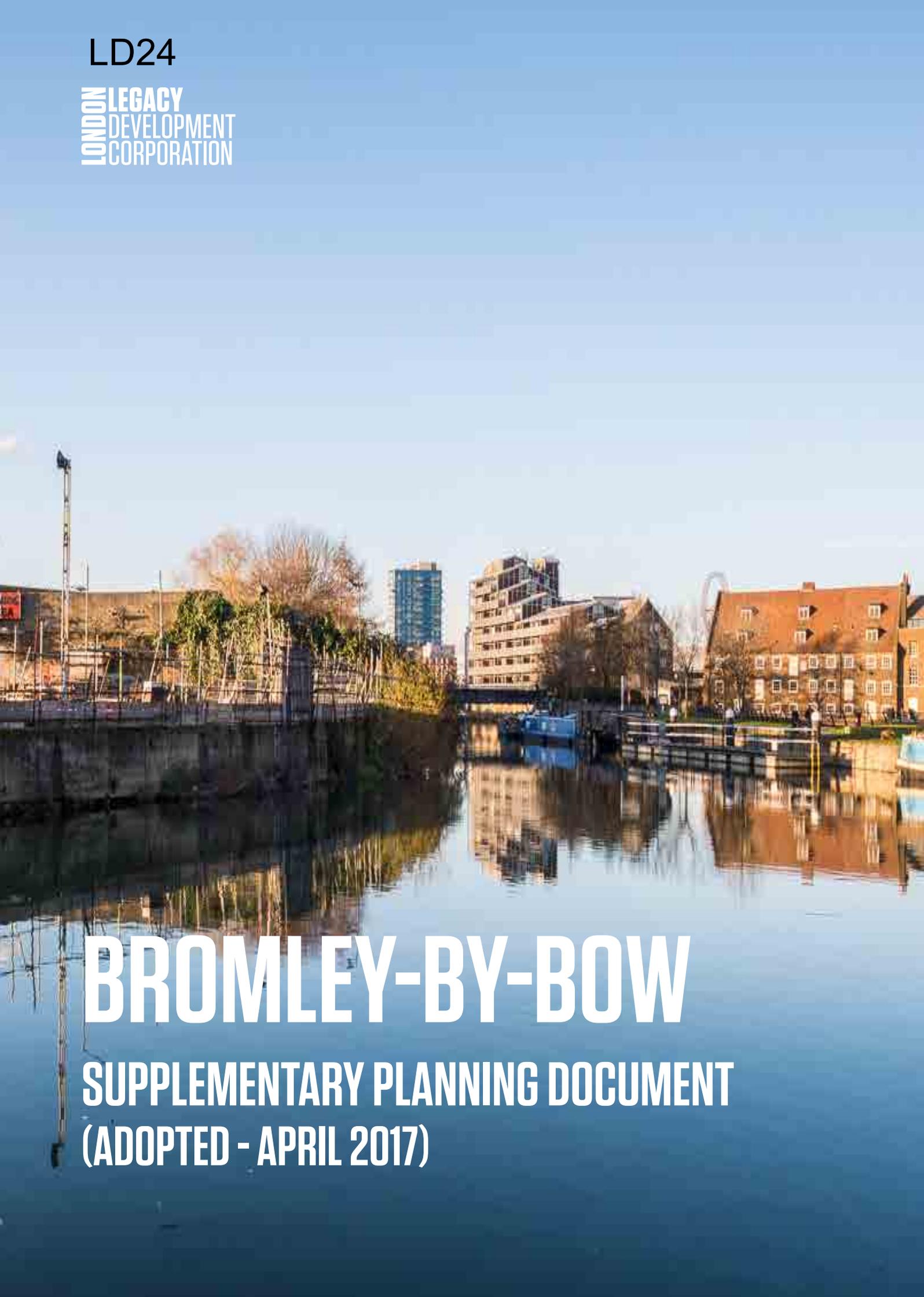


LD24

LONDON
LEGACY
DEVELOPMENT
CORPORATION



BROMLEY-BY-BOW

SUPPLEMENTARY PLANNING DOCUMENT

(ADOPTED - APRIL 2017)



CONTENTS

1. Introduction	4
PART A: SETTING THE SCENE	6
2. Background, purpose and structure of this SPD	6
3. Planning Policy Framework	8
4. Development Context	11
5. The SPD area	14
PART B: POLICY GUIDANCE	17
6. Land Use	17
7. Transport & Connecting the SPD Area	21
8. Conservation and Heritage	25
9. Heights and Massing	30
PART C: DELIVERY	32
10. Following a masterplan approach	32
11. Detailed design, ensuring outstanding architecture	50
12. Environmental Design Principles	52
13. Phasing, future planning application boundaries	57
14. Delivery of infrastructure	60

1. INTRODUCTION

This Supplementary Planning Document (SPD) has been prepared to provide further guidance on the implementation of policies within the Legacy Corporation Local Plan (July 2015) and particularly to help landowners to develop proposals that achieve comprehensive development at Bromley by Bow. It focuses on the area of Local Plan Site Allocation 4.1. The SPD boundary is shown on the adjacent plan. Bromley by Bow is located in the Lower Lea Valley, near the new neighbourhoods that are being created at Sugar House Lane, Pudding Mill and Stratford.

The London Legacy Development Corporation is the local planning authority for the area and is a Mayoral Development Corporation. As a Mayoral Development Corporation it has wider regeneration focused powers which together aim to help achieve its established purpose.

Formed in April 2012, the London Legacy Development Corporation's purpose is to use the once-in-a-lifetime opportunity of the London 2012 Games and the creation of Queen Elizabeth Olympic Park to develop a dynamic new heart for east London, creating opportunities for local people and driving innovation and growth in London and the UK.

The Legacy Corporation is responsible for delivering one of the most important Olympic legacy promises made in the original London 2012 Games bid. This pledge concerns the physical legacy of the Games – the long-term planning, development, management and maintenance of the Park and its impact on the surrounding area after the London 2012 Games.

At Bromley-by-Bow the Local Plan sets out the aim to achieve this by transforming this location into a new District Centre with new retail, services and businesses along with community facilities, a new primary school and open space alongside new homes.

As one of several landowners within the area, the Legacy Corporation aims to work with the other landowners at Bromley by Bow to bring forward this transformation. This SPD sets out

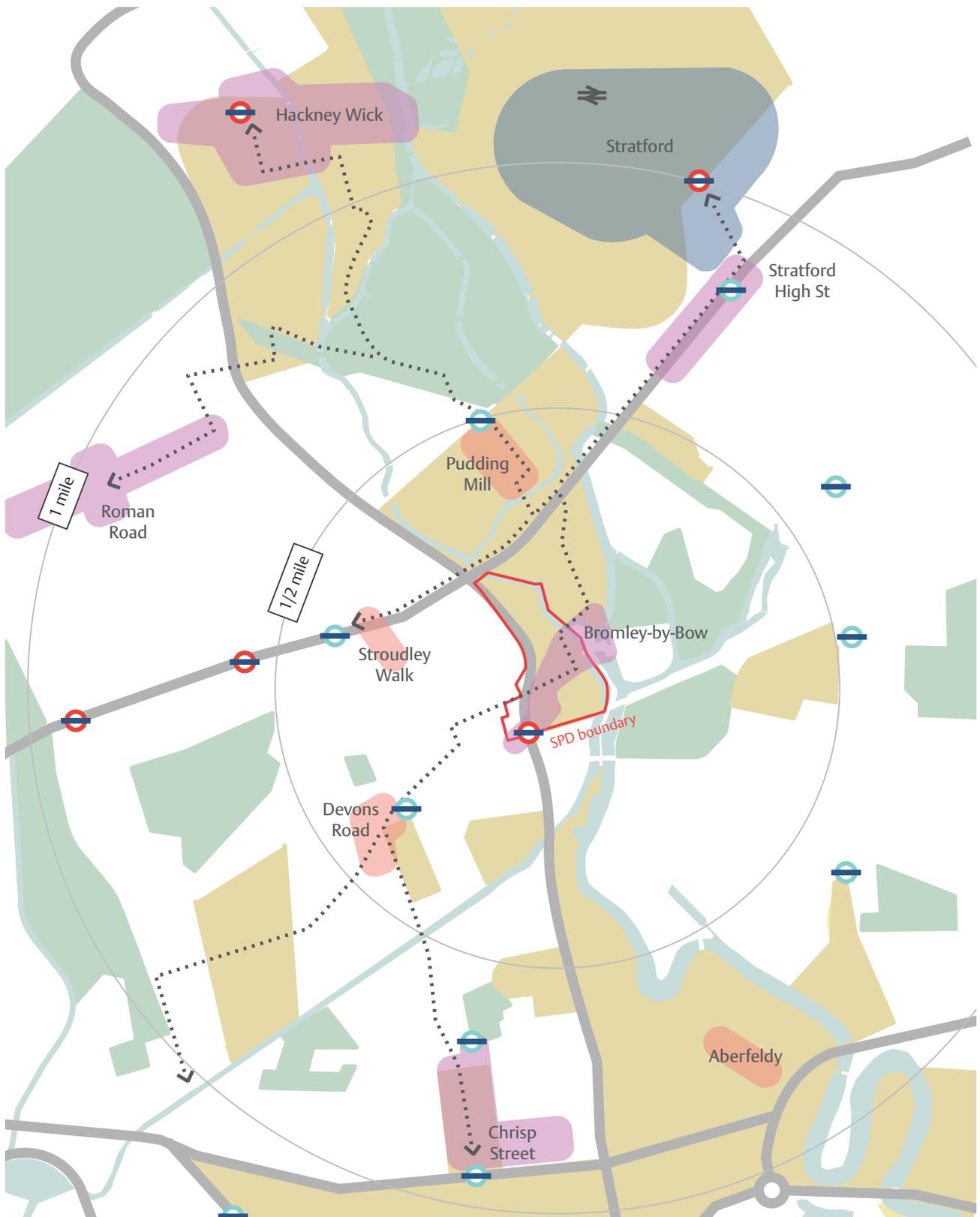
a detailed vision for this change and guidance that will help development to achieve this. An illustrative masterplan has also been prepared by the landowners to help demonstrate how comprehensive development of the southern part of Bromley-by-Bow can be achieved.

The masterplan has been subjected to a range of environmental testing and both the illustrative masterplan and environmental testing reports have been published alongside this SPD.

It is expected that planning applications for development within the SPD area comply with the policy requirements set out in the Local Plan, including Site Allocation SA4.1 and follow the guidance and framework set by this SPD. Any variation in approach taken by individual planning applications to this framework will need to be justified by demonstrating that this does not compromise delivery of the development and infrastructure components that the Site Allocation and SPD identify for the Bromley-by-Bow South part of the site allocation as a whole.

The environmental testing reports will also set an environmental baseline for environmental impact assessment of individual development schemes. Individual scheme proposals will need to demonstrate that they are cumulatively acceptable when considered against any development with planning permission in the masterplan and SPD area, or where none is approved, against the development assumptions in the illustrative masterplan.

MAP 1- SPD BOUNDARY PLAN



- New neighbourhoods
- Open space
- Key connections
- Metropolitan centre
- District centre
- Neighbourhood centre

PART A: SETTING THE SCENE

2. BACKGROUND, PURPOSE AND STRUCTURE OF THIS SPD

Background

The Local Plan sets an ambition for development of the site allocation area and explains how important the site allocation is for ensuring the vision for Sub Area 4 of the Local Plan is realised. The development context section of this SPD explains how the Local Plan's ambitions are already being delivered on a number of sites around the SPD area, however the key southern part of the site allocation (Bromley by Bow South) remains undeveloped.

Attempts have been made to bring forward piecemeal and comprehensive development at Bromley by Bow south. A planning application to redevelop the Trad Scaffolding Yard independently was refused on appeal in 2007. Part of the reason for refusal was prematurity and lack of comprehensive development.

Planning permission was granted for a comprehensive mixed use development – led by Tesco - of Bromley by Bow South in 2010. This scheme would have seen the existing supermarket increase significantly in size and required the compulsory purchase of the landholdings on the southern part of the site which were not in Tesco's ownership. However, the CPO decision was not confirmed by the Secretary of State in 2011. This meant the Tesco scheme could not be implemented. The Legacy Corporation and other landowners are now keen to bring forward development of their individual parcels of land.

The site is constrained by the urban motorway of the A12 to the west and railway line to the south which makes it a difficult site for pedestrians and vehicles to access. Nevertheless with the River Lea, Three Mills Conservation Area and the future Sugar House Lane development area to the east, Bromley-by-Bow presents a significant opportunity to achieve high quality new development that meets a range of needs and provide opportunities that will benefit the

surrounding communities and East London more widely. This is reflected in the Local Plan and its Bromley-by-Bow site allocation policy.

To this end, in a similar manner to earlier development plans for this location, the Local Plan site allocation seeks the range of development described in the Site Allocation and set out in this document. The key to unlocking this potential, and a significant focus for the guidance in this document, is to provide a way in which individual landowners can bring forward development on their land that meets the Local Plan requirements and ambition for the site overall and to do this in a coherent and complimentary way. This is particularly important for achieving implementation of specific requirements that include the delivery of a primary school, public open space, the new junction and an internal street network which is necessary to achieve acceptable access and egress to and from the A12. Without an approach such as that outlined in this document it would be difficult for individual development proposals to successfully meet the Local Plan requirements.

The Local Plan clearly sets out in site allocation SA4.1 what land uses and infrastructure are required and what applications for planning permission will need to demonstrate, including how they contribute to comprehensive development. The site allocation policy also requires that individual applications demonstrate that a masterplan approach is followed.

In addition to developing this document, the Legacy Corporation as landowner has been working with the other Bromley-by-Bow south landowners to develop an overall masterplan approach to development of the site allocation area and a delivery strategy to ensure that the required infrastructure can be brought forward alongside development. The illustrative masterplan prepared by the landowners has

developed around the following objectives:

- 1 A centre of gravity around the canal and Three Mills
- 2 Reinstating Three Mills Lane
- 3 Normalisation of the A12
- 4 An active canal edge
- 5 A great place to live
- 6 Responds to the heritage

Purpose and structure of this SPD

This SPD provides guidance on how relevant policies in the Local Plan will be applied to the site. In particular the SPD sets out:

Part A: Background

- The planning policy framework
- Development context
- The SPD area

Part B: Policy Guidance

- Considerations for bringing forward the land uses that are required in the site allocation policy
- The transport needs and connectivity requirements for development
- Conservation and heritage issues including identifying key views that development will need to respect
- Broad guidance on height scale and massing

Part C: Delivery

The SPD provides guidance on achieving delivery of the development envisaged within the Local Plan site allocation, including the approach to delivery of the infrastructure that has been identified as necessary. It goes on to provide guidance on:

- Detailed design and ensuring outstanding architecture in future planning applications
- Environmental design principles that development proposals would need to address
- Phasing, future planning application boundaries
- Delivery of infrastructure, including delivery of a cohesive public realm.

Consultation and adoption

The Legacy Corporation undertook public consultation on a draft of this SPD between 31st October and 12th December 2016. It was adopted on the **27th April 2017**. The adoption notice and a consultation report setting out a summary of the comments made, responses to those comments and any changes made in consequence is available on the Legacy Corporation [website](#). In providing guidance on the relevant policies of the Local Plan, this SPD will have material weight as a consideration in determination of planning applications.

It is envisaged that the parameter plans included at section 10 of the SPD will provide a framework against which future individual planning applications can be assessed. The parameter plans have been developed from the illustrative masterplan and informed by the environmental testing of that masterplan. It is therefore considered that compliance with the parameter plans and wider policies and guidance will provide a significant level of certainty to applicants for planning permission and to the Local Planning Authority, particularly in meeting the test of achieving comprehensive development.

Individual scheme proposals will need to demonstrate that they are cumulatively acceptable when considered against any development with planning permission in the masterplan and SPD area, or where none is approved, against the development assumptions in the illustrative masterplan.

3. PLANNING POLICY FRAMEWORK

The Statutory planning framework is made up of:

National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

London Plan

The Mayor's Spatial Development Strategy for London, known as the London Plan, was published, consolidated with alterations since 2011, in March 2015. The Lower Lea Valley (and Stratford) is classed as an Opportunity Area in the plan. The London Plan gives the Opportunity Area an indicative employment capacity of 50,000 and a minimum number of new homes of 32,000. Development of the Bromley by Bow area covered by this SPD would play an important part in achieving the scale of development envisaged for the opportunity area.

Policy 2.4 "The 2012 games and their legacy" sets out how the legacy of the 2012 games should be maximised. The Mayor's planning priorities for the Queen Elizabeth Olympic Park and surrounding areas were set out in the Olympic Legacy Strategic Planning Guidance in 2012. This has now been taken forward and therefore mainly superseded by the adopted Legacy Corporation Local Plan.

Legacy Corporation Local Plan

The area that is the subject of this SPD is a site allocation within the adopted Local Plan, and is within Sub Area 4, Bromley by Bow, Pudding Mill, Sugar House Lane and Mill Meads.

The sub area 4 vision states:

This will become an area of new business and residential communities that find a focus at a new District Centre at Bromley-by-Bow and a new Local Centre at Pudding Mill, with a secondary hub of employment and leisure uses in the north part of Sugar House Lane. The District Centre at Bromley-by-Bow will provide

a new primary school, community facilities and public open spaces. A new DLR Station at Pudding Mill and an enhanced Bromley-by-Bow Station will provide excellent public transport links to nearby work and leisure opportunities and good access to the rest of London. New and improved local foot and cycle paths will provide accessible and safe routes to the stations and local shops and services. The many new homes in Bromley by Bow, Sugar House Lane and Pudding Mill will meet a wide range of housing needs, while the new homes, business and other premises will have been sensitively and excellently designed, taking account of the historic waterside settings and the heritage assets within and around the Conservation Areas. By 2031, the Sub Area will have become a distinct series of new urban communities, well connected to their surroundings.

Development of the area that is the subject of this SPD is therefore an important part of realising the vision for the sub area.

Site Allocation policy SA4.1 of the Local Plan covers much of the area covered by this SPD: the site allocation policy is copied to the right. The site diagram shown in the policy is indicative only. Masterplanning for the site has taken place over the last year, which has informed the advice set out later in this SPD.

Site Allocation SA4.1: Bromley-by-Bow

A new mixed-use area including:

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

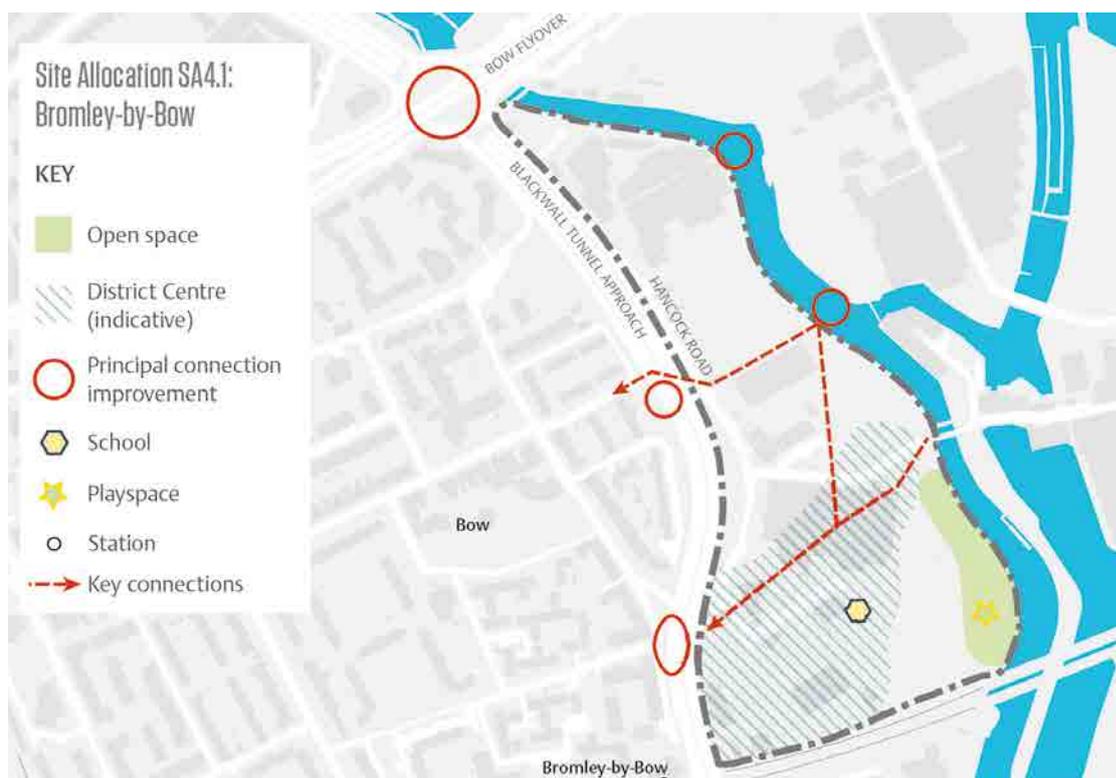
Proposals for development will be required to demonstrate that they contribute to the comprehensive development of the Bromley-by-Bow Site Allocation area.

