(continued from previous page)

movement to and from a new south-western entrance to Stratford Regional Station and improvements to the Jupp Road bridge

- The identified options for new entrances at Stratford Regional Station and delivery of a western overbridge should be incorporated into redevelopment proposals for this site
- Improve connections from the site to the north and to Stratford Metropolitan Centre; to south-west to the Greenway via Bridgewater Road
- Improve connections within the site along Warton Road, Carpenters Road, Gibbins Road and Jupp Road; and to within Queen Elizabeth Olympic Park
- Subject to the above, proposals should be in accordance with the provisions of other Local Plan policies including B.1 in relation to employment floorspace, H.1 for housing mix, CI.1 for community facilities and BN.7 in relation to Local Open Space
- Safeguarding of land for DLR North Route Double Tracking phase 2
- Consider retention of existing low-rise family housing where this does not prevent the achievement of wider regeneration objectives
- Ensure early community consultation where specific development proposals or regeneration plans are brought forward and take account of the requirements of the Good Practice Guide for Estate Regeneration including residents' ballots
- Support the Greater Carpenters Neighbourhood Forum in its preparation of a Neighbourhood Plan where this conforms to the requirements of the Local Plan and this site allocation and involves cooperation with the Council in its roles as landowner and housing authority.

Phasing and implementation
Delivery of a first phase during 2025/26 to 2029/30.

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

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

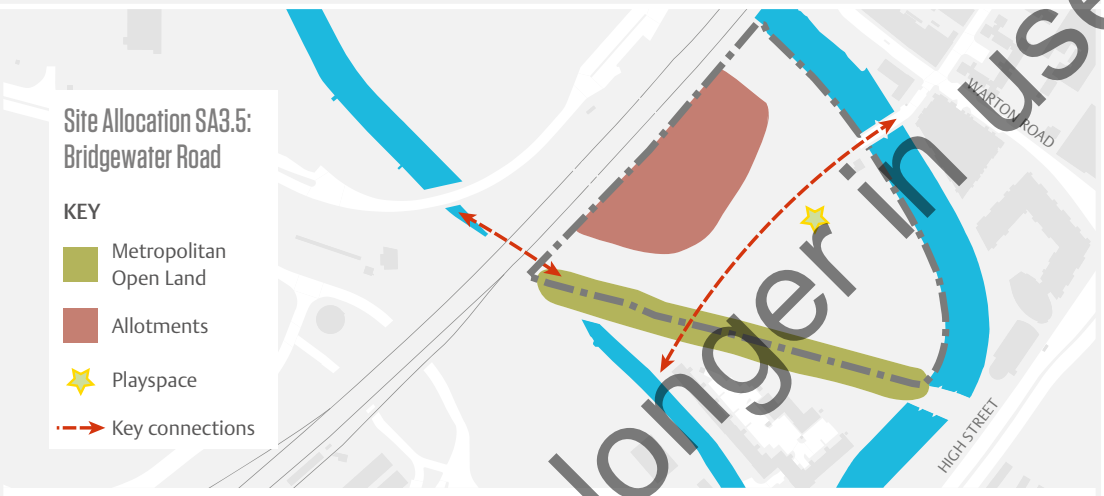


Superseded - no longer in use

Site Allocation SA3.5: Bridgewater Road

SITE ALLOCATION

Residential development with ancillary open space and play space, with rebuilt Bridgewater Road Bridge. Cycling and walking access across Greenway to Pudding Mill Local Centre.



Superseded - no longer in use

Supporting development principles

- Development should maintain the openness of the Metropolitan Open Land
- Development shall be supported by an improved road, pedestrian and cycle bridge from Warton Road
- Take account of the allotment site in the northern part of the site and its access, within scheme design
- Medium-density development reflecting location and public transport accessibility levels providing a transition to the Carpenters District, suitable for provision of family housing and older persons' accommodation
- Heights should generally be no more than 30m from ground level, with heights stepping down to the allotments to the north of the site
- Improved waterways environment
- Extension of district heating network into the site
- Proposals should include Local Open Space according to SPG Standards, including a play space
- Safeguarding of land for DLR North Route Double Tracking phase 2
- Key connections to be protected or provided
- The site allocation is expected to yield a minimum of 300 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA 4.3) based on an affordable housing threshold of 50 per cent in accordance with Policy H.2

Phasing and implementation

Available from 2018 onwards, following completion of Crossrail works

- Proposals for the site allocation which are linked to other sites should facilitate the delivery of the principles of this site allocation through a portfolio approach.

Planning history

– Has permission under the LCS scheme for approximately 300 homes

– 1.1 ha of allotments through the post-Games transformation.

Address

Site address: Land at Bridgewater Road

Existing use(s): Vacant land, allotments

Size: 3.8 ha

PTAL rating: 2–3

Flood Zone: 3 (limited)

Site Allocation SA3.6: Rick Roberts Way

SITE ALLOCATION

Comprehensive, mixed use development of residential with education uses including provision of a primary school and open space.



Superseded - no longer in use

Supporting development principles

- The site allocation is expected to yield a minimum of 750 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA 4.3) in accordance with Policy H.2 based on an affordable housing threshold of 35 per cent, and applying an affordable housing threshold of 50 per cent on public land or industrial land where there is a net loss of industrial floorspace capacity.
- In determining the affordable housing threshold to be applied for each part of the site, the Legacy Corporation will consider for surplus utilities site land, evidence of extraordinary decontamination, enabling and remediation costs, including viability evidence, to determine whether a 35 per cent affordable housing threshold can apply when bringing the site forward
- Development should ensure an active frontage onto Stratford High Street and the junction should be safe and welcoming
- Where development is phased, introduction of appropriate interim uses is encouraged in accordance with Policy B.3.
- Development should maintain the openness of the Metropolitan Open Land along the western boundary of the site
- Meet any identified demands for school places through provision of a school alongside residential development respecting the existing character, scale and massing of the site and its surrounding area
- Residential capacity could be increased with associated open space alongside the introduction of business space should the primary school no longer be required.
- Unless school place demand has been or will be demonstrably met elsewhere, retention of sufficient land for delivery of an additional primary school in the later part of the Plan period will be sought
- Development should plan for the associated costs of remediation of the site
- Design to reflect the close proximity of industrial and other uses and the potential for wider place-making
- Development will preserve or enhance the listed cottages and the setting of the Conservation Area to the south
- Enable safe access to and across the site for pedestrians and cyclists
- Development shall respect the existing character, scale and massing of the site and its surrounding area
- Cycling and walking access improvements along the Greenway including links to the Channelsea Path beyond the site
- Proposals to include Local Open Space including play space and BAP habitat
- Proposals for development above 30 metres from ground level will only be acceptable subject to the provisions of Policy BN.5

Continued overleaf

Phasing and implementation

- Development shall take place once remediation of the land and removal of equipment has taken place including revocation of Hazardous Substance Consent
- Delivery on site from 2021 onwards.
- Comprehensive delivery across the whole of the site, phased to allow for the timely delivery of housing, for land availability, and to ensure infrastructure requirements are met
- Proposals for the site allocation which are linked to other sites should facilitate the delivery the principles of this site allocation through a portfolio approach.

Planning history

Has permission under the LCS scheme for: approximately 400 residential; 550 sqm retail; 11,600 sqm community use (school). A secondary school associated with the Legacy Communities Scheme has subsequently been provided on Stadium Island (The secondary school associated with the Legacy Communities Scheme has subsequently been built and opened on a different site, adjacent to the London Stadium).

Address
Site address: Land between Rick Roberts Way to the north and Greenway to the south
Existing use(s): Existing use(s): utilities infrastructure and interim uses
Size: 4.3 ha
PTAL rating: 2–5
Flood Zone: 2 and 3



Superceded - no longer in use



Superseded - no longer in use

Signposting

Other designations applying to this Sub Area are:

Rick Roberts Way Locally Significant Industrial Site – see Policy B.1

Stratford Metropolitan Centre – see Policy B.2

Metropolitan Open Land, Queen Elizabeth Olympic Park – see Policy BN.7

Local Open Space in various locations – see Policy BN.8 and Appendix 4, Local Open Space Table

Evidence base references

Retail and Leisure Requirements Review (London Legacy Development Corporation, 2014)

Retail and Town Centre Needs Study (London Legacy Corporation, 2018)

Stratford City Outline Planning Application 07/90023/VARODA and associated planning applications and detailed approvals

Olympic, Paralympic and Legacy Transformation Planning Application 07/90010/ OUMODA and associated planning applications and detailed approvals

Legacy Communities Scheme Outline Planning Application 11/90621/OUTODA and associated detailed approvals

Post-Games transformation permission 07/90010/OUMODA

Manhattan Loft Gardens planning permission 10/90285/FUMODA

Core Strategy (London Borough of Newham, 2012)

Stratford Metropolitan Masterplan (London Borough of Newham, 2011)

Retail and Town Centre Needs Study (London Legacy Corporation 2018)



Superseded - no longer in use

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

SECTION 13

Superseeded - no longer in use

Vision

VISION

This will become an area of new business and residential communities that find a focus at a new District Centre at Bromley-by-Bow and a new Local Centre at Pudding Mill, with a secondary hub of employment and leisure uses in the north part of Sugar House Lane. The District Centre at Bromley-by-Bow will provide a new primary school, community facilities and public open spaces. A new DLR station at Pudding Mill and an enhanced Bromley-by-Bow Station will provide excellent public transport links to nearby work and leisure opportunities and good access to the rest of London. New and improved local foot and cycle paths will provide accessible and safe routes to the stations and local shops and services. The many new homes in Bromley-by-Bow, Sugar House Lane and Pudding Mill will meet a wide range of housing needs, while the new homes, business and other premises will have been sensitively and excellently designed, taking account of the historic waterside settings and the heritage assets within and around the Conservation Areas. By 2036, the Sub Area will have become a distinct series of new urban communities, well connected to their surroundings.



Area profile

13.1 This Sub Area is occupied by a combination of vacant land and buildings, businesses and recently constructed commercial and residential development. The A12 runs down the western side of the Sub Area. This is a busy strategic road, carrying very high volumes of traffic. Crossing points within the Sub Area are limited. A number of rivers also cross through the area. These are both a barrier to movement and an asset to the environmental quality of the area, and provide the opportunity for new development to provide access to the waterways and enhance their schemes. Rail infrastructure dominates the area to the north-west, with the safeguarded strategic rail head and the Crossrail portal at Pudding Mill and the DLR line corridor. There are Conservation Areas at Sugar House Lane and Three Mills, as well as the Grade I listed House Mill, and the Grade II* listed pumping station within the area. There is open space providing much-needed recreational facilities in the south-east of the area around Three Mills Green. Land around the Thames Water pumping station at Mill Meads is designated as Local Open Space: Policies BN.8 and S.5 of this Local Plan are applicable to this land. The Local Open Space designation at Mill Meads includes the Abbey Mills Pumping Station site which is a strategically important operational pumping station complex that both links to the Lee Tunnel and is proposed to connect to the proposed Thames Tideway Tunnel. Given this role, it is not publicly accessible and may be required for operational development in the future. The Abbey Mills Pumping Station land within this included designation does not, as a result, currently provide any public open space amenity function. However, land at Mill Meads has been identified in the East London Green Grid as a potential future phase of the Lea River Park and the Legacy Corporation supports future public access to this area subject to the operational requirements of Thames Water.

Superseded - no longer in use

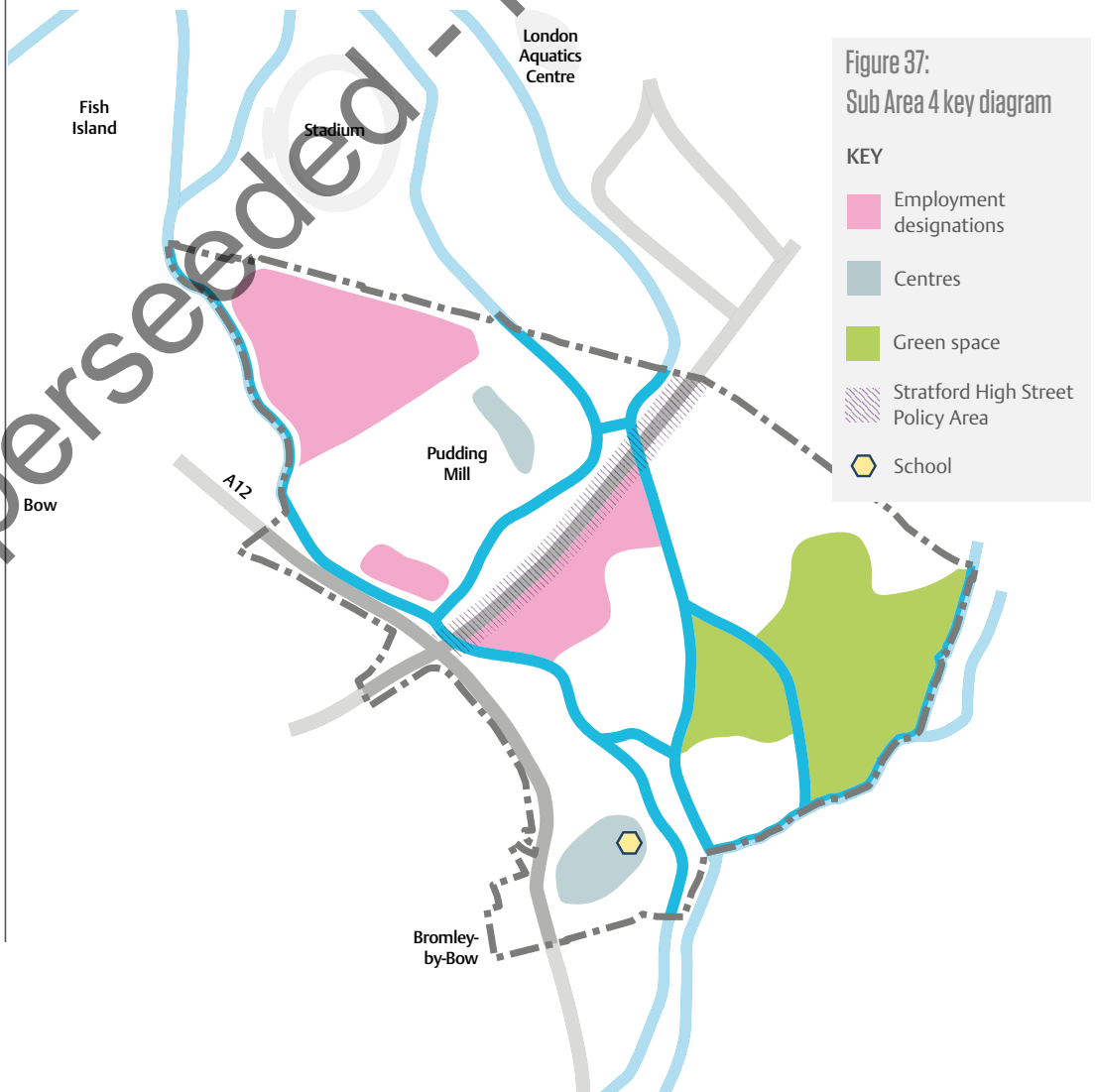


Figure 37: Sub Area 4 key diagram

Area priorities

13.2 The priorities for this Sub Area are:

- A potential new District Centre at Bromley-by-Bow
- Better connectivity, especially for walking and cycling across the area
- To take advantage of the character and history of the waterways to bring forward new development
- To provide new housing and jobs, with a mix of uses across the area
- To preserve or enhance the heritage assets in the Sub Area.

