superseded - no longer in use

Reasoned justification

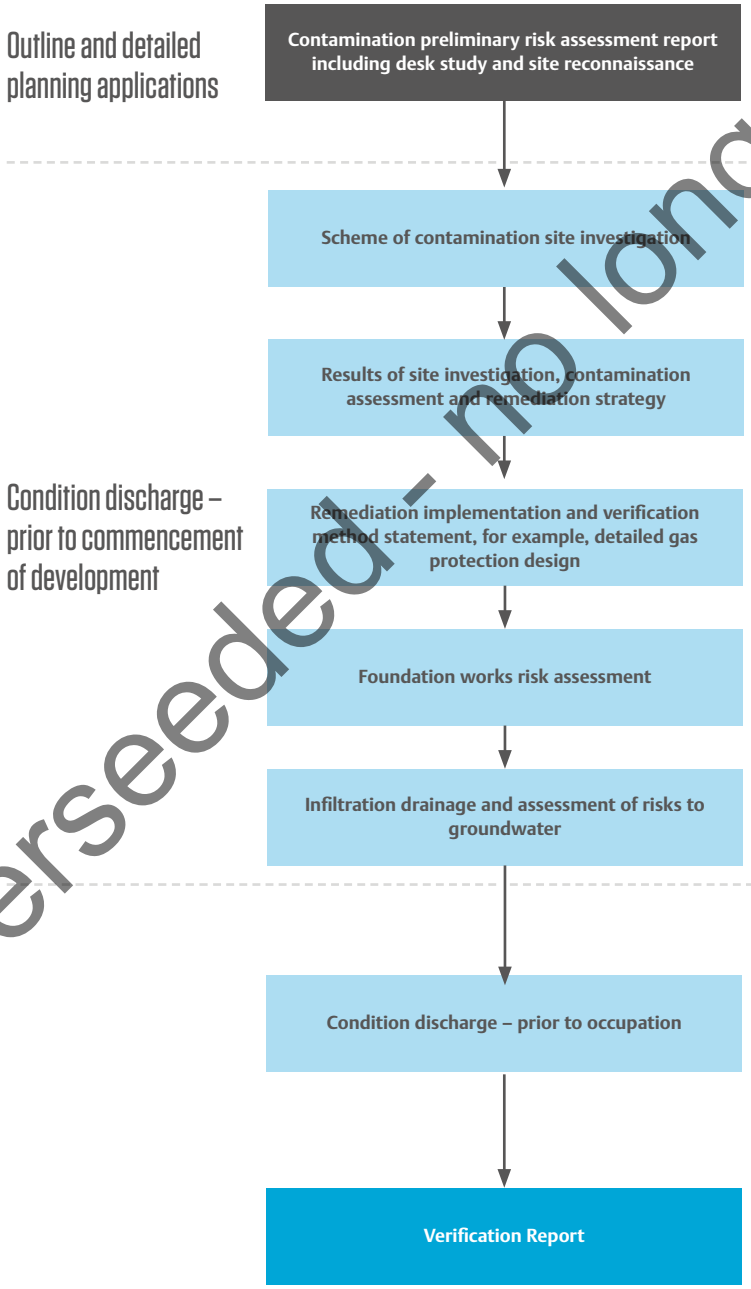
6.50 Much of the Legacy Corporation area has a history of industrial use, with a range of manufacturing and other industries developing alongside significant corridors of transport infrastructure provided to serve it. In more recent times, a transition has begun to take place with many, but not all,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

Policy application

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

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

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



Superseeded - no longer in use

Case Study 11: Remediation within Queen Elizabeth Olympic Park

CASE STUDY



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

Policy BN.15: Designing residential extensions

POLICY

Proposals for residential extensions will be considered acceptable where they:

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

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

Reasoned justification

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

Policy application

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

Superseded - no longer in use

Policy BN.16: Designing advertisements

POLICY

Proposals for advertisements will be considered acceptable where they:

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

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

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

Reasoned justification

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

Policy application

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



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Policy BN.17: Conserving or enhancing heritage assets

POLICY

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

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

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

Cross-reference to policy: BN.1
Sub Area Policies: 1.2; 1.4
London Plan policies: HC1