To do this, applications will need to demonstrate:

- that a masterplan approach for the Site Allocation as a whole is followed
- that phasing of development across the overall site is appropriate and secured by condition or through Section 106 Agreements attached to future planning permissions
- that there is certainty of timely delivery

for the key elements of social and physical infrastructure and land uses identified as required within this site allocation. Proposals will need to include an appropriate mix and balance of uses that together have the potential to function as a District Centre, including retail, employment floorspace, community uses, a primary school, a new park and improved public realm.

New development should respond positively to the adjacent waterways and Listed Buildings and Conservation Area at Three Mills. Specifically, development should be lower in scale by the canal and the new park should be located adjacent to the River Lea. Proposals for development greater than 18 metres above ground level will only be acceptable subject to the provisions of Policy BN.10. Safe pedestrian and cycling access should be provided, particularly to the primary school. Landing for bridges from Sugar House Lane will need to be incorporated into development proposals.



Key planning policies

The key Local Plan planning policies which will apply to development of the site are:

Developing business growth and jobs

- B1: Location and maintenance of employment uses
- B2: Thriving town, neighbourhood and local centres
- B4: Providing low-cost and managed work space
- B5: Increasing local access to jobs, skills and employment training

Providing housing and neighbourhoods

- H1: Providing a mix of housing types
- H2: Delivering affordable housing
- CI1: Providing new and retaining existing community infrastructure
- CI2: Planning for and bringing forward new schools

Creating a high-quality built and natural environment

- BN1: Responding to place
- BN2: Creating distinctive waterway environments
- BN4: Designing residential schemes
- BN5: Requiring inclusive design
- BN8: Maximising opportunities for play
- BN9: Protecting key views
- BN10: Proposals for tall buildings
- BN11: Reducing noise and improving air quality

Securing the infrastructure to support growth

- SP4: Planning for and securing infrastructure to support growth and convergence
- T2: Transport improvements
- T3: Supporting transport schemes
- T4: Managing development and its transport impacts
- T5: Street network
- T6: Facilitating local connectivity
- T7: Transport assessments and travel plans
- T8: Parking and parking standards in new developments
- T9: Providing for pedestrians and cyclists

Creating a sustainable place to live and work

- S2: Energy in new development
- S3: Energy infrastructure and heat networks
- S4: Sustainable design and construction
- S8: Flood risk and sustainable drainage measures

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

- 4.1: A potential District Centre
- 4.2: Bringing forward new connections to serve new development
- 4.4: Protecting and enhancing heritage assets at Three Mills Island and Sugar House Lane

Site Allocation

- SA4.1: Bromley by Bow

4. DEVELOPMENT CONTEXT

The Bromley-by-Bow area forms part of the Lower Lea Valley Opportunity Area, as designated by the London Plan. Managed release of appropriate industrial sites has taken place in successive planning policy documents (Lower Lea Valley OAPF 2007, Tower Hamlets Core Strategy 2010, Legacy Corporation Local Plan 2015) which has meant that many sites in the area are being developed for or have planning permission for redevelopment, mainly for a mix of uses. New neighbourhoods are coming forward as the valley changes from a predominantly industrial area to a mixed use area including new medium and high density housing.

These sites are detailed below, and shown in the plan on the following page. Although land surrounding the SPD area and the northern part of the SPD area has planning permission and is being developed, development of Bromley by Bow South has been delayed. Development of Bromley by Bow South has the potential to provide significant numbers of new homes and jobs as well as provide better routes through and connections across the wider area. Development would also help realise the vision and ambition for the sub area set out in the Local Plan.



Sugar House Lane (SA4.2)

Part outline part full permission was granted in September 2012 for comprehensive mixed use development of this site. The development 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. This is now being implemented.



Pudding Mill (SA4.3)

This site is situated to the north of the SPD area. A separate SPD is being brought forward to guide development on this site. Part of the site already has permission through the Legacy Communities Scheme permission. Other applications are coming forward. It is likely that the site as a whole will be developed with a mix of uses, including 25% non residential floorspace across the site as well as residential and retail uses.



Bromley-by-Bow North

Planning permission was granted in September 2012 for a part full part outline mixed use development. The planning permission covers the whole of the northern part of the site allocation down to Hancock Road. The detailed application (phase 1), which included 219 residential units and 1021m2 flexible business space is under construction and will complete in September 2016. The phase as built will provide 36 open market sale units, 48 private rent, 61 shared ownership and 74 affordable units.

Details for the second phase (2) have been submitted and were approved by the Legacy Corporation planning decisions committee in May 2016. It is unclear when this phase will be developed.

The landowners of the first and second phases do not control all the land for the later phases (S and N). It is anticipated that the southern phase planning permission will not be implemented, and will be superseded by masterplan proposals for the wider part of the southern site allocation. The northern part of the allocation is also in different ownership and may well be brought forward in a different form to that approved in the 2012 planning permission.



William Guy Gardens

This scheme to redevelop land at 1 William Guy Gardens with 45 residential units has recently been completed.



Bromley-by-Bow Station

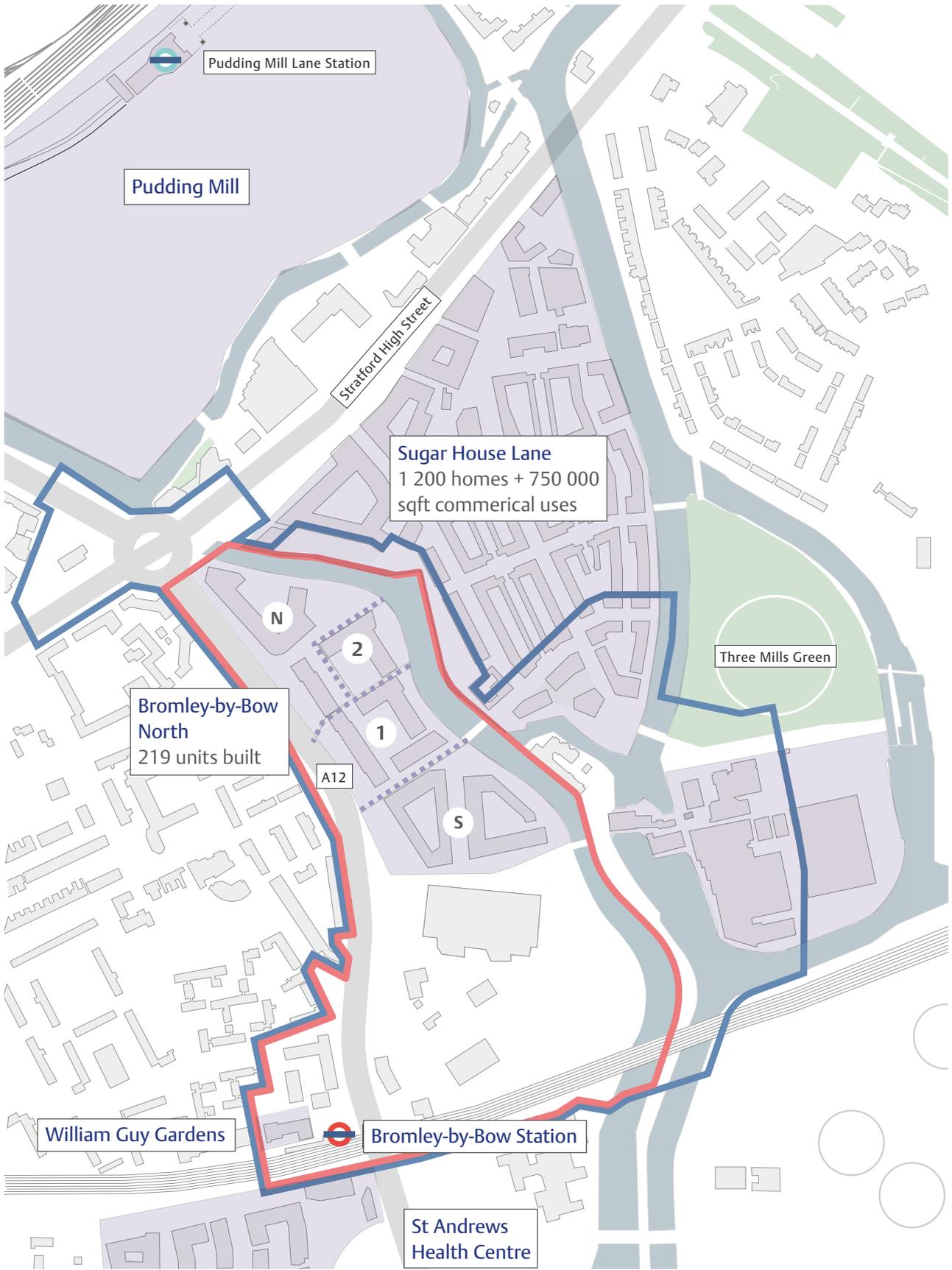
Funding and planning permission has been secured to upgrade Bromley by Bow Station to improve its appearance and accessibility through provision of step free access. It is anticipated that the upgrade works will be completed by late 2017.



St Andrews Health Centre

This site has been developed by Barratt London to a masterplan by Allies and Morrison. The site was a disused hospital. The development provides 964 residential units, a health centre and a network of communal open spaces. The development made significant section 106 contributions towards improvements to Bromley by Bow Station and provided 50% affordable housing.

MAP 2- DEVELOPMENT CONTEXT



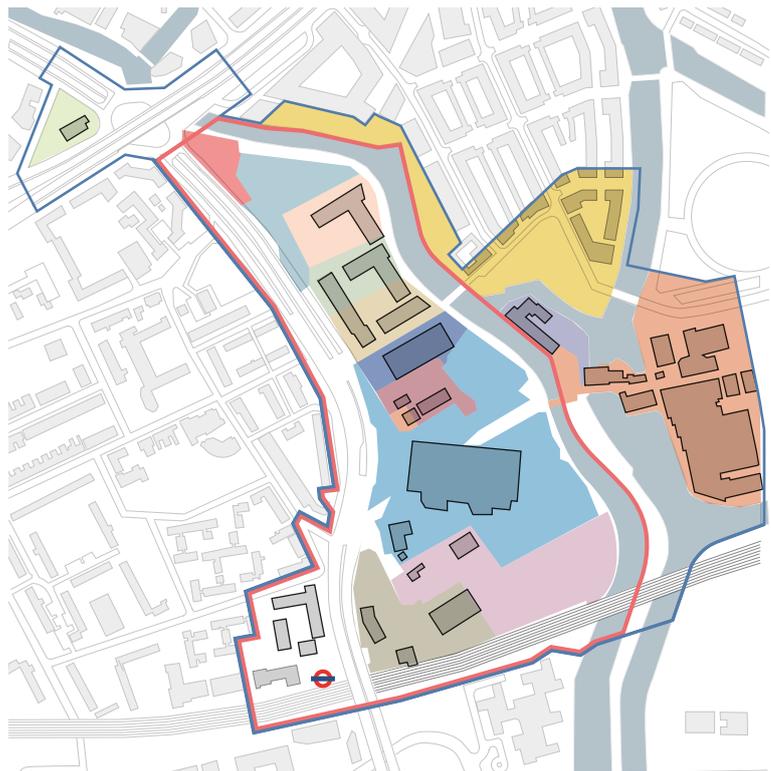
- Local development
- SPD boundary
- SPD area of influence

5. THE SPD AREA

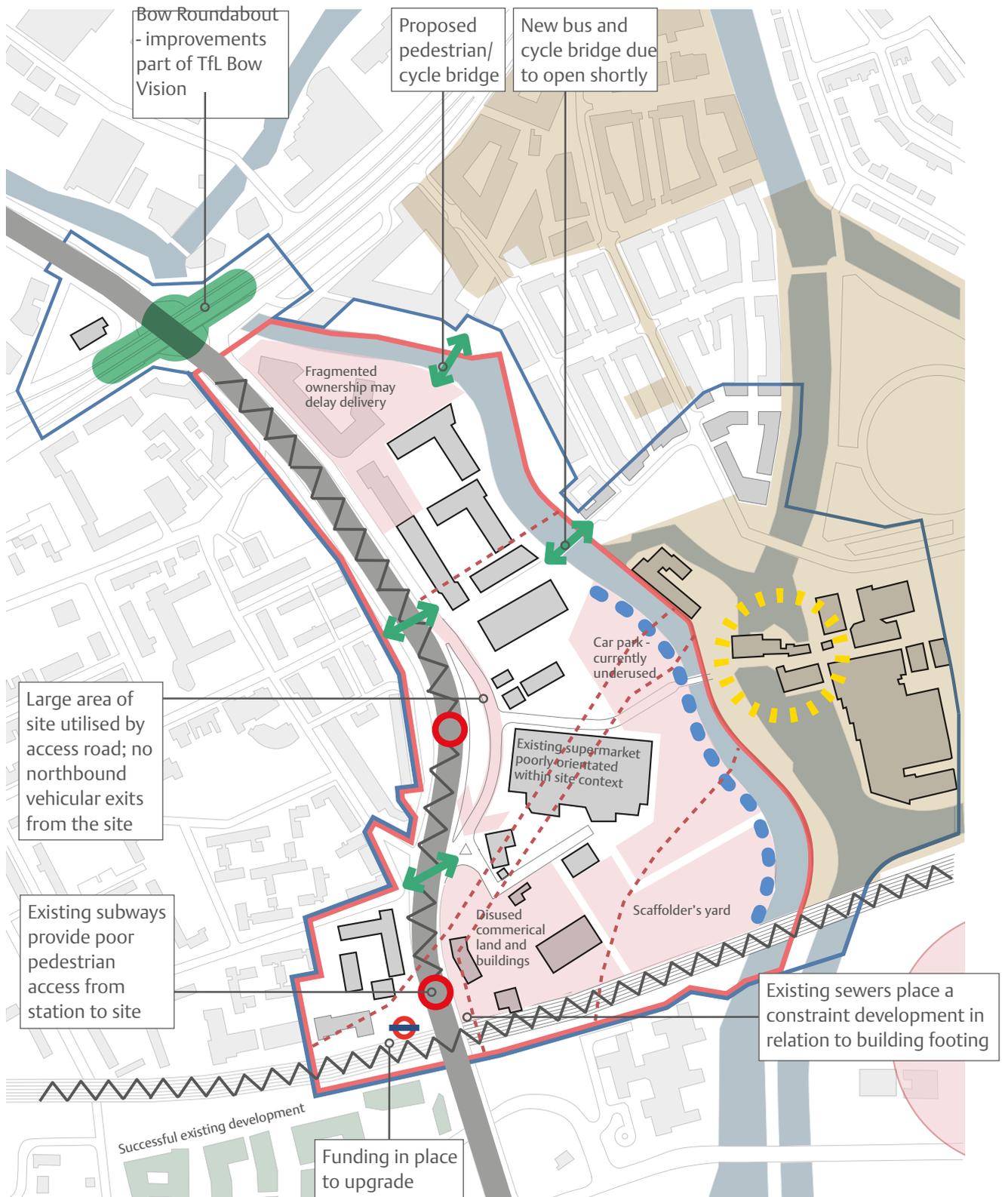
- The SPD area is approximately 9 hectares in size
- The plan below shows that land is in a number of different ownerships - each colour is a different landowner. Land is mainly used for retail, employment and vacant land, as well as new residential development at Bromley by Bow north.
- There are disused derelict buildings facing onto the A12 and a scaffolders yard to the south east that use land inefficiently and do not contribute positively to the character of the conservation area and heritage buildings to the east or present attractive frontages to the canal.
- Large areas of land are taken up by the inefficient location of the existing Tesco supermarket and its underused car park. Although poor in urban design terms, the existing Tesco supermarket is understood to be trading well. Therefore redevelopment would need to provide a competitive return on the existing use.
- A large area of the site is utilised by the Hancock Road access road. There is no right turn out of the site on to the A12, or into the site from the A12.
- Pedestrian access to the site is poor, with the only direct access to the site from the station through the subway.
- Land in the area is coming forward for development and the area is making an important contribution to the Legacy Corporation's aims of convergence and providing new housing.
- Infrastructure supporting development of the SPD area has been provided or is secured through existing planning permissions. These include the new bus and cycle bridge that will open shortly linking Bromley by Bow and Sugar House Lane, the proposed pedestrian bridge from Sugar House Lane to the northern phase of Bromley by Bow north.
- Other infrastructure projects are planned, such as Bow Vision, TfL's proposals for improvements to the public realm and road layout in the area. As part of Bow Vision, TfL support the provision of new at grade crossings across the A12 and better access to the site for vehicles through a new junction.

MAP 3- LAND OWNERSHIP

Plan showing current fragmented land-ownership



MAP 4- THE SPD AREA



- | | |
|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| ● New connection | ○ Disconnection |
| ■ Conservation area | ■ Site constraints |
| ● River frontage opportunity | --- Sewers |
| ● Historic buildings and streets | ⚡ Severence: A12 and elevated railway line |

MAP 5- STRATEGY FOR POTENTIAL NEW DISTRICT CENTRE



- Existing and permitted uses:
- Existing
 - Permitted
 - A Retail, food and drink
 - B Workspace
 - C Residential
 - D Community use

Active frontage and district centre uses to be concentrated around key routes along Hancock Lane and compliment uses at Sugar House Lane

Passive provision of community facilities to be made within the district centre

New 1.2 hectare park and open space distributed around the site

Primary school located away from A12 and close to the district centre

- Potential district centre
- Active uses
- Parks and open spaces

- Key routes
- Secondary routes
- Primary school
- Potential location for community uses

PART B: POLICY GUIDANCE

6. LAND USE

Land Use Strategy

As set out in site allocation policy SA4.1, the following land uses are required.

A new mixed use area including:

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

POTENTIAL DISTRICT CENTRE

As set out in the Local Plan there has been a long held aspiration for the land in this area to be better utilised and for existing communities to the west of the A12 to be better able to access the existing and any improved retail and leisure facilities.

The potential district centre would also serve new communities that will live in the new neighbourhoods that are being developed as shown on the plan on page 4 and described in section 3 Development Context. The potential district centre would be well served by all transport modes through its proximity to Bromley by Bow Station, the A12 and enhanced bus routes. The potential district centre would serve a wider catchment than other planned neighbourhood centres at Hackney Wick and Pudding Mill, and is more than 1 mile (20 minutes walk) from other district centres in Tower Hamlets and Newham. The centre would also benefit from being located next to the significant heritage

assets at Three Mills and the canal and could improve access to those facilities.

Size

The Legacy Corporation supports the redevelopment of the existing Tesco store and the creation of a new retail centre. The allocation as a potential district centre in the Local Plan allows for the provision of up to 50,000 sq m of retail floorspace. A lower level of retail floorspace than this coming forward would be easier to accommodate on the site as it would have reduced servicing requirements and requirements for car parking. The centre would still need to be a sufficient size to provide for the existing communities to the west of the A12 and new residents at Bromley by Bow and Sugar House Lane.

Development proposals should “Include an appropriate mix and balance of uses that together have the potential to function as a District Centre.”

The acceptability of any proposal would be subject to detailed design and the provision of other retail uses alongside the supermarket. Such uses should include small scale retail units suitable for occupiers such as hairdressers, beauticians, cafes, newsagents, small independent shops. The supermarket would need to be a minimum size of 1,000 sq m (net sales area) to act as an anchor for the small scale uses and help activate the centre.

Design and layout

The planning permission for Sugar House Lane allows for creation of new retail uses at the southern end of the Island. The Legacy Corporation promotes the creation of new active uses between and along Three Mills Lane and the new bridge to Sugar House Lane.

