

Table of minor amendments and corrections

The Legacy Corporation undertook consultation on its Publication Local Plan between 18th August and 6th October 2014 as required by Regulation 19 of the Local Plan Regulations (2012). In reviewing the Publication Draft of the Local Plan and the consultation responses received, a number of minor errors have been identified in the text of the Plan, the tables, figures and the draft Proposals Map that require correction. A number of other minor matters have also been identified that are considered to require minor changes, predominantly to provide clarification to the policy and supporting text as drafted. These minor corrections and changes are set out in the table below and are considered individually and cumulatively to be non-material changes to the Plan.

No.	Page	Para/table etc	Tracked change	Reason for change						
1	9	2.6	Creating an expanded but integrated <u>Metropolitan Centre</u> at Stratford, without severance from the existing Stratford town centre, and creating other new thriving new centres Creating an expanded but integrated centre at Stratford, without severance from the existing Stratford town centre, and creating other new thriving new centres							
2	13	Objective 3	Create a high-quality built and natural environment that integrates new development with waterways, green space <u>and the historic environment</u>	Corrects an omission and ensures that the objective is comprehensive						
3	19	Section 4	Developing business growth, jobs, <u>higher education</u> and lifelong learning <u>training</u>	Clarification						
4	20	SP.1	Expansion of opportunities for <u>local</u> , national and international business and promotion of cultural, tourist and leisure expansion	Clarification						
5	23	B.1 (1)	<u>Office uses should be located within the centres and</u> Requiring an impacts assessment required where B1a office accommodation over 2,500 sqm is proposed outside Stratford town centre <u>Metropolitan Centre boundary</u>	To confirm direction of office to centres Inconsistency between B.1/B.2						
6	27	Table 2	<table border="1"> <thead> <tr> <th>REFERENCE</th> <th>EMPLOYMENT CLUSTERS</th> <th>CLUSTER FUNCTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REFERENCE	EMPLOYMENT CLUSTERS	CLUSTER FUNCTION				Correction
REFERENCE	EMPLOYMENT CLUSTERS	CLUSTER FUNCTION								

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No.	Page	Para/table etc	Tracked change		Reason for change
			B.1a2	Fish Island South <u>including Bow Midland West Rail Site Strategic Industrial Location (Preferred Industrial Location</u>	Clarification
			B.1a3	Bow Goods Yard East and West	
			B.1b8	Rick Roberts Way <u>North</u>	
7	28	B.2 (4)	Requiring a retail and leisure impacts assessment where a main town centre <u>retail or leisure</u> use is proposed of more than 2,500sqm outside the Metropolitan Centre <u>boundary</u> and 200sqm outside other Centres		Clarification and inconsistency between B.1/B.2
8	28	B.2 (5)	Allowing edge-of-centre development supporting cultural, sporting and visitor growth associated at the Metropolitan Centre, <u>subject to (3) above</u>		To confirm sequential test requirement
9	31	Table 3	Provision of approximately 55,000 sqm (NIA) of additional retail comparison floorspace across the whole of the town Metropolitan Centre to 2030, focused to the centre-east ¹³ (Footnote)13. <u>Focused to the eastern part of Stratford Metropolitan Centre (as extended) within the London Borough of Newham's administrative area for planning purposes. The floorspace figure over whole plan period is indicative, with a confirmed requirement of 14,000 to 2021 and with the requirement from 2021 to 2030 subject to review before 2021.</u>		To confirm need for review of retail evidence within Plan Period.

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No.	Page	Para/table etc	Tracked change	Reason for change
10	34	B.4	...will be acceptable <u>encouraged</u> where it:....	To add positivity to policy
11	37	B.5	Section 106 Agreements will be sought for major development proposals <u>and where necessary, other applications</u> to secure appropriate commitments and targets for employment skills, training and job opportunities for local residents.	To allow S106 to be used for smaller schemes where necessary, to be dined within the S106 SPD.
12	41	5.1Growth Boroughs and London as a whole <u>as well as helping meet London's strategic need for new homes.</u>	Clarification
13	41	Objective 1	Delivering approximately more than 24,000	To confirm will seek to exceed housing target
14	42	5.3Figure 9, the housing trajectory, shows the ability to deliver housing against the housing target over the Plan period. It shows that within the last five years delivery is less certain; however, London Plan targets will be reviewed by 2019/2020. The five per cent buffer will be met for the first five years, but it may not be possible on a rolling five-year basis. The London Plan recognises the difficulty of this approach. Nonetheless, the cumulative housing target is expected to be exceeded, with more than 24,000 homes delivered over the Plan period through the creation of additional capacity and greater delivery on small sites than anticipated. <u>The Legacy Corporation will monitor and keep under review progress in seeking to achieve and where possible exceed the housing target, in particular against potential sources contained within London Plan Policy 3.3, introducing measures to enhance delivery, update evidence, investigate capacity requirements or amend targets where required.</u> The quantum and timescale of development are subject to change. The trajectory and the list of key sites available in Appendix 2 will be kept under review within the Authority Monitoring Report (AMR), with delivery rates reflected within the rolling five year target.	To clarify monitoring and review matters in relation to housing To better accord with London Plan

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No.	Page	Para/table etc	Tracked change	Reason for change
15	51	H.3	Net loss of older persons' accommodation will only be acceptable where it is unsuitable or below relevant standards and incapable of meeting standards at reasonable expense. The Legacy Corporation will allow <u>support</u> provision of new specialist older persons' accommodation which will be acceptable where	Clarification
16	51	H.3 (5)	Conventional housing <u>Delivery of non-specialist housing</u> is not compromised.	Conventional housing is undefined
17	52	5.17	All types of <u>older persons</u> accommodation should meet National Minimum Standards for Care Homes for Older People or be designed for the needs of future occupants, staff and visitors while maintaining flexibility of tenure, in accordance with the Design Principles for Extra Care Housing, 2008. Existing accommodation shall only be lost where these design standards are incapable of being met through re-configuration of the accommodation. This will be assessed by the cost of work to meet standards and specialist viability appraisal. Identified <u>increased</u> strategic and local needs for older persons' accommodation mean it is unlikely that a case for a lack of need for specialist older persons' accommodation can be proven.	Clarification
18	52	5.19	Provision should align closely with requirements, so the Legacy Corporation will seek to ensure that specialist, and sometimes high-cost, accommodation does not compromise the overall delivery of conventional housing requirements.	Conventional housing is undefined
19	54	H.4	Net loss of student accommodation will be acceptable where the proposal meets identified requirements within the conventional housing supply. Proposals for new student accommodation will be acceptable where it:	Conventional housing is undefined
20	56	H.5	The Legacy Corporation will seek to provide for the needs of gypsies and travellers generated within its area and through discussions with neighbouring boroughs <u>through working strategically with adjoining authorities</u> and allocation of suitable sites. Existing sites will be safeguarded and new sites for the needs of gypsies and travellers will be acceptable where: 1. Location is suitable for conventional residential development; 2. Access can be gained to amenities, social and community facilities,	To better align with London Plan Conventional housing is undefined

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No.	Page	Para/table etc	Tracked change	Reason for change
21	56	5.25	The Legacy Corporation will work continue to cooperate with neighbouring authorities under the duty to cooperate and to explore potential to meet need associated with its area at a strategic level.	Clarification
22	57	5.26	Where any additional sites can be identified for potential gypsy and traveller use within the area, suitability will be assessed on the same grounds as conventional housing <u>in general</u> , including deliverability and developability tests. <u>The Legacy Corporation will monitor any unmet need through the monitoring and review process which will include updating evidence, investigating capacity requirements or amending targets where required and will cooperate with each of the Growth Boroughs to address wider strategic issues of accommodating need for gypsy and traveller accommodation once they have reached an appropriate point of review for their local plans.</u>	Conventional housing is undefined To clarify monitoring and review matters in relation to gypsy and traveller accommodation
23	57	H.6 (6)	Does not compromise the delivery of conventional housing.	Conventional housing is undefined
24	57	5.28-	New provision should meet relevant standards as well as normal internal and residential amenity standards. Premises should be licensed, ensure mixed and balanced communities (see Policy H.1) and should not compromise the overall delivery of conventional housing requirements	Conventional housing is undefined
25	59	CI.1	Amend Large scale development in first sentence to <u>major development proposals</u> .	Correction as large scale is undefined
26	69	6.1	The unique interplay of green spaces, waterways and the built environment shape and unify the diverse places that make up the Legacy Corporation area.	Correction
27	69	6.2	Development will integrate local features of environmental and heritage value and create <u>creating</u> distinctive environments in which people can live, work and play.	Correction
28	70	SP.3 (Title) (2)	Integrating the built and natural, <u>built and historic</u> environment Bullet 2- Enhances its built, <u>historic</u> and landscape context	Addition