Reasoned justification

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



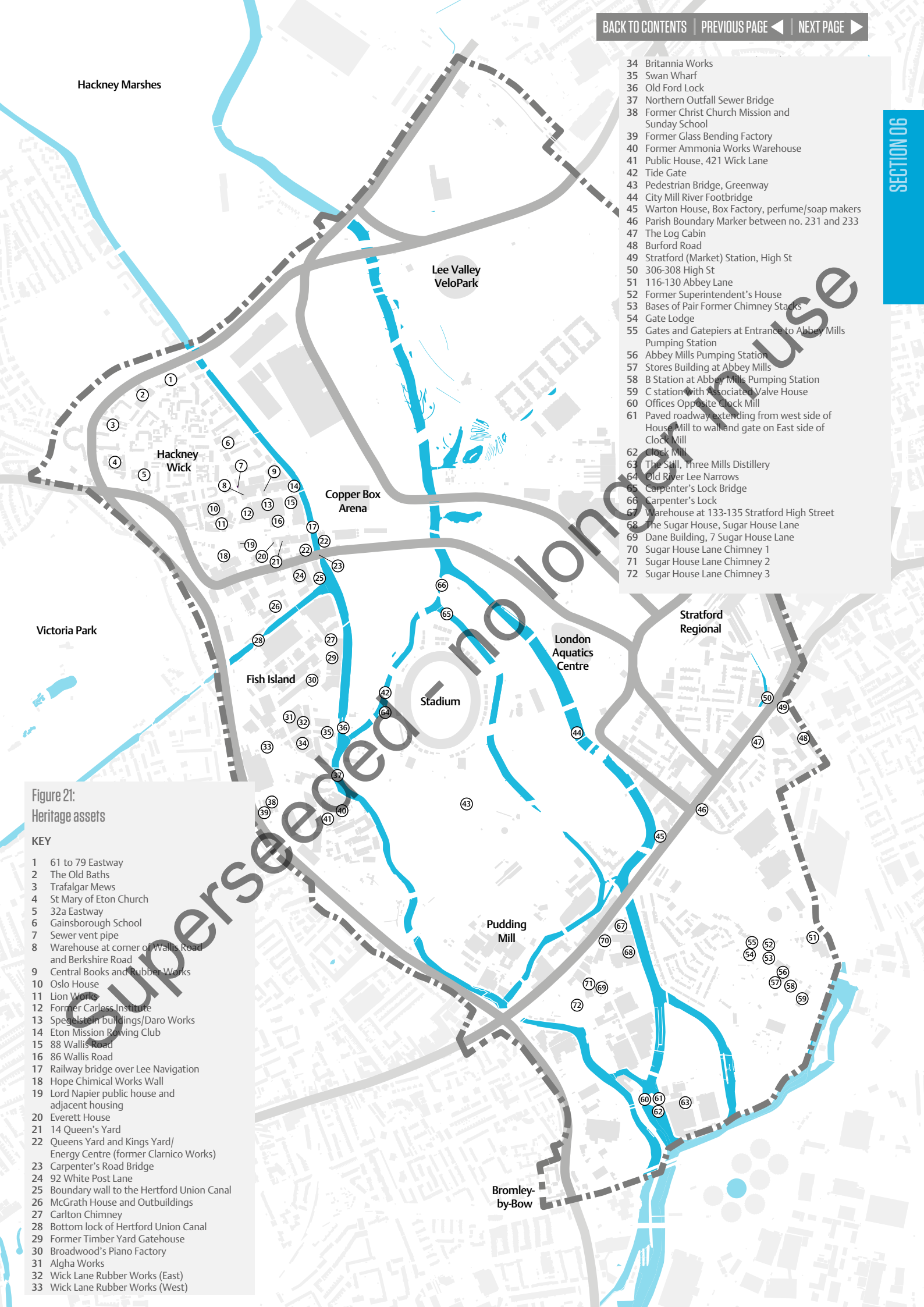
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Policy application