- Development proposals will need to provide a significant reduction in the size and amount of car parking provided for the retail, compared to the amount that exists at present.
- Parking for the supermarket should ideally be underground, allowing space at ground level for other uses and good public realm.

- Delivery and servicing arrangements will be very important. Delivery facilities should be provided so that deliveries can be managed and made from within the supermarket site in the interests of good design and protecting residential amenity.
- Supermarkets, such as the existing store, can create large blank facades if they are not sensitively and properly designed and integrated with other uses. The Legacy Corporation would expect a replacement supermarket to be 'wrapped' with other uses to avoid this problem.
- There is an existing petrol filling facility on the site. There is no policy requirement for this to be retained.

OTHER POTENTIAL DISTRICT CENTRE USES

Primary School

Land for a 2 form entry primary school on this site has been allocated in the Local Plan through site allocation SA4.1.

Land will need to be provided for the school as set out in the section 106 SPD.

The school should be located away from the A12 in order to ensure the best air quality.

The school site will need to be large enough to meet current best practice standards which are the Baseline Design for School guidance published by the EFA in March 2014. The Legacy Corporation will also seek Tower Hamlets Local Education Authority agreement that the size plot proposed by developers is suitable.

New 1.2 ha Park

The site allocation policy requires a new park of 1.2 hectares in size. Some new space is proposed as part of the northern scheme that already has planning permission.

The open space requirement can be accommodated across the site allocation rather than concentrated in one space of 1.2 hectares. However, a significant area of open space will need to be located adjacent to the River Lea Navigation. When assessing proposals and deciding how much of the open space within

the proposed development contributes towards the 1.2 hectare site allocation requirement, the local planning authority will consider:

- Whether the individual areas of open space proposed are of useable size, location and environmental quality
- Whether the space is usable for a variety of uses and what sort of games it can accommodate.
- Whether it is fully accessible to and open to the public.

Riverside Walk

There is a requirement within the site allocation for a riverside walk. This should be allowed for along the whole of the western side of the river throughout the SPD area, incorporating Bow Free Wharf to the north.

The Environment Agency will require that development is generally set back from the edge for flooding and biodiversity reasons. Any development or works that is within eight metres of the river edge will require a separate consent from the Agency. This setback could be used to accommodate the riverside walk with this balanced by the creation of riverside habitat areas and appropriate native planting. As indicated on figure 37 of the local plan and on the connecting the SPD area diagram in section 7 of this SPD there is an aspiration to continue a riverside walk under the railway line to join up with the riverside walk secured under planning permissions to the south. Funding is not available at present to build the section under the railway line. An alternative route on the eastern side of the river (the Leaway) has recently been completed and it may be more realistic for this route to be used rather than a route continuing under the railway bridge on the western side.

Part of the northern part of the riverside walk has already been provided as part of towpath improvements secured under the Bromley by Bow north planning permission.

Community Facility

Historically Bromley by Bow South has been identified as a suitable site for a new Tower Hamlets run Idea Store. It is unclear whether this will actually be required, because of uncertainty over future library budgets and the timescale for development of the site.

Therefore provision of a unit within Bromley by Bow South should be made for a community facility. The most appropriate place for the community facility is considered to be within the new centre.

The previously permitted scheme for Bromley by Bow South provided for 1,200 m² gross floorspace, at least 200 m² of which was at ground floor level. This amount of floorspace would ensure that alternative community facilities could be accommodated if a library is not required in the future. New community facilities such as health centres have been provided within the Legacy Corporation area within shell and core commercial units. For example, the replacement for Carpenter's Health Centre provided on Stratford High Street which utilised circa 650m² of floorspace over 3 floors. The exact size of any community floorspace would be determined at detailed planning application stage.

New Homes with a Significant Element of Family Housing

In principle the site is suitable for residential development alongside other uses, subject to planning applications meeting the requirements of policy B1 when changes of use or redevelopment of employment uses are proposed.

Site characteristics should be taken account of when planning where different sizes of residential properties are provided. For example locating family units to the east of the site and at higher levels of taller buildings (children are more at risk from air pollution).

Air quality and noise will need to be addressed through the design of residential units proposed along the A12. The illustrative masterplan for the southern part of the site has been subject to environmental testing. It is expected that individual planning applications will use this work as a basis for developing any full Environmental Impact Assessment and that such work will specify mitigation measures that will ensure that future residents of the site are not at unacceptable risk from air pollution. Such measures are likely to include:

- Triple glazing
- Mechanical ventilation
- Designing the layout of the site with

generous street widths so that pollution does not get trapped in narrow streets with tall buildings

- Avoiding single aspect units

Adequate daylight and sunlight should reach ground floor residential properties and an acceptable outlook, including a vertical sky component should be provided. All housing should meet the London Housing Design Guide SPG.

Affordable Housing

Affordable housing should be provided on site, off site provision will not be acceptable. Affordable housing on this site should be maximised in accordance with the criteria set out in policy H2, including 3. The need to facilitate development and 4. Viability including phased viability reappraisal. The need to also deliver the infrastructure to support development as set out in the Local Plan and this SPD will also be important.

The Legacy Corporation has set a minimum target of 35% across the area. This target should be used as a starting point to commence discussion on individual schemes. Where national and/or London Plan affordable housing policy changes, this will also be taken into account in defining the type, mix and amount of affordable housing that should be included within individual schemes. In particular, the Mayor of London published 'Homes for Londoners: draft Affordable Housing and Viability Supplementary Planning Guidance in November 2016. Account will need to be taken of this guidance both in its draft and final form.

Mix

A mix of units should be provided in accordance with Local Plan policy H1, with units of two bedrooms and more constituting more than half of the total, and with more two bedroom units than one bedroom units.



New Employment-generating Business Space in a Range of Sizes and Formats

The site is a combination of long vacant and occupied employment areas, as well as new residential development to the north.

The Site Allocation policy requires comprehensive redevelopment of the site for a mix of uses.

A masterplan approach will need to be followed, so that individual applications for planning permission are considered in the context of the masterplan when applying policy B1 on a site by site basis.

If a masterplan is followed there is not an expectation that the current uses, such as the existing scaffolding yard, are retained. Employment uses should be reprovided in the form of new town centre uses including retail and use class B1a, b and c floorspace.

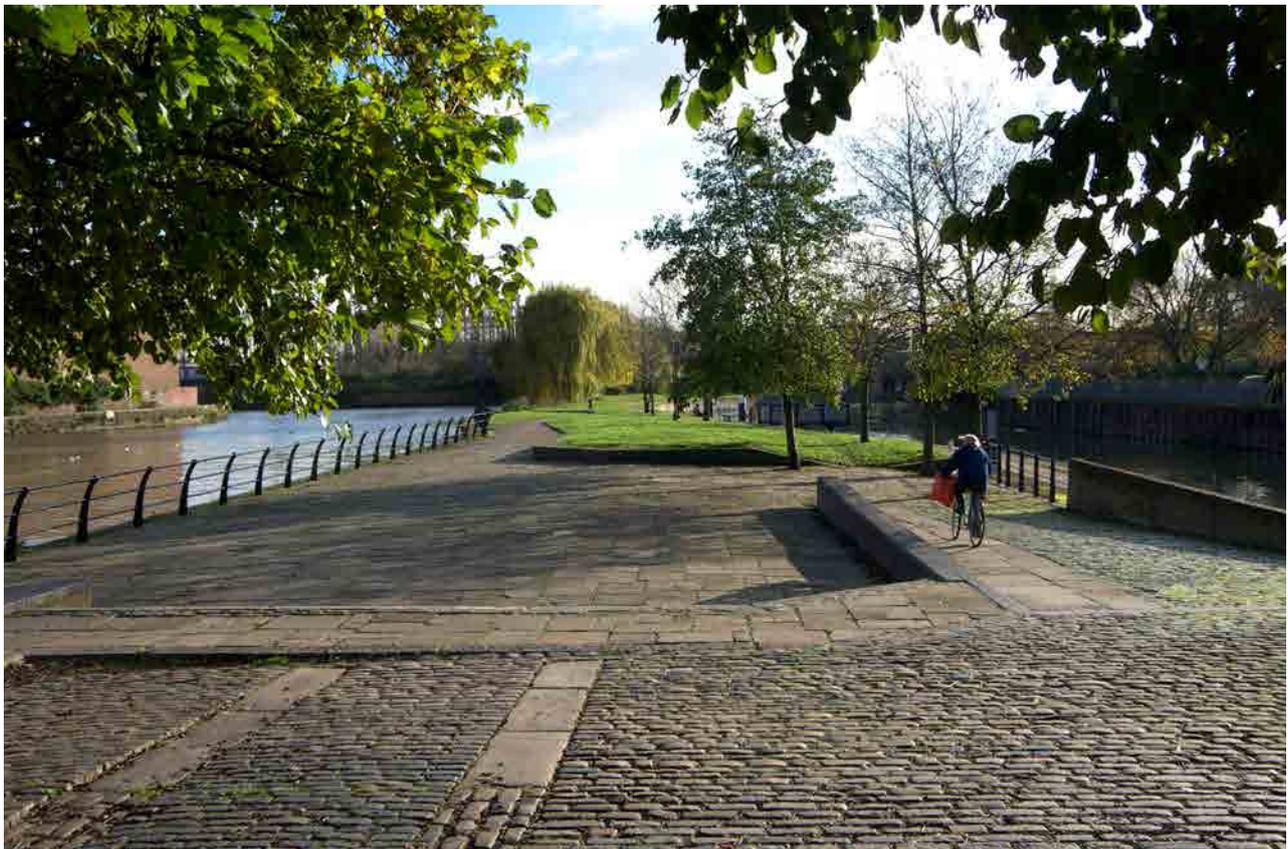
B class employment uses should be located around the site in appropriate locations. Active employment uses and B1a uses should be focused in the potential district centre. Other B uses should be located in areas of the site that

are less suitable for residential including the lower levels of buildings adjacent to the A12 and the railway.

The Legacy Corporation’s ‘Employment Space Study’ provides advice on the different types of employment floorspace typologies that exist and are appropriate within the Legacy Corporation area and provides advice on design elements that need to be incorporated to be successful.

Location	Generally Appropriate Typologies (Employment Space Study 2015)
District Centre	Small Office Space Standard large Office Space Managed workspace, Incubator/accelerator/ co-working space Small creative studio Large creative studio Small industrial space Maker space Bespoke premises (part of an employment mix which includes retail, leisure and community facility uses (Use Classes A1-A5, D1,D2)).

Note: Source- the LLDC Employment Space Study (2015). For specific policy requirements and uses reference should be made to Local Plan Policy B.1 and table 2 (Employment Clusters) within the Local Plan 2015-2031.



7. TRANSPORT AND CONNECTING THE SPD AREA

Background

Planning for development in this area has taken place over time. A number of new connections have been created and some have yet to come to fruition. These are shown on the plan on the following page.

Recently provided

Floating towpath – this route under the Bow Roundabout was completed in 2011. This provides a continuous link for pedestrians and cyclists from the Thames along the Lea River to Ware in Hertfordshire. It links up with the soon to be completed Leaway which is a wide cycle walking and leisure route along the Lower Lea which meets the Thames at East India Dock Basin.

New bridge from Bromley by Bow North to Sugar House Lane – this new bridge was secured through section 106 agreements for the Bromley by Bow north development and the Sugar House Lane development. The landings for the bridge on the western side have now been provided. It is understood that the bridge on the Sugar House Lane side will be constructed in the near future.

A new all movement junction from the A118 into the Sugar House Lane site - this junction, in future with minor changes allows for bus movements through Sugar House Lane and across the new bridge into Bromley by Bow. This junction would also enable connections into Pudding Mill Lane via a proposed bridge over the Bow Back River.

Secured

Other connections have been secured through other planning permissions but have not yet been constructed. These include a pedestrian bridge from the north of the Bromley by Bow site allocation to the north of the Sugar House Lane site, a new bridge from the Sugar House Lane site to the north of Three Mills Green and

improvements to the existing bridge from the Sugar House Lane site to the south of Three Mills Green.

Required by planning policy and this SPD

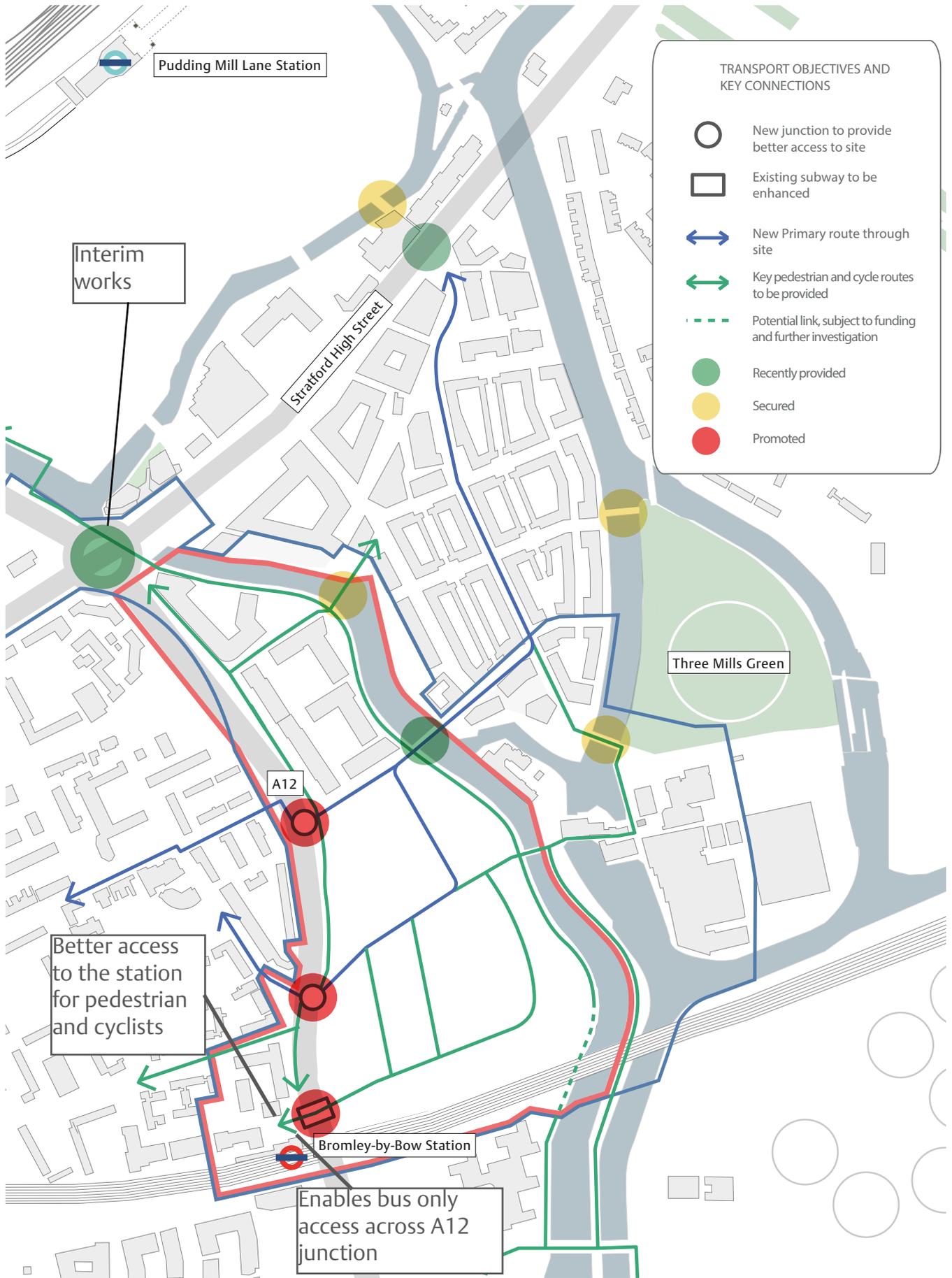
In order for development of the site allocation for residential development led mixed use development to be acceptable, improved crossings for pedestrians and cyclists will need to be provided across the A12, as well as a new junction to provide better access for vehicular traffic.

It is anticipated that the existing subway to the north will be removed and replaced with at grade pedestrian /cycle 'Toucan' crossings as part of the new junction.

There will need to be better direct access to the southern subway from the east as part of redevelopment of the adjacent site. Discussion will need to take place between TfL and the adjacent landowners to agree how these improvements are best designed and implemented as some works may need to be carried out on TfL, or third party land. New crossings will need to be provided as part of the new junction in between the existing subways.

The Local Plan identifies a potential link to the south along the waterway frontage which would pass under the railway (also shown on the map at page 22 in this SPD). Any development proposal will need to show that this has been considered in providing future links as part of the Lea River Park route ([The Lea River Park Primer provides further information and can be found on the Legacy Corporation website](#)). The relationship between any development frontage and any water front route will need to be carefully and positively considered and designed.

MAP 6- CONNECTING THE SPD AREA



TRANSPORT OBJECTIVES

Hierarchy of Movements

When considering proposals for development in the Legacy Corporation area, the Corporation seeks to manage transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists.

The Legacy Corporation has adopted a 'street types' approach as endorsed by the Roads Task Force report July 2013 which recognises that different roads have different roles and priorities and thus require different approaches. The Legacy Corporation will seek to balance the need to protect the strategic function of the A12 with the need to provide new crossings across it to enable access to new development in the SPD area.



Pedestrian Objectives

An essential requirement for allowing high density residential development of the southern half of the site is the provision of new at grade crossing facilities across the A12.

These crossings would need to form part of new junctions which provide for better bus, vehicular and servicing car access to the site.

Cycling Objectives

A segregated cycle path should be provided along the A12 on the eastern side south of Bow Roundabout and adjacent to new development. In practical terms this may be difficult to achieve at the southern end of the area where the A12 is at a higher level than adjacent land. The Legacy Corporation will work with

developers to enable the best design solution for this edge. The development as a whole should facilitate cycling through provision of adequate secure storage, within buildings and cycle parking within the public realm. The new junction and any improvement to the access to the southern subway should also be designed to meet the needs of cyclists. Pedestrian and cycling connections should also be integrated as part of east-west routes through larger development blocks.

Public Transport Objectives

Bus Objectives

A longstanding objective which development of the southern site should provide for is a bus route through the site which crosses the A12 and continues to the west. This route would make use of the new bus bridge that has been provided from Bromley by Bow to Sugar House Lane and the new junction onto the A118. New roads through the site should be designed to adoptable standards along which bus routes can operate in both directions at all times.

Bromley by Bow Station

As set out elsewhere, an upgrade to Bromley-by-Bow Station is planned and funded and is expected to be completed in 2017. Development of the southern part of the site allocation will need to make provision for improved access to the station for pedestrians and cyclists. Financial contributions to upgrade the station are not required as it is understood that the station works are currently fully funded.

