

M.16

Matter 4 Built and Natural Environment – Legacy Corporation response to further changes suggested by Just Space and East End Waterway Group to Objective 3 and Policy SP.3.

During the discussion at the hearing session for Matter 4 Built and Natural Environment on 3rd March 2014, Just Space, East End Waterway Group and those associated with them requested that they be allowed time to suggest wording changes for Object 3 and Strategic Policy SP.3 of the Local Plan. The Just Space suggested changes included at Appendix 1 of this note. The East End Waterway Group has also provided a proposed changes note, (the original representation is referenced REP LP.27-01).

The Legacy Corporation has considered the suggested changes relevant to Objective 3 and Policy SP.3 and considers that the following changes should be made to address the matters raised.

Legacy Corporation suggested changes:

Objective 3.

It is not considered that further change in addition to those identified in LD/26 is necessary.

Suggested changes to Policy SP.3 - Integrating the built and natural environment

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

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

Reasons for not accepting the changes proposed

Changes suggested by East End Waterway Group:

Only those matters relating to Objective 3 and Policy SP.3 are considered in this note. All other matters raised in the additional EEWG note have or will be considered in relation to other matters scheduled within the Examination hearings programme.

In relation to the changes sought by the East End Waterway Group to objective 3 and Policy SP3, these changes are not considered to be appropriate as they significantly diverge from the recommendations made by English Heritage and would place unreasonable restrictions on development proposals contrary to Paragraph 173 of the NPPF. Paragraph 133 of the NPPF also makes it clear that only “where proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset” should local planning authorities refuse consent. The suggested changes would therefore conflict with paragraph 135 of the NPPF.

Changes suggested by Just Space:

The changes to the explanatory bullets for Objective 3 are not considered to be necessary as the existing bullet points are simply a highlight of key elements of the objective that are later unpacked within detailed policies. Where appropriate these are better addressed within the Strategic Policy SP.3.

The changes not accepted within Policy SP.3 (numbering from Just Space suggestions):

SP.3 (1): ‘Place’ is an overarching term that incorporates the quality and function of neighbourhoods and places as implied within the glossary, paragraph 4.10 of TBP/1 and World Class Places (HM Government, 2009).

SP.3 (3): The NPPF is clear at paragraph 133 that only ‘where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset’ should local planning authorities refuse consent.

SP.3 (4): reference to biodiversity suggested above. Reference to food growing is not considered to be strategic and is referenced directly in paragraph 2 of Policy S.7.

SP.3 (6): Current wording of ‘facilitate’ is considered to strike the right balance when considering the competing demands on the areas waterways.

SP.3 (7): the introductory sentence highlights the historic and waterway environment in an overarching way. It is not considered appropriate to replicate the provisions of policies BN.2 and BN.16 and T.10 within the strategic policy. Historic waterway fabric will be preserved or enhanced through Policy BN.16.

SP.3 (8): See suggested change above.

SP.3 (9): It is considered important to continue to provide a link to the sub area policies. Paragraph 6.6 of the Local Plan provides further explanation of these linkages.

Appendix 1: Proposed Wording by Just Space of 9th March 2015

“Matter 4 – Proposed wording by Just Space to make the Plan sound

Changes of wording are in red and underlined. The purpose of the changes is to provide consistency with the DM policies that follow in Section 6 and with national and regional planning guidance.

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

Add the following

Development will restore and reuse non-designated heritage assets to promote local identity.

Development will contribute to the improvement of air quality

Development will encourage and support greater use of the waterways

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

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

1. Gives primary consideration to the quality and function of neighbourhoods and places
2. Enhances its built and landscape context
3. Maintains and promotes local distinctiveness by fully restoring and re-using non-designated heritage assets
4. Protects and provides green infrastructure, complementing local biodiversity and encouraging communal food growing
5. Connects existing green infrastructure networks where possible
6. Maximises access for all to waterside and green environments
7. Optimises the functions of the waterways, (economic, social and environmental), including the protection and provision of historic waterway fabric and infrastructure
8. Improves air quality and reduces noise
9. ~~Supports the delivery of the Sub Area priorities~~ The statement is too vague and lacks meaning; it is not followed through clearly in the BN policies
10. Respects the Legacy Corporation’s Design Quality Policy”

EXAMINATION IN PUBLIC OF LLDC LOCAL PLAN 2015 - 2031 PROPOSED ADDITIONS AND AMENDMENTS TO LOCAL PLAN

Based on East End Waterway Group Representation made at the hearing session on 3 March 2015

MATTER 4: BUILT AND NATURAL ENVIRONMENT

New para 2.4 (p. 8) HISTORY LOWER LEA VALLEY *Pre-Roman*

Marshland, saltmarsh and tidal mud flats with timber trackways and ford across River Lea at Old Ford on prehistoric routeway across the flood plain.