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



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Figure 21:
Heritage assets

KEY

1 61 to 79 Eastway
2 The Old Baths
3 Trafalgar Mews
4 St Mary of Eton Church
5 32a Eastway
6 Gainsborough School
7 Sewer vent pipe
8 Warehouse at corner of Wallis Road and Berkshire Road
9 Central Books and Rubber Works
10 Oslo House
11 Lion Works
12 Former Carless Institute
13 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 Chimical 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
42 Tide Gate
43 Pedestrian Bridge, Greenway
44 City Mill River Footbridge
45 Warton House, Box Factory, perfume/soap makers
46 Parish Boundary Marker between no. 231 and 233
47 The Log Cabin
48 Burford Road
49 Stratford (Market) Station, High St
50 306-308 High St
51 116-130 Abbey Lane
52 Former Superintendent's House
53 Bases of Pair Former Chimney Stacks
54 Gate Lodge
55 Gates and Gatepiers at Entrance to Abbey Mills Pumping Station
56 Abbey Mills Pumping Station
57 Stores Building at Abbey Mills
58 B Station at Abbey Mills Pumping Station
59 C station with Associated Valve House
60 Offices Opposite Clock Mill
61 Paved roadway extending from west side of House Mill to wall and gate on East side of Clock Mill
62 Clock Mill
63 The Still, Three Mills Distillery
64 Old River Lee Narrows
65 Carpenter's Lock Bridge
66 Carpenter's Lock
67 Warehouse at 133-135 Stratford High Street
68 The Sugar House, Sugar House Lane
69 Dane Building, 7 Sugar House Lane
70 Sugar House Lane Chimney 1
71 Sugar House Lane Chimney 2
72 Sugar House Lane Chimney 3

Evidence base references

National Planning Policy Framework (Communities and Local Government, 2018)
The Open Space and Play Assessment (London Legacy Development Corporation, 2018)
London Environment Strategy (Greater London Authority, 2018)
Infrastructure Delivery Plan (London Legacy Development Corporation, 2018)
The Flood Risk Review (London Legacy Development Corporation, 2017 and addendum 2018)
Legacy Corporation Characterisation Study (London Legacy Development Corporation, 2018)
The London Plan. The Spatial Development Strategy for London consolidated with alterations since 2011 (Greater London Authority, 2015)
Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)
Supplementary Planning Guidance: All London Green Grid (Greater London Authority, 2012)
London Plan Supplementary Planning Guidance: East London Green Grid Framework (Greater London Authority, 2008)
London View Management Framework Supplementary Planning Guidance (Greater London Authority, 2012)
London Plan Supplementary Planning Guidance: Shaping Neighbourhoods Play and Informal Recreation (Greater London Authority, 2012)
Mayor's Sustainable Design and Construction Supplementary Planning Guidance (Greater London Authority, 2014)
Mayor's Housing Supplementary Planning Guidance (Greater London Authority, 2012)
Guidance on Tall Buildings (CABE/English Heritage, 2007)
Inclusive Design Standards (London Legacy Development Corporation, 2013)
Design Quality Policy (London Legacy Development Corporation, 2013)
Legacy Communities Scheme Green Infrastructure Strategy (London Legacy Development Corporation, 2012)
Olympic Legacy Waterways Strategy Consultation Draft (London Legacy Development Corporation, 2013)
Moor or Less: Moorings on London's Waterways (Canal and River Trust, 2013)
Thames River Basin Management Plan (Environment Agency, 2009)
The Lee Valley Regional Park Development Framework (The Lee Valley Regional Park Authority, 2011)
Lee Valley Regional Park Plan (The Lee Valley Regional Park Authority, 2000)
Lee Valley Regional Park Biodiversity Action Plan (The Lee Valley Regional Park Authority, 2000)
Olympic Park Biodiversity Action Plan (London Legacy Development Corporation, 2013)
Olympic Park Biodiversity Action Plan (Olympic Delivery Authority, 2008)
Tower Hamlets Biodiversity Action Plan (London Borough of Tower Hamlets, 2014)
Hackney Biodiversity Action Plan (London Borough of Hackney, 2012)
Newham Biodiversity Action Plan (London Borough of Newham, 2010)
Waltham Forest Biodiversity Action Plan (London Borough of Waltham Forest, 2011)
The National Air Quality Strategy (Department for Environment, Food and Rural Affairs, 2000)
Legacy Communities Scheme Revised Global Remediation Strategy (London Legacy Development Corporation, 2013)
Tower Hamlets Air Quality Action Plan (London Borough of Tower Hamlets, 2017)
Town and Country Planning Association's Policy Advice Note: Inland Waterways (2009)
Hackney Air Quality Action Plan (London Borough of Hackney, 2015)
Newham Air Quality Action Plan (London Borough of Newham, 2019)
Waltham Forest Air Quality Action Plan: For Public Consultation (London Borough of Waltham Forest, 2017)
Policy Advice Note: Inland Waterways (Town and Country Planning Association, 2009)