Private Car Objectives

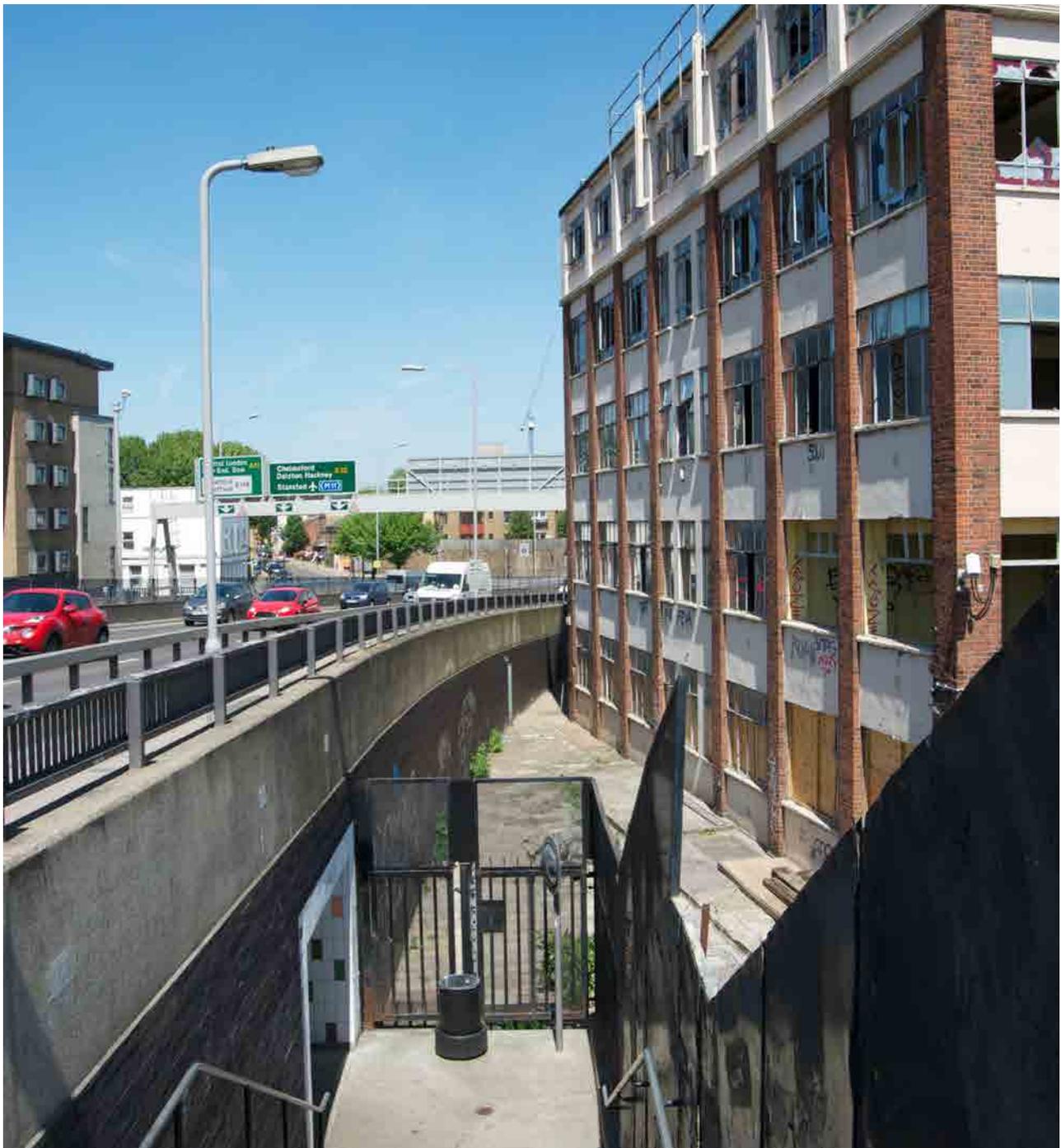
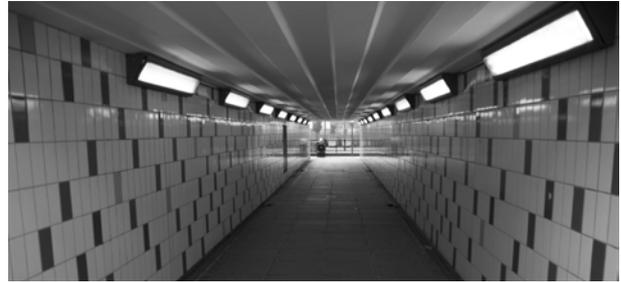
It is anticipated that the development of the site allocation area will have very low parking levels for the private car. The site is in an area of high public transport accessibility. However, better road access will be required into the site to ensure adequate accessibility for servicing and buses that need access. Proposed parking provision will be assessed in this context using the parking standards identified in the Local Plan and the London Plan.

This would be in the form of new junctions on the A12, which should allow for a right turn into the site from the A12 and a left turn out of the

site onto the A12.

In considering applications for planning permission, the Legacy Corporation will apply the policies set out in SP.4, T.2, T.3, T.4 and T.5, T.6, T.7 and T.10. Policies T.2 and T.3 are particularly relevant for the considerations that the Legacy Corporation will make in deciding whether the design of the junction is satisfactory, policies T.4, T.5, T.6 and T.7 are more relevant for deciding whether the proposed development and its design as a whole is acceptable in transport terms. Policy T.10 encourages the use of the waterways for transport.

London Borough of Tower Hamlets is the Highways Authority in this location and should be consulted on the approach to parking and highways design.



8. CONSERVATION & HERITAGE

The Three Mills Conservation Area includes land primarily within the London Borough of Newham but its boundary extends across the River Lea Navigation to include land within the site. The western edge of the Conservation Area includes land forming Three Mills Lane and part of the Tesco car park to the north of Three Mills and the towpaths and canal bank that forms the eastern boundary to the Tesco store and Trad scaffolding site. The Conservation Area, and its associated listed buildings and waterway provides an outstanding setting for new development, particularly housing and open space, but will demand a particular response in terms of the scale, form, massing, architecture and use of materials of new development.

The boundary of the Conservation Area has been defined to ensure that development respects the character of the listed buildings forming part of Three Mills and the waterways that contributes to its unique setting. Of special interest are the grade I listed three storey (plus 2 attic storeys) Tide or Mill House, the grade II four storey Clock Mill, the Grade II listed roadway and the waterways and their associated towpaths.

The London Borough of Tower Hamlets (LBTH) Conservation Area Appraisals and Management Guidelines require future development in the proximity of Three Mills to respect the existing scale, proportions and character of the House Mill and Clock Mill and refers to the designation on the west side of the river as necessary to control the impact of any potential development in LBTH.

The guidelines refer to scale, open space and views as important considerations for any proposal within or adjacent to the Conservation Area. Development is required to respect the existing scale, proportions and character of the House Mill and Clock House.

The guidelines also identify the contribution to, and importance of, the open spaces that form part of River Lea's network of rivers set within the open lands of Mill Meads with specific reference made to the open and un-enclosed feel of the towpath being an important part of the character of the Conservation Area. Views

of the Three Mills and the surrounding network of waterways are considered to be significant contributors to the townscape quality of the area.

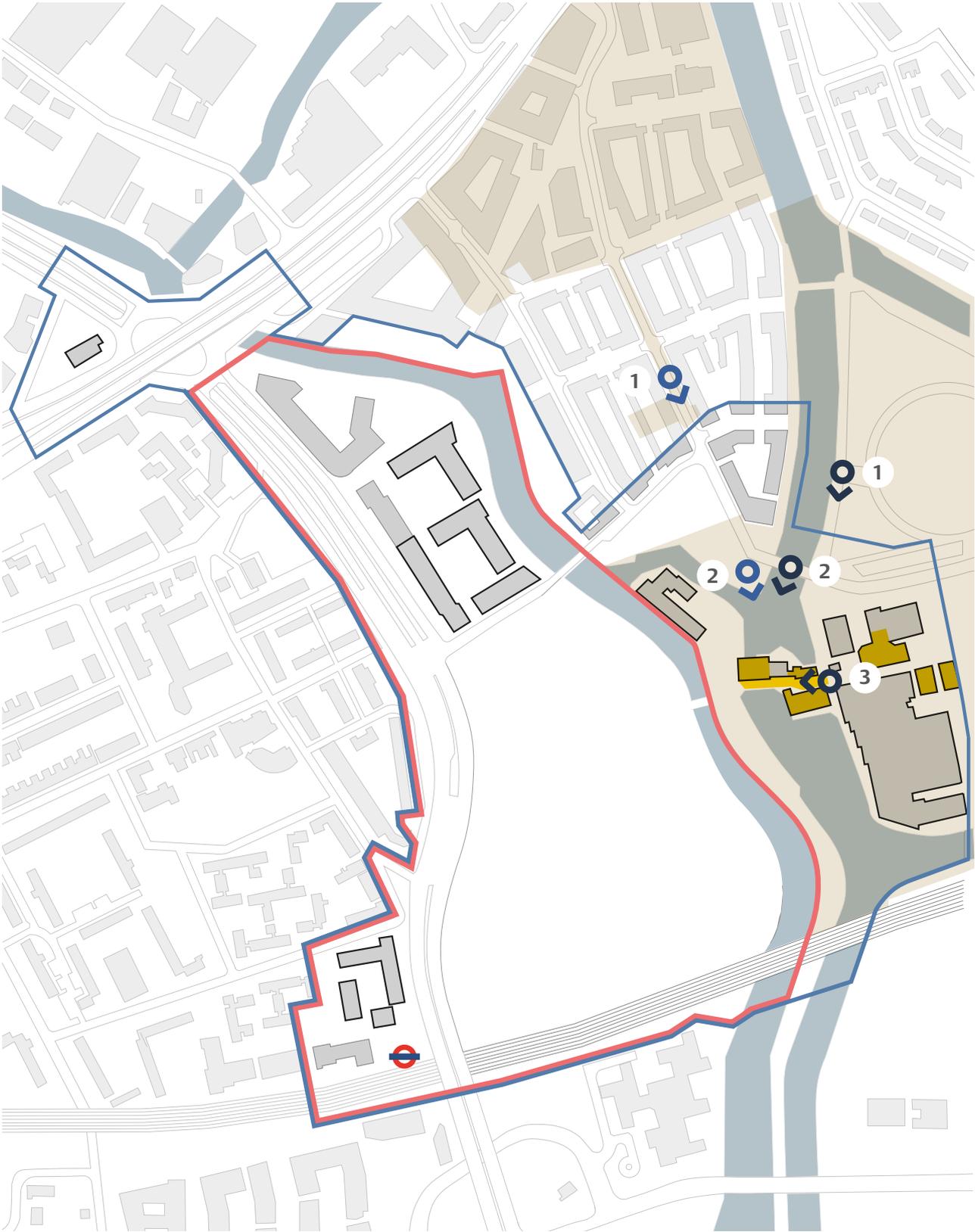
The Sugar House Lane Conservation Area falls beyond the River Lea Navigation and within the London Borough of Newham.

As planning applications are submitted for development of the SPD area the impact of development on the conservation area and listed buildings will need to be fully assessed and considered. The plan on the next page shows the keys views as identified in the Conservation Area appraisal and by Legacy Corporation and Historic England officers. The impact of development on these views will need to be considered carefully when planning applications are assessed. When tested for individual applications a number of views will need to be verified views. The plan shows the location of the verified views which have been provided to support the illustrative masterplan. Local planning policies 4.4, BN16; BN7 are relevant.

Photographs taken from these key viewpoints which show the existing context are shown overleaf. Commentary is also provided on the view as well as guidance for future development.



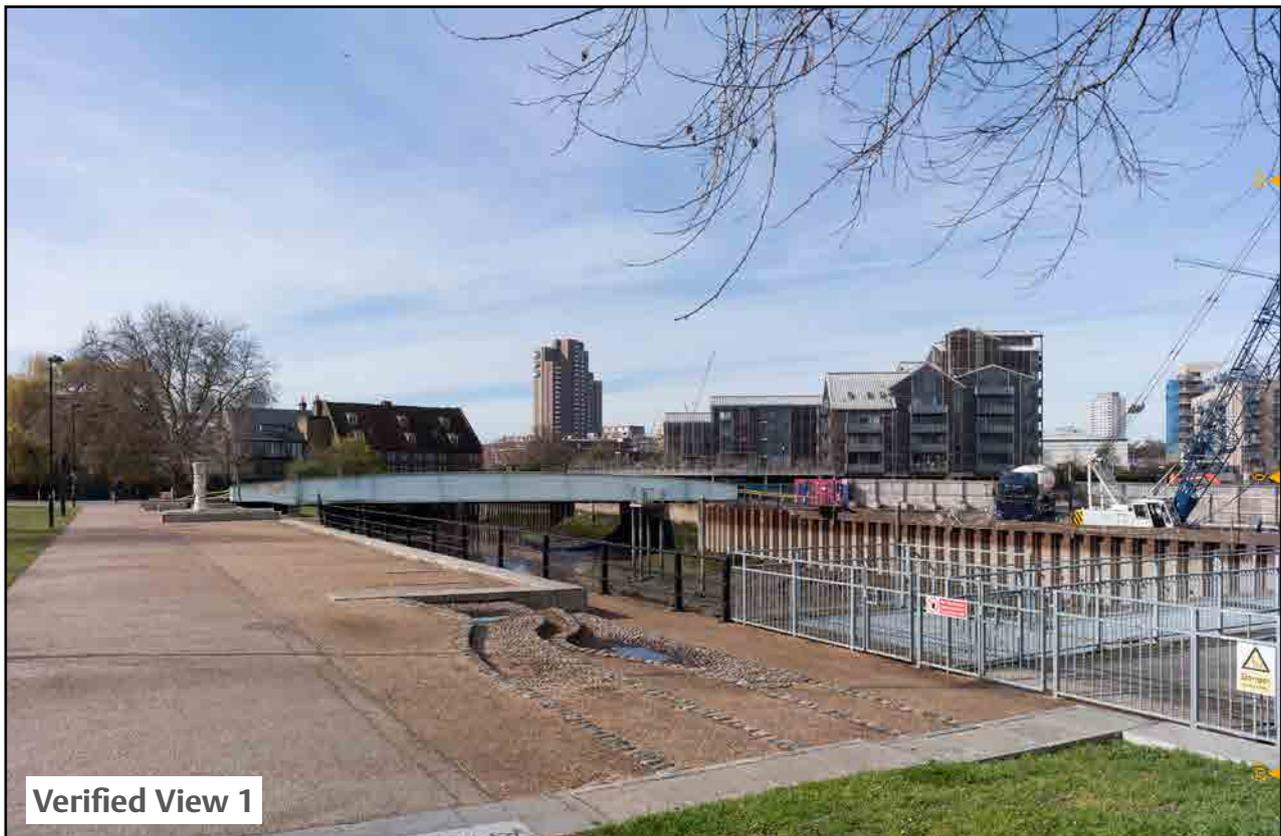
MAP 7- HERITAGE CONTEXT



 Listed Buildings (Grade I & II)
 Conservation Area

 Verified Views
 Key Views

EXISTING VIEWS



Verified View 1

Verified View 1

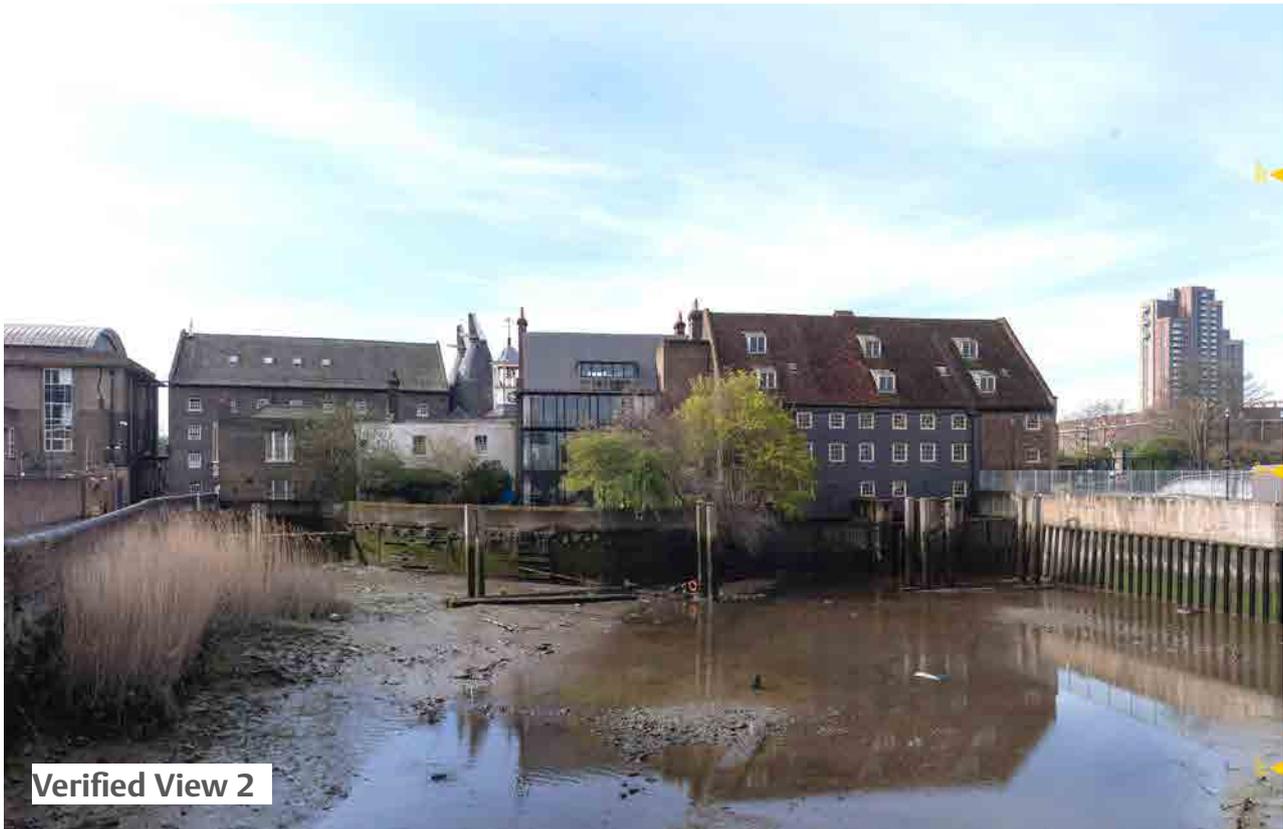
Looking south west from Three Mills Green

As existing

This view is located to the west of Three Mills Green, along the pathway, by the weir. To the centre of this view one can see the bridge over the canal and beyond it, partly obscured by the bridge, the upper parts of the House Mill and the Miller's House modern extension are visible. To the left of this, a large tree blocks views of the Clock Mill, and Canary Wharf in the background. To the right, St Andrew's tower is prominent, then Island House is seen rising in height away from the Three Mills group. To its right a warehouse on the site, a tower block in the distance, and a section of the almost complete development at Bromley by Bow North.

Future development guidance

Any future development on the site in relation to this view should consider the design and relationship of any taller buildings. These should be designed carefully and their heights should be considered, in order to avoid creating a 'wall' of tall buildings – where the buildings may be perceived as a single building from this viewpoint. It is also important that the community buildings, as seen from this viewpoint, closest to the Three Mills buildings, are of high quality architecture and enhance the setting of the complex. Development should ensure that the distinctive silhouette of the Tide Mill complex remains clearly identifiable.



Verified View 2

Looking at Mill Buildings from Sugar House Lane Bridge

As existing

This viewpoint is located on the footbridge to the north of the Three Mills group and looks south towards the listed buildings. The group of the Three Mills listed buildings seen above the canal is the central feature of this view. The composition of the roofline of the grouping, including the clock tower and conical roofs of the Clock Mill are important to this view. Equally important is the reflection of the buildings and the roofline in the canal, seen to better effect at high tide. The Three Mills group are framed by the 3 Mills Studio to the left and the Tesco store and St Andrew's tower to the right.

Future development guidance

Any future development should respect the ridgeline of the Three Mills group, as seen from this view. Buildings of any future development should not rise above the roof ridgeline of the Three Mills group. Preserving and enhancing the waterways is also important for this view. New development should not appear in the reflected view of the Mill complex, and opportunities should be sought to enhance the character of the complex's canal-side setting.



Verified View 3

Looking west along roadway at Three Mills Lane

As existing

This viewpoint is located within the CA, on Three Mill Lane, in front of the 3 Mills Studios' entrance, looking west between the listed buildings and towards the bridge beyond. This view is framed by listed buildings; to the left is the Clock Mill; to the right is the House Mill and the listed offices opposite the Clock Mill; between them, the listed paved roadway. Centrally in the distance one can see a rather cluttered urban environment, including one of the warehouses on the Site, the building on the corner of Three Mill Lane and Hancock Road, and tall residential developments in the background.

Future development guidance

Any future development on the Site should not appear behind the Clock House clock tower, in order to avoid obstructing its silhouette, seen clear against the sky. All buildings in this very prominent view should be of the highest quality and should seek opportunities to reflect the distinct local canal-side character. The community buildings in particular, closest to the Three Mills buildings and very prominent in this view, should be of high quality architecture, and also relate well to the surroundings. Development should contribute to the clear reinstatement of the historic route through the site to the bridge.