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No.	Page	Para/table etc	Tracked change	Reason for change
29	70	6.5	This will ensure that proposals enhance their unique built and natural context, <u>and create</u> creating locally distinctive places.	Correction
30	70	6.6	Consideration of proposals <u>Design</u> will go beyond the aesthetic and short term, and <u>proposals</u> will need to demonstrate how they contribute positively to the area. They will <u>also</u> need to demonstrate..	Correction
31	72	BN.1 (2) (3)	Bullet 2- Urban fabric: respect existing typologies, <u>including those of heritage value</u> , and draw design cues from the form of the area... Bullet 3- Architectural <u>and historic</u> context: enhance the architectural <u>and historic</u> setting within which development is proposed. Careful consideration should be given to architectural <u>and historic</u> style, materials	Addition
32	74	BN.2 (4)	Introduce recreational, visitor and residential moorings <u>and improve existing moorings</u> where suitable.	May be suitable to improve existing rather than create new in some instances.
33	81	6.22	The Policies <u>Proposals</u> Map...	Consistency
34	81	BN.7 (3)	Aligning with Lee Valley Regional Park, <u>Lea River Park and Leaway</u> area	Give greater prominence to proposals
35	82	6.24	The Policies <u>Proposals</u> Map...	Consistency
36	82	6.25	The Map at Fig 16 shows the extent of the Lee Valley <u>Regional</u> Park area within the Legacy Corporation boundary. Many of these Local Open Spaces areas are within the ownership of the Lee Valley <u>Regional</u> Park Authority whose Park Development Framework (2011) sets out the strategy for their future development and management of the Park including these spaces, providing information about their function, quality and character. of Local Open Space. The strategy in this Local Plan is designed to align with the Park Development Framework. Development proposals within the Lee Valley Regional Park area will take account of this Framework in addition to relevant BAPs.	Correction

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No.	Page	Para/table etc	Tracked change	Reason for change
37	89	BN.10	Cross references to policies: BN.1; <u>BN.2</u> ; BN.4; BN.10; BN.16 Sub Area Policies: 1.2; 1.4; <u>1.6</u> ; 4.4	Consistency
38	89	BN.10 (12)	Amenity : Impacts to the surrounding area (including open spaces, other buildings <u>and waterways</u>) that relate to:	Consistency
39	89	BN.10 (12)	New 5 th bullet point under (12): <u>Wider amenity</u>	Consistency
40	89	BN.10	Tall buildings should be located within the Centre boundaries outlined within this Local Plan. In order of hierarchy, these are: Stratford Town <u>Metropolitan Centre (parts within the Legacy Corporation area) Extension</u> • Bromley-by-Bow District Centre • Hackney Wick Neighbourhood Centre • Pudding Mill Local Centre • East Village Local Centre	Consistency
41	89	BN.10	Proposals for tall buildings that are likely to have a significant adverse impact on one or more of the following will be refused <u>will be considered unacceptable</u> :	Consistency
42	89	BN.10	Tall buildings are defined by the Legacy Corporation as those that are higher than a Sub Area's prevailing height <u>as set out in this Plan</u> .	Consistency
43	92	BN.11	New 4 th bullet point: 4. Take account of the impacts from any exiting consented hazardous substances instillation	Clarification
44	98	6.47	preserve <u>or</u> enhance	
45	99	References	<u>Guidance on Tall Buildings</u> (CABE/English Heritage, 2007)	Correction
46	99	References	Canal and Rivers Trust	Correction
47	99	References	Add: Town and Country Planning Association's Policy Advice Note: Inland Waterways (2009)	Correction
48	102	SP.4 (3)	DLR double tracking <u>between Bow and at Stratford</u>	Clarification

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49	103	7.2	...come forward alongside development. <u>The same applies to new and improved open space and projects such as the Lea River Park and Leaway, which are covered by policies BN7 and T10.</u> Some of this....	Clarification
50	103	IN.1	..to be located. Where Possible, the Legacy Corporation will require new telecommunications <u>and radio</u> equipment to be located on existing <u>masts, buildings and other structures to minimise the number of installations, unless the need for a new site has been justified.</u> rather than having new stand-alone equipment. “	To reflect NPPF more accurately
51	105	7.6	<u>The Legacy Corporation is the waste planning authority for its area by virtue of its role as a planning authority. The Four Boroughs have responsibility for waste planning authorities for the Legacy Corporation area are the four Boroughs (Hackney, Newham, Tower Hamlets and Waltham Forest) within the remainder of their area.</u> Each <u>borough</u> has, or will have within the lifetime of this Local Plan, an adopted waste plan or waste planning policies. The adopted The Legacy Corporation will work closely with these two Boroughs the North London Boroughs and other key stakeholders to make	Clarification
52	105	7.7	The London Plan identifies waste apportionment targets However, the Legacy Corporation will cooperate with the four Boroughs in seeking to meet the Borough apportionment targets and strategy for waste. When determining planning applications, these targets..... However, the Legacy Corporation will cooperate with the four Boroughs, <u>the GLA and TfL</u> in seeking to meet the Borough apportionment targets <u>and strategy for waste</u> . When determining planning applications, these targets.....	Clarification
53	104	IN.2	Add Cross reference to Policy S.6 Waste Reduction to cross reference section of Policy IN.2.	Correction
54	107	7.11 (5)	..public transport modes, <u>walking and cycling</u> .	Correction
55	112	T.4 (6) (8) (9)	Bullet 6- Require new developments to include <u>on site spaces or satisfactory arrangements for car clubs</u> , facilities for electric vehicle charging and stands for cycle hire, as where appropriate.’ Bullet 8: Require new developments to use <u>target-based</u> Travel Plans to encourage smarter travel, <u>incentivised through S106 Agreements</u> .’ Bullet 9: Encourage the use of the waterways in the area for transport and leisure and <u>the towpaths</u> as routes for pedestrians and cyclists, as appropriate, <u>managing any potential conflict through</u>	Clarification

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No.	Page	Para/table etc	Tracked change	Reason for change
			<u>design.</u>	
56	113	7.21	Revise 4 th sentence :”Car ownership per household <u>across London</u> has decreased dramatically in the last ten years according to the 2001 and 2011 censuses, and road <u>vehicle</u> traffic in London <u>has been falling over the last decade, with vehicle kilometres in 2012 10.9 per cent lower than in 2000, and at their lowest level since 1993.</u>	Clarification
57	115	Figure 23	Amend so that Angel Lane is not shown a part of the strategic road network	Correction
58	116	Figure 24	Amend to include a footpath on the south side of Bow Back River; and a Warton Road link, check routes around stadium, include Ruckolt Road mini Holland scheme,	Correction
59	117	T.6 (3)	Section 106 <u>and Section 278</u> Agreements...	Correction
60	122	T.10biodiversity and drainage functions, <u>potential conflicts between user groups and impact on navigation and river regime.</u>	Clarification
61	122	T.10	Where appropriate, <u>and to help facilitate projects such as the Leaway,</u> the Legacy Corporation will require development proposals to provide new or improved access <u>to along</u> the waterways and improvements to towpaths and footpaths, and facilitate the introduction of <u>a range of</u> moorings and other waterway –related infrastructure where these do not compromise the other functions of those waterways.	Correction and clarification
62	130	S.3	Add text to third paragraph: “Applications for major development should demonstrate that opportunities to connect to existing energy networks in the Legacy Corporation area or construct and connect to new energy networks, <u>and to facilitate connections from existing development to those networks,</u> have been maximised through provision of localised network connections <u>and through provision of</u> heat and cooling network infrastructure within buildings, where it is viable to do so.” Correct last sentence of policy to read: "Proposals for new development, including bridges, will be required to demonstrate that provision is included to accommodate utilities networks, including <u>where appropriate,</u> heat and, where appropriate, cooling network pipes."	Third paragraph: clarification of applicability to connections to existing development Last paragraph: correction