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SECURING TRANSPORT INFRASTRUCTURE TO SUPPORT GROWTH

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OBJECTIVE

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

This will mean:

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



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

POLICY

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



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

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

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

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

The Legacy Corporation will require the retention of:

4. Existing public transport infrastructure.

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

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

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

Superseded - no longer in use

7.2 Additional infrastructure will be needed in order to accommodate the planned level of growth and an Infrastructure Delivery Plan (IDP) has been prepared by the Legacy Corporation to identify what that infrastructure is and to help plan for its delivery. The IDP is not a part of this Local Plan, although the key infrastructure elements required within the area are identified within it, mainly within the Sub Area sections. The IDP will be reviewed annually in consultation with stakeholders.

7.3 Some of this infrastructure will be provided within the Legacy Corporation area but some elements will form part of wider networks. Therefore some local infrastructure may be best delivered wholly or partly outside the Legacy Corporation area, where it can be demonstrated that it helps to meet the needs generated by the growth within it. Working in partnership with infrastructure providers, including the Growth Boroughs, will be an essential part of infrastructure delivery. Infrastructure providers and the Boroughs have been involved in the preparation of the Legacy Corporation's IDP.

7.4 The Legacy Corporation is committed to working alongside the four boroughs to bring forward the infrastructure set out in the IDP. In its role as landowner, the Legacy Corporation is also bringing forward infrastructure, such as the new schools that will be provided as part of the Legacy Communities Scheme Section 106 Agreement. The existing cooperative arrangements working arrangements between the Legacy Corporation and infrastructure providers, including the Growth Boroughs, will be used to ensure the long term security of infrastructure within the Legacy Corporation area. The development management process will be used to secure new infrastructure through planning obligations and the Community Infrastructure Levy (CIL). A Planning Obligations SPD provides advice on how it will use Section 106 Agreements alongside CIL and the Local Plan to secure its planning policy objectives. The 'Delivery and implementation' section of this Local Plan provides more information on how CIL and Section 106 Agreements will be used to help implement the Plan.