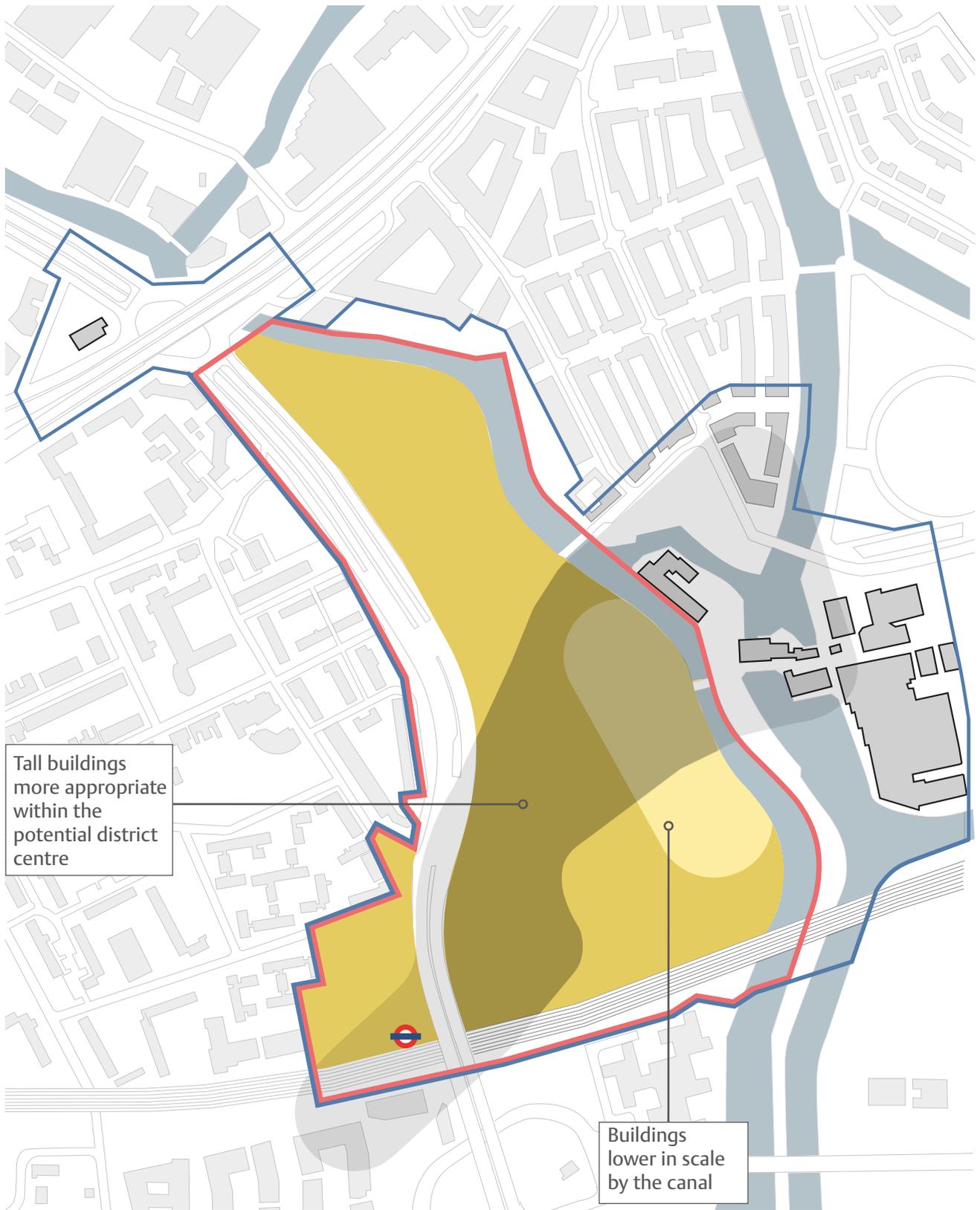
9. HEIGHTS & MASSING

Height, Scale and Massing

Any buildings with a proposed height above 18m (the generally expected height set out in SA4.1 and table 10 of the local plan) will be treated as 'tall buildings' and therefore subject to the tests of Policy BN.10 of the Local Plan. While Policy BN.10 identifies Bromley by Bow potential district centre as being an appropriate location for tall buildings, it is essential that their siting, height, scale and massing contributes to a predominantly human scale environment that gives appropriate definition and enclosure to the public realm without it being overshadowed and windy or feeling overbearing and oppressive. The Legacy Corporation consider that the Vastint masterplan at Sugar House Lane is an excellent example of how a varied human scale can be supplemented by well-proportioned 'accents', in this case of up to 16 storeys.

Tall buildings should not harm the setting of the Grade I listed House Mill, Grade II listed Clock Mill, Grade II listed Customs House and associated Grade II listed paved roadway, with particular consideration given to protecting the silhouette of the House Mill and Clock House when viewed from the north and the cluster of listed buildings when viewed looking east and west along Three Mill Lane in accordance with Policies BN.16 (Preserving and enhancing heritage assets) and 4.4 (Protecting and enhancing heritage assets at Three Mills island) of the Local Plan.

MAP 8- HEIGHTS



- Potential district centre
- Active uses

- SA1.4: Expected predominant height 18m
- Proposals for new development by the canal to respect heritage assets

PART C: DELIVERY

10. FOLLOWING A MASTERPLAN APPROACH

The site allocation policy requires future planning applications to demonstrate: “That a masterplan approach for the Site Allocation as a whole is followed”

As set out earlier in this SPD the northern part of the site already benefits from outline planning permission granted in 2012, part of which has been built and part of which has had details approved. Therefore development of the northern part of the site is already following a masterplan approach.

There is no current planning permission for development of the southern part. The landowners of the southern part of the site allocation have been working together on an illustrative masterplan which shows how the southern part of the SPD area could be developed and all the land uses and infrastructure identified in the site allocation provided. The illustrative masterplan is supported by environmental and viability testing. Which demonstrates that as a comprehensive development, it is broadly acceptable and deliverable.

The illustrative masterplan has been reviewed by the Legacy Corporation’s Quality Review Panel (QRP) and has been amended to reflect the comments received.

The illustrative masterplan is considered to be a solution that broadly meets the policies within the Local Plan and the guidance within this SPD. As individual applications for planning permission come forward, they will need to be considered against policies in the Local Plan and advice in this SPD.

It is intended that the ‘parameter plans’ in this section (which have been developed from the illustrative masterplan) form a framework against which individual applications are assessed. This will help ensure that a comprehensive approach to development of the Bromley-by-Bow south area can be

demonstrated.

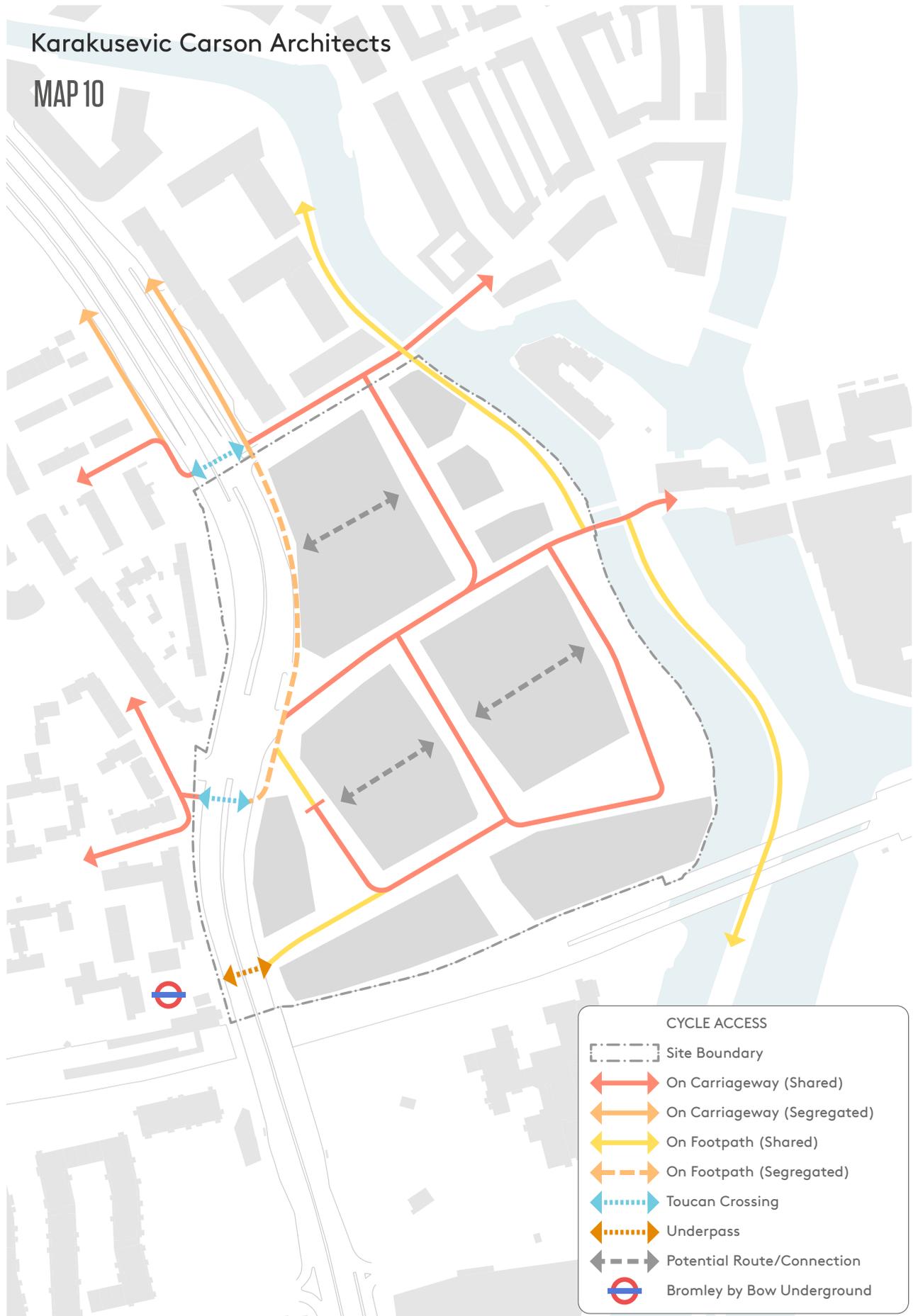
The parameter plans and accompanying design codes are set out on the following pages. Any variation in approach taken by individual planning applications to this framework will need to be justified by demonstrating that this does not compromise delivery of the development and infrastructure components that the Site Allocation and this SPD identify for the Bromley-by-Bow South part of the site allocation as a whole.

PARAMETER PLANS

Karakusevic Carson Architects

MAP 9



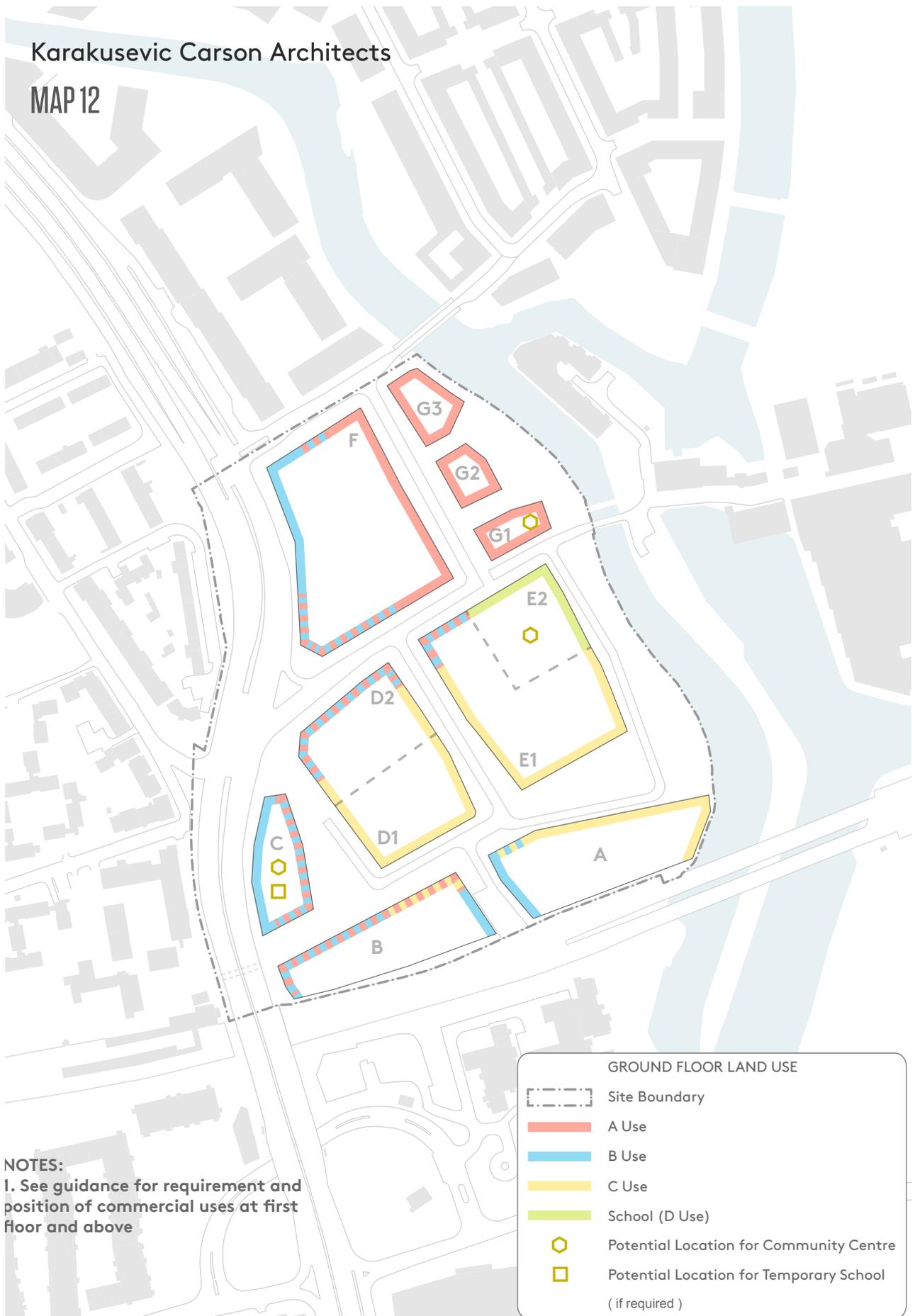


MAP 11



NOTES:

- 1. Buildings over 6 storeys are subject to tall buildings policy BN10
- 2. Refer to massing and townscape guidance for specific height and massing guidance per development zone

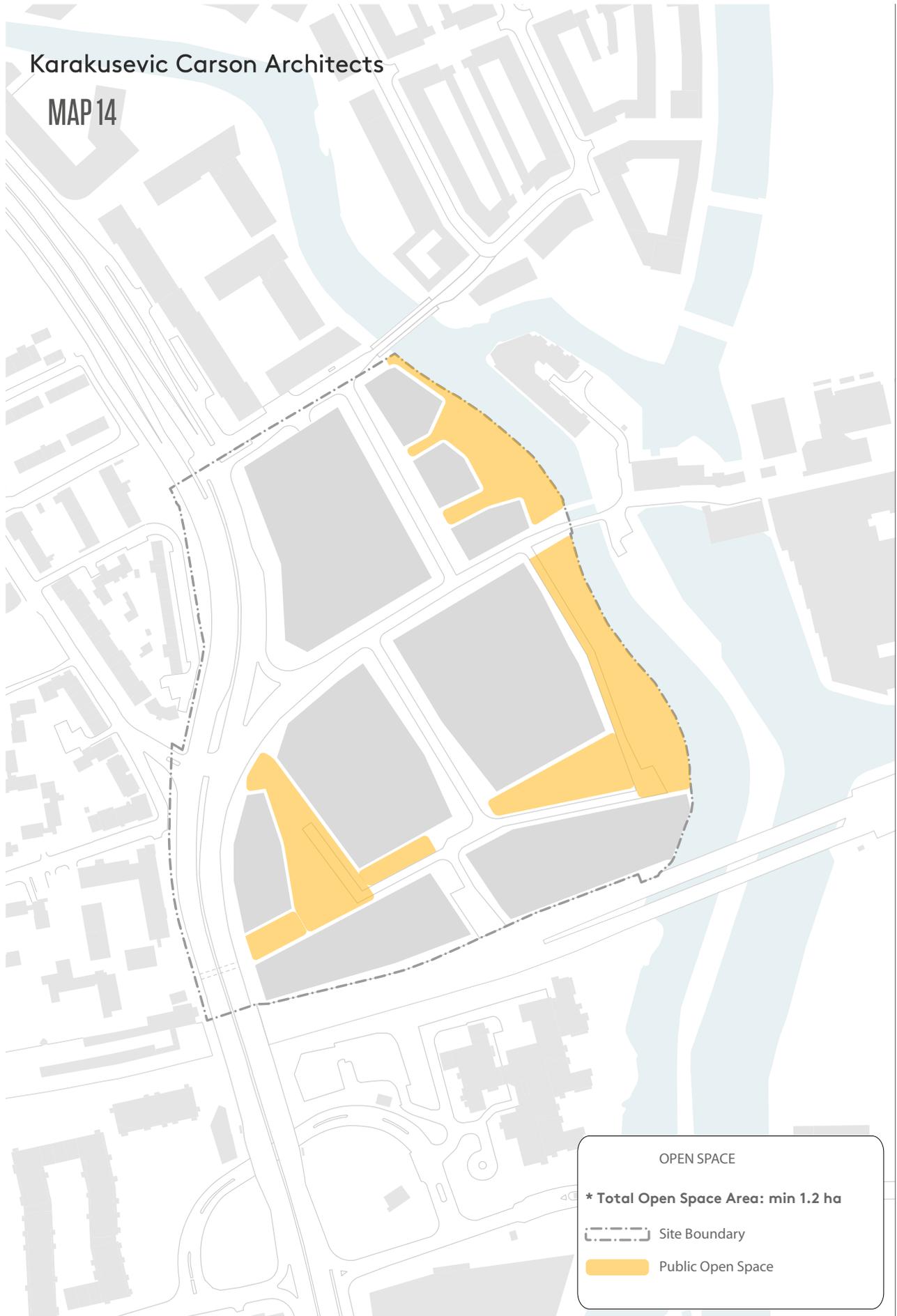


NOTES:
1. See guidance for requirement and position of commercial uses at first floor and above



NOTES:
 1. All dimensions are set as a minimum and in metres unless otherwise stated

MINIMUM DIMENSIONS	
	Site Boundary
	Block Footprint
	Block Number
	Minimum Dimension (m)





PEDESTRIAN ACCESS

- Site Boundary
- Pedestrian Access
- Toucan Crossing
- Underpass
- Potential Route/Connection
- Bromley by Bow Underground



VEHICULAR ACCESS

- Site Boundary
- TFL Strategic Road
- Streets for buses and general vehicles to serve retail and commercial centre
- Quieter streets providing access to service properties
- Bus Only Bridge
- Potential Route/Connection
- New Junction

SITE WIDE CODES

REF	Code	Reason
1	Proposals must be in accordance with the parameter plans set out within the SPD	To ensure development is brought forward within a comprehensive development framework
2	Proposals must be developed in accordance with the public realm design guide (Appendix 2 to the SPD)	To ensure a comprehensive approach to the public realm design
3	On plot parking should be provided under raised communal gardens and wrapped in active ground floor uses or within basements or semi-basement areas. On-Street parking for drop off, visitor and disabled parking is acceptable for convenience and to contribute to street activity.	To provide adequate parking provision without creating a negative impact on the public realm.
4	Where raised podiums are proposed at first floor, a strong connection should be created between lobbies and podium areas.	To ensure a good quality of residential environment and maximise accessibility of communal areas
5	Where possible, bedrooms should not be provided at ground floor (and not at all within flood risk zones 2 and 3). Duplex units with front doors on to the street are encouraged to achieve this	To ensure a good quality of residential environment and maintain active frontages to the street
6	Plant, cycle storage and ancillary uses should be designed to minimise the impact onto the street.	To ensure an active frontage to the public realm
7	Corner Buildings should be designed to be integrated into the surrounding massing	To ensure a coherent and legible townscape
8	Tall Buildings and Marker Buildings should be designed with a sculptural quality and respond to the way they are viewed from a range of scales and perspectives	To ensure a coherent and legible townscape
<p>For the purposes of these codes:</p> <ul style="list-style-type: none"> • Marker buildings are defined as 9-15 storeys + • Tall Buildings are defined as 15 storeys + • (To be read in conjunction with the heights parameter plan). 		