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63	130	S.3	Add cross reference to London Plan Policy 7.14 Improving Air Quality within the policy cross-reference box.	Correction
64	131	8.8	Add to end of paragraph: " <u>The expansion of heat networks will also provide opportunities for existing development to benefit from potential connections</u> ".	Clarification
65	136	8.16	Additional text end of paragraph 8.16: " <u>Consultation with the relevant waste management authorities at the time of any proposal's development will be important in establishing that allowance is made for those changes that might require additional space and that those collection arrangements are consistent with existing borough requirements.</u> "	Clarification
66	139	8.20	" <u>The sequential test and exceptions test has been applied to the site allocations in accordance with paragraph 100 of the NPPF (see Appendix 6 of Sites Report, 2014).</u> "	Clarification
67	140	8.21	Add reference to end of paragraph 8.21 " <u>Where feasible, source control SuDs should be used.</u> "	Clarification
68	140	8.22	Add text to end of paragraph 8.22 to highlight the need to reference changes national planning policy and associated National Standards and Specified Criteria for Sustainable Drainage. " <u>A potential change to national planning policy could result in a move away from the proposed SUDs Approval Body approach to one which relies on securing approval through the existing planning or other processes. If introduced in the form envisaged, proposals for major development will be required to demonstrate that SUDs have been considered as a first option and that the options chosen as accepted as correct through consultation with relevant bodies. Long-term management and maintenance would also need to be secured. Proposals would also need to accord with the National Standards and Specified Criteria for Sustainable Urban Drainage.</u> "	Clarification
69	141	Evidence base references	Add " <u>Flood Risk and Sequential and Exceptions Test for the Site Allocations' (Appendix 6 of Sites Report, 2014) to list of evidence base documents on page 141.</u> "	Correction
70	150	10.3 (Connectivity) there is a need to improve access to local public transport, the adjacent waterways, <u>and to the Lee Valley Regional Park and other local open spaces outside the Legacy Corporation area.</u>	Addition
71	151	1.1 (3)	Restore and reuse buildings of heritage value <u>assets</u> for employment uses.	Consistency

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No.	Page	Para/table etc	Tracked change	Reason for change
72	152	10.4	Proposals for development within Hackney Wick and Fish Island must protect the existing industrial.....	Correction
73	155	Figure 29	Place principal connection improvement over Old Ford link; change central and right connection over the Hertford Union to 'off-road'.	Correction
74	156	10.11	Guidance	Correction
75	156	10.10	preserve <u>or</u> enhance	
76	163	SA1.2	Delete end of bullet point 6: and enhance natural surveillance of the surrounding towpath Insert new bullet point after: <u>• Enhance natural surveillance of the surrounding towpath</u>	Correction
77	164	SA1.3	Amend site allocation text: "...residential, and creative and cultural uses, <u>and a linear park.</u> "	Correction
78	164	SA1.3	Correction to bullet point 1: "...serve the wider area."	Correction
79	164	SA1.3	Correction to bullet point 9: Development should preserve or enhance the setting of the Conservation Area, and retain and reuse buildings of heritage value. These buildings should anchor new routes, frontages and public spaces. <u>where outside, enhance its setting.</u>	Correction
80	164	SA1.3	Insert new bullet point: <u>• Retain and reuse buildings of heritage value. These buildings should anchor new routes, frontages and public spaces.</u>	Correction
81	166	SA1.5	Correct bullet point 3: "• Development should preserve or enhance the setting of the Conservation Area"	Correction

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No.	Page	Para/table etc	Tracked change	Reason for change
82	166	SA1.5	Delete bullet point 7: New retail uses should be mainly focussed around the station and the junction of Wallis Road, Berkshire Road and Prince Edward Road	Correction
83	167	SA1.6	Correction to site allocation text: "...medium density <u>residential</u> development incorporating <u>public</u> open space..."	Correction
84	167	SA1.6	Correction to bullet point 6 "• Building heights must provide a transition from a maximum frontage height of six storeys along the Hertford Union Canal down to four to <u>six</u> five storeys along Wyke Road."	Correction
85	168	SA1.7	Amend site allocation text: "Employment cluster and comprehensive, phased mixed-use development, <u>including residential, employment, retail, leisure and community floorspace (incorporating a new primary school and two nurseries).</u> "	Correction
86	169	SA1.8	Amend site allocation text: "Comprehensive, phased mixed-use development-, <u>including residential, employment, retail and community floorspace (incorporating a new primary school, nursery, health centre and library).</u> "	Correction
87	169	SA1.8	Amend bullet point 7: "• Up to 8,410 sqm of community (D1) floorspace, including: – new primary school – two <u>nurseryies</u> – health centre – library."	Correction
88	171	References	<u>Local Economy Study Part C: Qualitative Research (London Legacy Development Corporation, 2014)</u>	Correction
89	175	11.2	East Village provides an area mainly focused around Victory Park open space for new local retail space which is identified as a new Local Centre within this Local Plan. Stratford Town <u>Metropolitan</u> Centre and its retail, leisure, employment opportunities and excellent local and regional transport connections are close by.	Consistency
90	176	11.5	Bullet 5- Ensuring that the Local Centre develops a local function, distinct to the Metropolitan Town Centre at Stratford.	Consistency

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No.	Page	Para/table etc	Tracked change	Reason for change								
91	178	11.10	While the street pattern and routes within and through this Sub Area have generally been set and in the majority of cases constructed, the improvement of the public realm and the related connections between the established area east of Leyton Road and Chobham Farm, East Village and through to Queen Elizabeth Olympic Park and the Town Centre at <u>Stratford Metropolitan Centre</u> , remain important and key to the integration of communities as these develop and change.	Consistency								
92	181	Table 8: Prevailing heights in Sub Area 2	<table border="1"> <tr> <td>Chobham Farm (see site allocation SA2.1)</td> <td>20 metres</td> </tr> <tr> <td>Leyton Road North (area north of Henrietta Street)</td> <td>20 metres</td> </tr> <tr> <td>East Village (see Site Allocation SA2.2)</td> <td><u>20 metres, with higher elements on the southern and northern edge</u> <u>30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre</u></td> </tr> <tr> <td>Chobham Manor (see Site Allocation SA2.3)</td> <td><u>30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre</u> <u>20 metres, with higher elements on the southern and northern edge</u></td> </tr> </table>	Chobham Farm (see site allocation SA2.1)	20 metres	Leyton Road North (area north of Henrietta Street)	20 metres	East Village (see Site Allocation SA2.2)	<u>20 metres, with higher elements on the southern and northern edge</u> <u>30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre</u>	Chobham Manor (see Site Allocation SA2.3)	<u>30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre</u> <u>20 metres, with higher elements on the southern and northern edge</u>	Correction
Chobham Farm (see site allocation SA2.1)	20 metres											
Leyton Road North (area north of Henrietta Street)	20 metres											
East Village (see Site Allocation SA2.2)	<u>20 metres, with higher elements on the southern and northern edge</u> <u>30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre</u>											
Chobham Manor (see Site Allocation SA2.3)	<u>30 metres, with tall buildings on undeveloped plots closest to the boundary with the Metropolitan Centre</u> <u>20 metres, with higher elements on the southern and northern edge</u>											
93	183	SA2.2	Provision of key route between Stratford International Station and Velodrome <u>Lee Valley VeloPark</u>	Correction								
94	183	SA2.2	Bullet 2: Tall buildings and higher densities in southern area close to Stratford International Station and Stratford Town <u>Metropolitan Centre</u> , medium densities and heights elsewhere Amend PTAL range from 1a-3 to 2-6.	Correction and clarification								
95	183	SA2.2	Correction to the Site Allocation Drawing and the Proposals Map to include Plot N05 frontage within the Local Centre Boundary.	Correction								
96	184	SA2.3	Provision for key routes, including route from East Village to the Velodrome <u>Lee Valley VeloPark</u>	Correction								

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97	189	12.2	The area's key strengths are the significant amount of land available in such close proximity to excellent transport links and high-profile retained Games venues, with the waterways and parkland environment adding to this attraction, <u>much of which also falls within the Lee Valley Regional Park Authority.</u>	To confirm LVRPA within this area
98	189	12.5	Insert section heading: <u>Prevailing height</u> Unless specific building heights are stipulated within Policy 3.1, within this Sub Area where any development is proposed above <u>the prevailing height of 30m</u> from ground level, the Tall Buildings policy (BN.10) will apply.	Consistency
99	191	12.7	Town centre uses within this location should support, not be in competition with Stratford Town <u>Metropolitan</u> Centre and have regard to traffic and safety issues.	Consistency
100	191	12.8	In some cases, in order to make uses viable, medium-scale retail, leisure and community uses above the 200 sqm threshold may be acceptable within this location, subject to the sequential assessment of sites and impacts assessment showing positive results for the immediate area, with no negative impacts on Stratford Town <u>Metropolitan</u> Centre or the delivery of the proposed Local Centre at Pudding Mill.	Consistency
101	194	Figure 34	Correction to map to show link along Greenway	Correction
102	196	SA3.1	Potential for a A range of town centre uses and residential accommodation appropriate to the scale and form of the Metropolitan Centre designation. The Site <u>The Site</u> will form an extension to the Town <u>Metropolitan</u> Centre Boundary of Stratford <u>with the eastern parcel providing access to the town centre by a Link Bridge.</u> Active uses shall be on the ground floor along enhanced key connections	Clarification
103	197	SA3.1	Bullet 5- Eastern parcel should provide a large-scale town centre use with supporting elements and reflect the constrained access including access to town centre by Link Bridge Bullet 8- Points where key connections meet the allocation will <u>shall</u> be gateways for enhancement Bullet 9- Active uses shall be on the ground floor along key connections and routes Bullet 11- Safeguarding Inclusion <u>Inclusion</u> of land for new platforms at Stratford Station to support enhanced rail links to the north <u>where required.</u>	To be consistent with other site allocations