PREVAILING BUILDING HEIGHTS AND GENERALLY EXPECTED BUILDING HEIGHTS

13.3 The Site Allocations within this Sub Area set out the generally expected height of new development in each allocation. If development is proposed in the Site Allocations above those heights, the Proposals for Tall Buildings Policy (BN.5) will apply. The Stratford High Street Policy (Sub Area 3 Policy 3.1) is applicable to new development along Stratford High Street within Sub Area 4. Outside the Site Allocations and Stratford High Street, the prevailing height in the Sub Area is very low, with heritage assets at Three Mills, the Grade II* listed pumping station at Abbey Lane/ Mill Meads and two-storey housing in the area around Leggatt and Streimer Road.

13.4 If development is proposed above 10 metres in Sub Area 4 outside a Site Allocation and the Stratford High Street Policy Area, the Proposals for Tall Buildings Policy (BN.5) will apply. Table 13 below sets out the prevailing heights that exist within the sub area outside the site allocations and the generally expected heights of development within the site allocations and Stratford High Street policy area.

Table 13. Prevailing and generally expected heights in Sub Area 4
(heights in metres above existing ground level)

LOCATION	HEIGHT
Bromley-by-Bow (Site Allocation SA4.1) (generally expected height)	18m
Sugar House Lane (Site Allocation SA4.2) (generally expected height)	15m
Pudding Mill (Site Allocation SA4.3) (generally expected height)	21m
Stratford High Street Policy Area (generally expected height) (Policy 3.1)	30m
Other Areas (Prevailing height)	10m

Superseded - no longer in use

Policy 4.1: A potential District Centre

POLICY

The Legacy Corporation supports the future designation of a new District Centre at Bromley-by-Bow, in accordance with Table A1.1 of Annex 1 of the Draft New London Plan. Proposals for development will be required to demonstrate that they:

1. Achieve, or are part of, a comprehensive development of the Bromley-by-Bow Site Allocation area
2. Include an appropriate mix and balance of uses that together have the potential to function as a District Centre. This mix should include retail, employment, community uses, a primary school, open space
3. Respond positively to the adjacent waterways and listed buildings at Three Mills
4. Provide appropriate on-site infrastructure that will be secured through a Section 106 Agreement needed to make the development acceptable, such as appropriate access arrangements to the site for pedestrians, vehicles and transport
5. Contribute to the wider aspirations for design and regeneration of the wider Bromley-by-Bow area.

Cross-reference to policies: B.2; BN.5; 4.4
London Plan policy: SD.6

Superseded - no longer in use

Reasoned justification

13.5 There has been a long-standing aspiration to create a new District Centre at Bromley-by-Bow, to serve existing communities to the west and new communities to the east. The need to allocate Bromley-by-Bow as a potential District Centre has been considered by the Retail and Town Centre Needs Study (2018). This supports the continued allocation as a District Centre; therefore Policy 4.1 and B.2 and Site Allocation SA4.1 will be used when considering development proposals, and by the Legacy Corporation in relation to its wider responsibilities, to help bring forward its delivery. The mix of uses required in the District Centre is considered necessary to enable it to function properly. The school and the new open space are required to serve the needs of new and existing communities.





POLICY

Policy 4.2: Bringing forward new connections to serve new development

Development proposals within Sub Area 4 should not prejudice and, where relevant, should contribute towards the improvement of existing and the delivery of new connections necessary to serve the anticipated needs of development within the Sub Area.

The improvements to existing and new connections considered necessary for the delivery of the development anticipated within this Sub Area are:

1. Accessibility improvements including a new junction on the A12 at Bromley-by-Bow that serves the potential new District Centre by improving access for pedestrians, cyclists, buses and general traffic
2. Improving the pedestrian underpass adjacent to Bromley-by-Bow Station and linking pedestrian and cycle routes to allow access to the new District Centre and the Lee Valley Regional Park beyond
3. New and improved vehicle, pedestrian and cycle bridges across the River Lea; a new all-movements junction on the A118 to improve access to and from Sugar House Lane for pedestrians, cyclists, buses and general traffic
4. A new bridge across the Bow Back River linking to the all-movements junction and connecting with Marshgate Lane
5. Delivery of a west-east pedestrian and cycle route, parallel with Stratford High Street, through Pudding Mill, across the Greenway and through the Greater Carpenters area parallel to Stratford Metropolitan Centre
6. Pedestrian and cycle improvements at Bow Interchange
7. New and improved pedestrian and cycle links from Pudding Mill Lane DLR Station to Queen Elizabeth Olympic Park via the Greenway and Southern Loop Road.

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

Superseded - no longer in use

Reasoned justification

13.6 Most of the development sites in this Sub Area are of a significant size and therefore each proposal will need to consider how it contributes to the local streetscape and provides routes for pedestrians, cyclists and vehicles. Improvements to the routing and frequency of existing and future bus routes and their interchange at Bromley-by-Bow and Pudding Mill Lane DLR stations and respective proposed District and Local Centres will be facilitated through the connectivity improvements identified above and in the Site Allocations.

Policy application

13.7 Connections should be developed in accordance with the hierarchy of streets set out in Policy T.6.

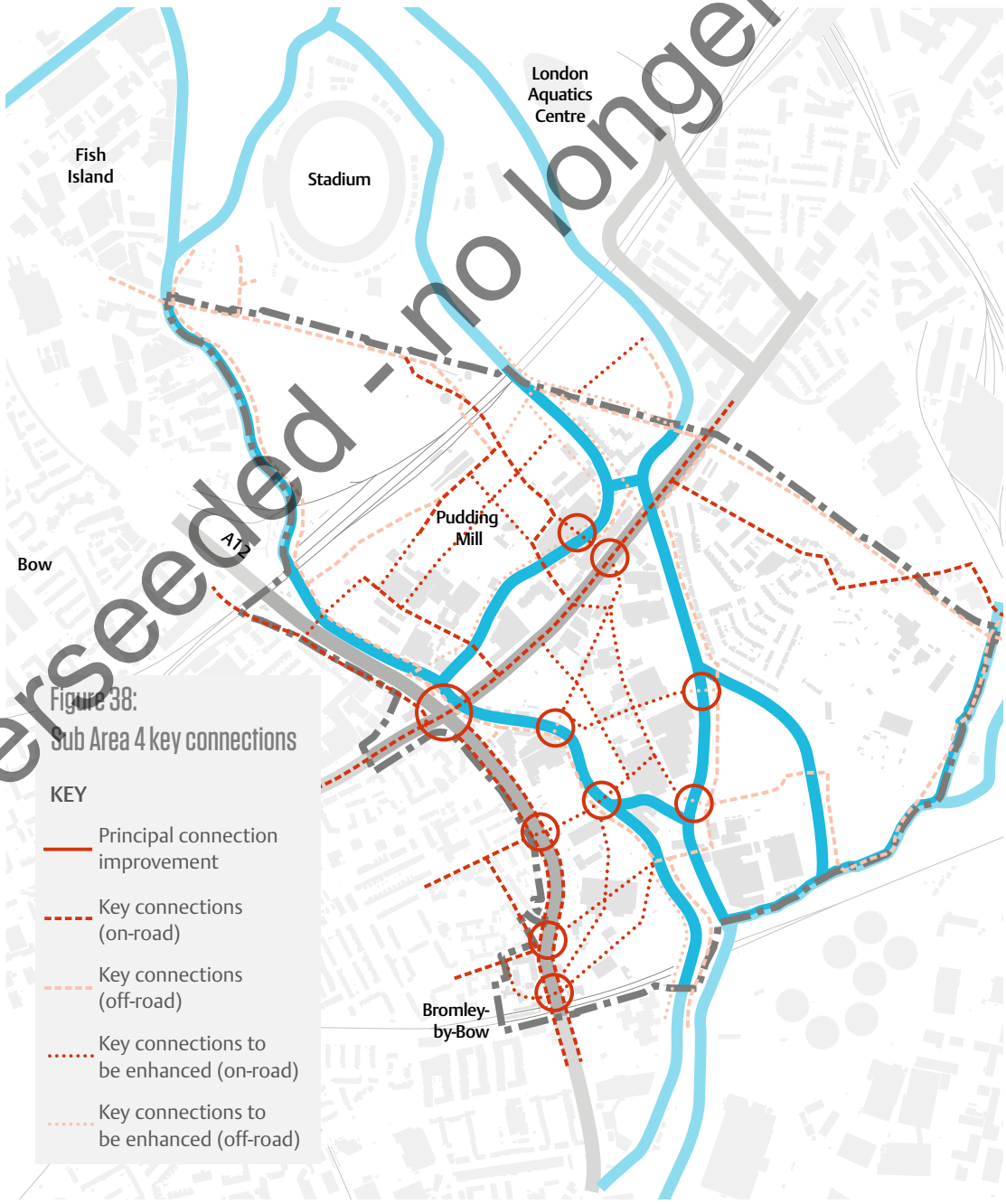


Figure 38: Sub Area 4 key connections

Superseded - no longer in use

Policy 4.3: Station improvements

POLICY

In considering proposals to improve Bromley-by-Bow Station, to further enhance the existing improvements that have been made, the Legacy Corporation will support proposals that improve accessibility and capacity to and within the station and enhance its visual presence within the area.

The Legacy Corporation will also require proposed development on adjacent sites to provide walking routes within their sites that are orientated towards the station and help provide legible and direct access to it.

Cross-reference to policy: T.2

Reasoned justification

13.8 Improvements are proposed at Bromley-by-Bow Station to improve accessibility and capacity, create step-free access and improve its design and appearance to serve better the existing and new communities. Significant funding has already been collected through Section 106 Agreements to enable the station works to take place. As the station is on the western side of the A12, it is difficult to access from the east. Its presence also needs to be enhanced to increase its profile within the area.



Superseded - no longer in use

Site Allocation SA4.1: Bromley-by-Bow

SITE ALLOCATION

A new mixed-use area including:

- New and reprovided retail floorspace that is capable of functioning alongside a mix of uses, as a new District Centre
- A primary school
- A new 1.2 hectare park
- Riverside walk
- Community facility (e.g. library)
- New homes with a significant element of family housing
- New employment-generating business space in a range of sizes and formats.

Proposals for development will be required to demonstrate that they contribute to the comprehensive development of the Bromley-by-Bow Site Allocation area, taking into account the Bromley-by-Bow SPD (adopted 2017) which sets out specific policies for the area. To do this, applications will need to demonstrate:

- that a masterplan approach for the Site Allocation as a whole is followed
- that phasing of development across the overall site is appropriate and secured by condition or through Section 106 Agreements attached to future planning permissions
- that there is certainty of timely delivery for the key elements of social and physical infrastructure and land uses identified as required within this site allocation.

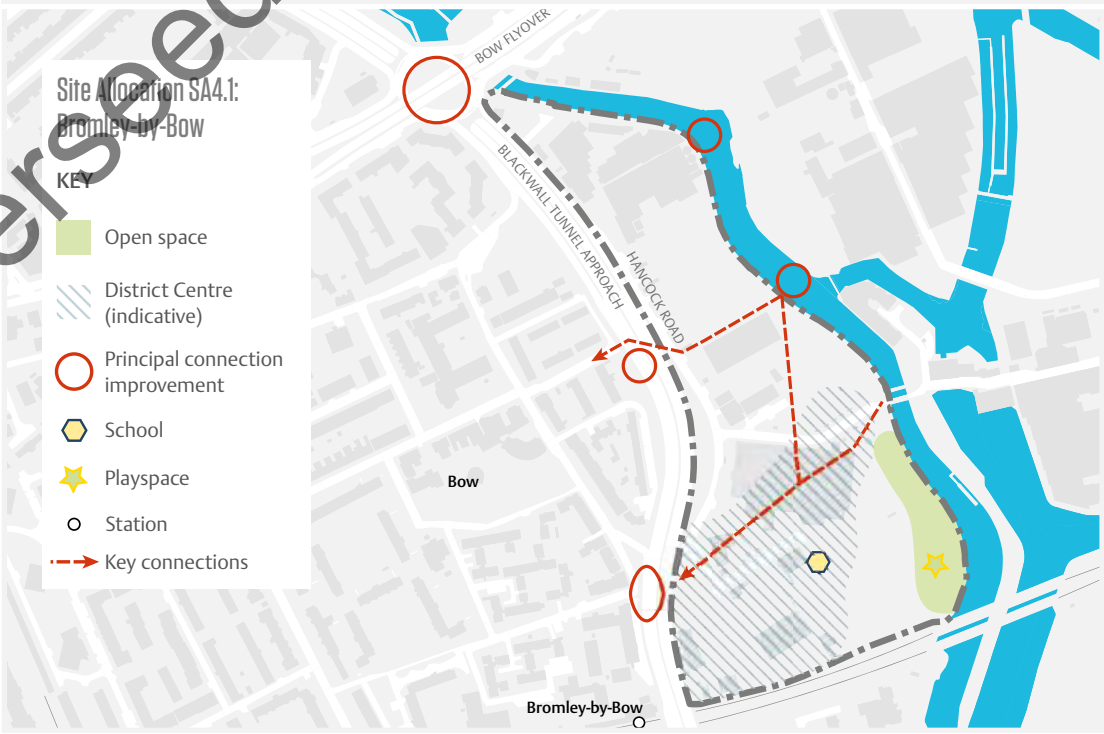
Proposals will need to include an appropriate mix and balance of uses that together have the potential to function as a District Centre, including retail, employment floorspace, community uses, a primary school, a new park and improved public realm.

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

Where development is phased, introduction of appropriate interim uses is encouraged in accordance with policy B.3.

Safe pedestrian and cycling access should be provided, particularly to the primary school.

Landing for bridges from Sugar House Lane will need to be incorporated into development proposals.



Superseded - no longer in use



Supporting development principles

- Landowners will need to work together to bring forward comprehensive schemes that are capable of achieving the delivery of the District Centre and identified infrastructure needed for the site as a whole. Accessibility improvements will be required to enable the new Centre to be accessible to new and existing communities to the north and the west.
- The site allocation is expected to yield a minimum of 1,700 new homes with an affordable housing threshold of 35 per cent in accordance with Policy H.2.

Phasing and implementation

- The area is identified in the London Plan as a potential new District Centre
- To maximise the opportunities to deliver a successful new centre and community in this location, improved linkages across the A12 and links to the east across the River Lea are essential to improve local and wider connectivity and integration of new and existing communities across and beyond this Sub Area
- Phasing of development will be important (as set out above), as will the means of access to the site. A new junction which provides vehicular and pedestrian access from the site to and across the A12 is required, to improve access to the wider Bow area and to Bromley-by-Bow Station. Such improvements will be required as part of comprehensive proposals for development on this site. As set out in the Legacy Corporation Planning Obligations SPD, the Legacy Corporation considers that development at Bromley-by-Bow will require on-site improvements to access and transport and highways improvements which would be secured through Section 106 Agreements. Appropriate arrangements for providing for community uses, open space and improved public realm on site would also be secured through Section 106 Agreement
- A substantial mixed-use scheme has planning permission at Sugar House Lane, which is across the river to the north-east. Proposals at Bromley-by-Bow will need to take account of the permitted/emerging land uses on that site. For example, there is planned commercial activity to the southern edge of Sugar House Lane, and it would make sense for development at Bromley-by-Bow to concentrate town centre uses towards this area
- The Legacy Corporation will proactively engage with landowners and developers to ensure delivery of this important regeneration area.