ZONE A CODES

Uses		
REF	Code	Reason
A1	Active ground floor residential frontages must be maximised onto the canal side park with front doors to ground floor units and generous entrance lobbies.	To create an active frontage to the public realm
A2	Street facing bedrooms at ground floor should be avoided. The incorporation of duplex units are encouraged to achieve this.	To ensure a high quality of residential environment and to ensure that ground floor uses provide active frontages to the public realm
A3	Employment uses should be provided on railway facing ground floor frontages with access from external yard space adjacent to the railway	To ensure provision of adequate employment uses and mitigate provide appropriate frontage to the railway edge
A4	Shared amenity and doorstep play must be provided via south-facing first floor podium courtyards with adequate mitigation from noise issues associated with the railway	To ensure a reasonable provision and quality of residential amenity space
A5	Railway facing residential uses must be provided with adequate noise and air quality mitigation both in the layout of residential units and the design and specification of the external envelope. Opening windows and balconies on railway facing facades must be designed in consultation with London Underground.	To ensure a high quality of residential environment and to protect railway infrastructure.

Massing & Townscape		
REF	Code	Reason
A6	The built form on the canal edge building must be designed to positively address the variety of long and middle distances views that it is seen from along the canal edge	To ensure proposed buildings contribute to the wider townscape of the canal edge
A7	Built form must not project above the ridge line of the Mill Buildings when viewed from the pedestrian bridge connecting Three Mills Green and Sugar House Lane	To minimise harm to the setting of the Three Mills Conservation Area and Heritage Assets
A8	A predominant 6 storey datum must be articulated onto street facing elevations	To ensure development contributes to a coherent townscape
A9	Built form beyond the six storey datum must be appropriately modelled or set back to maintain a reasonable quality of daylight to the public realm and be subservient when read from the street	To ensure development contributes to a coherent townscape
A10	Marker buildings are acceptable on the canal edge and terminating the north-south residential street as shown on the maximum height parameter plan. These should be designed as 'buildings in the round' with no connected built form above the first floor.	To ensure development contributes to a coherent townscape
A11	Massing should be modelled to maximise daylight and sunlight to public open space north of Zone A	To ensure a good quality of public realm and open space

ZONE B CODES

Uses		
REF	Code	Reason
B1	The design of the lower two storeys of block B1 must create a positive frontage to all sides of the block including the A12.	To ensure development positively contributes to surrounding streets and public spaces
B2	An active frontage must be provided on to the urban square allowing uses to spill onto the public realm	To ensure development positively contributes to surrounding streets and public spaces
B3	Residential uses facing the railway and the A12 must be provided with adequate noise and air quality mitigation in the layout on residential units and the design and specification of external envelope	To ensure a high quality of residential environment
B4	Raised communal amenity space at first or second floor should only be provided if noise, air quality and microclimate issues can be mitigated.	To ensure a high quality of residential environment
B5	If an energy centre is provided in Zone B, its visual impact onto the public realm should be minimised by considered design of louvres and frontage	
B6	Retail or employment uses should be provided facing the underpass approach	To create an active ground floor to the underpass approach

Massing & Townscape		
REF	Code	Reason
B7	A consistent two storey frontage should be articulated facing the urban square	To ensure adequate definition of key public spaces
B8	Built form should be designed to mitigate wind and microclimate conditions within the urban square allowing for its flexible and versatile use	To achieve a good quality of public realm environment
B9	Consideration should be given to the way taller buildings interface with the public realm at ground floor to create a human scale environment within the public realm. Recessed loggias or projecting plinths are encouraged to achieve this.	To ensure the creation of a human scale environment within the public realm
B10	Built form beyond the 6 storey datum must be appropriately modelled or set back to maintain reasonable quality of daylight to the public realm and be subservient when read from the street	To ensure development contributes to a coherent townscape
B11	Massing should be modelled to maximise daylight and sunlight to the Urban Square north of Zone B. This is encouraged through a combination of breaks in massing and set backs at upper levels.	To ensure a good quality of public realm and open space
B12	Marker buildings and tall buildings are acceptable around the urban square as shown on the maximum height parameter plan. These should be designed as 'buildings in the round' with no connected built form above the first floor.	To ensure development contributes to a coherent townscape

ZONE C CODES

Uses		
REF	Code	Reason
C1	The design of the lower two storeys must create a positive frontage to all sides including the A12.	To ensure development positively contributes to surrounding streets and public spaces
C2	The lower two levels should contain non-residential uses	To provide flexible non-residential uses and ensure residential uses are raised above the A12
C3	An active frontage must be provide on to the urban square allowing uses to spill onto the public realm	To ensure development positively contributes to surrounding streets and public spaces
C4	Residential uses facing the A12 must be provided with adequate noise and air quality mitigation in the layout on residential units and the design and specification of external envelope	To ensure a high quality of residential environment
C5	Raised communal amenity space at first or second floor should only be provided if noise, air quality and microclimate issues can be mitigated.	To ensure a high quality of residential environment
C6	Retail or employment uses should be provided in block B2 facing the underpass approach	To create an active ground floor to the underpass approach

Massing & Townscape		
REF	Code	Reason
C7	A consistent two storey frontage should be articulated facing the urban square	To ensure adequate definition of key public spaces
C8	Built form should be designed to mitigate wind and microclimate conditions within the urban square allowing for its flexible and versatile use	To achieve a good quality of public realm environment
C9	Consideration should be given to the way taller buildings interface with the public realm at ground floor to create a human scale environment within the public realm. Recessed loggias or projecting plinths are encouraged to achieve this.	To ensure the creation of a human scale environment within the public realm
C10	Built form beyond the 6 storey datum must be appropriately modelled or set back to maintain reasonable quality of daylight to the public realm and be subservient when read from the street	To ensure development contributes to a coherent townscape
C11	Massing above 2 storeys should be modelled to maximise daylight and sunlight to the Urban Square north of Zone C. This is encouraged through a combination of breaks in massing and set backs at upper levels.	To ensure a good quality of public realm and open space

ZONE D CODES

Uses		
REF	Code	Reason
D1	Active ground floor residential frontages must be maximised onto the south and east facing frontages with front doors to ground floor units and generous entrance lobbies.	To create active ground floor frontages to the public realm
D2	Active non residential uses should be provided along the west and north facing frontages. These should be provided with generous floor to ceiling heights to support a range of uses over time	To activate key routes within the neighbourhood centre
D3	There is potential for an additional east west connection between zones D1 and D2 to provide increased permeability. If provided, this route should be well overlooked by active uses with intelligent design of residential blocks to mitigate overlooking issues and provide good quality shared amenity.	To promote permeability and ensure a high quality of residential environment

Massing & Townscape		
REF	Code	Reason
D4	A predominant 6 storey datum must be articulated onto street facing elevations	To ensure development contributes to a coherent townscape
D5	Built form beyond the 6 storey datum must be appropriately modelled or set back to maintain a reasonable quality of daylight to the public realm and be subservient when read from the street	To ensure development contributes to a coherent townscape
D6	Built form should be designed to mitigate wind and microclimate conditions within the urban square allowing for its flexible and versatile use	To achieve a good quality of public realm environment
D7	A plinth consistent with the opposite side of the street (block F) which allows for adequate signage should be provided.	To achieve a coherent streetscape.

ZONE E CODES

Uses		
REF	Code	Reason
E1	Active non residential uses should be provided along the north facing frontage. These should be provided with generous floor to ceiling heights to support a range of uses over time	To activate key routes within the neighbourhood centre
E2	Ground floor layouts must maximise ground floor frontages onto the west, south and east facing frontages with front doors to ground floor units and generous entrance lobbies.	To create active ground floor frontages to the public realm
E3	The design of raised courtyards should provide some visual screening to the school playground	To provide appropriate privacy to the new school
E4	A raised courtyard should be provided providing shared amenity and doorstep play	To ensure a high quality of residential environment
E5	A generous, double height entrance lobby fronting the urban square should be provided for the tall building	To create active ground floor frontages to the urban square
E6	The school building must be a stand alone building	To create a strong civic focus for the neighbourhood centre and ensure a good quality of school environment
E7	The school playground should be made accessible to the public out side of school hours through a community access agreement. External access to the school playground should be provided from Three Mills Lane and the Canal Edge	To maximise access to the school playground for the wider community
E8	Elements of the school's outdoor play provision may be provided at roof level.	To maximise the variety of external play spaces and positively integrate the school into a town centre environment
E9	There is potential for an additional east west connection between zones E1 and E2 to provide increased permeability. If provided, this route should be well overlooked by active uses with intelligent design of residential blocks to mitigate overlooking issues and provide good quality shared amenity.	To promote permeability and ensure a high quality of residential environment

ZONE E CODES (CONTINUED)

Massing & Townscape		
REF	Code	Reason
E10	A predominant 6 storey datum must be articulated on all frontages with zone E1	To ensure development contributes to a coherent townscape
E11	Built form beyond the 6 storey datum must be appropriately modelled or set back to maintain reasonable quality of daylight to the public realm and be subservient when read from the street	To ensure development contributes to a coherent townscape
E12	Built form fronting the canal edge should contribute to a coherent canal side character in the articulation of massing and roof form	To create a coherent canal side environment
E13	The primary school should be provided as a multi-storey building of 2-4 storeys	To ensure the school building contributes to a well-defined street and canal edge
E14	The design of the school building should respond to the character and built form of the Listed Mill Buildings opposite	To enhance the setting of the Three Mills Conservation Area
E15	Block E1 should have an approach to the street which related to block D, and block F.	To create a coherent streetscape.
E16	Built form fronting the park to the south should activate the northern side of the park.	To create a well used, overlooked, and maintained park frontage.



ZONE F CODES

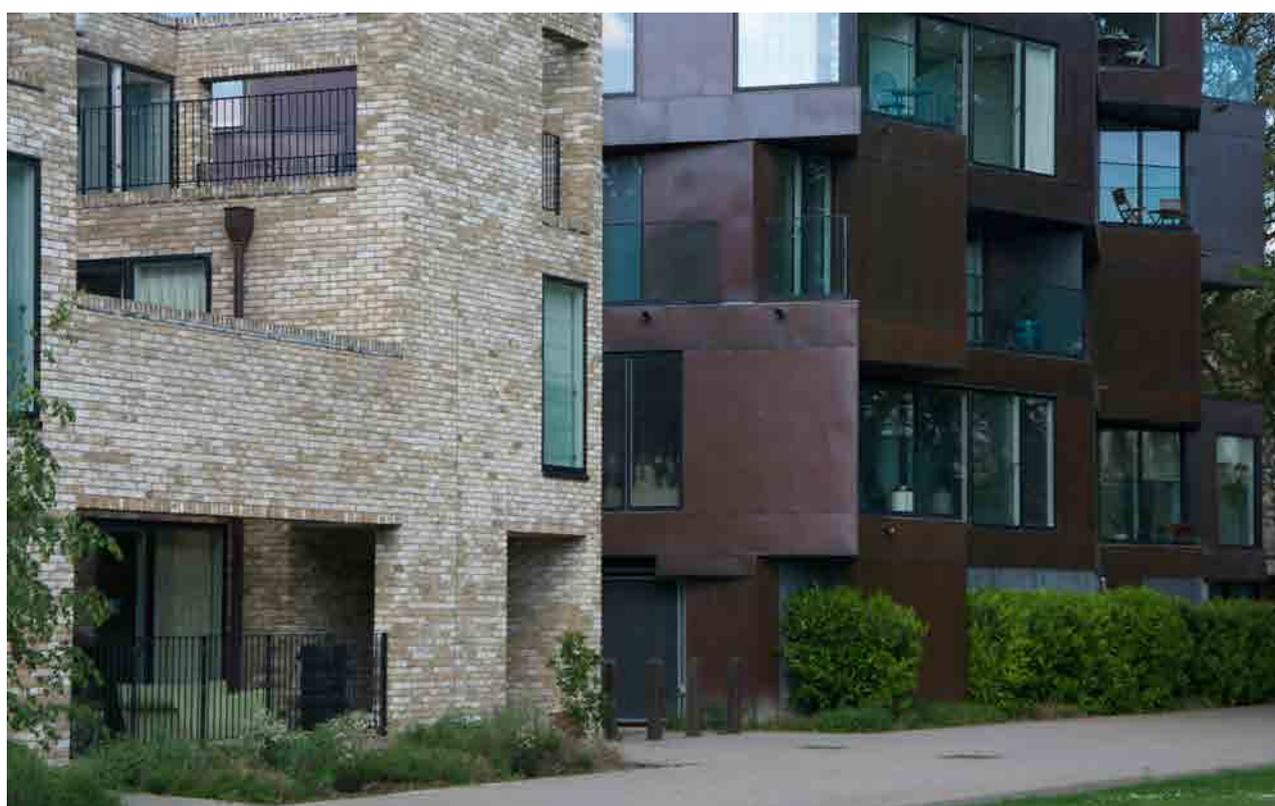
Uses		
REF	Code	Reason
F1	Active uses should be provided on all sides of the block including retail & employment uses and generous entrance lobbies	To maintain active frontages to the public realm
F2	Two levels of employment uses should be located fronting the A12	To ensure residential uses are raised above the A12
F3	Retail uses should be provided along the southern and western frontages of the block	To re-enforce and define key routes and spaces within the neighbourhood centre
F4	Residential uses facing the A12 must be provided with adequate noise and air quality mitigation in the layout on residential units and the design and specification of external envelope	To ensure a high quality of residential environment
F5	There is potential for an additional east west connection between zones F1 and F2 to provide increased permeability. If provided, this route should be well overlooked by active uses with intelligent design of residential blocks to mitigate overlooking issues and provide good quality shared amenity.	To promote permeability and ensure a high quality of residential environment

Massing & Townscape		
REF	Code	Reason
F6	A predominant 6 storey datum must be articulated on all frontages	To ensure development contributes to a coherent townscape
F7	Built form beyond the 6 storey datum must be appropriately modelled or set back to maintain reasonable quality of daylight to the public realm and be subservient when read from the street	To ensure development contributes to a coherent townscape
F8	Taller, marker buildings beyond the 6 storey datum are acceptable on the south-west, north-west and north-east corners of the block	To promote a legible and coherent townscape
F9	A defined 'plinth' should be articulated on all sides of the block which is consistent with that on the opposite side of the street.	To create a consistent and well defined frontage to the street
F10	Built form above 2 storeys should be broken down with breaks in massing to provide daylight to courtyards and maximise dual aspect units whilst providing adequate protection against noise and air quality issues from the A12.	To create a coherent urban grain and provide a high quality of residential environment

ZONE G CODES

Uses		
REF	Code	Reason
G1	Retail and commercial uses should be orientated towards both the north-south street and the canal side public open space	To ensure an active town centre environment
G2	Residential entrance lobbies should be accessed via the western edge of Zone G from the north-south street	To ensure convenient access to residential units
G3	Pedestrian east-west permeability should be provided within Zone G providing access between the canal edge and the north-south street	To ensure good access to the canal edge

Massing & Townscape		
REF	Code	Reason
G6	Proposed buildings should respond to the surrounding historic, and proposed canal side buildings in the articulation of massing and roof forms.	To ensure development contributes to coherent canal-side townscape
G7	Ground floor uses should negotiate the changes in level between the east and western edges of the buildings through the provision of active commercial uses and integration with the wider public realm strategy	To ensure the provision of an accessible environment and improved access to the canal edge
G8	The street frontage should have an approach to block F be it through a consistent plinth or other means.	Reason, to create a a coherent approach to the street.



11. DETAILED DESIGN AND ENSURING OUTSTANDING ARCHITECTURE IN FUTURE PLANNING APPLICATIONS

Local plan policies, in particular BN1 Responding to place, BN4 Designing residential schemes and BN 10 Proposals for tall buildings require that all development is of high design quality. All applications for planning permission will need to demonstrate that they meet the requirements of these policies.

The Legacy Corporation also needs to ensure that the aims and aspirations contained in this SPD and the illustrative masterplan in terms of design quality are carried forward into the detailed design and implementation stages of each development.

With the scale and density of development being proposed the Legacy Corporation will expect all applications to include an urban design analysis that demonstrates the proposal is part of a strategy that will result in an 'outstanding design process' and 'outstanding architecture', based on the following objectives.

Objective 1: To achieve an 'outstanding' design process, the applicant will be required to demonstrate the following have been considered and addressed:

- Applicants must demonstrate that they have made best endeavours to achieve 'outstanding' design at each stage of the procurement process, in particular:
 1. Brief- writing stage
 2. Team selection
 3. Quality monitoring during construction
- Applicants should demonstrate they have a thorough approach to: stakeholder consultation, participative design and community consultation
- Applicants should endeavour to demonstrate that any part of the buildings proposed are fit for purpose for the prospective end users. This may be through dialogue with potential end users or occupiers, specifically where non-residential uses are proposed.

- Applicants must demonstrate that they have undertaken an 'outstanding' design process which should include:
 1. A methodical approach to site analysis, and responsive to particular site conditions and context
 2. Where located in a sensitive heritage context a heritage statement is required including a statement of significance and verified views should be agreed with the Local Planning Authority
 3. Undertake precedent analysis, site visits
 4. Provide evidence of options considered and an iterative process
 5. Produce 3D physical models, 1:1 fragments, material samples where applicable. All proposals for tall buildings should be accompanied by accurate and realistic representations of the appearance of the building. These representations should show the proposals in all significant views affected, near, middle and distant, including the public realm and the streets around the base of the building. This will require methodical, verifiable 360 degree view analysis.

Objective 2: To achieve 'outstanding architecture' the applicant's proposals must:

- Display outstanding conceptual and technical rigour across all aspects of its design and be financially credible. Development appraisals should include appropriate cost provision commensurate with delivering a high quality building, taking into consideration materials, form and massing.

Massing, townscape & heritage:

- Relate well to the form, proportion, composition, scale and character of surrounding buildings, and make a positive contribution to the townscape.
- Be of considered and appropriate proportions, with massing considered holistically with any other proposed buildings, resulting in an elegant composition and silhouette.
- Create new or enhance existing views, vistas and sightlines.
- Promote legibility by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of the place. The design of the top of any tall building will be of particular importance when considering the effect on the skyline.
- Preserve or enhance heritage assets and the views to/from these, and contribute positively to the setting of heritage assets, including conservation areas.
- Create high quality well defined primary entrances to buildings in appropriate locations, and sufficiently separated from service entrances.
- Demonstrate that microclimate conditions are addressed to avoid excessive down drafts and lateral winds over public spaces.

Elevation design & materials:

- Exhibit high quality materials, finishes and details
- Demonstrate high level of inclusive design including compliance with LLDC Inclusive Design Standards.
- Façade design should pay particular attention to corners, entrances and openings to create a sense of depth, animation, texture and or relief, avoiding blank elevations at ground level where possible
- Elevation design should clearly communicate the building's intended use.

Sustainable design & construction

- Demonstrate high level of sustainable design, including promoting natural ventilation and sustainable construction practices. Proposals should therefore seek

to exceed the latest regulations and planning policies for minimising energy use and reducing carbon emissions over the lifetime of the development

Use & Internal environment

- Create generous and well- designed internal spaces that are highly suitable for their specific and intended use and that will contribute to the quality of life of those who use the building
- Demonstrate how potential for overlooking and overshadowing has been minimised

Public realm, landscape and streetscape:

- Respect the urban grain of their context, relate well to street widths and make a positive contribution to the streetscape including contributing to safety, diversity, vitality, social engagement and 'sense of place'.
- Generate an active street frontage with generous openings and avoiding large areas of blank façade at street level.
- Include well -lit public spaces that are not excessively overshadowed
- Contribute to defining public routes and spaces, including contribute to improving the permeability of the site and wider area, where possible, including through appropriately designed signage.
- Provide accessible public space within their curtilage
- Incorporate sufficient high quality communal and private amenity space that is clearly defined for a suitable range of users
- Preserve or enhance environmental assets and public access to them, including mature trees and waterways.

All applications must be submitted in detail.

As part of any planning application process, schemes will be presented to a QRP Panel. The Members of this Panel will, as far as possible, remain consistent for all applications that come forward for this site.

Applicants will present to the QRP panel at the pre-application and application stages of the project (a minimum of two presentations). Feedback from these sessions will be reported to Committee.

12. ENVIRONMENTAL DESIGN PRINCIPLES

The illustrative masterplan at Appendix 1 to this SPD has been subjected to a range of environmental testing to determine the acceptability of its likely effects. The section below sets out the principles that have emerged from this testing and these principles will need to be taken into account when developing and testing planning applications for development within the SPD area. A more detailed and specific summary of the environmental testing results is provided separately alongside this SPD. Guidance on the approach to development that has an acceptable effect on views and to issues of socio-economic effects are covered within specific guidance elsewhere in this SPD.