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No.	Page	Para/table etc	Tracked change	Reason for change
			Phasing bullet 3- The housing development of 1,105 units at Cherry Park will be delivered from 2015	
104	198	SA3.2 (8) (9)	8 th bullet- Proposals should not prejudice the ability to meet the annual conventional housing target or planned cumulative housing delivery over the Plan period 9 th bullet- Residential development within any scheme should incorporate conventional housing.	Conventional housing is undefined
105	199	SA3.3 (7) (8)	Comprehensive, phased mixed-use development providing edge-of-centre retail, education, cultural, leisure or community functions <u>potentially</u> incorporating residential to provide for strategic housing requirements. 7th bullet- Proposals should not prejudice the ability to meet the annual conventional housing target or planned cumulative housing delivery over the Plan period 8th bullet- Residential development within any scheme should incorporate conventional housing Amend Planning History bullet to read: “The site benefits from Planning Permission under the LCS scheme for: up to 4,000 <u>878</u> residential units;”	Clarification
106	200	SA3.4	2 nd bullet- Proposals should seek to optimise and increase the residential capacity of the area subject in particular to SP. 32 of this Local Plan 4 th bullet- Where provided, commercial and other active uses shall be on the ground floor along key connections, related to the station, Town <u>Metropolitan</u> Centre and Stratford High Street 7 th bullet- Improve connections from the site to the north and to Stratford Town <u>Metropolitan</u> Centre; to south-west to the Greenway via Bridgewater Road	Correction and clarification
107	201	SA3.5	Amendment to map (to realign allotments border)	Correction
108	202	SA3.6	Allocation text- Comprehensive, mixed use development of residential with education uses <u>including provision of an all-age school or equivalent education provision</u> and open space.	Consistency

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No.	Page	Para/table etc	Tracked change	Reason for change
			<p>Bullet 1- Development will <u>should</u> maintain the openness of the Metropolitan Open Land along the western boundary of the site</p> <p>Bullet 4- Development will need to <u>should</u> plan for the associated costs of remediation of the site</p>	
109	203	Signposting	Stratford Town Metropolitan Centre Extension – see Policy B.2	Clarification
110	206	13.1	Delete reference to BN7 as this land is not now designated as MOL	Correction
111	206	13.1	<p>“Thames Water Pumping Station at Mill Meads is designated as Local Open Space: Policies BN6, BN7 and S5 of this Local Plan are applicable to this land. The Local Open Space designation at Mill Meads includes the Abbey Mills Pumping Station site which is an <u>strategically important</u> operational pumping station complex <u>that both links to the Lee Tunnel and is proposed to connect to the proposed Thames Tideway Tunnel. Given this role, it and</u> is not publicly <u>accessible and may be required for future operational development in the future.</u> The Abbey Mills Pumping Station land within this included designation does not, as a result, therefore currently provide any public open space amenity function. <u>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”.</u></p>	Correction and Clarification
112	207	Strengths	Bullet point 2: preserve <u>or</u> enhance	Correction
113	208	13.2	Bullet point 5: preserve <u>or</u> enhance	Correction
114	208	13.3	<p>Amend first sentence of paragraph 13.3 as follows: “The Site Allocations within this Sub Area set out the <u>generally</u> expected predominant height of new development in each allocation.”</p> <p>Insert new sub heading after paragraph 13.3: “<u>Prevailing building heights and generally expected building heights</u>”</p> <p>Insert new number after ...Streimer Road. <u>13.3a</u></p>	Clarification

Table of minor amendments and corrections

No.	Page	Para/table etc	Tracked change	Reason for change										
			<p>Add new sentence at 13.3a: <u>“Table 8 a 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.”</u></p> <p>Insert new table</p> <p><u>Table 8a Prevailing and generally expected heights in Sub Area 4 (heights in metres above existing ground level)</u></p> <table border="1"> <tr> <td><u>Bromley-by-Bow</u> (Site Allocation SA4.1) (generally expected height)</td> <td><u>18 m</u></td> </tr> <tr> <td><u>Sugar House Lane</u> (Site Allocation SA4.2) ((generally expected height)</td> <td><u>15 m</u></td> </tr> <tr> <td><u>Pudding Mill</u> (Site Allocation SA4.3) (generally expected height)</td> <td><u>21 m</u></td> </tr> <tr> <td><u>Stratford High Street Policy Area</u> (generally expected height) (Policy 3.1)</td> <td><u>27 m</u></td> </tr> <tr> <td><u>Other Areas</u> (Prevailing height)</td> <td><u>10 m</u></td> </tr> </table>	<u>Bromley-by-Bow</u> (Site Allocation SA4.1) (generally expected height)	<u>18 m</u>	<u>Sugar House Lane</u> (Site Allocation SA4.2) ((generally expected height)	<u>15 m</u>	<u>Pudding Mill</u> (Site Allocation SA4.3) (generally expected height)	<u>21 m</u>	<u>Stratford High Street Policy Area</u> (generally expected height) (Policy 3.1)	<u>27 m</u>	<u>Other Areas</u> (Prevailing height)	<u>10 m</u>	
<u>Bromley-by-Bow</u> (Site Allocation SA4.1) (generally expected height)	<u>18 m</u>													
<u>Sugar House Lane</u> (Site Allocation SA4.2) ((generally expected height)	<u>15 m</u>													
<u>Pudding Mill</u> (Site Allocation SA4.3) (generally expected height)	<u>21 m</u>													
<u>Stratford High Street Policy Area</u> (generally expected height) (Policy 3.1)	<u>27 m</u>													
<u>Other Areas</u> (Prevailing height)	<u>10 m</u>													
115	210	4.2 (2) (3)	<p>2nd bullet- Improving the pedestrian underpass adjacent to Bromley by Bow Station <u>and linking pedestrian and cycle routes</u> to allow access to the new District Centre <u>and the Lee Valley Regional Park</u> beyond.</p> <p>3rd bullet- Change A11 to A11<u>8</u></p> <p>6th bullet- Delivery of a west-east pedestrian and cycle route, parallel with Stratford High Street,</p>	Clarification and correction										

Table of minor amendments and corrections

No.	Page	Para/table etc	Tracked change	Reason for change
			through Pudding Mill, across the Greenway and through the Greater Carpenters area parallel to Stratford Town Town Metropolitan Centre	
116	213	4.4	Proposals for new development or new uses within existing buildings within Three Mills Island will need to demonstrate that they preserve and <u>or</u> enhance the character of the Conservation Area and the setting of the listed buildings, while complementing the range of existing employment, including cultural and creative employment and community uses. Proposals for development should also preserve and <u>or</u> enhance the character and appearance of the Sugar House Lane Conservation Area. Views from these Conservation Areas will be protected from inappropriate development elsewhere in the Sub Area	Correction
117	213	4.4	Add BN.7 as a cross reference	Clarification
118	213	13.8	Protecting the character and appearance of the Conservation Areas within the Sub Area is important to help achieve the vision for the Sub Area. <u>The group of listed buildings at Three Mills Island, including the Grade 1 listed House Mill, and the listed buildings at Abbey Mills, provide an important historical context to the southern part of the Sub Area.</u> It is important to ensure that any new development sits well alongside the existing heritage assets and does not impact negatively upon them.	Clarification
119	215	SA4.1	Bullet 4–The predominant height of new buildings across the area should be 18 metres, subject to meeting other policies in this Local Plan Insert: <u>Proposals for development above 18 metres above ground level will only be acceptable subject to the provisions of Policy BN.10</u>	Consistency
120	216	SA4.2up to 1,200 new homes... Insert: <u>Proposals for development above 15 metres above ground level will only be acceptable subject to the provisions of Policy BN.10.</u>	Consistency with other site allocations
121	216	SA4.2	Change preserve and enhance in first bullet to “preserve and <u>or</u> enhance”	Correction