Superseded - no longer in use

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

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



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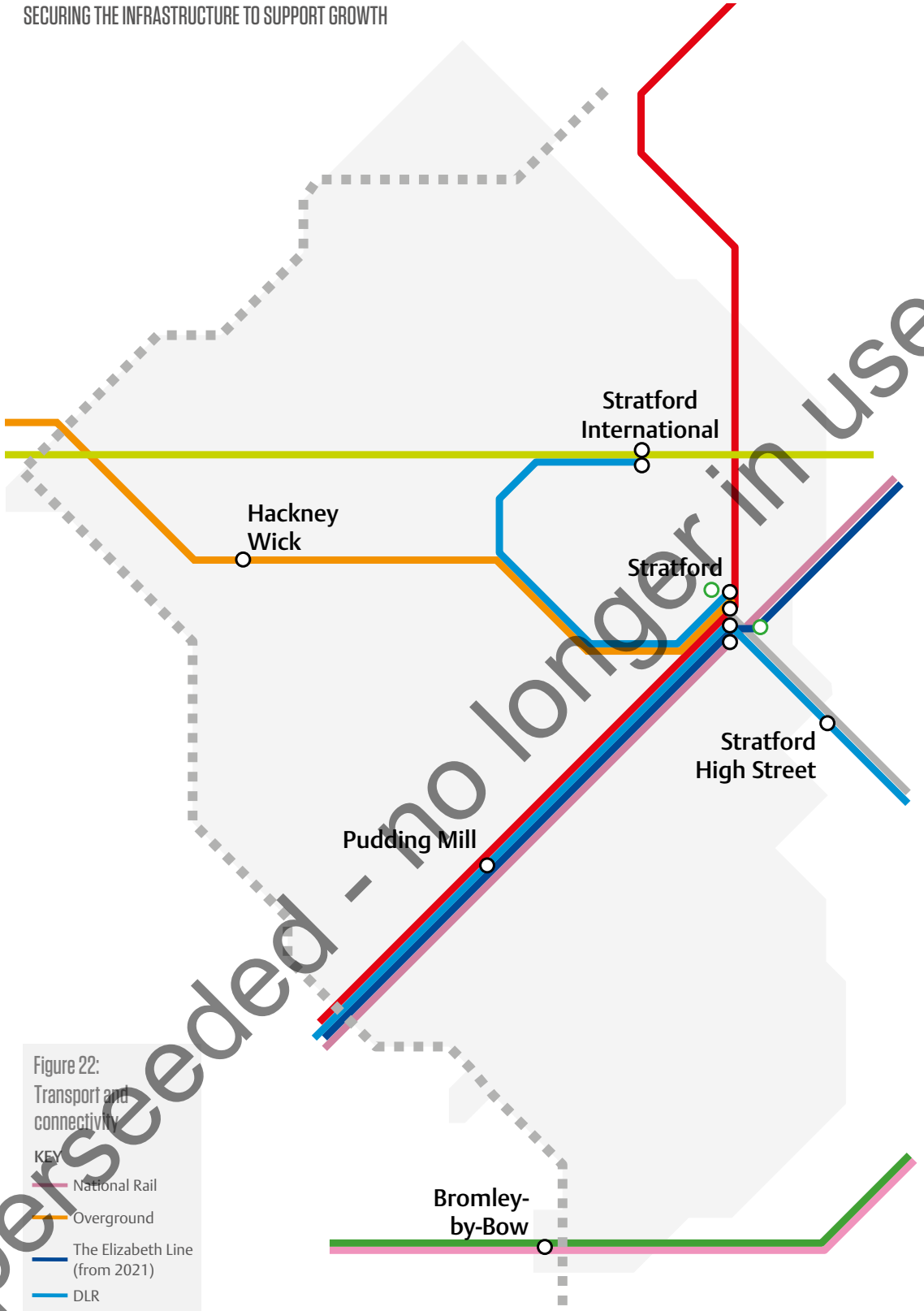


Figure 22: Transport and connectivity

KEY

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



DELIVERING TRANSPORT IMPROVEMENTS AND INFRASTRUCTURE

Policy T.1: Strategic transport improvements

POLICY

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

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

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

Superseded - no longer in use

Reasoned justification

7.6 Stopping international trains at Stratford International and any new proposals to link High Speed 1 to High Speed 2 would help cement the ongoing regeneration of the Stratford area, by increasing its profile nationally and internationally, providing fast and convenient travel opportunities for businesses locating in and around Stratford and providing improved strategic transport links for people working and living in the area.

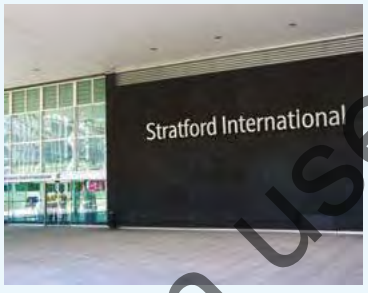
7.7 The Legacy Corporation area already has direct DLR links to London City Airport and coach links to Stansted Airport and, via the Elizabeth Line from 2021, direct to Heathrow. During the lifetime of this Local Plan, the Airports Commission will examine the need for additional UK airport capacity and recommend to government how this can be met in the short, medium and long term. The Legacy Corporation will support improved rail access to airports.



7.8 Transport for London (TfL) and Network Rail are working closely together to develop Crossrail 2. The proposed route map as confirmed in the 2018 Mayor's Transport Strategy would provide a link across London's southwest to northeast corridor. The concept of an eastern branch has previously been explored focused on an alignment through Hackney, Newham and beyond. An eastern branch could provide significant benefits to the Legacy Corporation area and continues to be a priority for the growth boroughs that it would include.

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

CASE STUDY



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

Policy T.2: Transport improvements

POLICY

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

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

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

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

Reasoned justification

7.9 The Legacy Corporation has already secured substantial funding towards some of the transport projects in the IDP and has delivered or is working on delivery of these projects (Hackney Wick Station, Stratford Station Access). In other cases, such as Bromley-by-Bow Station, the Legacy Corporation has worked with TfL to bring forward the improvements.