Relevant planning history

1. Phases 1 and 2 of permission PA/11/02423/LBT, granted in 2012, are completed. This application lapsed in 2019, the development of the remainder of the site will require new planning permission
2. Planning permission 17/00334/FUL for mixed use development, including 407 residential units.
3. Planning permission 17/00364/FUL for mixed-use development, including 491 residential units.

Address

Site address: Site bounded by the Blackwall Tunnel northern approach, River Lea and District Line railway

Existing uses: The area currently accommodates riverside residential development, a food store and associated car parking, industrial and distribution activities and vacant land and buildings. Bromley-by-Bow Station is located to the south-west of the Site Allocation area, on the other side of the A12

Size: 8 ha

PTAL rating: 3–5

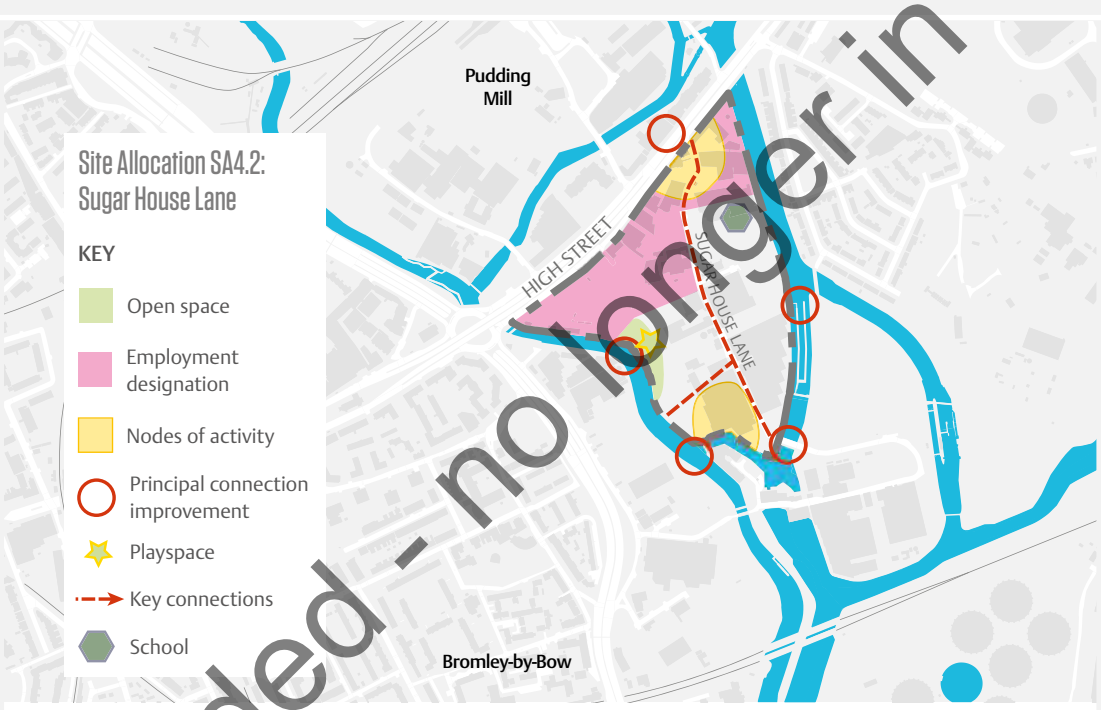
Flood Zone: 1 (2–3 parts only)

Superseded - no longer in use

Site Allocation SA4.2: Sugar House Lane

SITE ALLOCATION

A new medium-density, mixed-use area of business (including cultural and creative) and local retail space focused in the northern and southern part of the site; new homes with a significant number of family homes, Local Open Space, playspace and public realm. A new all-movements junction to enable access to the area and new and enhanced bridges to link the area to surrounding communities will be required alongside development. Proposals for development above 15 metres above ground level will only be acceptable subject to the provisions of Policy BN.5.



Superseded - no longer in use

Supporting development principles

- The area should adopt a genuinely mixed-use character retaining a strong employment focus that includes a base for creative industries and introduces a new residential community served by a range of local amenities and high-quality public transport, pedestrian and cycle connections. The area will be defined by its unique natural environment and historic industrial legacy that includes extensive canal and river frontage, robust yet adaptable buildings and intricate yards and passages. The historic character of the area should be celebrated by weaving high-quality new buildings into the historic fabric
- Open space – high-quality public, communal and private amenity spaces that create a sense of place and meet the needs of residents, workers and visitors will need to be provided
- A high proportion of family housing – at least 40 per cent (three-bedroom and larger) – will need to be provided
- Improve the waterside environment of the River Lea, Waterworks River and Bow Back River
- Any proposals will need to preserve or enhance the Conservation Area designations, both of the Sugar House Lane Conservation Area, which is wholly within the site, and the Three Mills Conservation Area, part of which falls within the Site Allocation area. Three Mills Conservation Area includes the Grade I listed House Mill, Grade II* listed Clock Mill, Grade II listed Custom House and Grade II listed Three Mills Lane roadway. The settings of the Grade I, II* and II listed buildings at Three Mills will also need to be protected
- The site allocation is expected to yield a minimum of 1200 new homes with affordable housing being delivered in accordance with the current planning permission



Superseded - no longer in use

Phasing and implementation

Comprehensive delivery of the site allocation development beginning in 2015. As part of this, new pedestrian and vehicular access to the site will need to be provided. In particular, bridges linking the peninsula to Bromley-by-Bow and to Three Mills will need to be provided/enhanced. These have been secured through an existing planning permission. Equivalent provision would need to be made if any other new application comes forward, or the permitted scheme is amended as it is developed.

Relevant planning history

The site contains the Sugar House Lane Conservation Area and a strip of land along the south-east boundary of the site is within the Three Mills Conservation Area. The southern end of the site is within the setting of a group of Grade I, II and II* listed buildings, across the City Mill River at Three Mills and the listed gas-holders at Bromley-by-Bow Gasworks.

Permission was granted in 2012 for part-full and part-outline planning permission for a significant mixed-use development, which includes:

– 1,200 residential units
– 12,500 sqm of flexible non-residential floorspace
– 34,000 sqm of offices and workshops
– 350-bedroom hotel
– pedestrian river bridge
– riverside park

The scheme has been implemented as permitted and is considered to meet the requirements of this Site Allocation (SA4.2).

Address

Site address: Land to the south of High Street Stratford, east of the River Lea Navigation and west and north of the Three Mills Wall River

Existing uses: The site is within an area that has been predominantly used for industrial and commercial activity since its redevelopment centuries ago. The site accommodates a mix of commercial activity, including a number of creative industries, and vacant land and buildings which are being cleared ready for development

Size: 10 ha

PTAL rating: 2–4

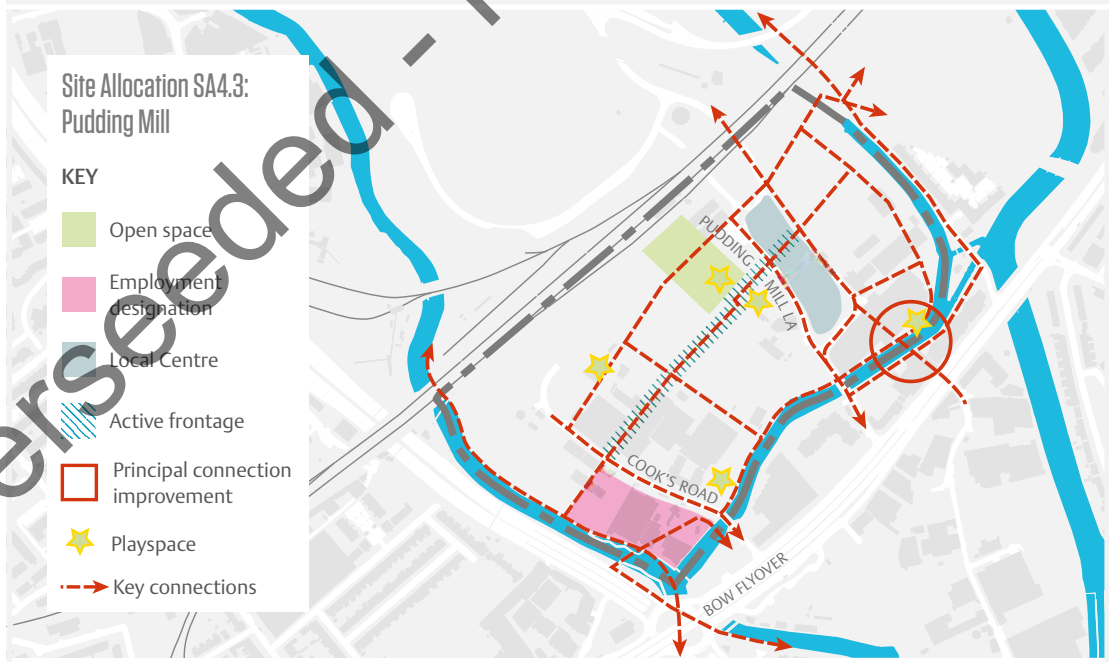
Flood Zone: 2–3

Site Allocation SA4.3: Pudding Mill

SITE ALLOCATION

A new medium-density, mixed-use area, including a significant and diverse element of new and replacement business floorspace, including spaces suitable for small- and medium-sized businesses; a new Local Centre adjacent to Pudding Mill Lane DLR Station and Pudding Mill Lane; new homes including a significant element of family housing; new Local Open Space, playspace and public realm. Cumulatively across the Pudding Mill Site Allocation, 25 per cent non-residential floorspace should be achieved, with intensified industrial floorspace in the area to the west of Cooks Road and around the Crossrail portal. This is in line with the Pudding Mill SPD (adopted 2017) which sets out the local policies around development in this area.

- Non-residential uses should be focused along a new central east-west street
- The form of development should allow for improved east-west connections through the site
- Provision should be made for key connections, including a new bus/cycle/pedestrian connection from Stratford High Street to Marshgate Lane and a new pedestrian/cycle connection from Wrexham Road over the A12 and River Lea
- Where development is phased, introduction of appropriate interim uses is encouraged in accordance with Policy B.3
- Regard will need to be had to not prejudicing the operation of the safeguarded rail freight site to the west (for example by ensuring that noise sensitive uses are located away from the site).



Supporting development principles

- Landowners will need to work together to bring forward comprehensive schemes that are capable of achieving the ambitions for development of the site allocation and delivering identified infrastructure needed for the site as a whole.
- Open Space/playspace needs to be provided alongside development and located within pockets across the site
- A new Local Centre should be brought forward adjacent to Pudding Mill Lane DLR Station

Superseded - no longer in use

- A significant proportion of family homes should be provided
- It would be appropriate to re-align Barbers Road to provide a dual fronted street and screening to the Crossrail site
- Other Industrial Location designation maintained along the western edge where industrial uses should be intensified, and facilitate the co-location with residential uses (see Policy B.1 and Pudding Mill SPD)
- The site allocation is expected to yield a minimum of 2,000 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA4.3) based on an affordable housing threshold of 50 per cent in accordance with policy H.2.

Phasing and implementation

– Lack of existing residential uses, amenity and limited connectivity will require early phases to consider carefully the provision of amenity and access

– Consideration of the transition to residential use is required to avoid poor adjacencies between retained industrial uses and residential redevelopment

– Strategic requirement to enhance the north-south connections between the Local Centre adjacent to Pudding Mill DLR Station, across to Sugar House Lane and south-west to Bromley-by-Bow District Centre. An additional crossing is identified to allow an enhanced bus, pedestrian and cycle route

– The non-residential employment uses are concentrated on the east-west street and special-use sites to allow the incremental growth of employment space with each development parcel.

Relevant planning history

11/90621/OUTODA – Part of the site has outline planning permission under the Legacy Communities Scheme permission granted in 2012 for a substantial mixed use scheme, including a new Local Centre, 118,290 sqm of residential development (Use Class C3) and associated community uses and open space

Planning permission 14/00422/FUL for mixed use development of 254 residential units and 4,257 sqm of business space.

Planning permission 15/00392/FUL for mixed use development of 194 residential units and 2,136sqm of commercial floorspace.

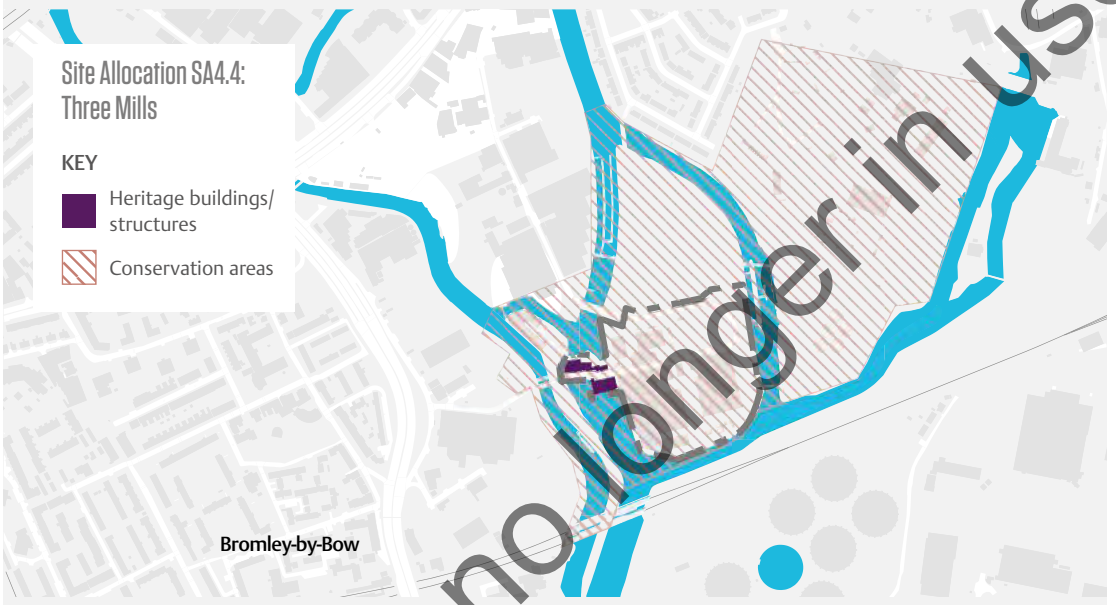
Address
Site address: Land to the south of Queen Elizabeth Olympic Park, bounded by the River Lea to the west, City Mill River to the east, Bow Back Creek to the south and the DLR line to the north.
Existing uses: Light industrial and varied employment uses with some residential.
Size: 15.68 ha
PTAL rating: 3–5
Flood Zone: 3



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Site Allocation SA4.4: Three Mills

Site renewal, focusing on restoration and conservation of the existing heritage building on the site to preserve the character of the area whilst updating facilities to ensure they are fit for purpose to maintain and enhancing the existing employment usage on site whilst maximising the opportunities of the site, including enabling development to support renewal.