43-410 AD Roman Britain

Settlement at Stratford and along the Roman road to Colchester on higher ground in Bow: the road used the prehistoric ford at Old Ford

1100s-1500s Medieval

Eight Mills in West Ham: probably in one or more tide mills on the tidal River Lea and Bow Back Rivers

Marginal marshland used as meadow for hay, eg Old Ford Marsh

Bow Bridge built over River Lea (first stone arch bridge in England) and causeway across wide flood plain to Stratford Langthorne (c.1110)

Cicercian Abbey at Stratford Langthorne

By the 13th century, the tide mills were grinding grain (brought by barge down the River Lea from Hertfordshire) into flour for the bakers of Bow to bake bread for sale in the City of London.

Fulling mills on rivers for thickening newly-woven woollen cloth

Dye works and woollen dyeing works

1600s and 1700s Industrial development

World's first scarlet dye house at Bow (1607) First English calico printing works at West Ham (1676) Calico printing established at Old Ford

Distilling alcohol in association with tide mills at Three Mills: for making gin West Ham Water Works opened c.1743 on Waterworks River Bone China Pottery on Bow Back River Hackney Cut opened 1769

1800s - mid 1900s Industrial expansion

East London Water Works opened 1809 on River Lea at Old Ford/Bow Hertford Union Canal opened 1830

First section of Eastern Counties Railway opened in 1839 with surviving brick arch bridge over River Lea

Branch line from Stratford to the North London Railway at Hackney Wick opened in 1854 by Eastern Counties Railway Company

Metropolitan Board of Works main drainage works, including 1859-64 Northern Outfall Sewer across Lower Lea Valley

From about 1860, the valley becomes the largest waterside industrial area in London, when London was the largest industrial city in the world and greatest port in the world

No housing in central part of flood plain, which was mostly occupied by noxious and dangerous industries, which processed imported raw materials brought by barge from the docks

Factory towns at Old Ford and Hackney Wick, each with streets of terraced housing and well-built factories with internal frames of cast-iron and steel or steel

Flood relief works on Bow Back Rivers in the 1930s allows council housing south of Stratford High Street

Mid-1900s Decline

Bomb damage Post-WW2 housing estates at Carpenter's Road, Stratford and Hackney Wick

Decline in manufacturing and loss of employment but expansion in warehousing and distribution

Under-utilisation of land Deprivation

Late-1900s Regeneration

As last column 2.4

Policy SD.1 (p. 16) "; and retains the embodied energy of non-designated heritage assets" should be added to the first paragraph

Objective 1 (p. 19) The following bullet points should be added:

- A fully restored and open working museum in the house mill at Three Mills - Restored and reused historic industrial buildings - Preserved and enhanced waterways - A two-way waterbus service for residents and tourists on the six-mile waterway ring, which includes the historic waterways in the Legacy Area.

Policy B.1 (p. 23) 5(a) Delete/insert: "Maintain industrial floorspace within B2/B8 use classes in non-protected industrial buildings or re-provide equivalent industrial floorspace. Maintain industrial floorspace within B2/B8 use classes in non-designated heritage assets or re-provide equivalent industrial floorspace where adaptation for new uses is proposed.

5(b) Delete/insert: "Maintain employment floorspace within B1 use classes in non-protected industrial buildings or re-provide equivalent employment floorspace. Maintain employment floorspace within B1 use classes in non-designated heritage assets or re-provide equivalent employment floorspace where adaptation for new uses is proposed"

5(d) Delete/insert: The requirement to fully restore and reuse non-designated heritage assets for industry or employment and/or other uses such as residential.

Para 4.13 (p. 25) Delete: "Bullet points 5(c) and (d)" Insert: "Bullet points 5(a) (b) (c) and (d)" N.B. 5(a) (b) and (d) as revised

Para 4.14 (p. 25) N.B. 5(a) (b) and (d) as revised Delete: "and where the reuse of buildings of value shall be considered positively"

Objective 3 (p. 69) Delete: "utilise heritage assets" Insert: "fully restore and reuse non-designated heritage assets"

Policy SP.3 (p. 70) Insert: "and the historic environment" after "green space"

"by fully restoring and reusing non-designated heritage assets" should be added to SP.3.1 and SP.3.3.