Table of minor amendments and corrections

No.	Page	Para/table etc	Tracked change	Reason for change
122	216	SA4.2	Add new development principle <u>“Improve the waterside environment of the River Lea, Waterworks River and Bow Back River.”</u>	Clarification
123	218	SA4.3	Add “Pudding Mill <u>Lane</u> DLR Station” to the first paragraph.	Correction
124	218	SA4.3	Bullet 1- Heights of up to 21 metres from ground level are appropriate on this site, except for some taller elements in the Local Centre (see Policies B.2 and BN.10) Insert: <u>Proposals for development above 21 metres above ground level will only be acceptable subject to the provisions of Policy BN.10</u>	Consistency
125	218	SA4.3	Add new development principle: <u>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)</u>	Clarification
126	226	14.19	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 (KPI’s) set out in Table 10 below will be used. <u>A review of the Plan is likely to be triggered where this monitoring shows that key elements of the Plan, such as delivery against housing targets, would not be met to a significant or on-going extent.</u> Monitoring of these indicators will be reported within the Legacy Corporation’s annual Authorities Monitoring Report. This report will <u>also</u> include annual updates of the activities undertaken in relation to the Duty to Cooperate.	Clarification
127	227	Table 10 (2)	• <u>Number of jobs/local jobs/opportunities within employment training initiatives</u> created.	Clarification
128	227	Table 10 (6)	Retaining open space <u>Amount of open space.</u> No net loss of designated open space <u>Quantum of open space gained or lost through development</u>	Clarification
129	236	Appendix 2	12/000210/OUT 13/00404/FULM <u>2406-214 High Street</u>	Correction
130	243	Glossary	<u>Other Industrial Location- Site of particular importance for local industrial type functions where identified limited change from industrial may be acceptable.</u>	Clarification
			Legacy Corporation’s Legacy Communities Scheme The Legacy Communities Scheme sought permission for the long-term development of five new neighbourhoods within the future Queen	Correction

Table of minor amendments and corrections

No.	Page	Para/table etc	Tracked change	Reason for change
			Elizabeth Olympic Park. Planning Application Reference: 11/90621/OUTODA (LLDC webpage). <u>Local Residents</u> - Residents of the LLDC area and Growth Boroughs	
131	244	Glossary	<u>Locally Significant Industrial Site</u> - Site of particular importance for local industrial type functions.	Clarification
132	161-218	Site Allocations	Change title for all site allocations: <u>Supporting Development</u> principles Amendments to presentation of the site allocations to clarify policy text	Clarification
133	n/a	Appendices	Insert new Appendix: Borough Boundaries Map	Clarification of context within which the Legacy Corporation area sits.
134	n/a	Proposals Map	Correct SINC mapping	Correction

Table of minor amendments and corrections

Table of minor amendments and corrections

Minor amendments and corrections to Site Allocations

The following pages (17-26) contain minor amendments and corrections to the site allocations. The minor amendments have been made in order to clarify which parts of the site allocations are a part of the site allocation text and are policy and which is supporting text, providing further guidance to the site allocation text. All text that is intended to have a policy status is now included within the site allocation text box above the site allocation map and remaining text within the “Development Principles” sections have been renamed “Supporting development principles” to provide clarity on their status.

Corrections shown to the site allocations in the table above have been consolidated into and are also shown in the updated site allocations sections below.

Table of minor amendments and corrections

Site Allocation SA1.1: Hackney Wick Station Area

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

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

Map (unchanged)

Supporting Development principles

Mix

- Development will be focused around the improved station at Hackney Wick, with active uses concentrated in clusters on primary routes connecting Hackney Wick, Fish Island, Sweetwater and East Wick
- ~~The overall amount of existing employment floorspace (B Use Class) within the allocation boundary must be maintained, with a particular emphasis on retaining and providing for creative and cultural industries and any other businesses that are compatible with residential use~~
- Development should retain or re-provide existing employment floorspace classified as B1 Use Class (business)

Table of minor amendments and corrections

- Development should re-provide employment floorspace falling within the B2 to B8 Use Classes, as B1 Use Class (business) and/or B2 Use Class (general industry). B2 uses should be compatible with mixed use development
- ~~Conflict between uses should be avoided by consolidating compatible uses together and mitigating potential impacts through careful design~~
- ~~Yard spaces should be predominantly either residential or employment/ workspace focused~~
- Workspace provision should be provided at both upper- and ground-floor levels to acknowledge the variety of workspace typologies
- ~~New retail uses should be mainly focused around the station~~
- Queen's Yard will act as a high-quality public space defined by a mixture of cultural and public uses that complement existing uses such as The White Building and the Yard Theatre
- ~~Avoid ground floor residential use where assessed flood risk levels indicate such use is inappropriate.~~

Movement

- ~~Key locations for public activity and local amenities should be at the points of connection between the four neighbourhoods (Hackney Wick, Fish Island, Sweetwater and East Wick), i.e. clustered around bridges and connections below the railway~~
- ~~A new direct and legible north-south connection which structures the heart of the area should be delivered between Wallis Road and Monier Road, integrated with Hackney Wick Station and an improved bridge over the Hertford Union Canal extending from Roach Road~~
- ~~A fine grain of streets, passageways and yards should be established that should create informal secondary connections to the canal edge~~
- ~~Existing streets should be reinforced with strong building edges and active ground floors~~
- New passages connecting pockets of public space should create a varied sense of enclosure
- Narrower passages should be framed by lower buildings (of two to three storeys) to create an asymmetrical street section
- ~~Where there is no continuous towpath along a canal edge, a series of new public spaces should be created which provide public access to the water and which also integrate informal connections between adjacent bridges, streets, passages or yards.~~

Scale

- ~~New tall buildings should not be located adjacent to or compete with existing taller buildings such as that housing Central Books~~
- ~~Massing should respond to adjacent existing and proposed public spaces and buildings~~
- Development should make a positive contribution to the characteristics and composition of views within and to/from the area.

Appearance

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

Phasing and implementation

- Delivery on site from 2016 onwards.

Table of minor amendments and corrections

Relevant planning history

- White Post Lane and Wallis Road – Hackney Wick Hub Scheme (LPA ref LTGDC-11-062-OUT) Road – Hackney Wick Hub Scheme (LPA ref LTGDC-11-062-OUT).

Address box (unchanged)

Table of minor amendments and corrections

Site Allocation SA1.2: Hamlet Industrial Estate

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

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

Map (unchanged)

Supporting Development principles

- ~~Avoid ground floor residential use where assessed flood-risk levels indicate such use is inappropriate~~
- Utilise access to White Post Lane and Queen Elizabeth Olympic Park (using the Lee Navigation vehicular bridge)
- ~~Development should improve access to the lower-level towpath along the western bank of the Lee Navigation Canal. There is an opportunity for a public use on this key corner~~
- New development should engage with the established townscape of juxtaposed tall and low buildings, such as the relationship between The White Building and Mother Studios
- ~~New development should vary in height~~
- ~~Development should respond to the height and massing of the immediate context and enhance natural surveillance of the surrounding towpath~~
- New proposals should positively engage with 92 White Post Lane through both architectural character and urban design
- Cultural and public uses should be located at the interface of White Post Lane and the Lee Navigation crossing, and have a strong relationship to a public space on the canal edge.

Phasing and implementation

- 2020 onwards.

Relevant planning history

- Not applicable.

Address box (unchanged)

Table of minor amendments and corrections

<p>Site Allocation SA1.3: Hepscott Road</p>
<ul style="list-style-type: none"> • <u>Comprehensive mixed-use development including employment, residential, and creative and cultural uses, and a linear park.</u> • <u>Development should provide new walking and cycling routes through the site providing connections to the Hertford Union Canal towpath, Roach Point Bridge, and Hackney Wick Station</u> • <u>Development should respond positively to the waterside setting, enhance the character of the canal and enhance strategic views west towards central London</u> • <u>Proposals should provide a high-quality frontage and deliver public realm improvements to Wansbeck Road</u> • <u>Development should enable the delivery of improved or new north-south connections across the canal</u> • <u>Form, connectivity and delivery of development needs to be considered with the Neptune Wharf site opposite</u> • <u>Any proposal that does not safeguard the existing waste capacity should be resisted unless it can be demonstrated this capacity can be more efficiently re-provided elsewhere within London. Any such proposal must ensure that such an approach counts towards the Borough’s overall waste apportionment target (to the satisfaction of the Borough and the GLA)</u> • <u>Retain and reuse buildings of heritage value. These buildings should anchor new routes, frontages and public spaces.</u> • <u>Development should preserve or enhance the Conservation Area and, where outside, enhance its setting.</u>
<p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Development should provide a new linear park of approximately 1.2 ha, to serve the wider area. • Development should provide new walking and cycling routes through the site providing connections to the Hertford Union Canal towpath, Roach Point Bridge, and Hackney Wick Station • Development should respond positively to the waterside setting, enhance the character of the canal and enhance strategic views west towards central London • Proposals should provide a high-quality frontage and deliver public realm improvements to Wansbeck Road • Development should enable the delivery of improved or new north-south connections across the canal • Form, connectivity and delivery of development needs to be considered with the Neptune Wharf site opposite • Any proposal that does not safeguard the existing waste capacity should be resisted unless it can be demonstrated this capacity can be more efficiently re-provided elsewhere within London. Any such proposal must ensure that such an approach counts towards the Borough’s overall waste apportionment target (to the satisfaction of the Borough and the GLA) • Development should preserve or enhance the setting of the Conservation Area, and retain and reuse buildings of heritage value. These buildings should anchor new routes, frontages and public spaces.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • 2020 onwards.
<p>Relevant planning history</p>

Table of minor amendments and corrections

- Not applicable.