- Proposals should set out how the historic buildings on site and the conservation area will be protected and enhanced by any development that takes place on site
- The group of listed buildings at Three Mills Island, including the Grade I listed House Mill, and the listed buildings at Abbey Mills, provide an important historical context to the southern part of the Sub Area and the proposed district centre. It is important to ensure that any new development sits well alongside these existing heritage assets and does not impact negatively upon them
- Area included within this site allocation includes a range of uses and facilities, any enabling development within proposals should be proportionate and not dominate the development and therefore change the character of the area
- Proposals should preserve and enhance the existing usage on site such as the employment usage, supporting the range of creative and business usage on site.

Supporting development principles

- Proposals for new development or new uses within existing buildings within Three Mills Island will need to demonstrate that they preserve or enhance the character of the Conservation Area and the setting of the listed buildings
- Proposals should complement the range of existing employment, including cultural and creative employment and community uses
- Proposals for development should also preserve or enhance the character and appearance of the Three Mills and Sugar House Lane Conservation Areas
- Views from the Three Mills Conservation area will be protected from inappropriate development
- Proposals for this site allocation will set out how they contribute to the overall vision for sub area four, making reference to planning documents that relate to the wider area such as the Bromley-by-Bow SPD, the proposed district centre at Bromley-by-Bow

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and the neighbouring Sugar House Lane conservation area

- The site allocation is expected to yield a minimum of 100 new homes with an affordable housing threshold of 50 per cent in accordance with Policy H.2.

Phasing and implementation

- Phasing of development on site expected from 2024 onwards.

Address

Site address: Three Mills Studios and the Clock Mill

Existing uses: The main area is used for film and television studios and is known as Three Mills Studios, the Clock Mill is the temporary site of the East London Science School.

Size: 3.9 ha

PTAL rating: 0-3

Flood Zone: 2-3

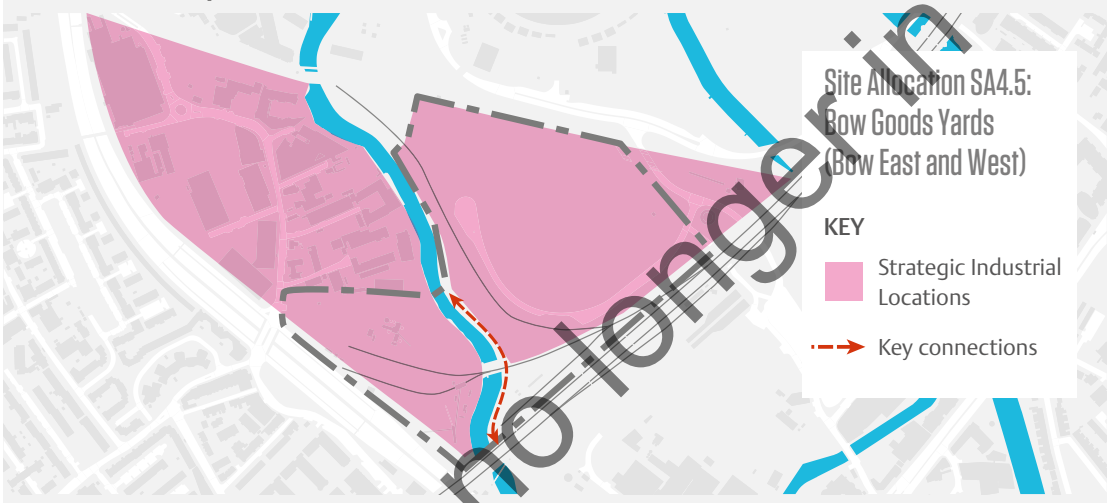


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Site Allocation SA4.5: Bow Goods Yards (Bow East and West)

An area of Strategic Industrial Land providing protected freight rail head facilities, divided by the River Lee but linked by rail infrastructure, appropriate for bulk freight and other uses associated with Strategic Industrial Land. There is the opportunity for intensification, consolidation and development of rail freight, transport and associated industrial uses.

Consolidation and intensification of rail, industrial and other appropriate employment uses would present the opportunity in the long-term for an element of release of land at Bow East for alternative uses, provided that:



- This formed part of a comprehensive masterplan approach
- This provided rail access and freight function to both Bow East and Bow West
- Continued to provide at least an equivalent amount of SIL function capacity as the current land area
- Significantly increased the overall job density of the site allocation area
- Secures the long-term provision of sufficient rail and transport infrastructure to serve the uses planned through the comprehensive masterplan approach
- Provides an alternative road access across the site allocation area to enable servicing and access to and from the A12
- Does not negatively impact on the surrounding highway infrastructure or road safety for those using that surrounding highway and transport network
- Demonstrates an acceptable relationship between the rail and other SIL uses and any non-SIL uses proposed, including noise, air quality and visual impact, applying the 'Agent of Change' principle.

Where these requirements are met, any area released for non-SIL uses can include residential development but must demonstrate a strong relationship and connections to:

- The new Local Centre and DLR Station at Pudding Mill
- The emerging residential communities at both Pudding Mill and Sweetwater
- The Greenway and River Lea and communities to the west of the River, including open space provision and an enhanced landscaped setting to these features.

Supporting development principles

- Creating a buffer of employment uses between the rail and industrial uses and any residential use
- Where any residential use is proposed following on from intensification and consolidation of industrial freight uses, affordable housing to be provided in accordance with Local Plan Policy (H.2) and defining the site as publicly owned
- Provision of a significant biodiverse open space buffer along the waterway edge

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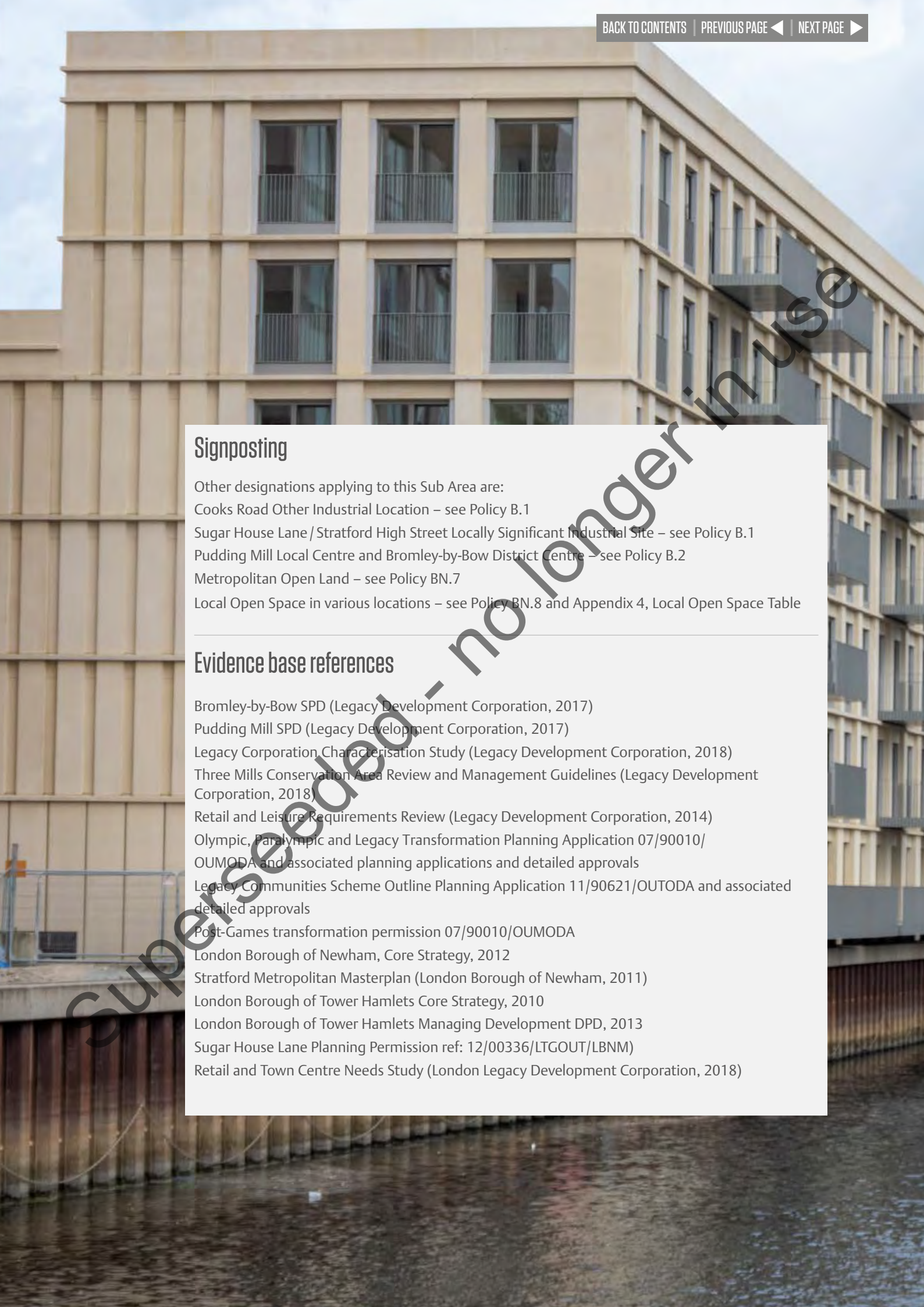
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- Ensuring the eastern edge of the site and any vehicle access connections to Pudding Mill Lane and the Loop Road is designed such that it remains a safe route for pedestrians and cyclists moving between Pudding Mill Station and the Queen Elizabeth Olympic Park, its schools and venues
- The comprehensive masterplan approach could be phased in its delivery

Industrial and storage distribution uses should be provided in high quality and well-designed enclosing structures, with appropriate soft landscaping, which complement the views through and within the site as well as reflecting the wider context of proximity of the Queen Elizabeth Olympic Park and its unique setting.

Address
Site address: Bow Goods Yards East and West
Existing uses: The area is used for aggregates and concrete batching, with related railhead and road infrastructure.
Size: 14.11 ha
PTAL rating: 1a-2
Flood Zone: 1-3

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Signposting

Other designations applying to this Sub Area are:
Cooks Road Other Industrial Location – see Policy B.1
Sugar House Lane / Stratford High Street Locally Significant Industrial Site – see Policy B.1
Pudding Mill Local Centre and Bromley-by-Bow District Centre – see Policy B.2
Metropolitan Open Land – see Policy BN.7
Local Open Space in various locations – see Policy BN.8 and Appendix 4, Local Open Space Table

Evidence base references

Bromley-by-Bow SPD (Legacy Development Corporation, 2017)
Pudding Mill SPD (Legacy Development Corporation, 2017)
Legacy Corporation Characterisation Study (Legacy Development Corporation, 2018)
Three Mills Conservation Area Review and Management Guidelines (Legacy Development Corporation, 2018)
Retail and Leisure Requirements Review (Legacy Development Corporation, 2014)
Olympic, Paralympic and Legacy Transformation Planning Application 07/90010/OUMODA and associated planning applications and detailed approvals
Legacy Communities Scheme Outline Planning Application 11/90621/OUTODA and associated detailed approvals
Post-Games transformation permission 07/90010/OUMODA
London Borough of Newham, Core Strategy, 2012
Stratford Metropolitan Masterplan (London Borough of Newham, 2011)
London Borough of Tower Hamlets Core Strategy, 2010
London Borough of Tower Hamlets Managing Development DPD, 2013
Sugar House Lane Planning Permission ref: 12/00336/LTGOUT/LBNM)
Retail and Town Centre Needs Study (London Legacy Development Corporation, 2018)



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Superseded - no longer in use

SECTION 14

DELIVERY AND IMPLEMENTATION

14.1 As a Local Planning Authority and as a Mayoral Development Corporation, the Legacy Corporation has a number of powers and tools available to help it achieve the vision and objectives set out in this Local Plan. This Local Plan has set out the policies that it will apply when determining planning and Listed Building Consent applications to achieve the vision and objectives through its development management process.

Determination of applications

14.2 As part of the process of determining planning applications, the Legacy Corporation has established methods for ensuring that applications provide appropriate levels of detail for the Legacy Corporation to ensure that development proposals will meet the objectives and the policies set out in this Local Plan. These approaches are set out below. The full documents and more detailed information is available on the Legacy Corporation website.

Validation list of planning applications requirements

14.3 The Legacy Corporation has a validation list which sets out what applicants need to submit as part of a planning application, both under national and local requirements. This list is available on the Legacy Corporation website (http://queenelizabetholympicpark.co.uk/planning-authority/making-an-application).

Quality Review Panel

14.4 The Legacy Corporation is committed to achieving high-quality design in new buildings and outdoor spaces in the area. As part of this, a special independent Quality Review Panel has been created to advise the Planning Decisions Committee in making its decisions. The Panel reviews complex or high-profile applications at pre-application stage, and during the consideration stage before it is reported to planning committee. Panel members are professionals with experience in architecture, landscape architecture, urban design, environmental sustainability, inclusive design, development economics and delivery. Further information about the Quality Review Panel's purpose and the way it works with the Legacy Corporation can be found in its Terms of Reference document available on the Legacy Corporation website.

Enforcement action

14.5 Where necessary, the Legacy Corporation will use its powers to take planning enforcement action to ensure that unacceptable development built without planning permission or other consents does not compromise the delivery of the objectives set out in this Local Plan. The Legacy Corporation's Enforcement Plan is available on the website.

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Delivering infrastructure

14.6 An Infrastructure Delivery Plan (IDP) has been prepared by the Legacy Corporation in consultation with the Boroughs and other stakeholders. It identifies the infrastructure that will be needed to support the planned growth within the Legacy Corporation area, and identifies the costs and funding gap for this infrastructure. The IDP is reviewed annually and updated as necessary as part of the Authority Monitoring Report. A CIL Infrastructure List has been published alongside the adopted Community Infrastructure Levy Charging Schedule. This sets out which infrastructure the Legacy Corporation intends to fund from its CIL.

Key infrastructure requirements

14.7 The infrastructure that is necessary to support the development in this Local Plan is identified in the Infrastructure Delivery Plan (IDP). The policies and Site Allocations in this Local Plan, alongside the mechanisms set out in this section, will help to secure the delivery of that infrastructure. The table below identifies how the types of infrastructure assessed in the IDP have been incorporated into the policies and Site Allocations in this Local Plan.