7.10 Policy T.2 will be used to ensure development proposals that could help facilitate elements of these schemes through their design; for example, redevelopment of land around Hackney Wick Station is designed to complement and take advantage of the improved design for the station.

7.11 Other projects, such as the new junction with the A12 at Bromley-by-Bow, will be required as part of comprehensive development proposals on that site (see Site Allocation for Bromley-by-Bow SA4.1) and will be secured through a Section 106 Agreement as part of a planning permission. The Infrastructure Delivery Plan sets out the full list of necessary infrastructure, which is kept up to date through regular review.

Superseded - no longer in use

Policy T.3: Supporting transport schemes

POLICY

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

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

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

Superseded - no longer in use

Reasoned justification

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

7.13 Examples of significant potential schemes include:

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

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



POLICY

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

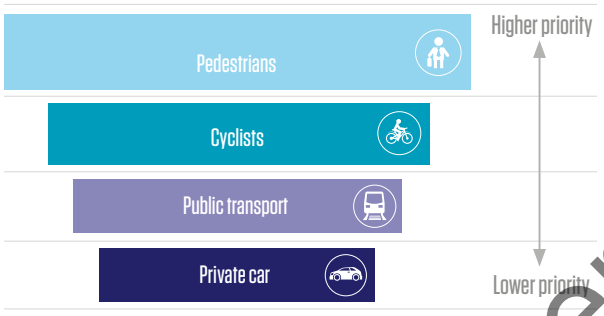
Through its planning powers, the Legacy Corporation will (1) promote sustainable transport choices and minimise reliance on the private car to ensure that the development of the legacy area is optimised; (2) promote the Healthy Streets Approach set out in the Draft New London Plan in order to increase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