Address box (unchanged)

Table of minor amendments and corrections

Site Allocation SA1.4: Bream Street
<p>Mixed-use development including employment, residential, and creative and cultural uses to come forward in a comprehensive manner.</p> <ul style="list-style-type: none">• <u>Development should respond to the waterfront character where the site adjoins the Lee Navigation and enhance the setting of Old Ford Lock</u>• <u>The site should provide for public access to and views across the water space, together with an active canal frontage</u>• <u>Development should improve and enhance the setting of the surrounding Conservation Area and provide a high-quality frontage to improve local views along Dace Road</u>
Map (unchanged)
<p>Supporting Development principles</p> <ul style="list-style-type: none">• Development should respond to the waterfront character where the site adjoins the Lee Navigation and enhance the setting of Old Ford Lock• The site should provide for public access to and views across the water space, together with an active canal frontage• Development should improve and enhance the setting of the surrounding Conservation Area and provide a high-quality frontage to improve local views along Dace Road• The site should provide streets and pedestrian passages flanked by robust building forms between Stour Road and Dace Road.
<p>Phasing and implementation</p> <ul style="list-style-type: none">• 2020 onwards. <p>Relevant planning history</p> <ul style="list-style-type: none">• Not applicable.
Address box (unchanged)

Table of minor amendments and corrections

<p>Site Allocation SA1.5: 415 Wick Lane</p>
<p>Mixed-use development, including employment and residential, to provide a transition between the Fish Island SIL and the mixed-use character north of the Greenway.</p> <ul style="list-style-type: none"> • <u>Development should provide a high-quality frontage to improve the local views along Wick Lane from Crown Close</u> • <u>Development should relate well to the Greenway and enhance natural surveillance without over-dominating</u> • <u>Development should enhance the setting of the Conservation Area</u> • <u>Development should provide a new direct link from Wick Lane to the Greenway that new development can access</u> • <u>Development should improve the setting of the cluster of heritage buildings on Crown Close</u>
<p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Development should provide a high-quality frontage to improve the local views along Wick Lane from Crown Close • Development should relate well to the Greenway and enhance natural surveillance without over-dominating • Development should preserve or enhance the setting of the Conservation Area • Development should provide a new direct link from Wick Lane to the Greenway that new development can access • Development should provide a new public space adjacent to 417 Wick Lane to improve the outlook for the existing ground-floor business units within that development • Development should improve the setting of the cluster of heritage buildings on Crown Close • New retail uses should be mainly focused around the station and the junction of Wallis Road, Berkshire Road and Prince Edward Road • Development should re-provide employment floorspace in accordance with the function of employment cluster B.1b5 and Policy B.1.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • 2020 onwards. <p>Relevant planning history</p> <ul style="list-style-type: none"> • Not applicable.
<p>Address box (unchanged)</p>

Table of minor amendments and corrections

<p>Site Allocation SA1.6: Neptune Wharf</p>
<p>Comprehensive, phased, mixed-use medium-density <u>residential</u> development incorporating <u>public</u> open space and land for a future primary school to help meet education needs arising across Fish Island.</p> <ul style="list-style-type: none"> • Focus active frontages/retail uses around public open space and the waterfront • Ensure improved permeability with the creation of new north-south and east-west public routes through the site, including a new access and visual connection to the Hertford Union Canal from the south • Ensure building footprints and open spaces allow for future enhanced walking and cycling connections across the canal • Building heights must provide a transition from a maximum frontage height of six storeys along the Hertford Union Canal down to four to six storeys along Wyke Road. <p>Mao (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Development should include 0.44 ha of land for a future primary school (three-form entry) and at least 0.8 ha of public open space • Workspace should be focused around internal yards or on-street • Focus active frontages/retail uses around public open space and the waterfront • Ensure improved permeability with the creation of new north-south and east-west public routes through the site, including a new access and visual connection to the Hertford Union Canal from the south • Ensure building footprints and open spaces allow for future enhanced walking and cycling connections across the canal • Building heights must provide a transition from a maximum frontage height of six storeys along the Hertford Union Canal down to four to five storeys along Wyke Road.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • Delivery on site from 2015/16 onwards. <p>Relevant planning history</p> <ul style="list-style-type: none"> • Application reference: 12/00210/OUT. Permission for up to 522 residential units.
<p>Address box (unchanged)</p>

Table of minor amendments and corrections

<p>Site Allocation SA1.7: East Wick and Here East</p>
<p><u>Employment cluster and comprehensive, phased mixed-use development, including residential, employment, retail, leisure and community floorspace (incorporating a new primary school and two nurseries).</u></p> <ul style="list-style-type: none"> • <u>Development should relate well to Hackney Wick Neighbourhood Centre and Canal Park</u> • <u>Development should provide a gateway to Queen Elizabeth Olympic Park and establish a high-quality frontage that engages with both the Lee Navigation and Queen Elizabeth Olympic Park</u> • <u>Development should support the continuation of direct east-west connections from Hackney Wick and Fish Island to the primary school and Queen Elizabeth Olympic Park</u> • <u>Routes between East Wick and the Neighbourhood Centre should provide frontages to support the generation of active ground-floor uses.</u>
<p>Map (unchanged)</p>
<p>Development principles</p> <ul style="list-style-type: none"> • Development should relate well to Hackney Wick Neighbourhood Centre and Canal Park • Development should provide a gateway to Queen Elizabeth Olympic Park and establish a high-quality frontage that engages with both the Lee Navigation and Queen Elizabeth Olympic Park • Development should support the continuation of direct east-west connections from Hackney Wick and Fish Island to the primary school and Queen Elizabeth Olympic Park• Routes between East Wick and the Neighbourhood Centre should provide frontages to support the generation of active ground-floor uses. • Routes between East Wick and the Neighbourhood Centre should provide frontages to support the generation of active ground-floor uses. <p><u>Here East:</u></p> <ul style="list-style-type: none"> • An employment cluster including digital, creative, media and broadcasting businesses and further/higher education uses (i.e. 115,755 sqm of commercial floorspace including data centre, business/studies, education, conference and retail floorspace). <p><u>East Wick:</u></p> <ul style="list-style-type: none"> • Up to 96,097 sqm residential floorspace, approximately 880 homes • Up to 9,001 sqm employment (B1a and B1b/c) floorspace • Up to 4,725 sqm of retail (A1–A5) and leisure (D2) floorspace • Up to 6,888 sqm of community (D1) floorspace, including a new primary school and two nurseries.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • 2015/16 onwards.
<p>Relevant planning history</p> <p><u>East Wick:</u></p> <ul style="list-style-type: none"> • The East Wick site was granted planning permission on 28 September 2012, subject to conditions and a Section 106 (S106) Agreement (LPA ref 11/90621/OUTODA). <u>Up to 96,097 sqm residential floorspace, approximately 880 homes</u> <u>Up to 9,001 sqm employment (B1a and B1b/c) floorspace</u> <u>Up to 4,725 sqm of retail (A1–A5) and leisure (D2) floorspace</u> <u>Up to 6,888 sqm of community (D1) floorspace, including a new primary school and two nurseries.</u> <p><u>Here East:</u></p> <p>Here East was granted planning permission on 25 February 2014, subject to conditions and a Section 106 (S106) Agreement (LPA ref 13/00534/FUM, 13/00536/COU and 13/00537/FUL)</p>

Table of minor amendments and corrections

- An employment cluster including digital, creative, media and broadcasting businesses and further/higher education uses (i.e. 115,755 sqm of commercial floorspace including data centre, business/studios, education, conference and retail floorspace).