Table 14: Infrastructure Delivery Policies

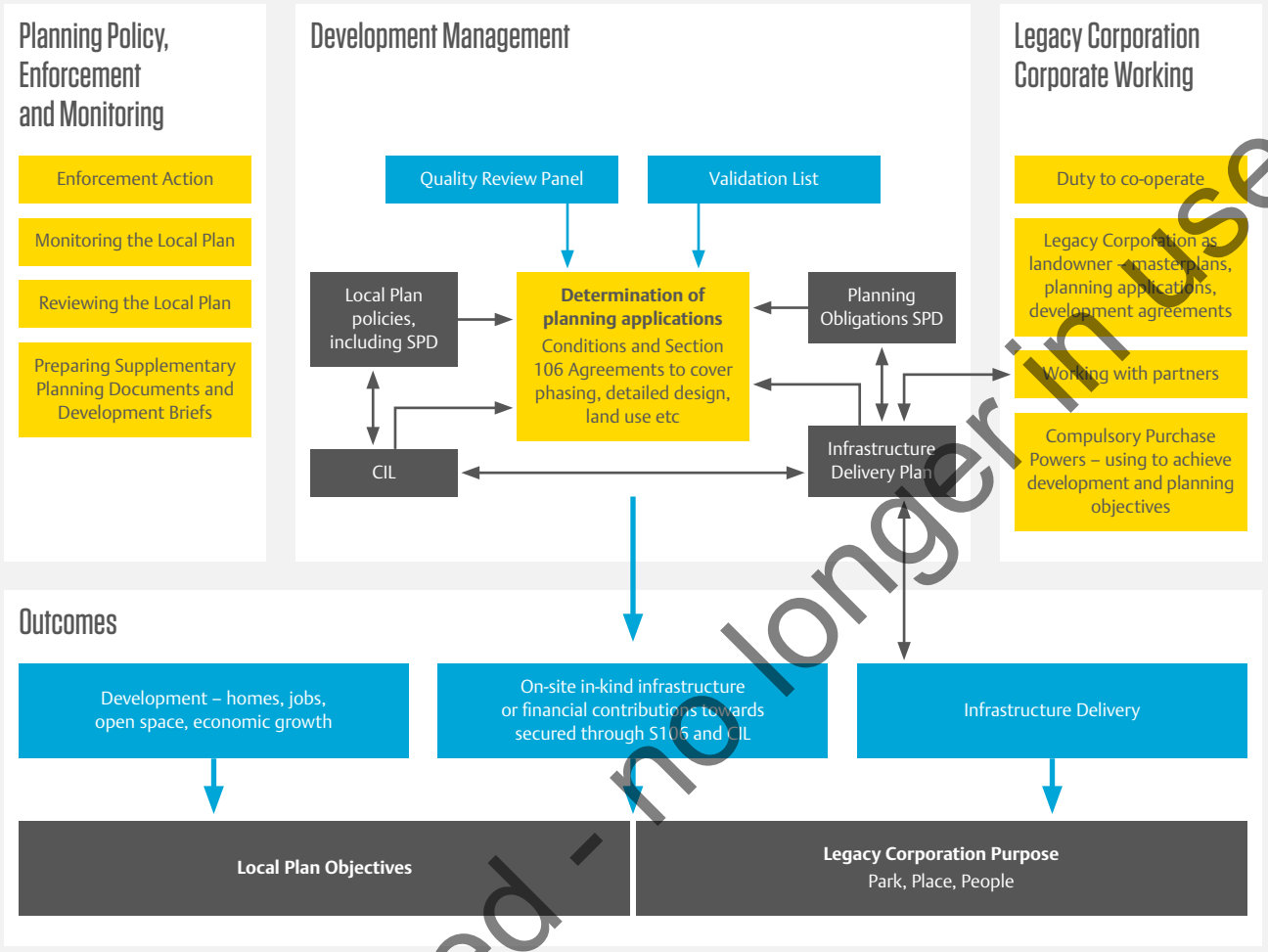
TYPE	DESCRIPTION (FROM IDP)	POLICY	SUB AREA AND SITE ALLOCATION
Social and Community Infrastructure	Education (primary, secondary and early years)	CI.2: Planning for and bringing forward new schools	**Primary** Sub Area 1: SA1.4 Sub Area 3 SA3.4 and SA3.6 Sub Area 4: SA4.1 **Early years** Sub Area 1 SA1.4, SA1.5 and SA1.6 Sub Area 2 SA2.3 Sub Area 3 SA3.2 and SA3.3 Sub Area 4 SA4.3
	Primary healthcare; open space; green infrastructure; child play space	CI.1Providing new and retaining existing community infrastructure SP.3 Integrating the built and natural environment BN.3 Maximising biodiversity BN.7 Protecting Metropolitan Open Land BN.8: Improving Local Open Space BN.9 Maximising opportunities for play S.9 Overheating and Urban Greening	**Primary Healthcare** Sub Area 1 SA1.1 and SA1.6 Sub Area 3 SA3.5 Sub Area 4 SA4.3 **Open Space** Sub Area 1,2,3 and 4 Sub area 1 SA1.1, SA1.3 and SA1.4 Sub area 4 SA4.1 and SA4.2 **Child play space** Sub Area, 1,2,3 and 4 Sub Area 3 SA3.6 Sub Area 4 SA4.1, SA4.2 and SA4.3

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	Sports facilities (courts and swimming pools)	CI.1: Providing new and retaining existing community infrastructure	**Sports facilities** Sub Area 2 Sub Area 4
	Libraries; community centres and community space	CI.1: Providing new and retaining existing community infrastructure 4.1: A potential District Centre SA1.1: Hackney Wick Station Area	**Libraries, community centres and community space** Sub Area 1 SA1.1 Sub Area 3 SA3.4 Sub Area 4 SA4.1
Transport	Local connectivity and transport improvements	SP.4: Planning for and securing infrastructure to support growth and convergence T.2: Transport improvements T.3: Supporting transport schemes T.4: Managing development and its transport impacts T.6: Facilitating local connectivity T.10: Using the waterways for transport 1.3: Connecting Hackney Wick and Fish Island 3.3: Improving connections around central Stratford 4.2: Bringing forward new connections to serve new development 4.3: Station improvements	**Local connectivity and transport improvements** Sub area 1, 2, 3 and 4 Sub Area 1 SA1.3 Employment cluster designation B.1a3 Sub Area 2 SA2.1 Sub Area 3 SA3.2, SA3.3 and SA3.4 Sub Area 4 SA4.1, SA4.2, SA 4.3 and SA4.5
	Strategic Transport Improvements	SP.4: Planning for and securing infrastructure to support growth and convergence T.1: Strategic Transport Improvements	**Strategic Transport Improvements** Sub Area 1 SA1.1 Sub Area 3 Sub Area 4
Utilities and Hard Infrastructure	Energy (electricity, gas and Combined Cooling, Heat and Power [CCHP])	S.2: Energy in new development S.3: Energy infrastructure and heat networks	**Energy** All sub areas
	Sewerage (waste water)	S.5: Water supply and waste water disposal S.8: Waste reduction	**Sewerage** All sub areas
	Waste management and flood defences	S.7: Planning for waste S.10: Flood risk and sustainable drainage measures SP.4: Planning for and securing infrastructure to support growth and convergence	**Waste management and flood defences** All sub areas
	Telecommun-ications and Digital Technology	S.6: Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure	**Telecommunications and Digital Technology** All sub areas

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Figure 39: Legacy Corporation: delivery and implementation



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Conditions

Conditions can be used by local planning authorities to make otherwise unacceptable development acceptable. Conditions will be used by the Legacy Corporation to help ensure that planning permissions secure development that is acceptable in terms of the policies within this Local Plan and any other relevant material considerations. Appropriate regard will be had to the requirements of the National Planning Policy Framework that conditions are only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

CIL and Section 106 Agreements

14.8 CIL and Section 106 Agreements are both important tools that the Legacy Corporation will use to help bring forward the infrastructure necessary to support the development set out in this Local Plan.

14.9 The Legacy Corporation CIL Charging Schedule came into effect on 6th April 2015. The money raised will be used to help deliver the infrastructure on the CIL Infrastructure List (regulation 123 list) and in the Infrastructure Delivery Plan. Further information on the Legacy Corporation CIL is available from the Legacy Corporation website. At their meeting in June 2013 the Board agreed

to establish a 'Project Proposals Group' to allocate future CIL receipts and section 106 funds. Information on the allocations made by the group is available for each preceding year from the Authorities Monitoring Report. CIL regulations provide for a 'neighbourhood portion' of the funding to be spent in consultation with the local community. The Legacy Corporation has established a Neighbourhood CIL Fund and a local mechanism established to allow local projects to bid for funding from this.

14.10 Section 106 of the Town and Country Planning Act 1990 allows Local Planning Authorities to enter into a legal agreement with a developer that would make a development proposal acceptable in planning terms that would not otherwise be acceptable. That might, for example, include the amount of affordable housing which would be included in the development scheme, or an item of infrastructure, or financial contribution towards it, such as a new school or the provision of a new highway junction.

14.11 A Planning Obligations Supplementary Planning Document has been produced which sets out how Section 106 Planning Obligations will be used in the Legacy Corporation area and how they will be used alongside CIL to secure infrastructure. This will be regularly reviewed and updated when necessary to ensure that it remains relevant.

14.12 The approach the Legacy Corporation is proposing to follow takes account of the fact that much of the anticipated development already has planning permission, and much of the infrastructure necessary to support those developments has already been secured by Section 106 Agreement. Please see the Planning Obligations Supplementary Planning Document for more information.

Supplementary Planning Documents

14.13 Supplementary Planning Documents will be prepared where it is necessary to provide further guidance to the Local Plan and help deliver its objectives. The following SPDs have been prepared and adopted since the Local Plan was first adopted in 2015:

- Planning Obligations SPD
- Carbon Offset SPD
- Hackney Wick & Fish Island SPD
- Pudding Mill SPD
- Bromley-by-Bow SPD.
- Night-time Economy SPD has been prepared and will be taken forward for adoption following adoption of the revised Local Plan.



Phasing of development

14.14 The scale of development that this Local Plan envisages coming means that change will not happen all at once. The phased construction of major developments will be controlled where necessary through Section 106 Agreements to ensure that:

- On-site infrastructure is delivered in phases appropriate to the phases of development completed
- Uses are delivered sequentially in accordance with planning policy. For example, affordable housing elements are ready for occupation in advance of private housing.

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Compulsory purchase

14.15 The Legacy Corporation has compulsory purchase powers under Section s.207 (2) of the Localism Act 2011, as well as powers to override easements and other rights affecting its land under Section 208 of the Localism Act 2011.

14.16 It may be appropriate, in the interests of the proper planning of the Legacy Corporation area, for the Legacy Corporation to acquire properties using these powers, if this would facilitate the regeneration of its area, and this regeneration could not be achieved without using these powers. The Legacy Corporation will follow the Government guidance current at the time in deciding whether use of its powers would be appropriate.

The Legacy Corporation as landowner

14.17 As a development corporation, the Legacy Corporation also has interests in and ownership of some land within its area. These assets and interests are being utilised in a way that enables it to meet its regeneration and development aims and to deliver the objectives of this Local Plan.

Working with partners

14.18 The vision, policies and proposals within this Local Plan cannot be delivered by the Legacy Corporation in isolation. A wide range of public and private sector stakeholders as well as existing and new communities, and the voluntary and community sector will also help with delivery. There are a number of policy areas within the Local Plan that will require joint working with adjacent Local Planning Authorities. The Legacy Corporation has regular meetings with these authorities, covering policy, development management and infrastructure delivery matters. It also liaises with developers and landowners and other public and private sector stakeholders on a regular basis.

Statement of Community Involvement

14.19 The Localism Act 2011 and the National Planning Policy Framework (NPPF) place emphasis on working closely with local communities at the heart of the planning system. Local planning authorities are required to prepare a Statement of Community Involvement (SCI) which sets out how the community will be involved in the preparation of local planning policy documents and in the processing and determination of planning applications. The SCI sets out how the Legacy Corporation intends to involve the local community and other key stakeholders in local planning issues. It describes how consultation can be carried out and when, what methods of consultation can be used and how comments received will be dealt with. It also identifies management, resource and monitoring issues. The SCI is available from the Legacy Corporation's website.

Monitoring and future review of the Local Plan

14.20 In order to measure the success of the strategy and policies within this Local Plan and help to identify any potential need for a review of all or part of the Local Plan, the Key Performance Indicators (KPIs) set out in Table 15 will be used. A review of the Plan will be undertaken at least once every five years or earlier where this monitoring shows that key strategic elements of the Plan, such as delivery against housing targets, would not be met to a significant or on-going extent. Monitoring of these indicators will be reported within the Legacy Corporation's annual Authority Monitoring Report. This report will also include annual updates of the activities undertaken in relation to the Duty to Cooperate. In addition to Local Plan monitoring the four boroughs produce regular Convergence progress reports which report on performance against the Convergence themes and indicators.

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14.21 It is likely that the Legacy Corporation will cease to be the Local Planning Authority at some point during the Plan period which runs to 2036. Responsibility for monitoring and reviewing the Local Plan would then become the responsibility of each borough within its own boundary. Once each borough Local Plan is subsequently reviewed and updated it is assumed that these subsume the area of the borough currently covered by this Local Plan. Local Planning Authority responsibilities for neighbourhood planning would also be passed to each borough while responsibility for collecting and otherwise administering the Community Infrastructure Levy would also be transferred.



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Table 15: Local Plan Key Performance Indicators

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
1	Growth in economic activity	• Percentage of working-age residents in employment within the four Growth Boroughs compared to the London average • Net gain/loss in employment floorspace (B Use Class) compared to 2015 baseline • Amount of low cost business space and affordable workspace permitted	1
2	Improvements in IMD	• Changes in Indices of Multiple Deprivation within Wards that fall within the Legacy Corporation area.	1, 2, 4, 5
3	Improvements in health	• Changes in health indicators for residents within Wards that fall within the Legacy Corporation area. • Changes in life expectancy for residents within Wards that fall within the Legacy Corporation area.	2, 3, 5
4	Creation of retail centres	• Net gain/loss in retail and leisure floorspace (A1–5, C1 and D2 Use Classes) within the identified centres • Vacancy rates within the identified centres compared to the London average. • Number of jobs/local jobs/opportunities within employment training initiatives created.	1
5	Supply of housing	• Number of homes permitted per annum and the tenure breakdown • Number of 'affordable' homes permitted per annum • Number of homes completed per annum • Number of 'affordable' homes completed per annum and the tenure breakdown • Number of one-, two- and three-bedroom plus units permitted per annum (per cent of total) • Amount of accommodation provided for students, older persons and gypsies and travellers • Number of specialist older persons unit/bedspaces permitted and completed per annum.	2
6	Provision and protection of community facilities	• Net gain/loss in community floorspace (D1 Use Class) • On-site community infrastructure secured through S106 Agreement as part of large-scale development. • Number of school places provided and /or granted planning permission • Number and capacity of new health facilities approved	2
7	Protecting heritage assets and improving design quality	• Loss of heritage assets • Proportion of relevant approved applications (proposing non-residential use) that incorporate all applicable elements of the Legacy Corporation's Inclusive Design Standards.	3, 5

Continued overleaf

Superseeded - no longer in use

Table 15: Local Plan Key Performance Indicators (continued)