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

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

Superseded - no longer in use

Figure 23: Transport priorities



Reasoned justification

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

Superseded - no longer in use

Policy T.5: Street network

POLICY

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

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

Cross-reference to policies: T.4; T.6; T.7; Figure 23
London Plan policies: T4

Superseded - no longer in use

Reasoned justification

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

Policy application

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

Table 8: Street network

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



Superseeded - no longer in use



Superseeded - no longer in use

Figure 24:
Streets and connections

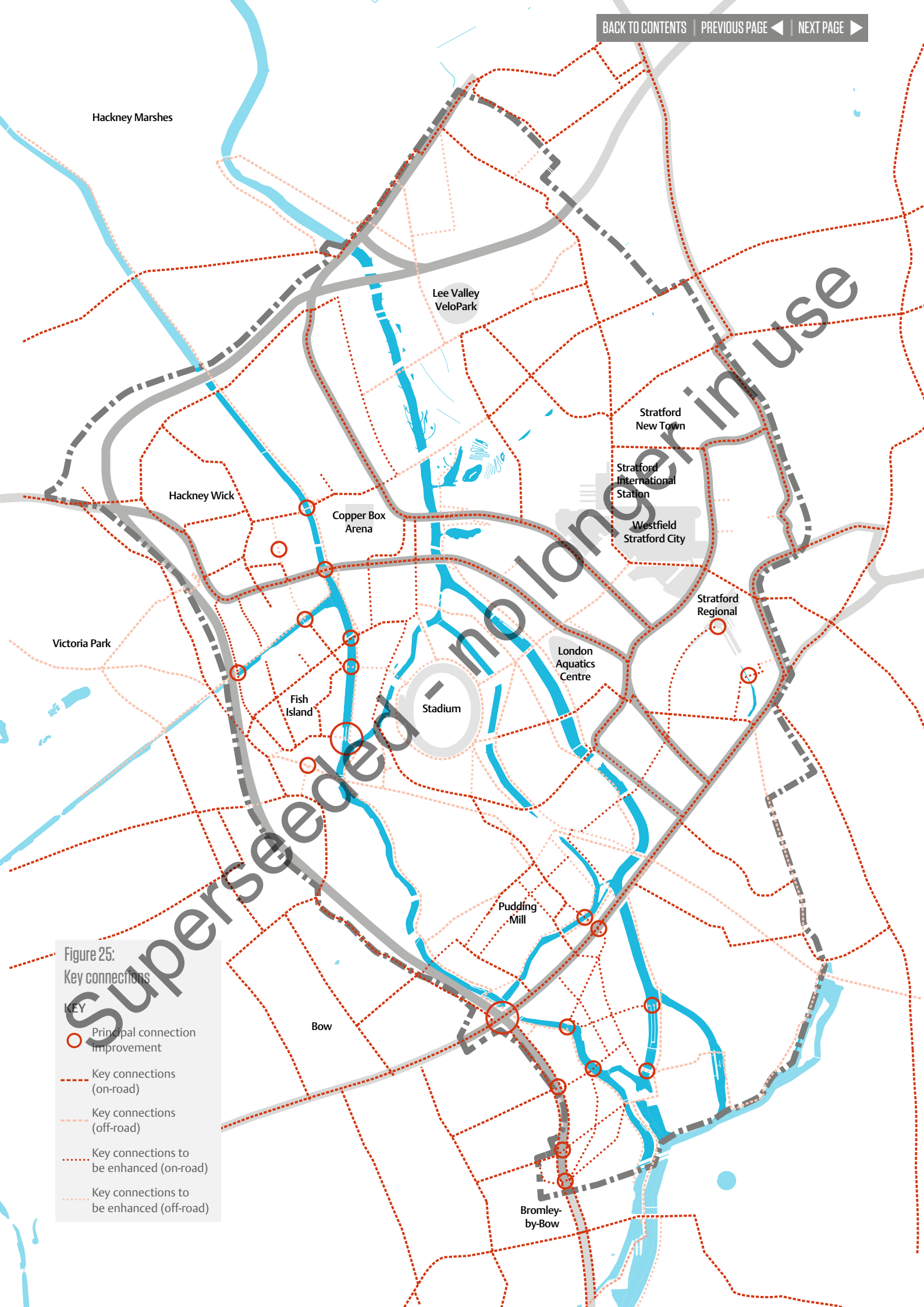


Figure 25:
Key connections



Policy T.6: Facilitating local connectivity

POLICY

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

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

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

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

Superseded - no longer in use

Reasoned justification

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

Policy T.7: Transport Assessments and Travel Plans

POLICY

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

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

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

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

Cross-reference to Sub Area Policies 1.3; 2.2; 3.2; 4.2
London Plan policy: T4

Superseded - no longer in use

Reasoned justification

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

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

Policy application

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

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

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

Superseded - no longer in use











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

POLICY

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

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

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

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

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

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

Reasoned justification

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

Superceded - no longer in use

Superseded - no longer in use

Policy application

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

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

Policy T.9: Providing for pedestrians and cyclists

POLICY



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

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

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

Reasoned justification

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

Policy application

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

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

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

Policy T.10: Using the waterways for transport

POLICY

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

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

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

Reasoned justification

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

Superseded - no longer in use

Superseeded - no longer in use

Evidence base references

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



Superseded / no longer in use

CREATING A SUSTAINABLE PLACE TO LIVE AND WORK

Superseded - no longer in use

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

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

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

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

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

OBJECTIVE

This will mean:

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



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

POLICY

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

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

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

Superseded - no longer in use

Case Study 13: Chobham Manor exemplar homes

CASE STUDY

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

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

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

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



Superseded - no longer in use

DEVELOPMENT MANAGEMENT POLICIES

Policy S.1: Health and wellbeing

POLICY

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

Cross-reference to policies: SD.1; B.5; H.1; H.2; CI.1; CI.2; BN.3; BN.6; BN.8; BN.9; BN.11; BN.12; BN.14; T.4; T.6; T.7; T.8; T.9; T.10; S.2; S.3; S.4; S.5; S.6; S.7; S.8; S.9; S.10; S.11; S.12
London Plan policies: GG1; GG3; T2