Address Box (unchanged)

Table of minor amendments and corrections

<p>Site Allocation SA1.8: Sweetwater</p>
<p><u>Comprehensive, phased mixed-use development, including residential, employment, retail and community floorspace (incorporating a new primary school, nursery, health centre and library).</u></p> <ul style="list-style-type: none"> • <u>Development should relate well to Hackney Wick Neighbourhood Centre, Canal Park and the Stadium</u> • <u>Development should support the continuation of direct east-west connections from Hackney Wick and Fish Island to the primary school and Queen Elizabeth Olympic Park</u> • <u>New bridge links should be provided across the Lee Navigation that align with the street pattern of Hackney Wick and Fish Island</u>
<p>Map (unchanged)</p>
<p>Development principles</p> <ul style="list-style-type: none"> • Development should relate well to Hackney Wick Neighbourhood Centre, Canal Park and the Stadium • Development should support the continuation of direct east-west connections from Hackney Wick and Fish Island to the primary school and Queen Elizabeth Olympic Park • New bridge links should be provided across the Lee Navigation that align with the street pattern of Hackney Wick and Fish Island • Up to 67,730 sqm residential floorspace, approximately 650 homes • Up to 1,065 sqm of employment (B1a) floorspace • Up to 2,576 sqm of retail (A1–A5) floorspace • Up to 8,410 sqm of community (D1) floorspace, including: <ul style="list-style-type: none"> — new primary school — two nurseries — health centre — library.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • 2015/16 onwards. <p>Relevant planning history</p> <ul style="list-style-type: none"> • This site was granted planning permission on 28 September 2012, subject to conditions and a Section 106 (S106) Agreement (LPA ref 11/90621/OUTODA). <ul style="list-style-type: none"> • <u>Up to 67,730 sqm residential floorspace, approximately 650 homes</u> • <u>Up to 1,065 sqm of employment (B1a) floorspace</u> • <u>Up to 2,576 sqm of retail (A1–A5) floorspace</u> • <u>Up to 8,410 sqm of community (D1) floorspace, including:</u> <ul style="list-style-type: none"> – <u>new primary school</u> – <u>nursery</u> – <u>health centre</u> – <u>library.</u>
<p>Address box (unchanged)</p>

Table of minor amendments and corrections

<p>Site Allocation SA1.9: Bartrip Street South</p>
<p>Land with potential for gypsy and traveller site.</p> <ul style="list-style-type: none"> • Maximise the provision of gypsy and traveller pitches • Design must incorporate noise mitigation measures
<p>Map (unchanged)</p>
<p>Supporting Development principles</p> <ul style="list-style-type: none"> • Maximise the provision of gypsy and traveller pitches • Development should be stepped back from surrounding roads and orientated towards Wick Road • Development should maintain the green amenity and green infrastructure value of the site and existing vegetation where appropriate • Design must incorporate noise mitigation measures • The site should be accessed from the corner of Bartrip Street/Wick Road.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • Delivery on site is expected to meet the first five-year requirements for pitches (between 2015–20). <p>Relevant planning history</p> <ul style="list-style-type: none"> • Not applicable.
<p>Address Box (unchanged)</p>

Table of minor amendments and corrections

<p>Site Allocation SA2.2: East Village</p> <p><u>Allocation text:</u></p> <p>Family-focused, medium- to high-density residential development with public open spaces and new Local Centre. Significant development capacity within Rremaining development plots <u>provide capacity</u> for residential development and for retail and commercial uses at ground-floor level within the Local Centre. <u>Retail space within Local Centre not to exceed a total of 9,999 sqm.</u></p>
<p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Development around existing open space and street network • Tall buildings and higher densities in southern area close to Stratford International Station and Stratford Town Centre, medium densities and heights elsewhere • Retail space within Local Centre not to exceed a total of 9,999 sqm • Provision of central green space that provides key pedestrian route to Queen Elizabeth Olympic Park • Provision of key route between Stratford International Station and velodrome • Subject to Policy 2.4, seek to provide retail and non-residential activities onto route between Stratford International Station and Chobham Manor • Ensure strong pedestrian and cycle links to Chobham Academy and Sir Ludwig Guttmann Health Centre.
<p><u>Phasing and implementation</u></p> <ul style="list-style-type: none"> • Delivery on site (of undeveloped plots) from 2014/15 onwards. <p><u>Relevant planning history</u></p> <ul style="list-style-type: none"> • Part of the Stratford City masterplan planning permission (Reference 07/90023/VARODA) and associated subsequent planning permissions. Remaining plots can be brought forward through reserved matters applications within this permission. Remaining floorspace within the permission allows the following development within East Village: Residential: 194,740 sqm Retail: 4,238 sqm Leisure: 3,124 sqm Community use: 726 sqm
<p>Address</p> <p>Site address: East Village, Stratford</p> <p>Existing uses: Vacant development plots within East Village with outline planning permission for development (see planning history)</p> <p>Size: 18.9 hectares (total site area including the development plots)</p> <p>PTAL rating: 4a-3 2-6</p> <p>Flood Zone: 2 (western half only)</p>

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<p>Site Allocation SA3.1 Stratford Town Centre West</p> <p>Potential for a A range of town centre uses and residential accommodation appropriate to the scale and form of the Metropolitan Centre designation. <u>The Ssite will form an extension to the Town Centre Boundary of Stratford with the eastern parcel providing access to the town centre by a Link Bridge. Active uses shall be on the ground floor along enhanced key connections</u></p>
<p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Provide an overall mix of town centre uses respecting the existing character, scale, and massing the allocation area • Suitable for main town centre uses appropriate to Metropolitan Centre designation • Northern development parcel should provide office with ground-floor local service retail providing a transition to the residential area to the north • South-western parcel should provide offices and residential with the localised retail functions on the ground floors • Eastern parcel should provide a large-scale town centre use with supporting elements and reflect the constrained access including access to town centre by Link Bridge • Southern parcel should largely be residential with a transition from retail and other uses, containing Local Open Space • Key connections shall be enhanced: to the north to East Village; from existing Stratford town centre to the east; from the south through to London Aquatics Centre; and from the west along Westfield Avenue to Queen Elizabeth Olympic Park. Connectivity routes in private ownership should maintain the format and appearance of public space • Points where key connections meet the allocation will <u>shall</u> be gateways for enhancement • Active uses shall be on the ground floor along key connections and routes • Maintain the view from the core of Stratford City through The International Quarter to London Aquatics Centre and beyond in line with the Views Policy BN.9 • Safeguarding <u>Inclusion</u> of land for new platforms at Stratford Station to support enhanced rail links to the north <u>where required</u>.
<p><u>Phasing and implementation</u></p> <ul style="list-style-type: none"> • Residential within The International Quarter will be delivered from 2015 • Other northern and south-western parts of The International Quarter to be delivered from 2020 • The housing development of 1,105 units at Cherry Park will be delivered from 2015 • Delivery of the Chobham Farm South shall depend on access to the site via the town centre Link Bridge and is anticipated to be post-2020. <p><u>Planning history</u></p> <ul style="list-style-type: none"> • Has permission under the Stratford City scheme for 450,000 sqm; approximately 1,440 residential units (TIQ-333, Cherry Park-1,105); 25,500 sqm hotel; 3,000 sqm retail; 2,000 sqm leisure • Permission under the Manhattan Lofts scheme for 248 residential units to the north of the International Station.
<p>Address Box (unchanged)</p>

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<p>Site Allocation SA3.4 Greater Carpenters District</p> <p>Existing mixed-use area with potential for extensive mixed-use redevelopment. <u>Achieve a mixed-use development including residential, and more extensive business, commercial, education and community uses</u></p>
<p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Achieve a mixed-use development including residential, and more extensive business, commercial, education and community uses • Proposals should seek to optimise and increase the residential capacity of the area subject in particular to Policy SP.32 of this Local Plan • Development densities and uses should reflect location and public transport accessibility • Where provided, commercial and other active uses shall be on the ground floor along key connections, related to the station, Town <u>Metropolitan</u> Centre and Stratford High Street • Maximise and reflect in any new development or public realm improvement the potential arising from pedestrian movement to and from a new western entrance to Stratford Regional Station and improvements to the Jupp Road bridge • The identified option for the new western entrance to Stratford Regional Station should be incorporated into redevelopment proposals for this site • Improve connections from the site to the north and to Stratford Town <u>Metropolitan</u> 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.
<p><u>Phasing and implementation</u></p> <ul style="list-style-type: none"> • Delivery of a first phase during 2015/16 to 2020/21.
<p>Address Box (unchanged)</p>

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<p>Site Allocation SA3.5 Bridgewater Road</p> <p>Residential development with ancillary open space and play space, with rebuilt Bridgewater Road Bridge. <u>Cycling and walking access across Greenway to Pudding Mill Local Centre</u></p>
<p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Development should maintain the openness of the Metropolitan Open Land • Development shall be supported by an improved road, pedestrian and cycle bridge from Warton Road • Take account of the allotment site in the northern part of site and its access, within scheme design • Medium-density development reflecting location and public transport accessibility levels providing a transition to the Carpenters District, suitable for provision of family housing and older persons' accommodation • Heights should generally be no more than 30m from ground level, with heights stepping down to the allotments to the west of the site • Improved waterways environment • Cycling and walking access across Greenway to Pudding Mill Local Centre • 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.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • Available from 2018 onwards, following completion of Crossrail works. <p>Planning history</p> <ul style="list-style-type: none"> • Has permission under the LCS scheme for approximately 300 homes • 1.1 ha of allotments through the post- Games transformation.
<p>Address Box (unchanged)</p>