It is expected that individual planning applications for development, where these require Environmental Impact Assessment, will be informed by the following principles and use the results of the detailed environmental testing of the illustrative masterplan as a part of the EIA scoping and baseline.

Air Quality

Likely sources of air quality effects are traffic generation and emissions from the energy provision/energy centre.

Individual planning applications will need to test design and air quality impacts against air quality data current at that time, including traffic surveys.

Potential effects should be mitigated through:

- The orientation of buildings and proposed uses within the context of the masterplan and the A12
- Internal layout of living and working space and design of internal ventilation of that space
- Site-wide heat network and energy centre to minimise site-wide emissions from heating (and where relevant cooling) of buildings
- Location of the energy centre to minimise local air quality effects
- Energy centre stack height, exit velocities and emission rates to be designed to avoid

worsening of air quality.

Noise Impact

The greater noise generators that affect the site are from the road traffic using the A12 along the western edge of the site and the elevated railway line along the southern edge. Individual planning applications will require a noise assessment and the incorporation of appropriate mitigation measures. Specific considerations are:

- If balconies are considered for facades adjacent to noise sources, the introduction of winter gardens should be considered
- Acoustic screening of courtyard amenity spaces fronting the railway
- Use of courtyard amenity spaces to screen from the southern and western noise sources with blocks designed as a noise buffer.
- Design and standards of walls/facades, glazing and any required ventilation to achieve acceptable internal noise levels
- Foundation design will need to mitigate any vibration noise from the railway or A12
- Consider the building layout and uses, and the internal arrangement of room types in relation to noise sources
- Ensure building service plant do not exceed the recommended limits.

Arboriculture

Some loss of existing trees is likely to occur in implementing comprehensive development across the site. Individual applications will need to be designed to mitigate the impact of any loss by:

- Retaining trees in critical locations, particularly a green edge along the A12 and river frontages.
- Providing additional tree cover in those locations and within streets and spaces of species that complement the Biodiversity Action Plan priority species and habitats.

- Implement suitable tree protection measures for existing during construction

Ecology

The site has limited existing ecological value but is next to the River Lea Metropolitan SINC and so has the potential for effects on this environment. The opportunity to enhance this environment and positively contribute to Biodiversity Action Plan priority species and habitats is presented through development of the site. Individual planning applications will need to:

- Provide open spaces that link with other green space, particularly along River Lea edge with planting that contributes to Biodiversity Action Plan increase in priority species and habitat.
- Introduce native planting along artificial channel banks to bring back marginal aquatic habitat including the creation of reedbeds.
- Setting new development back from the waterway edge/tow path aiming for a minimum of an eight metre green buffer strip, where practical.
- Re-naturalise the river where appropriate by removal of hard banking replacing with softer engineered solutions and removal of obsolete structures to allow passage for fish
- Concentrating green roofs and sustainable drainage systems within new development along the river corridors.
- Avoid overshadowing from buildings and excessive light spill from development onto the river channel to protect river ecology. (In terms of light levels the Environment Agency recommends a Lux level of 0-2.).
- Provide quiet 'unmown' areas for wildlife and include bird and bat boxes/nesting or roosting opportunities within the design of development where achievable
- Carry out preconstruction protected species surveys including bats and nesting birds.
- Carry out preconstruction surveys for non-native invasive species and ensuring effective removal to avoid the spread of these.
- Put in place a Construction Environmental Management Plan to ensure that negative impacts from noise and dust are avoided to

adjacent ecological receptors.

Ground Conditions

The site has been host to a range of historical industrial and related uses overtime with a significant likelihood of ground contamination being present while some existing uses such as the Petrol Filling Station also present the potential for contamination. There is also a risk of unexploded ordnance being present within the site. Individual planning applications will need to:

- Carry out a Phase II Site Investigation and Quantitative Risk Assessment prior to any intrusive works being undertaken in relation to development proposals and implement necessary remediation works to achieve a site suitable for the proposed end uses, including open spaces.
- Design and implementation of below ground works will need to avoid creating contamination pathways to identified receptors, including the River Lea.
- An Explosive Ordnance Risk Assessment will be required prior to implementation of any development with measures in place to deal with discovery of ordnance during construction.

Water Impact

The River Lea is classified under the Water Framework Directive and Thames River Basin Management Plan as a heavily modified waterbody. A risk of surface water flooding has been identified in addition to an element of the eastern part of the site being within Flood Zone 2. There are likely to be effects through additional water demand and waste water generation. Individual planning applications will need to:

- Ensure access to the river wall for repair and maintenance is maintained through the design. Any development within 16m of the River Wall will require consultation with the Environment Agency as this is a tidal flood defence. The Canal and River Trust should also be consulted on proposals for development within this zone.
- Ensure flood defences are repaired or replaced so that they have a lifetime

commensurate with the development (100 years). It should also be demonstrated that the current height of the defence meets the statutory defence level and that defences can be raised in the future in line with the Thames Estuary 2100 plan.

- Fringe parts of the site allocation area fall within either Flood Zone 2 or 3. The location of particular uses, finished floor levels and other mitigation and resilience measures should be determined in these instances through detailed flood risk assessment, taking account of the relevant level of climate change allowance. Detailed information can be found within the 'LLDC Flood Risk Review Summary Report, January 2017'.
- Within the area of the Site that falls within Flood Zone 2, finished floor levels for new development should be set at the standard level of 300mm above ground level. Finished floor levels for the remainder of the Site should be agreed with the LLDC.
- Locate vulnerable uses within Flood Zone 1 areas unless an application specific flood risk assessment justifies a different approach, including a sequential and/or exceptions test in agreement with the Environment Agency.
- Include construction phase measures to monitor and mitigate effects of any ground water flooding from construction works.
- Detailed designs should be underpinned by use of sustainable drainage systems to enable the peak discharge generated during rainfall events with a return period of 1 in 1 year, 1 in 30 years and 1 in 100 years plus climate change to be restricted to three times the equivalent greenfield runoff rates.
- Drainage provision, including SuDS measures, should be designed to reduce the amount of surface water entering the wastewater drainage system.
- SuDS design measure should also take account of any potential or identified risk to watercourses and groundwater as a result of ground or ground water contamination.
- As required by Local Plan Policy S.5, development proposals will need to demonstrate that there is sufficient existing or planned water supply and waste water disposal infrastructure capacity available to

meet the demands of the development. Early engagement with Thames Water is recommended.

- Reduce water demand through additional design and specification measures to minimise water use to a target at least in line with Local Plan policy (i.e. 110 litres per person per day including a 5 litre allowance for external use).

Sunlight, daylight and overshadowing

The illustrative masterplan has been assessed with regard to sunlight, daylight and overshadowing. Individual planning applications will need to demonstrate no worsening of the effects identified in the Daylight, Sunlight and Overshadowing Impact Topic Report by:

- Considering the location of development massing in relation to surrounding receptors
- Stepping back of massing from neighbouring receptors where possible
- Considering daylight and sunlight amenity in relation to separate development sites/buildings
- Considering façade materials and avoid reflective materials, particularly facing the railway
- Careful consideration of internal daylight and sunlight amenity in individual buildings, room layouts.
- Consideration of overshadowing on amenity spaces and the River Lea.



Wind Effects

Wind tunnel testing has been undertaken for the illustrative masterplan and the results of this should be used to inform any wind assessment of individual planning applications.

- Wind tunnel testing should be undertaken to inform the design of thoroughfares, location of building entrances and amenity spaces, and to identify any required mitigation measures.
- Building and landscape design should aim to achieve a 'sitting classification' (Lawson Comfort Criteria) in all external areas and avoid a negative wind impact on surrounding areas including the River Lea and adjacent Three Mills area.
- Design and location of roof terraces and balconies should ensure that wind conditions are suitable for their intended use.
- Mitigation measures, where necessary could include screening and planting and 2m balustrade for affected terraces.

Archaeology

An archaeological desk based assessment has been undertaken of the Illustrative Masterplan. Reference should be made to this report to understand points of archaeological interest in the Site, and to inform the development of the mitigation measures, which will need to include the following:

- A programme of archaeological trial trench evaluation should be undertaken across the BBBS (likely to be a condition to any planning permission for the Site or any part thereof), prior to any intrusive works starting.
- Any boreholes drilled as part of any ground investigation should be monitored by a specialist geo-archaeologist.
- Features of historic interest within the Site, including street furniture, mooring points and cobbled floor surfaces should be retained as far as possible within the Site.

Open Space / Play space

Open space within the scheme will need to be provided in way that meets the requirements of the Bromley-by-Bow site allocation in the Local Plan and provides a landscape and wider public realm that is useable for leisure and recreation while also functioning as part of a biodiverse location.

Open Space amount: this needs to include a 1.2 hectare park in accordance with the Local Plan site allocation.

- While the park could be provided as more than one space, those spaces will need to be physically connected by paths, streets and other public realm and function in a coherent way.
- The open space will need to function separately from the general public realm and be separate from any private or communal amenity space serving development plots.

Open space function: the open space will need to be multifunctional, providing space and opportunities for outdoor relaxation and informal recreation, from sitting out to active play for all ages, and a biodiversity resource through a range of appropriate planting, including trees.

- **Child playspace:** a range of play opportunities and equipment should be integrated into the open space and be in accordance with Local Plan Policy BN.8 Maximising Opportunities for Play and the Mayor of London's Shaping Neighbourhoods Play and Informal Recreation SPG.
- **Youth Playspace:** opportunities for Youth Play should be integrated into the open space and public realm (see LLDC Youth Playspace Guidelines publication)

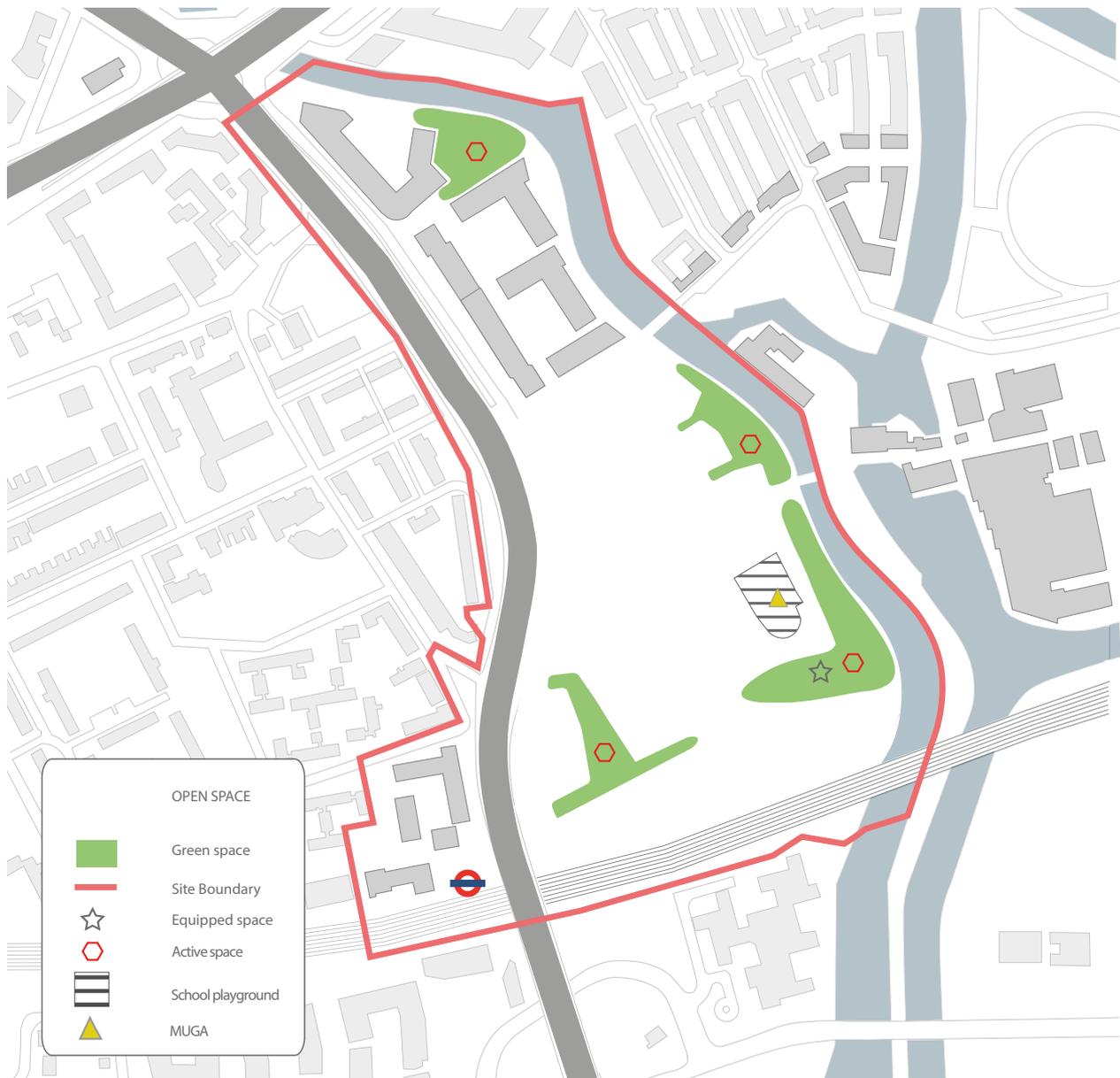
- **Use of school playspace:** in addition to the 1.2 hectares of open space, the outdoor and indoor space within the school should be made available to the community out of hours for a range of activities including the use of any outdoor pitches and equipment
- **Facilities for sport:** opportunities to include formal sport/playing pitch provision should be considered (e.g. as part of the school) and should take account of Sport England Design Guidance.

Interface with streets and wider public realm: where streets and the wider public realm meet the open space, the difference in role should generally be distinct and differentiate function. In any instance where streets and parkland provide a recreational/

playable environment, priority should be provided to the leisure and recreational users over vehicles and cyclists both in design and management.

Part of a wider network of open space and waterways: the open space and public realm throughout Bromley-by-Bow will need to be integrated with clear routes and linkages. It should also be designed to function as a part of the wider network of local open spaces focused along the waterways and at Three Mills, including the Leeway and Three Mills Green.

Safe and inviting spaces: design of the open space and public realm linkages should result in open space that is safe, well observed and inviting for those living and working at Bromley-by-Bow and for the wider community.



13. PHASING AND PLANNING APPLICATION BOUNDARIES

The anticipated phasing of development is shown on the plan at page 59. If development doesn't come forward as currently phased, the Legacy Corporation will work with landowners to ensure all required infrastructure is delivered appropriately with the alternative phasing.

It is anticipated that planning applications would be submitted for plots 1 and 2 first. Although plots 3 to 7 are in mixed landownership, Landowners could combine their landholdings or work together to submit joint applications which reflect the plots and phasing shown.

Phase 1 – plots 1 and 2

The phasing that has been proposed in the illustrative masterplan means that plots 1 and 2 rely on plots 3 - 7 to provide the primary school and much of the public open space. In principle the local planning authority consider that this will be acceptable provided that the developers of plots 1 and 2 take on responsibility for making sure that the new junction and crossings are provided. It will also be important that suitable financial contributions are made to meet the needs of the development in terms of education provision, including any temporary education provision if this is necessary.

The Legacy Corporation see benefit in and would prefer that plots 1 and 2 are brought forward together. Redeveloping plots 1 and 2 independently of each other may be challenging because of their adjacency to industrial land; a supermarket servicing yard; petrol filling station and car park; and major rail and road infrastructure. In amenity terms, it will be challenging for plot 1 to be developed without certainty over delivery of plot 2. Plot 1 is a small site that is bounded to the west by the A12 and to the south by the railway line. Currently, the scaffolders yard to the east is still operational without restrictions over hours of use, delivery times, noise output etc. Therefore, if an application comes forward for plot 1 without any certainty over when plot 2 comes forward, development of plot 1 may need to be restricted by

Grampian condition or section 106 agreement to ensure that amenity conditions for future residents will be satisfactory on completion of the development. Otherwise applicants will need to demonstrate that an acceptable environment can be created for future residents within the plot and that any harmful environmental effects of later developments can be effectively controlled and mitigated.

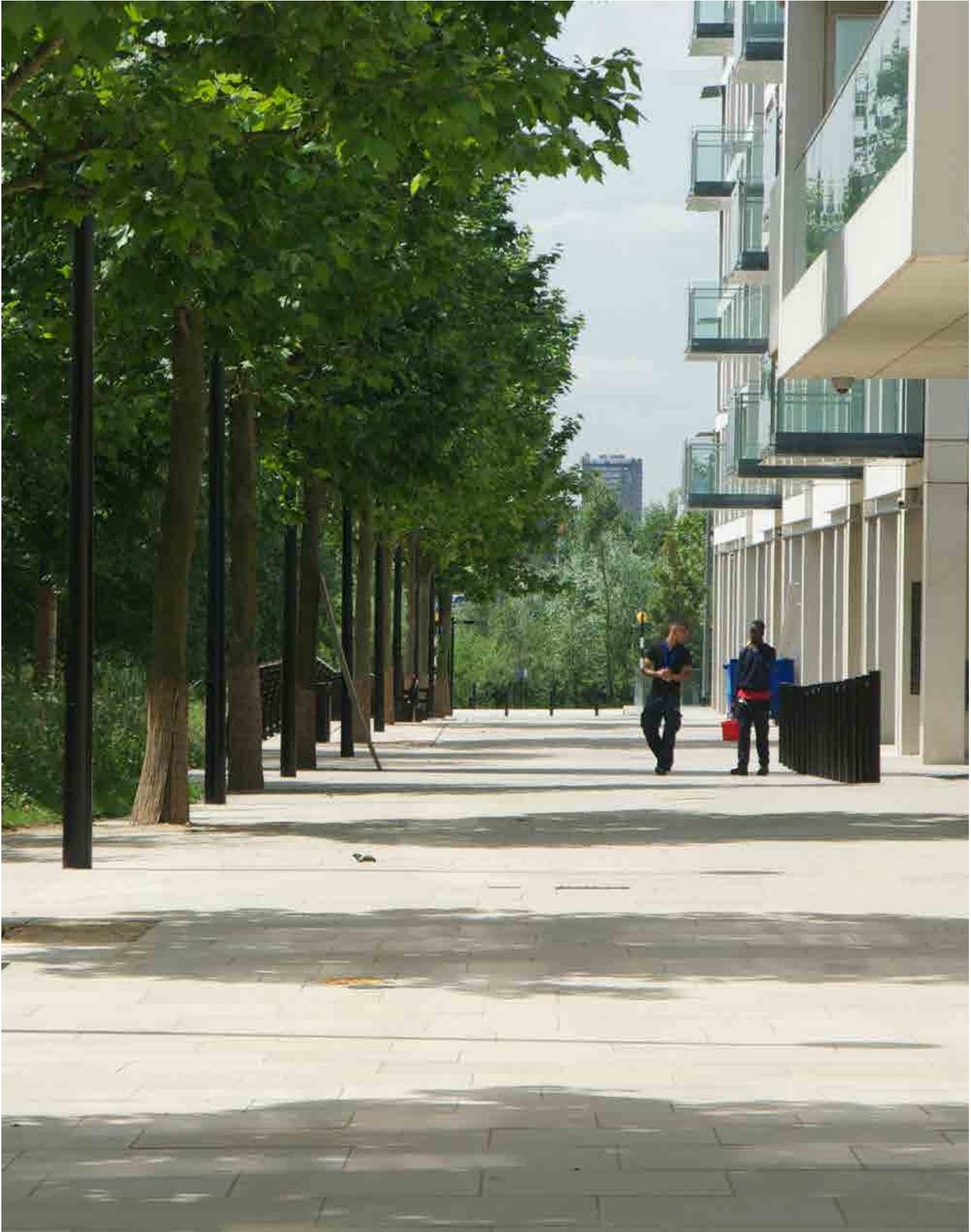
Phase 2 – plots 3 and 4

Plots 3 and 4 have an amalgamation of land owners, which at present includes the Legacy Corporation, British Land, Vastint and Southern Housing. The illustrative masterplan anticipates that plot 3 will provide a replacement supermarket. This would either be built first to allow for continuity of trade for a replacement for the existing occupier or would be built speculatively for a new supermarket tenant in the event that the current occupier decides to vacate their site. It is anticipated that residential development would be provided on the upper floors. The four landholders would need to work together to bring forward development proposals for plots 3 and 4. It would be challenging to prepare applications that cover only existing landholdings.