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
7	(Continued) Protecting heritage assets and improving design quality	• Proportions of relevant approved applications (proposing residential use) that provide 90 per cent of dwellings in accordance with Optional Requirement M4 (2) Category 2 of Part M of the Building Regulations, and 10 per cent of dwellings in accordance with Optional Requirement M4 (3) Category 3 of Part M of the Building Regulations. • Proportion of relevant approved applications (proposing residential use) meeting the Nationally Described Space Standards – Technical Requirements. • Proportion of relevant approved applications that meet 'Site layout planning for daylight and sunlight' (BRE, 2011) or superseding guidance.	3, 5
8	Retaining open space	• Quantum of open space gained or lost through development	3, 5
9	Protect biodiversity and habitat	• Number of applications approved for development schemes that provide a net gain • Number of applications approved for development schemes meeting the Urban Greening Factor target.	3, 5
10	Improving the waterway environment	• Number of applications approved for major development schemes next to the waterways including measures to improve the environment of the Blue Ribbon Network.	3, 5
11	Managing transport impacts	• Number of Travel Plans entered into through either condition or S106 Agreement • Travel Plan reviews to monitor: 1. Trip generation rates 2. Mode share and change in mode share over time 3. The effectiveness of the Travel Plan measures 4. The effectiveness of delivery and servicing strategies.	4, 5
12	Delivering electric-charging infrastructure	• Number of electric-charging points approved.	4, 5
13	Car parking provision	• Number of applications approved for car-free or car-capped development schemes • Net gain/loss of car parking spaces.	4, 5
14	Cycle parking provision	• Net gain/loss of cycle parking spaces.	4, 5
15	Delivering transport infrastructure	• Infrastructure provided on site as part of development – e.g. new junctions, new cycle paths, new footpaths.	4, 5

Continued overleaf

Superseded - no longer in use

NO.	KEY PERFORMANCE INDICATOR	MONITORING CRITERIA	RELEVANT OBJECTIVE
16	Reductions in carbon emissions	• Number of applications approved for major development schemes (proposing residential use) that achieve a 40 per cent or greater improvement on 2010 Building Regulations Target Emission Rate, or from 2016 onwards achieve a Zero Carbon target (including any permitted allowable solutions) • Number of applications approved for major development schemes (proposing non-residential use) that achieve a 35 per cent or greater improvement on 2013 Building Regulations TER, meet building regulations requirements from 2016 to 2019, or from 2019 onwards achieve a Zero Carbon target (including any permitted allowable solutions) • Number of applications approved for major development schemes (proposing non-residential use) achieving a minimum of BREEAM 2011 'Very Good', while achieving a maximum score for water use (or an equivalent in any future nationally recognised assessment scheme).	3, 4, 5
17	Water efficiency	• Number of applications approved for major development schemes designed to achieve 110 litres of water use per person per day or less.	3, 4, 5
18	Planning obligations	• The AMR will include a breakdown of all financial and non-financial obligations secured through S106 Agreement.	All

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Evidence base references

Localism Act 2011

Community Infrastructure Regulations 2010 (As amended)

Infrastructure Delivery Plan (LLDC, 2013)

Draft Revised Infrastucture Delivery Plan (LLDC, 2018)

Validation List of planning application requirements (London Legacy Development Corporation)

Ten Year Plan (London Legacy Development Corporation, 2013)

Planning Enforcement Plan (LLDC, undated)

Community Infrastructure Levy Charging Schedule (London Legacy Development Corporation, 2015)

Planning Obligations Supplementary Planning Document (LLDC, 2016) (London Legacy Development Corporation, 2014)



Superseeded - no longer in use

APPENDICES

APPENDIX 1: THE POLICY CONTEXT

A Local Planning Authority and a Local Plan

A1.1 On 1 October 2012, the Legacy Corporation became the Local Planning Authority for its administrative area, a role that had previously been divided between the four Boroughs, the Olympic Delivery Authority and London Thames Gateway Development Corporation. It is now responsible for the determination of all applications for planning permission, Listed Building and Conservation Area consent. It also has the powers to declare new Conservation Areas and add buildings and structures to the Local List of buildings, structures or assets of historic or heritage interest.

A1.2 The Legacy Corporation's planning powers and responsibilities are primarily drawn from the following:

- Town and Country Planning Act 1990 (as amended)
- Planning and Compulsory Purchase Act 2004 (as amended)
- The Planning Act 2008 (as amended)
- Town and Country Planning (Local Planning) (England) Regulations 2012
- Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended) and other statutory instruments made under Part III of the 1990 Act
- London Legacy Development Corporation (Planning Functions) Order 2012
- The Community Infrastructure Levy Regulations 2010 (as amended).

A1.3 The Legacy Corporation has also been given the plan-making responsibilities for the area. Changes in legislation mean that Local Planning Authorities can prepare a single Local Plan rather than a number of individual Local Development Documents (LDDs). The Legacy Corporation has prepared a single Local Plan for its area. This sets out the planning strategy for the area over the Plan period, how the needs and requirements for various forms of development can be met, and also sets out development management policies to help in determining day-to-day planning applications. It includes Site Allocations to identify the sites available for development and change that will be able to contribute to meeting the growth agenda that this Local Plan identifies.



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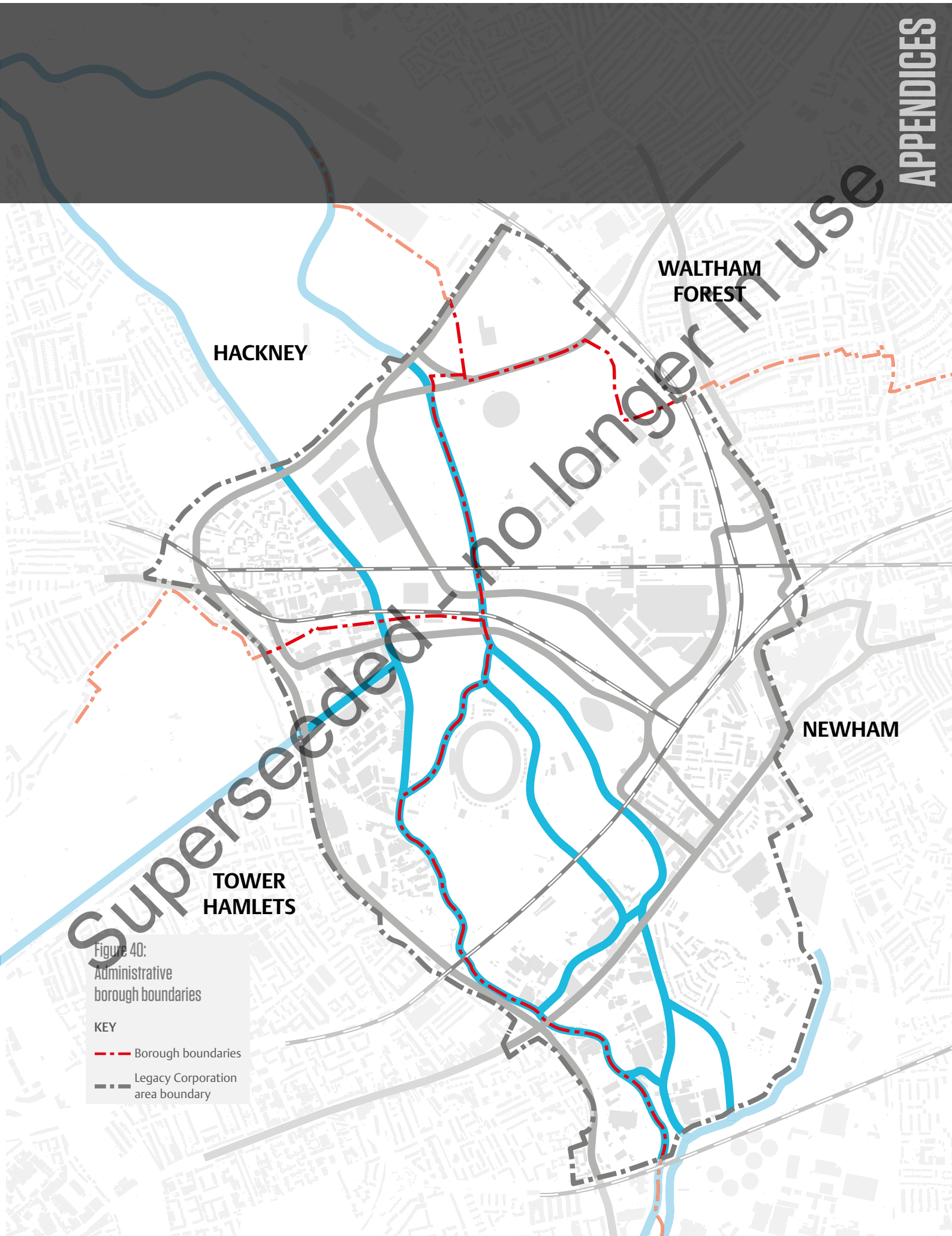
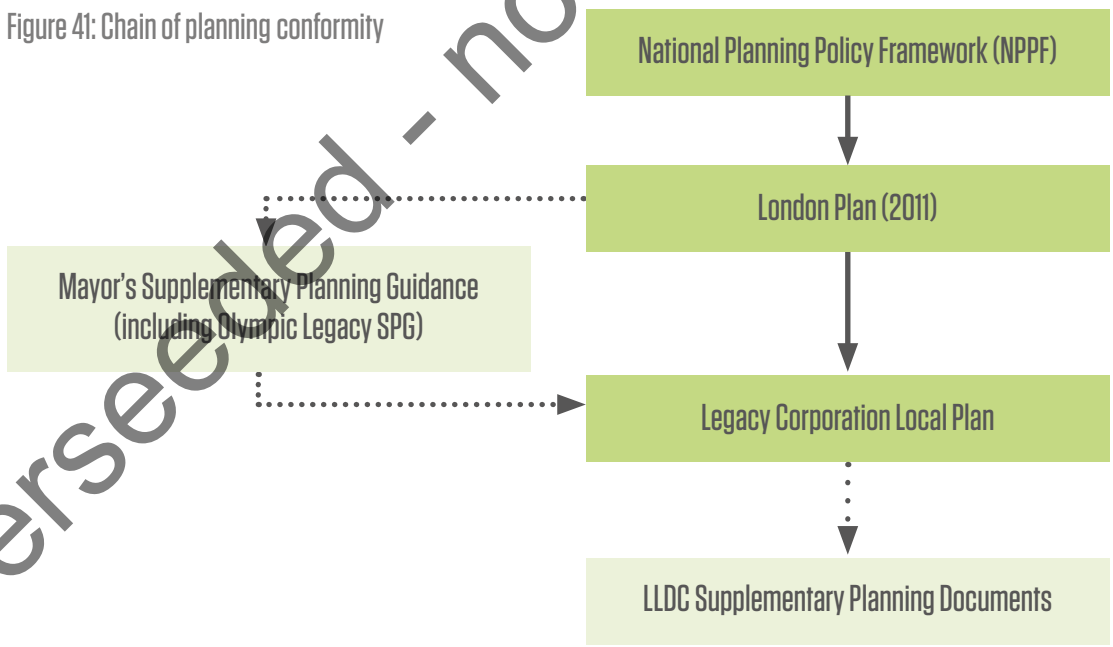


Figure 40: Administrative borough boundaries



A1.5 In addition to the above, while not a formal part of the Development Plan, the Lee Valley Regional Park Authority Park Development Framework (2011) and any replacement, sets out the blueprint for the regional park, part of which falls within the Legacy Corporation area. Obligations are placed on planning authorities, including the Legacy Corporation, under the terms of the Lee Valley Regional Park Act (1966). Figure 41 shows the chain of conformity of planning policy documents, upon the adoption of the Legacy Corporation's Local Plan.

Figure 41: Chain of planning conformity



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A1.6 The Legacy Corporation Local Plan must also take full account of higher-level strategies and policies. These are detailed below.

National Planning Policy Framework

A1.7 The National Planning Policy Framework sets out the framework of national planning policy, including those things that must be taken into account in developing a Local Plan. All planning policies and decisions must accord with the policies set out within this document but also be developed having regard to the best practice of the Planning Practice Guidance online resource. (www.gov.uk/government/collections/planning-practice-guidance)

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The London Plan and Mayoral Strategies

A1.8 The London Plan (2011) sets out the strategic planning policies for London as a whole and any Local Plan must be in "general conformity" with the policies in the London Plan. The London Plan is accompanied by a range of supplementary planning guidance which is relevant to interpretation of the policies in the London Plan.

A1.9 Subsequently, aspects of the 2011 London Plan have been formally replaced through several formal alterations and a consolidated, up to date version of the London Plan has been published by the Greater London Authority on its website. The Local Plan reflects the policy position within all these documents, with references where applicable. Following the Examination in public, the Mayor has considered the Inspectors' recommendations and in December 2019, issued to the Secretary of State his intention to publish the London Plan. It is anticipated that the London Plan will be published in its final form by mid-2020. The revised Legacy Corporation Local Plan has taken into account the policy changes that have been introduced within the draft new London Plan.

A1.10 The Mayor's Olympic Legacy Supplementary Planning Guidance (OLSPG), 2012 is of particular importance, setting out his interpretation of London Plan policies and further guidance for the locations within and around the Legacy Corporation area. This sets a clear strategic context for the Legacy Corporation Local Plan.

A1.11 The Strategic Regeneration Framework (SRF), originally published by the Growth Boroughs in 2009, sets out a framework of public sector action to address the level of disadvantage evident in those communities in comparison to those living in London as a whole. Underlying the SRF is the concept of 'convergence' which is the ambition that over a 20-year period residents of the Four Boroughs would achieve the average expected in successful communities within and around the Legacy Corporation area. This sets a clear strategic context for the Legacy Corporation Local Plan.

A1.12 In 2011, the Mayor of London and the Growth Boroughs agreed a restructured set of convergence objectives under three themes:

- Creating wealth and reducing poverty
- Supporting healthier lifestyles
- Developing successful neighbourhoods.

A1.13 The Legacy Corporation has ensured that all plans and programmes are prepared in conformity with the above documents as well as the relevant planning acts and regulations.