"historic waterway fabric and infrastructure" should be added to SP.3.4

Policy BN.1 (p. 72) "Restoration and reuse of non-designated heritage assets for industry or employment and/or other uses such as residential" should be inserted as new No. 1

Also add an item which relates to Policy SP.3.7

Policy BN.2 (p. 74) The title of Policy BN.2 should be extended to include ... AND MAINTAINING HISTORIC WATERWAYS

"... waterway(s) in the Olympic Park" should be added to BN.2.1

"with minimal removal of historic waterway fabric" should be added to BN.2.3 4 5 and 6

"at Bromley-by-Bow Free Wharf and other suitable locations" should also be added to BN.2.5

New policy BN.2.8: "Maintain the historic waterways in the western part of the Legacy Area - their associated wharf walls, locks, footbridges, historic buildings, towpaths and retaining walls"

N.B. Instead of "maintain" it would have been better to use the term "preserve or enhance"

New Policy BN.2.9: "Actively promote hybrid-engine-powered passenger and freight transport on the waterways, including the removal of waste (for recycling or disposal)"

New Policy BN.2.10: "Actively promote the establishment of a two-way waterbus service for residents and tourists on the six-mile waterway ring in Tower Hamlets, to integrate with existing or improved services on the Bow Back Rivers"

New Policy BN.2.11: "Provide waterbus stops (with simple signage) on the Hackney Cut (south of White Post Lane Bridge) and on the River Lea (south of Old Ford Locks, north of Bow Bridge, Three Mills Landing Stage and south of Bow Locks)"

New Policy BN.2.12: "Provide suitably located mooring places for barges carrying freight and waste"

New Policy BN.2.13: "Provide an overnight mooring basin, on the east bank of the River Lea opposite the Olympic Stadium, for waterbuses, freight and waste barges; with recharging facilities for batteries"

Figure 14 (p. 75) Revise with respect to new Policies BN.2.11, 12 and 13. Remove visitor

moorings shown on eastside of Hackney Cut in Sweetwater. Show Bromley-by-Bow Free Wharf and improve contrast between the colours for trade and residential moorings.

Policy BN.3 (p. 76) "whilst respecting non-designated heritage assets, including the River Lee Navigation and the Hertford Union Canal" should be added to BN.3.1

Policy BN.9 (p. 87) and **Figure 17** (p. 88) Add: views north and south from Old Ford Locks; and several views of Three Mills from the west bank of the River Lea, including from Three Mills Lane.

Policy BN.16 (p. 98) Delete: "heritage assets" Insert: conservation areas, listed buildings and non-designated heritage assets in and outside conservation areas

Para 6.48 (p. 98) Insert: "and non-designated heritage assets" after "area/asset" Delete: "Locally Listed Buildings or Buildings of Townscape Merit" Insert: "and non-designated heritage assets"

The penultimate sentence is incorrect and for it to remain in this paragraph, the Sub- Area sections must include identification of "heritage assets" and "further policies concerning preservation and enhancement"

Policy T.10 (p. 122) "and the need to preserve or enhance historic waterside fabric and infrastructure" should be added to both paragraphs

Policy 1.1.1 (p. 151) Please note that the provisions outlined under Policy B.1 must include the new 5(a) (b) and (d) sections in revised Policy B.1

Policy 1.1.3 (p. 151) Delete/insert: "Fully restore and reuse non-designated heritage assets for industry or employment and/or other uses such as residential"

Policy 1.2.1 (p. 153) Insert: "provided by restored and reused non-designated heritage assets" between "distinctiveness" and "by"

Policy 1.4.1 (p. 156) Delete: "that has been identified within the appraisals" Insert: "of the non-designated heritage assets which have been identified within the conservation area appraisals"

Delete: "of those heritage assets" Insert: "and the non-designated heritage assets outside the conservation areas which are shown on Figure 30 and described in an annex to Figure 30"

Policy 1.4.3 (p. 156) Delete: "Restore and reuse heritage assets" Insert: "Fully restore and reuse non-designated heritage assets"

Figure 30 (p. 158) Listed buildings should be shown separately and named on this map. All the other heritage buildings/structures should be referred to as non-designated heritage assets and individually named on an extended key; and those not described in the CA appraisals should be named and described in an annex to amended Figure 30.

The surviving remnants of wall with two oil pipeline terminals (near the north-west corner of the junction of the Hertford Union Canal and the Hackney Cut) should be shown and identified on the amended Figure 30. Likewise the sections of the walls to be retained between Wallis Road and White Post Lane.

Also show three additional non-designated heritage assets outside the Fish Island & White Post Lane CA and include their descriptions in the annex to Figure 30: Stour Space, Roach Road; c.1900 former Vulcanite factory (repaired and reinforced c.1953)

c.1953 engineering workshop, both at Vittoria Wharf, Stour Road. Figure 30 would also be improved by enlarging Sub Area 1.

Tom Ridge East End Waterway Group

9 March 2015