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<p>Site Allocation SA3.4 Rick Roberts Way</p> <p><u>Comprehensive, mixed use development of residential with education uses including provision of an all-age school or equivalent education provision and open space.</u></p> <p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • Development will <u>should</u> maintain the openness of the Metropolitan Open Land along the western boundary of the site • Provision of all-age school alongside residential development respecting the existing character, scale and massing of the site and its surrounding area • Residential capacity could be increased alongside the introduction of business space and significant open space, should the all-age school or its secondary school component be delivered within a location suitable to requirements elsewhere within the Legacy Corporation area. Unless school place demand has been demonstrably met elsewhere, retention of sufficient land for delivery of an additional primary school in the later part of the Plan period will be required within the site • Development will <u>should</u> need to plan for the associated costs of remediation of the site • Design to reflect the close proximity of industrial and other uses • Development will preserve or enhance the listed cottages and the setting of the Conservation Area to the south • Enable safe access to the secondary school 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 • Proposals to include Local Open Space including play space and BAP habitat • Building heights generally less than 36 metres above ground level, grading down to the south-east.
<p><u>Phasing and implementation</u></p> <ul style="list-style-type: none"> • School provision to be provided prior to, or in parallel with, the residential elements • 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 2020 onwards. <p><u>Planning history</u></p> <ul style="list-style-type: none"> • Has permission under the LCS scheme for: approximately 400 residential; 550 sqm retail; 11,600 sqm community use (school).
<p>Address Box (unchanged)</p>

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<p>Site Allocation SA4.1: Bromley-by-Bow</p> <p>Site Allocation: <u>A new mixed-use area consisting of including:</u></p> <ul style="list-style-type: none"> • 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. <p><u>Proposals for development will be required to demonstrate that they contribute to the comprehensive development of the Bromley-by-Bow Site Allocation area. To do this, applications will need to demonstrate:</u></p> <ul style="list-style-type: none"> • <u>that a masterplan approach for the Site Allocation as a whole is followed</u> • <u>that phasing of development across the overall site is appropriate and secured through Section 106 Agreement</u> • <u>that there is certainty over delivery of the complete comprehensive scheme, rather than delivery of separate piecemeal elements without certainty that all of the required uses, accessibility improvements and necessary infrastructure will be delivered over the longer term.</u> <p><u>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</u></p> <p><u>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</u></p> <p><u>Proposals for development above 18 metres above ground level will only be acceptable subject to the provisions of Policy BN.10</u></p> <p><u>Safe pedestrian and cycling access should be provided, particularly to the primary school.</u></p> <p><u>Landing for bridges from Sugar House Lane will need to be incorporated into development proposals</u></p>
<p>Map (unchanged)</p>
<p>Supporting Development principles</p> <ul style="list-style-type: none"> • <u>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.</u> • Proposals for development will be required to demonstrate that they contribute to the comprehensive development of the Bromley-by-Bow Site Allocation area. To do this, applications will need to demonstrate: <ul style="list-style-type: none"> — 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 through Section 106 Agreement — that there is certainty over delivery of the complete comprehensive scheme, rather

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<p>than delivery of separate piecemeal elements without certainty that all of the required uses, accessibility improvements and necessary infrastructure will be delivered over the longer term</p> <ul style="list-style-type: none"> • 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 • The predominant height of new buildings across the area should be 18 metres, subject to meeting other policies in this Local Plan • Safe pedestrian and cycling access should be provided, particularly to the primary school.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • 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 in ‘Development principle 1’ 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, (see policy 4.2) 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 • Landing for bridges from Sugar House Lane will need to be incorporated into the development proposals • The LLDC will proactively engage with landowners and developers to ensure delivery of this important regeneration area.
<p>Relevant planning history</p> <ol style="list-style-type: none"> 1. There are no listed buildings or Conservation Areas on the site 2. Planning permission was granted in 2010 for a comprehensive mixed-use scheme, on the southern part of the Site Allocation but this permission has now lapsed 3. Permission was granted in 2012 for a predominantly housing development to the northern part of the Site Allocation (PA/11/02423/LBTH) and it is understood that this will be implemented.
<p>Address Box (unchanged)</p>

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<p>Site Allocation SA4.2: Sugar House Lane</p>
<p>A new medium-density, mixed-use area including business (cultural and creative) and local retail space focused in the northern and southern part of the site; up to 1,200 new homes, with a significant number of family homes, Local Open Space, <u>playspace</u> and public realm. A new all-movements junction to enable access to the area and new <u>and enhanced</u> bridges to link the area to surrounding communities will be required alongside development. <u>Proposals for development above 15 metres above ground level will only be acceptable subject to the provisions of Policy BN.10.</u></p>
<p>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.</p>
<p>Map (unchanged)</p>
<p>Supporting Development principles</p>
<ul style="list-style-type: none"> • <u>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.</u> • 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 • Any proposals will need to preserve <u>or and</u> enhance the Conservation Area designations, both of the Sugar House Lane Conservation Area, which is wholly within the site, and the Three Mills Conservation Area, part of which falls within the Site Allocation area. Three Mills Conservation Area includes the Grade I listed House Mill, Grade II* listed Clock Mill, Grade II listed Custom House and Grade II listed Three Mills Lane roadway. The settings of the Grade I, II* and II buildings at Three Mills will also need to be protected. • <u>The waterside environment of the River Lea, Waterworks River and Bow Back River should be improved.</u> •
<p>Phasing and implementation</p>
<p>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, and equivalent provision would need to be made if any other new application comes forward, or the permitted scheme is amended as it is developed.</p>
<p>Relevant planning history</p>
<p>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</p>

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mixed-use development, which includes:

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

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

Address Box (unchanged)

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<p>Site Allocation SA4.3: Pudding Mill</p> <p>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, <u>playspace</u> and public realm. Cumulatively across the Pudding Mill Site Allocation, 25 per cent non-residential floorspace should be achieved, with a predominantly industrial floorspace use mix in the area to the west of Cooks Road and around the Crossrail portal. 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.</p> <ul style="list-style-type: none"> • <u>Proposals for development above 21 metres above ground level will only be acceptable subject to the provisions of Policy BN.10</u> • <u>Non-residential uses should be focused along a new central east-west street</u> • <u>The form of development should allow for improved east-west connections through the site</u> • <u>Provision should be made for key connections, including 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</u> • <u>Land should be safeguarded Safeguarding of land for DLR North Route Double Tracking phase 2.</u> • <u>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).</u>
<p>Map (unchanged)</p>
<p><u>Supporting Development principles</u></p> <ul style="list-style-type: none"> • <u>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.</u> • Heights of up to 21 metres from ground level are appropriate on this site, except for some taller elements in the Local Centre (see Policies B.2 and BN.10) • Open Space/playspace needs to be provided alongside development and located within pockets across the site • Non-residential uses should be focused along a new central east-west street • A new Local Centre should be brought forward adjacent to Pudding Mill DLR Station • The form of development should allow for improved east-west connections through the site • A significant proportion of family homes should be provided • Provision should be made for key connections, including 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 • It would be appropriate to re-align Barbers Road to provide a dual fronted street and screening to the Crossrail site • Other Industrial Location allocation <u>designation</u> maintained along the western edge to form a buffer to A12 (see Policy B.1) • Safeguarding of land for DLR North Route Double Tracking phase 2.
<p>Phasing and implementation</p> <ul style="list-style-type: none"> • Delivery on site from 2015 onwards • Lack of existing residential uses, amenity and limited connectivity will require early phases to consider carefully the provision of amenity and access

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- 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

There are no listed buildings or Conservation Areas on the site.

11/90621/OUTODA – Part of the site has planning permission under the Legacy Communities Scheme permission granted in 2012 for:

- Development of up to 118,290 sqm of residential development (Class C3)
- Development of up to 2,345 sqm of retail and food/drink (Classes A1–A5)
- Development of up to 169 sqm of leisure development (Class D2)
- Development of 23,791 sqm of employment (Class B1a) and up to 12,158 sqm of (Class B1b+B1c)
- Development of up to 1,482 sqm of community development (Class D1)
- Provision of 1,000 sqm of Open Space, including playspace.

12/02202/AOD (NEW/2/4/1) – Construction of a new DLR railway station at Pudding Mill Lane under the Crossrail Act 2008.

11/00492/AOD (NEW/2/7) – Construction of various structures associated with the Crossrail portal and new DLR station under the Crossrail Act 2008.

Address Box (unchanged)