Reasoned justification

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

Policy application

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

Superseded - no longer in use

Policy S.2: Energy in new development

POLICY

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

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

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

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

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

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

Superseded - no longer in use

Reasoned justification

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

Policy application

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

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

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

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

Superseded - no longer in use

Policy S.3: Energy infrastructure and heat networks

POLICY

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

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

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

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

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

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

Reasoned justification

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

Policy application

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

Superseeded - no longer in use

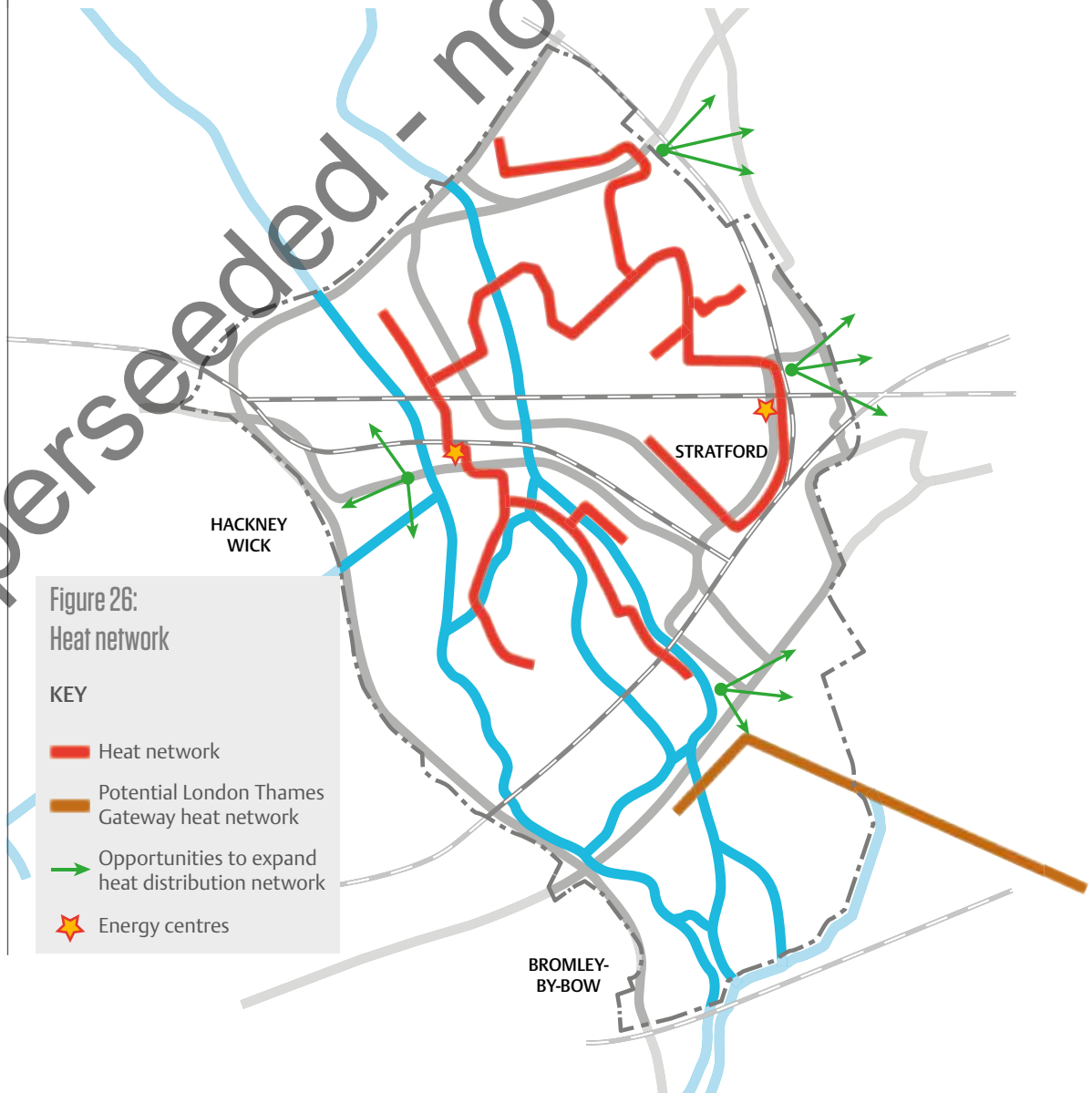


Figure 26: Heat network

CASE STUDY

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

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



POLICY

Policy S.4: Sustainable design and construction

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

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

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

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

Cross-reference to policies: SP.2; BN.4; BN.11; BN.12; BN.14; BN.15; T.8; T.9; S.1; S.2; S.3; S.5; S.6; S.7; S.8; S.9; S.10; S.11; S.12
London Plan policies: D2; D3; The Mayor's Sustainable Design and Construction Supplementary Planning Guidance (April 2014)

Superseded - no longer in use