APPENDIX 2: HOUSING DELIVERY

Table 16: Housing numbers by phase

Allocation/Application number	Pre-adoption phase	Adoption phase				Total
	2018/19 2019/20	2020/21-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36	
SA1.2	0	0	0	108	0	108
SA1.3	0	475	0	0	0	475
SA1.7	0	0	0	0	0	0
SA2.4	0	0	200	0	0	200
SA3.4		0	1515	924	29	2468
SA3.5	0	0	0	0	252	252
SA3.6	0	0	0	0	503	503
SA4.1	0	840	287	520	106	1753
SA4.3	0	296	408	544	0	1248
SA4.4	0	0	31	73	0	104
Total	**0**	**1611**	**2441**	**2061**	**890**	**7003**
Permissions	2018/19 2019/20	2020/21-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36	Total
LCS Sites (as amended by 17/00235/OUT and 18/00470/OUT)	207	1606	1835	304	0	3952
17/00235/OUT UCL East (1800 student bedrooms – counted on 1:2.5 basis)	0	171	0	549	0	720
18/00470/OUT Stratford Waterfront	0	0	300	300	0	600
Stratford City	481	1847	565	282	0	3175
Strand East	0	753	387	60	0	1200
Chobham Farm	471	344	202	0	0	1017
Neptune Wharf	207	317	0	0	0	524
16/00166/OUT Hackney Wick Masterplan (including 15/00338/FUL, 14/00387/FUL, 15/00446/FUL)	30	705	139	0	0	874
14/00374/FUL Monier Road West (Foundry)	120	0	0	0	0	120
33-35 Monier Road 15/00212/FUL	45	0	0	0	0	45
16/00560/FUL 1, Beachy Road	0	9	0	0	0	9

Superseded - no longer in use

Permissions	Pre-adoption phase	Adoption phase				Total
	2018/19 2019/20	2020/21-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36	
16/00441/FUL 25-37 Rothbury Road	0	23	0	0	0	23
15/00540/FUL 24-26 White Post Lane	0	103	0	0	0	103
17/00225/FUL 25	0	52	0	0	0	52
11/90619/FUMODA 68-70 High Street	0	173	0	0	0	173
17/00007/FUL Land adjacent (south) to 1-7 Dace Road	0	34	0	0	0	34
18/00095/FUL Iceland Wharf	0	120	0	0	0	120
15/00598/FUL Duncan House	44	0	0	0	0	44
16/00685/FUL 415 Wick Lane	0	175	0	0	0	175
15/00278/FUL Bream Street	0	202	0	0	0	202
14/00422/FUL, 17/00669/VAR, 18/00493/FUL Marshgate Lane	0	349	0	0	0	349
10/90285/FUMODA Manhattan Loft Gardens	248	0	0	0	0	248
15/00416/FUL 52-54 White Post Lane	55	0	0	0	0	55
16/00462/FUL 1-7 Dace Road	0	110	0	0	0	110
PA/11/02423/LBTH Bromley by Bow North Phase 2	112	0	0	0	0	112
16/00513/FUL 6 Brinkworth Rd	1	0	0	0	0	1
17/00058/FUL, 18/00057/NMA Units 123, 123a and 124 Omega Works	3	0	0	0	0	3
16/00470/FUL Unit 125, 125a And 126 Omega Works	5	0	0	0	0	5
15/00387/PNCOU Wingate House	0	23	0	0	0	23
13/00404/FUM (*REM amended) Alumno, 206-214 High Street	445	0	0	0	0	445
15/00598/FUL Duncan House student accommodation	511	0	0	0	0	511
14/00260/FUL 4 Roach Road, Fish Island, London, E3 2PA	44	0	0	0	0	44
13/00204/FUM Monier Road East	71	0	0	0	0	71

Superseded - no longer in use

Permissions	Pre-adoption phase	Adoption phase				Total
	2018/19 2019/20	2020/21-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36	
13/00322/FUL Land on the northern side of great Eastern Road	181	0	0	0	0	181
17/00230/FUL 180, High Street	7	0	0	0	0	7
17/00344/FUL BBB Lindhill	0	407	0	0	0	407
17/00364/FUL Danescroft	0	500	0	0	0	500
18/00084/FUL Flat 501 Omega Works	1	0	0	0	0	1
18/00101/DEM Rear of 59 Wallis Road	4	0	0	0	0	4
17/00430/FUL Lock Building	9	0	0	0	0	9
19/00009/PNCOU Site at Ground Floor, Central House	0	17	0	0	0	17
19/00040/PNCOU Unit 121 - 122, Omega Works, 4	0	4	0	0	0	4
17/00080/PNCOU Unit C2, 417, Wick Lane	3	0	0	0	0	3
18/00495/FUL Omega Works	1	0	0	0	0	1
18/00310/PNCOU	1	0	0	0	0	1
13/00232/FUL Wise Road	3	0	0	0	0	3
18/00385/FUL	3	0	0 0	0	0	3
16/00377/PNCOU Central House	17	0	0	0	0	17
	3330	**8044**	**3428**	**1495**	**0**	**16297**
Additional capacity	2018/19 2019/20	2020/21-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36	TOTAL
Sub Area 1	0	399	868	381	197	1845
Sub Area 2	0	0	0	134	90	224
Sub Area 3	0	880	941	604	85	2510
Sub Area 4	0	0	50	145	5	200
TOTAL	0	1279	1859	1264	377	4779
ALL identified capacity	3330	10934	7728	4820	1267	28079
	2018/19 2019/20	2020/21-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36	TOTAL
Anticipated small sites/ windfalls	0	110	400	400	80	880
TOTAL ALL	**3330**	**11044**	**8128**	**5220**	**1347**	**28994**

Superseeded - no longer in use

APPENDIX 3:

SCHEDULE OF DESIGNATED (NATIONALLY LISTED) AND NON-DESIGNATED HERITAGE ASSETS

Table 17: Schedule of Designated (Nationally Listed) and Non-Designated Heritage Assets

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

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

Superseded - no longer in use

APPENDIX 4: SCHEDULE OF LOCAL OPEN SPACES AND ITS IDENTIFIED FUNCTION(S)

Table 18: Schedule of Local Open Space and its Identified Function(s)

REFERENCE NUMBER	PRIMARY AND SECONDARY FUNCTION(S)
1	Amenity Open Space/Pocket Park
2	Local Park/ Outdoor Sports Facilities
3	Outdoor Sports Facilities
4	Pocket Park/ Linear Open Space
5	Natural/Semi-Natural Open Space
6	Natural/Semi-Natural Open Space
7	Linear Open Space/ Green Corridors
8	Linear Open Space/ Green Corridors
9	Green Corridor
10	Green Corridor
11	Outdoor Sports Facilities and Natural/Semi-Natural Open Space
12	Natural/Semi-Natural Open Space and Children and Young People play space (5 - 11 years)
13	Natural/Semi-Natural Open Space
14	Green Corridor
15	Amenity Open Space including Children and Young People (5 - 11 years) play space
16	Linear Open Space/ Natural/Semi-Natural Open Space
17	Linear Open Space
18	Amenity Open Space
19	Linear Open Space
20	Outdoor Sports Facilities - Mountain Bike Trail / Natural/Semi-Natural Open Space
21	Children and Young People (5 - 11 years)/ Pocket Park
22	Amenity Open Space
23	Linear Open Space/ Children and Young People (5 - 11 years)
24	Natural/Semi-Natural Open Space/ Amenity Open Space
25	Allotments
26	Natural/Semi-Natural Open Space
27	Amenity Open Space
28	Amenity Open Space
29	Amenity Open Space
30	Children and Young People (5 - 11 years)

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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

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APPENDIX 5: GLOSSARY

Access Refers to the methods by which people with a range of needs (such as disabled people, people with children, people whose first language is not English) find out about and use services and information.

Accessibility Refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. It also refers to the extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.

Active frontage Where there is an active visual engagement between the street and uses on the ground floors of buildings. These uses may extend outside and introduce life and vibrancy to the public realm.

Active travel Making journeys by physical active means such as by walking or cycling.

Affordable housing Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: (NPPF).

London Affordable Rent (LAR) and Social Rent homes are for households on low incomes with where the rent levels are based on social rent levels the formulas in the Social Housing Regulator's Rent Standard Guidance. The rent levels for Social Rent homes use a capped formula and London Affordable Rent homes are capped at benchmark levels published by the GLA. The NPPF defines affordable rent as up to 80 per cent of market rent, however, to ensure rents in London are genuinely affordable, the Mayor expects rents charged for homes let for London Affordable Rent to be set at benchmarks substantially below this level, based on traditional social rents. Rents for both are significantly less than 80 per cent of market rents, which is the maximum for Affordable Rent permitted in the NPPF. More detail is contained within the Mayor's Homes for Londoners Affordable Homes Programme 2016- 21 funding guidance. These homes will be allocated in accordance with need (based on the borough's allocations policy).

London Living Rent (LLR) offers Londoners on average incomes a lower rent, enabling them to save for a deposit. The Mayor is introducing LLR as an intermediate affordable housing product with low rents that vary by ward across London. Where funded by the Greater London Authority, LLR will be a Rent to Buy product, with sub-market rents on time-limited tenancies, which will help households on average income levels to save for a deposit. As London Living Rent can be a step to homeownership, it can be considered as an affordable homeownership product.

London Shared Ownership is an intermediate ownership product which allows London households who would struggle to buy on the open market, to purchase a share in a new home and pay a low rent on the remaining, unsold, share.

Affordable Workspace Affordable workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change principle- The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing noise nuisance generating businesses uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from noise and other nuisances, and existing businesses uses are

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protected from noise and other nuisance complaints. Similarly, any new noise and other nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Amenity Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Archaeological interest There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Area of High Archaeological Potential An area which is likely to be of archaeological value. These areas are designated by the Legacy Corporation on the advice of Historic England to protect their potential archaeological interest.

Area Action Plan (AAP) A Development Plan Document used when there is a need to provide the planning framework for areas where significant change or conservation is needed (for example, key regeneration areas).

Biodiversity This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biodiversity Action Plans (BAP) This refers to specific plans developed by local, regional and national authorities that outline priorities for biodiversity in the area and set out a series of actions to protect and improve biodiversity, ensuring that best practice, policy and legislation are followed.

Blue Ribbon Network London's strategic network of waterspaces and covers the River Thames, canals, tributary rivers, lakes, reservoirs and docks alongside smaller waterbodies.

Car Club A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.

Central Activities Zone (CAZ) The vibrant heart and globally iconic core of London. The CAZ contains a broad range of functions that have London-wide, national and international significance including Government, business, culture, research and education, retailing, tourism, transport and places of worship. The CAZ offers access to a unique collection of heritage and environmental assets including World Heritage Sites, the Royal Parks and the River Thames.

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

Circular economy An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

Community Usually refers to those living within a specific area but can be any group with shared needs or interests living in the Legacy Corporation boundary, as well as those with business interests and the working population (LLDC Statement of Community Involvement).

Community and Social Infrastructure and Community Facilities Facilities such as health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, public houses, policing and other criminal

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justice or community safety facilities, children and young people's play and informal recreation facilities. Such uses generally fall within Use Class D1 of the use classes order. This list is not exhaustive and other uses can be included as community or social infrastructure.

Community Infrastructure Levy (CIL) Standard charge determined by the Local Planning Authority and levied on new development (an amount per square metre). The monies raised will be used to pay for infrastructure (LLDC Statement of Community Involvement).

Comparison goods These refer to shopping for things like clothes, electrical items, household and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.

Connectivity Refers to the number of connections and their integration, layout and relationship to one another and the impact this has on getting from A to B, by foot, bicycle and vehicle.

Conservation (heritage) The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation Area This is an area of special architectural or historic interest (the character of which it is desirable to preserve or enhance) designated by a Local Planning Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is a type of heritage asset.

Contaminated land Previous industrial processes disposed of waste by tipping it on the land; raw materials and fuel were often spilt 'contaminating' the land at the sites. Pollution to rivers, groundwater, lakes etc can occur by the leaching of contaminants out of the soil into water courses through the natural drainage of the soil, or through surface runoff of water eroding and transporting contaminant materials into water courses. This in turn can have negative impacts on aquatic plant and animal life, and affect the quality of human drinking water. Typically, such sites are 'cleaned up' during the planning process.

Context The character and setting of the area within which a projected scheme will sit. It is its natural as well as human history; the forms of the settlements, buildings and spaces; its ecology and archaeology; its location, and the routes that pass through it. Context also includes people, the individuals living in or near an area and how communities are organised so that citizens become real participants in the projected development. A thorough appreciation of the overall site context is the starting point for designing a distinct place.

Convenience goods These refer to shopping for everyday essential items like food, drink, newspapers and confectionery.

Convergence The principle drawn from the Strategic Regeneration Framework that the Mayor of London and the Growth Boroughs use following the 2012 Games to ensure that the communities who hosted the 2012 Games will have the same social and economic chances as their neighbours across London by 2030.

Creative and Cultural Industries Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

Cultural Quarters Areas where a critical mass of cultural activities and related uses, usually in historic or interesting environments, are designated as Cultural Quarters. They can contribute to urban regeneration.

Superseded - no longer in use

Datum It is important that all levels in a building are measured from a fixed point called a datum. This is expressed in relation to Ordnance Datum.

Density In relation to residential developments, a measurement of the number of dwellings per hectare.

Development Development, as defined under the 1990 Town and Country Planning Act, is "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land". Most forms of development require planning permission.

District Centre Provide convenience goods and services for local communities and accessible by public transport, walking and cycling. Typically they contain 5,000–50,000 sqm of retail floorspace. Some District Centres have developed specialist shopping functions (London Plan).

Edge-of-centre For town centre uses, this is a location that is well connected to, and within easy walking distance (i.e. up to 300 metres) of the town centre boundary (NPPF).

Energy Hierarchy The Mayor's tiered approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is using renewable energy (be green).

Energy efficiency Making the best or most efficient use of energy in order to achieve a given output of goods or services, for example in heating, lighting or providing other power output for use within buildings.

Fenestration The design and arrangement of windows and doors in a building.

Family housing A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms.

Floodplain Flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. The functional floodplain comprises the land where water has to flow or be stored in times of flood (NPPF).

Greater London Authority (GLA) The GLA is the strategic citywide government for London. It is made up of a directly elected Mayor (the Mayor of London) and a separately elected Assembly (the London Assembly).

Green Belt A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Green Grid Network of interlinked multi-functional and high-quality open spaces that connect with town centres, public transport nodes, the countryside in the urban fringe, the Thames and major employment and residential areas.

Green Infrastructure A network of green and blue spaces – and features such as street trees and green roofs - that is planned, designed and managed to deliver a range of benefits. These include promoting mental and physical health and wellbeing; adapting to the impacts of climate change and the urban heat-island effect; improving air and water quality; encouraging walking and cycling; supporting landscape and heritage conservation; learning about the environment; supporting food growing and conserving and enhancing biodiversity and ecological resilience, alongside more traditional functions of green space such as play, sport and recreation and providing more attractive places for people.

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Greenway The Greenway is the permissive path and green space that provides pedestrian and cycle access over the Thames Water Northern Outfall Sewer between Fish Island and Beckton. Within the Legacy Corporation area it runs between Fish Island and the edge of West Ham.

Growth Boroughs Barking and Dagenham, Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest (the four Boroughs over which the Legacy Corporation area sits are Newham, Hackney, Tower Hamlets and Waltham Forest).

Gypsy and travellers' sites includes sites for households which meet the definition of Gypsy and Travellers within the Planning Policy for Traveller Sites (2015) but also accommodation meeting the needs of households who now fall outside this national definition by way of the fact that they have ceased to travel on a permanent basis.

Health Impact Assessment (HIA) Health Impact Assessment (HIA) is used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. HIA should be undertaken as early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.

Habitable Room A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

Healthy Streets Approach This is an approach to how transport systems and public spaces are used, measuring how spaces perform against 10 Healthy Streets Indicators, with the aim to improve these spaces to ensure they deliver more for users.

Heat Network Heat Networks supply heat from a central source directly to homes and businesses through a network of pipes carrying hot water. This means that individual homes and businesses do not need to generate their own heat on site.

Heritage Assets A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage Assets fall into two categories, designated (such as Conservation Areas and Statutory Listed Buildings) and non-designated (such as Locally Listed Buildings and those of Townscape Merit).

Heritage-led regeneration Regeneration that makes use of heritage assets and reinforces the qualities that make them significant so they can help stimulate environmental, economic and community regeneration. This includes buildings, landscape features, views, Blue Ribbon Network and public realm.

Higher Education third level education after leaving school. It takes places at universities and Further Education colleges and normally includes undergraduate and postgraduate study.

Houses in Multiple Occupation (HMOs) HMOs are dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 whereas HMOs for more than six people are Sui Generis.

Impacts Assessment Assessment of impact of the development on existing, committed and planned public investment and vitality and viability of the centre for up to five years.

Superseded - no longer in use

Inclusive Design Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Industrial land- Strategic Industrial Locations, Locally Significant Industrial Sites or other industrial sites

Infrastructure Services that are necessary for the day-to-day functions of the community and economy such as roads, railways, and social and community facilities. Infrastructure includes utility services, transport, schools, health and leisure services, and energy.

Infrastructure Delivery Plan (IDP) Identifies the existing social, transport and utilities infrastructure within the LLDC area over the period 2018 to 2016. It is based on publicly available information and consultation with the Boroughs and infrastructure providers (LLDC IDP).

Intermediate housing Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not Affordable Rented housing.

International Centre London's globally-renowned retail and leisure destinations, providing a broad range of high-order comparison and specialist shopping, integrated into environments of the highest architectural quality and interspersed with internationally-recognised leisure, culture, heritage and tourism destinations. These centres have excellent levels of public transport accessibility.

Interim uses Uses introduced for a temporary and short period of time.

Key Connections Important links through and across the area which may be on-road or off-road.

Key Connections to be enhanced Improvements to connectivity required, or improvements to existing Key Connections which can be on-road and off-road.

Key Views Views, vistas and sightlines that make a significant contribution to the character and identity of the area because of the landscapes, landmarks (including venues) and special architectural/historic interest framed by/captured within them.

Layout The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other. The layout provides the basic plan on which all other aspects of the form and uses of a development depend. This includes the pattern of the arrangement of street blocks, plots and their buildings.

Legacy Corporation's Legacy Communities Scheme The Legacy Communities Scheme sought permission for the long-term development of five new neighbourhoods within Queen Elizabeth Olympic Park. Planning Application Reference: 11/90621/OUTODA.

Live Work Accommodation Falling within the sui generis use class, combining C3 residential accommodation with workspace accommodation suitable alongside residential, falling normally, but not exclusively, within B1 Use Class, within a single self-contained unit.

Superseeded - no longer in use

Listed Buildings Includes both local and statutory listed buildings. Locally listed buildings are those that satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest: they are graded as I, II* or II with Grade I being the highest. Statutory listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. walls within its curtilage). Historic England is responsible for designating buildings for statutory listing in England. Buildings listed as Grade 1, Grade 2 are subject to Historic England direction.

Local Centre Typically serves a localised catchment often most accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services. It may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services, and will contain up to 10,000 sqm of retail floorspace (London Plan).

Local Development Order An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development (NPPF).

Local identity The aspects of the historic, built and natural environment that combine to give areas within the Legacy Corporation boundary their unique character.

Locally Significant Industrial Site Site of particular importance for local industrial type functions.

Local Open Space Areas of Local Open Space protected during the lifetime of this Local Plan for their contribution to community infrastructure and the local environment. Each Local Open Space has a unique function(s) and character as identified within Table 6, page 100.

Local Residents Residents of the Legacy Corporation area and Growth Boroughs

Low-cost business space Secondary and tertiary space, which is of a lower specification than prime space. It usually commands rents at or below the market average.

Main town centre uses Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) (NPPF).

Major development For a full definition, see Part 1 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. Generally, major developments are:

- Development of dwellings where 10 or more dwellings are to be provided, or the site area is 0.5 hectares or more;
- Development of other uses, where the floor space is 1,000 square metres or more, or the site area is 1 hectare or more.

Managed workspace Normally comprises a number of business units or workspaces for individuals and/or small businesses which together are communally managed and provided with a range of support services and facilities.

Marketing strategy Information required to demonstrate that a property has been marketed at a suitable rate, for all applicable uses, in an appropriate forum for at least a two-year period.

Superseded - no longer in use

Metropolitan Open Land (MOL) Strategic open land within the urban area that contributes to the structure of London with the same planning status as Green Belt as defined by London Plan Policy 7.17.

Metropolitan Centre The second category of town centres defined by the London Plan, serving wide catchment areas covering several Boroughs and offering a high level and range of consumer durable goods. They typically have more than 100,000 sqm of retail floorspace, including multiple retailers and department stores (London Plan).

Mixed-use development Development for a variety of activities on single sites or across wider areas such as town centres.

National Planning Policy Framework (NPPF) Amended July 2018, the NPPF sets out the government's planning policies for England and how these are expected to be applied. It sets out the government's requirements for the planning system. It provides a framework within which local people and their accountable local planning authorities can produce their own distinctive Local and Neighbourhood Plans, which reflect the needs and priorities of their communities.

Natural surveillance The discouragement of crime by the presence of passers-by or the ability of people to be seen from surrounding windows.

Neighbourhood Centre Typically serves a localised catchment often most accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services. It may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services, and will contain up to 10,000 sqm of retail floorspace (London Plan).

Neighbourhood Plan A plan prepared by a designated neighbourhood forum for its neighbourhood plan area under neighbourhood planning processes. A neighbourhood plan attains the same legal status as a local plan, forming part of the statutory development plan, once all relevant legal processes have been satisfied and it is officially 'made' by the Legacy Corporation.

Neighbourhood Planning Neighbourhood planning is a right which gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of the neighbourhood area.

Node Points where routes meet and there is a concentration of ground-floor public-facing/ non-residential uses. This encourages public activity by attracting people to gather, linger and enjoy the vitality of a space and the amenities it offers.

Non -designated industrial sites Industrial land that is not designated as a SIL or LSIS, and within the Legacy Corporation area includes the local designation of Other Industrial Location.

Non-residential ground floor frontage Where the ground floors of adjacent buildings are unsuitable for residential use, and/or where there is a need to encourage other forms of development.

Open space All land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Superseded - no longer in use

Other Industrial Location Site of particular importance for local industrial type functions where identified limited change from industrial may be acceptable.

Out of centre Locations which are not in or on the edge of the centre but not necessarily outside the urban area. They are not within easy walking distance of the centre and are therefore unlikely to contribute to linked trips or to share the level of public transport accessibility as the town centre (NPPF).

Palette The range of colours used in the design of a building or other structure.

Place An area that generates a positive 'sense of place' by providing a focus for community, civic and economic activity within an attractive, accessible, safe and locally distinctive environment.

Planning permission Formal approval given by the planning authority in accordance with the provisions of the Town and Country Planning Act 1990 (as amended), allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or in detail through full planning applications.

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

Public realm Publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces.

Public sector land- land that is owned or in use by a public sector organisation, or company or organisation in public ownership, or land that has been released from public ownership and on which housing development is proposed

Roof line The shape, contours, style or outline of the roof of a building.

Scale The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines. Massing is the combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.

Servicing Routine maintenance, deliveries and/or waste collection that requires vehicular access.

Section 106 Agreements These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990 (as amended).

Sequential assessment Requirement to consider town centre sites first, followed by edge-of-centre, and then out-of-centre sites for main town centre uses.

Social Rented Housing Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency (NPPF).

Specialised Housing Housing which meets the specialised housing needs of groups such as the elderly and disabled people.

Strategic Housing Land Availability Assessment (SHLAA) An assessment of land availability for housing which informs the London Plan and Borough local development documents.

Superseded - no longer in use

Strategic development Development that would be referable to the Mayor of London under the terms of the Mayor of London Order 2008.

Strategic Industrial Locations (SIL) London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy.

Strategic Areas for Regeneration These areas are the Census Local Super Output Areas (LSOAs) in greatest socio-economic need. They fall within the 20 per cent most deprived LSOAs in England, using the Index of Multiple Deprivation.

Strategic Regeneration Framework (SRF) The regeneration framework of the six Growth Boroughs (first published in October 2009), which sets out an agreed framework for achieving the goal of 'convergence'. It identifies seven key themes:

- Create a coherent and high-quality city within a world city region
- Improved educational attainment, skills and raising aspirations
- Reducing worklessness, benefit dependency and child poverty
- Homes for all
- Enhancing health and wellbeing
- Reducing serious crime rates and anti-social behaviour
- Maximising sports legacy and increasing participation.

Streetscape The visual treatment of the spaces between buildings. Streetscape is concerned with surfaces (i.e. roads/pavements/hard and soft public spaces) and the items placed upon them (lighting/street furniture/public art). Streetscape is fundamental to the appearance, character, vitality and success of any area.

Street section Representing the view down a street through an architectural drawing. An asymmetrical street section would incorporate buildings of various heights and widths at either side of the street to make it make it appear more interesting and less uniform.

Sub Area The four Sub Areas identified within the Local Plan that make up a geographical framework for implementing strategic policy, as shown within Section 9.

Supplementary Planning Document (SPD) A Local Development Document that may cover a range of issues focusing on either a specific area or theme, and that provides further details of policies and proposals in a 'parent' document.

Supplementary Planning Guidance (SPG) Supplementary Planning Guidance is produced by the Mayor of London to provide further guidance to policies within the London Plan.

Sustainable development This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

Sustainable Drainage Systems (SUDs) A sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routing run-off through a pipe to a watercourse.

Tall Buildings Buildings that are higher than an area's prevailing or generally expected height.

Superseded - no longer in use

The London Plan The Spatial Development Strategy for London prepared by the Mayor of London, which the Local Plan must be in conformity with.

Transport Assessment This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.

Transport for London (TfL) The primary role of TfL, which is a functional body of the Greater London Authority, is to implement the Mayor of London's Transport Strategy and manage transport services across London.

Travel Plan Travel plans are long term management strategies which should support sustainable and active travel at both new and existing developments.

Typology A form or type of development, for example mews, terraces, stacked maisonettes and mansion blocks are examples of residential typologies.

Urban grain The degree to which an area's pattern of blocks and plot subdivisions is respectively small and frequent (fine grain), or large and infrequent (coarse grain).

Urban greening The introduction or increase of planting into the urban environment to improve appearance, habitat for wildlife, help slow surface water run-off rates, absorb pollutants and minimise overheating/provide shade and can include green/living roofs, 'Green Walls', trees, formal and informal planting within the public realm and private outdoor spaces.

Visitor Accommodation Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering apart-hotels, caravans and camping.

Wildlife Corridor This refers to generally continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.



Superseded - no longer in use

APPENDIX 6: USE CLASS TABLE

Local Planning Authorities put uses of land and buildings into various categories known as 'Use Classes'. The table below gives an indication of the types of use which may fall within each Use Class.

On 21 July 2020 the Government published the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, amending the USe Classses Order. The changes come into effect on 1st September 2020. The Regulatons also specifiy a transition period to 31 July 2021 during which, in some circumstances, the previous use class catergories (those in place at 31st August 2020) will continue to apply.

Table 19: Use Classes

CLASS	USE
B2 General industrial	Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
B8 Storage or distribution	This class includes open air storage.
C1 Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
C2 Residential institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges, training centres and secure residential institutions (Class C2A)
C3 Dwelling houses	This class is formed of 3 parts: C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child. C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems. C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.
C4 Houses in multiple occupation	Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

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E Commercial, Business and Service	Retail, food, financial services, indoor sport and fitness , medical or health services , crèche, day nursery or day centre, offices, research and development of products and processes, light industrial appropriate in a residential area (previous classes A1, A2, A3, B1 and parts of D1 and D2).
F.1 Learning and Non-Residential Institutions	F1: 'Learning and non-residential institution' – this includes the majority of current D1 uses but excluding crèches, nurseries and health which are now covered under Class E
	F2: Local community class – this includes local shops (restrictions apply) and community halls, outdoor leisure and swimming/skating rinks
Sui Generis	Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos. Public houses, wine bars or other drinking establishments. For the sale of hot food for consumption off the premises.

Superseeded - no longer in use

APPENDIX 7: ABBREVIATIONS

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

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APPENDIX 8: INDEX OF POLICIES

Our vision

SD.1: Sustainable development

Developing business growth, jobs, higher education and training

SP.1: Building a strong and diverse economy

B.1: Location and maintenance of employment uses

B.2: Thriving town, neighbourhood and local centres

B.3: Creating vitality through interim uses

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

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

B.6: Higher education, research and development

Providing housing and neighbourhoods

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

H.1: Providing for and diversifying the housing mix

H.2: Delivering affordable housing

H.3: Meeting accommodation needs of older person households

H.4: Providing student accommodation

H.5: Location of gypsy and traveller accommodation

H.6: Houses in Multiple Occupation (HMOs)

H.7: Shared living accommodation

H.8: Innovative housing models

CI.1: Providing new and retaining existing community infrastructure

CI.2: Planning for and bringing forward new schools

Creating a high-quality built and natural environment

SP.3 Integrating the natural, built and historic environment

BN.1: Responding to place

BN.2: Creating distinctive waterway environments

BN.3: Maximising biodiversity

BN.4: Designing development

BN.5: Proposals for tall buildings

BN.6: Requiring inclusive design

BN.7: Protecting Metropolitan Open Land

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BN.8:	Improving Local Open Space
BN.9:	Maximising opportunities for play
BN.10:	Protecting key views
BN.11:	Air Quality
BN.12:	Noise
BN.13:	Protecting archaeological interest
BN.14	Improving the quality of land
BN.15:	Designing residential extensions
BN.16:	Designing advertisements
BN.17:	Conserving or enhancing heritage assets

Securing transport infrastructure to support growth

SP.4:	Planning for and securing transport and utility infrastructure to support growth and convergence
T.1:	Strategic transport improvements
T.2:	Transport improvements
T.3:	Supporting transport schemes
T.4:	Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists
T.5:	Street network
T.6:	Facilitating local connectivity
T.7:	Transport Assessments and Travel Plans
T.8:	Parking and parking standards in new development
T.9:	Providing for pedestrians and cyclists
T.10:	Using the waterways for transport

Creating a sustainable place to live and work

SP.5:	**A sustainable and healthy place to live and work**
S.1:	Health and wellbeing
S.2:	Energy in new development
S.3:	Energy infrastructure and heat networks
S.4:	Sustainable design and construction
S.5:	Water supply and waste water disposal
S.6:	Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure
S.7:	Planning for waste

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S.8: Waste reduction
S.9: Overheating and urban greening
S.10: Flood risk
S.11 Sustainable drainage measures and flood protections
S.12 Resilience, safety and security

Sub Area 1: Hackney Wick and Fish Island

Policy 1.1: Managing change in Hackney Wick and Fish Island
Policy 1.2 Promoting Hackney Wick and Fish Island's unique identity
Policy 1.3: Connecting Hackney Wick and Fish Island
Policy 1.4: Preserving or enhancing heritage assets in Hackney Wick and Fish Island
Policy 1.5: Improving the public and private realm in Hackney Wick and Fish Island
Policy 1.6: Building to an appropriate height in Hackney Wick and Fish Island

Sub Area 2: North Stratford and Eton Manor

2.1: Housing typologies
2.2: Leyton Road – improving the public realm
2.3: Local Centre and non-residential uses

Sub Area 3: Central Stratford and Southern Queen Elizabeth Olympic Park

3.1: Stratford Metropolitan Centre
3.2: Stratford High Street Policy Area
3.3: Improving connections around central Stratford

Sub Area 4: Bromley-by-Bow, Pudding Mill, Sugar House Lane and Mill Meads

4.1: A potential District Centre
4.2: Bringing forward new connections to serve new development
4.3: Station improvements

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FOR FURTHER INFORMATION

Visit the Legacy Corporation website at:
http://queenelizabetholympicpark.co.uk/the-local-plan
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QUEEN ELIZABETH OLYMPIC PARK