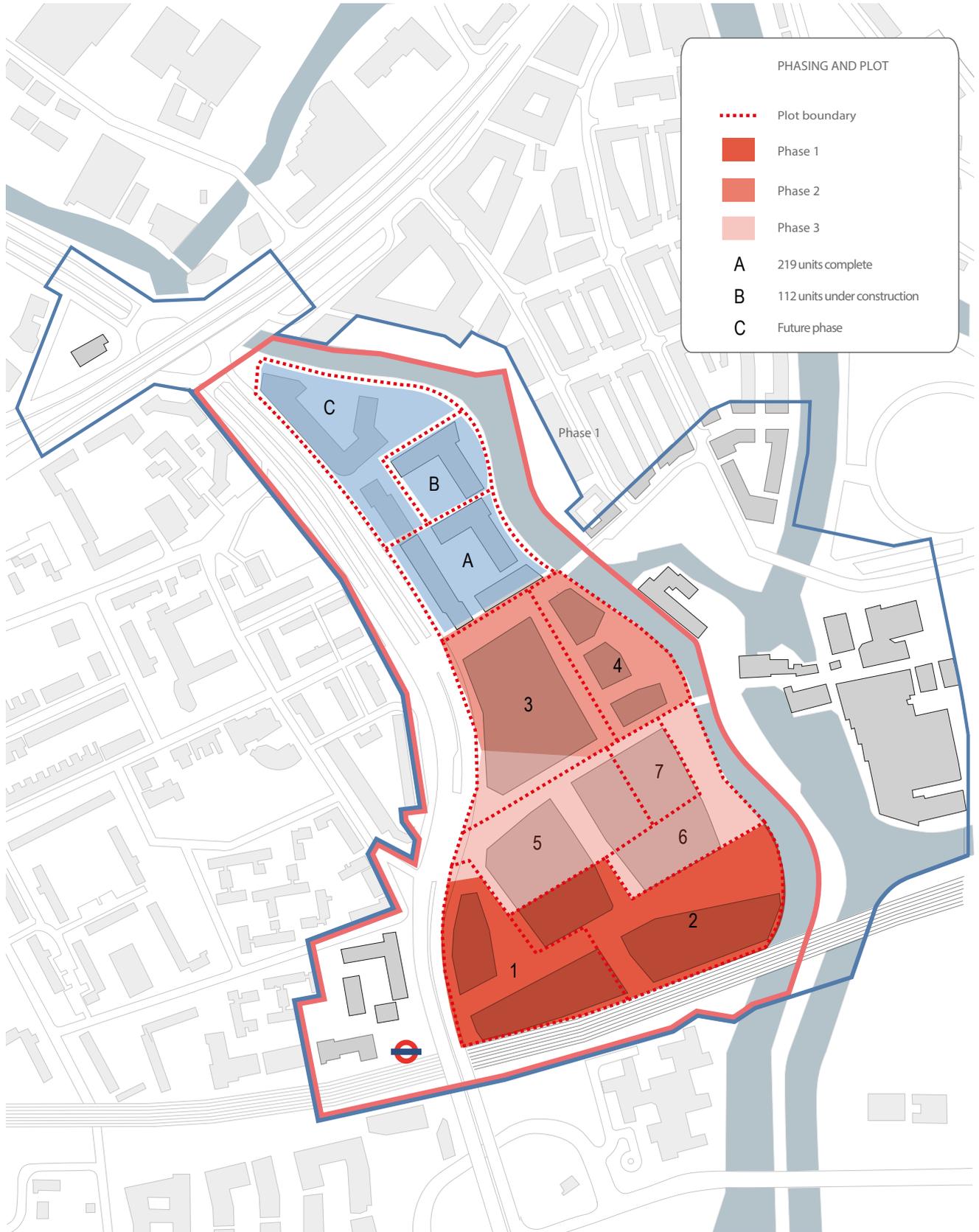
Phase 3 – plots 5, 6 and 7

This phase contains the existing supermarket and car park. This part of the site will eventually provide the new heart to the development of the southern part of the site allocation. The new school and park will be provided in this part of the site as well as new routes through the area with the realignment of Hancock Road. British Land are the current primary landowner for this phase. The land for the school will need to be secured as part of development of this site. The Legacy Corporation will work with its partners and the land owners to secure funding for the school, to supplement specific contributions towards development of the school secured through section 106 agreement. It is anticipated that planning applications for the

detailed design of the school will be brought forward separately to the rest of the phase so that it can be delivered on a stand alone basis. Suitable arrangements for transfer of the land will also need to be made.



MAP 17- PHASING AND PLOT / PLANNING APPLICATION BOUNDARIES



14. DELIVERY OF INFRASTRUCTURE

The Local Plan Site Allocation (SA4.1) sets out the specific elements of infrastructure that are required to support the development of the site and meet the role that this policy identifies for it as a District Centre in addition to retail and commercial floorspace.

The key elements of SPD-wide infrastructure that are identified are:

- A two form entry primary school;
- A 1.2 hectare park
- A Riverside walk
- A community facility (e.g. library)
- New Junctions with the A12 and new A12 crossings.

It is expected that these will be delivered as part of the development within specific development plots which comprise a mixture of different landownerships (see Section 13, Phasing and Planning Application Boundaries). Delivery will be secured through the use of planning conditions and/or planning obligations, as appropriate.

It is expected that these infrastructure elements will be provided through making land or space available within the relevant development plots with options for direct delivery by the relevant landowner/developer or financial contributions, where appropriate, from one or more plots/developers to enable sufficient funds to be pooled for direct or third party delivery. In each case this would be secured through an appropriate S106 agreement.

Each landowner/developer within the SPD area will be reliant upon some or all of the key elements of infrastructure in order to adequately mitigate the impacts of their particular development proposals. Where an individual landowner/developer is relying upon the delivery of infrastructure on land it does not control it and the LPA will require some certainty that the relevant elements of infrastructure will be delivered by the landowner/developer who controls the land on which that infrastructure has been identified to be located by this SPD.

The landowners have developed a framework for the delivery of infrastructure required by the whole SPD area. In order to aid demonstration of the comprehensive approach to redevelopment sought by the Local Plan site allocation, individual planning applications will need to be accompanied by a site-specific infrastructure delivery strategy to set out how the individual development will deliver its required infrastructure where that infrastructure is being provided both as part of the specific development and where reliance is being placed upon infrastructure delivery by a third party landowner. Each site-specific infrastructure delivery strategy will need to demonstrate how it contributes to the delivery of SPD-wide infrastructure taking into account the delivery framework

Delivery of the junction

Delivery of the junction will be secured through S106 agreements attached the relevant planning applications. Any trigger point for delivery or associated financial contributions

Number of primary school children arising from development	x	Cost of providing each place (according to basic need allocation published annually by the Education Funding Agency)	Total
64 (minimum in illustrative scenario for masterplan as whole)	x	£17,577 (2018/19 figure)	£1,124,928
206 (maximum in illustrative scenario for masterplan as whole)	x	£17,577 (2018/19 figure)	£3,620,862

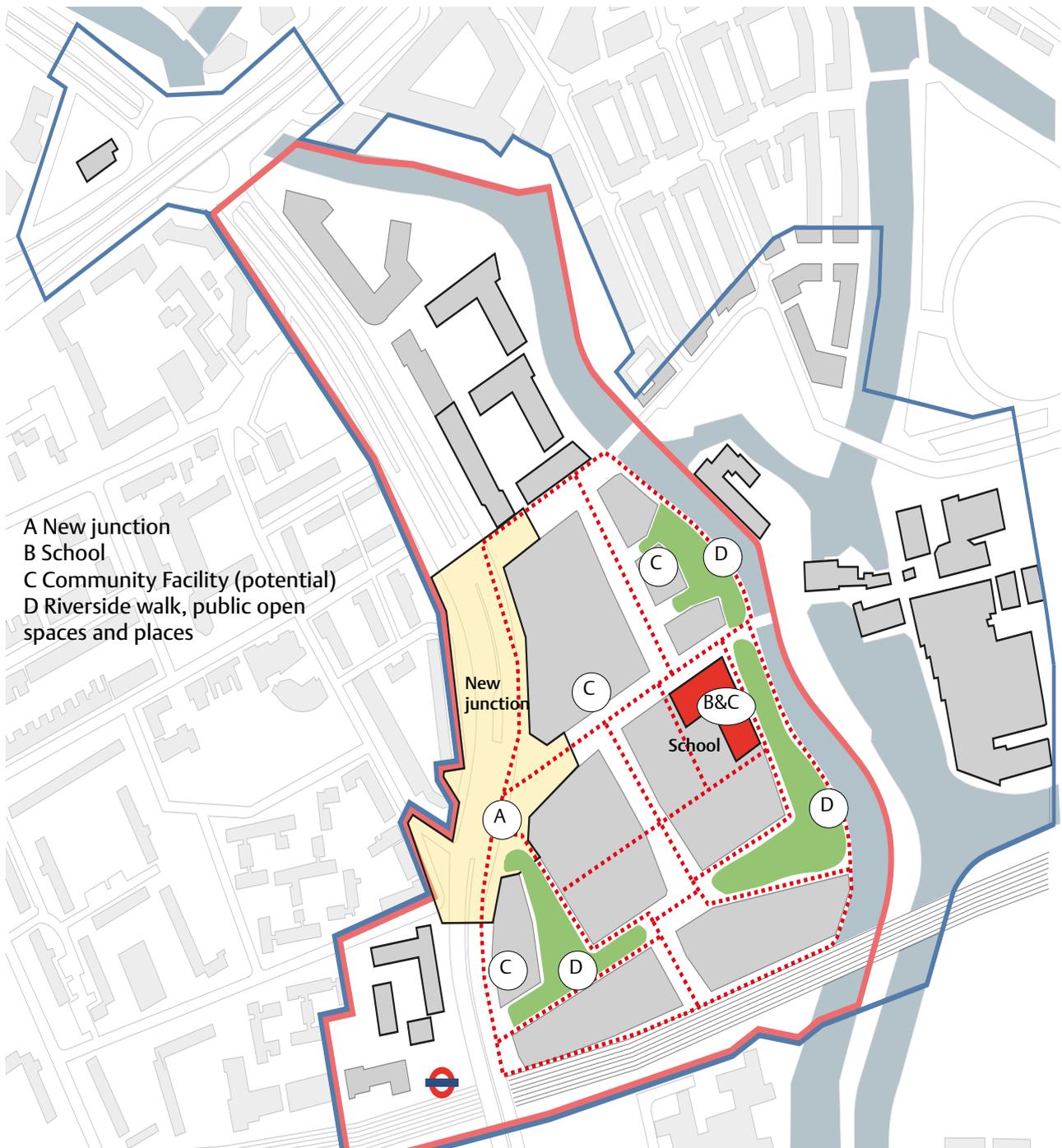
would need to be agreed at the time the relevant planning applications are determined and would need to take into account the potential reliance on third parties, such as Transport for London, for all or part of the junction delivery.

The financial contributions sought towards delivery of the junction would need to be in accordance with regulations 122 and 123 of the Community Infrastructure Levy Regulations

2010. The LPA anticipates that these financial contributions will be secured via section 106 agreements. TfL may need to be a party to the section 106 agreements to ensure that all necessary parties are committed to providing the junction. The London Borough of Tower Hamlets would also need to be party to agreements where they are the highway authority, e.g. Hancock Road.

When the Bromley by Bow north scheme was

MAP 18 - PLANNING APPLICATION PLOTS AND INFRASTRUCTURE



granted planning permission, delivery of the southern site was delayed but there was a planning permission in place for the southern site which included a new junction and access arrangements to the site. The Bromley by Bow north planning permission was agreed with the view that the bridges across to Sugar House Lane would be in situ prior to the development being occupied. This would enable residents to cross to Sugar House Lane to access facilities in that development, as well as enabling pedestrian access along Stratford High Street to Stratford. It was however recognised that a new junction or junctions including at grade crossings would be provided when the southern site eventually came forward.

All of the junctions and connections are identified as being required within the Local Plan.

Delivery of the school site

Legacy Corporation planning policy has allocated land within SA4.1 for a two form entry school (Local Plan policy CI.2). The site was allocated in order to meet background demand from the surrounding area and demand arising from development of the site allocation. For the assessment of scheme viability the area of land required for the school is considered to have only the value of the school use.

As with other SPD-wide infrastructure being delivered within single planning application boundaries, or landownerships, and where other SPD area development schemes will benefit from this, account will be taken of the impact on the individual scheme within which the infrastructure or land for that infrastructure is to be provided. This principle also applies where such infrastructure falls within more than one planning application boundary.

Funding for the school and temporary education provision

As set out earlier, it is unclear when phases 2 and 3 of the masterplan will come forward. Until the school is delivered and made available for admission of pupils earlier phases of the development will need to be able to show that development addresses its impacts in terms of child yield and the need for education provision.

Evidence has been provided by the current landowners to show that the current illustrative masterplan as a whole generates the need for

between 0.3 to 0.98 forms of entry, depending on how much on site affordable housing is provided.

Developers of each plot will be expected to either:

- pay a proportional financial contribution towards the capital cost of providing the new school which will be held in trust by the Legacy Corporation until the land is made available in the longer term

or

- demonstrate that funding has been secured (e.g. from the Education Funding Agency) to provide the new school and demonstrate that there is a commitment from the landowner of the school land to make the land available within the next 3 years

The financial contribution sought will be calculated as set out in the table on page 60.

If proposals for development of the northern part of the SPD area are brought forward under a new application rather than the existing outline planning permission, contributions for education will also be sought and calculated in the same way for that development.

Temporary school provision

If plots are likely to be ready for occupation before the permanent school is capable of opening, temporary provision may need to be made for a one form of entry school within their development. Temporary or permanent school provision will need to have acceptable outdoor space for play and have acceptable air quality. The existing Tesco car park is underused. The possibility of using the car park on a temporary basis to provide open space or education floorspace could be investigated by the landowners.

Community Facility

An outline specification for a community facility building should be provided as part of the first planning application to be submitted. Any section 106 agreement would set out mechanisms for:

- provision of the space
- its long-term maintenance and management
- a methodology for securing an occupier or

occupiers

- a methodology for finding alternative community users in the event that the original users are unable to occupy or continue in occupation.

Delivery of the riverside walk, public open spaces and places

The illustrative masterplan and the parameter plans in section 10 show how the site allocation requirement for a riverside walk and public open spaces can be accommodated on the site. Based on this illustrative masterplan design guidance has been produced by the landowners in relation to the public realm, including the park and riverside walk. This Public Realm Manual is appendix 2 to this SPD. Each developer bringing forward applications in the Bromley-by-Bow south site will be expected to demonstrate adherence to the guidance contained in this appendix in terms of layout, materials, planting, parking, lighting and provision of children's play space.

Some parts of the public realm could be adopted and other parts are likely to remain private. In relation to the private parts of any public realm a site wide trust and management company will need to be set up.

This entity would define the management and maintenance regime for the Bromley-by-Bow south site as a whole and the arrangements for funding of such management and maintenance via the collection of a site wide service charge. The first landowner to submit a planning application on the site will be required to submit an application specific site wide management and maintenance strategy for those parts of

the public realm that will remain in private ownership. All landowners submitting planning applications subsequently in the area will then likely be required to adhere to the requirements of this submitted and approved strategy.

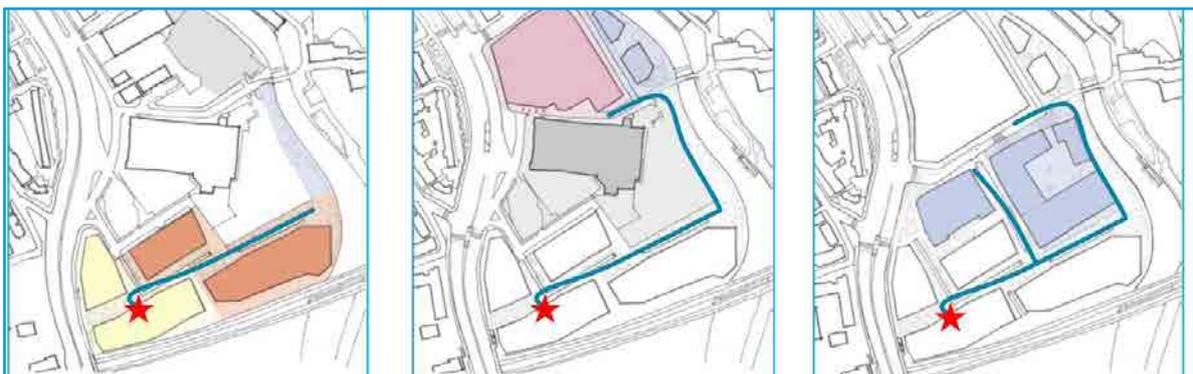
The requirements to prepare and submit such a strategy and for landowners to sign up and adhere to its content will be secured via section 106 agreements attached to each planning permission. The adjacent diagram shows that each of the phases of development and all of the anticipated plots have elements of public realm associated with them. Therefore, each of these plots will be required to provide for these elements of public realm to be completed and open to the public upon completion of the developments.

There is an existing publicly accessible riverside walk on the west side of the river adjacent to the Tesco superstore and car park. This route would need to remain open during construction of phases 2 and 3 of the development to enable new residents of phase 1 to be able to access the bridges at Three Mills Lane and the new bus bridge further north.

Existing obligations and agreements

Where existing obligations or agreements are tied to existing development within the SPD area are in place, consideration may need to be given to these. For example, the car parking spaces secured through S106 agreement for use in conjunction with the Millers House within the existing Tesco Car Park.

Bromley-by-Bow South, Indicative Primary Network Phasing (AECOM Energy Strategy)



Energy and Carbon Reduction Infrastructure Local Plan Policies

Development within the Bromley-by-Bow site allocation area presents the opportunity to optimise the approach to carbon reduction through building fabric design and to energy provision. The most relevant Local Plan Policies are:

- Policy S.2: Energy in new development
- Policy S.3: Energy infrastructure and heat networks
- Policy S.4: Sustainable design and construction

The Legacy Corporation has also adopted a Carbon Offset SPD setting out the carbon offset rate, payments and allocations mechanism that is established in principle by Policy S.2.

Approach to energy at Bromley-by-Bow

- Be lean – using less energy through design of buildings and use of building materials
- Be clean – supply energy efficiently utilising opportunities for heat network connection/provision as a first choice
- Be green – using renewable energy through inclusion within or on buildings in order to meet any carbon target gap.

The option of a carbon offset payment should only be utilised where measures taken through all three areas within the above energy hierarchy have not achieved the policy set carbon target.

Heat Network Options at Bromley-by-Bow

1. Connect to a wider Network.

The first preference for the provision of heat to new development within the Bromley-by-Bow area is for a connection to an existing heat network, where one is present. While it is acknowledged there are no networks currently available within adjoining sites, there remains a potential for such heat networks to be delivered in the medium to long term.

Any on-site energy network solution should allow for a future physical connection to a wider heat network.

2. Comprehensive Bromley-by-Bow Heat Network.

Where connection to a wider heat network is not possible, the next option should be the creation of a Bromley-by-Bow wide heat network, including exploration for future inclusion of the first two, consented phases of the Bromley by Bow north scheme that currently have planning permission for separate CHP provision in each phase.

Bromley-by Bow South Masterplan Heat Network.

A masterplan area wide heat network is proposed for the masterplan area identified in Appendix 1 of this SPD. This includes an energy centre with CHP within the first phase of the masterplan development potentially in the south-west corner of the site. The masterplan Energy Strategy is published along with the Environmental Testing Reports with the consultation draft of this SPD. Expansion of the network should be phased with development delivery, with potential to need a temporary connection between the first phases in the south and the second phase in the north of the site, with a permanent network arrangement being in place once the third and central phase has been delivered.

Given the opportunity of delivering comprehensive development through a masterplanned approach, the provision of building specific energy/heating systems is not encouraged. In the event that site-wide heat network provision does not come forward, individual development block or packages would continue to be required to meet the Policy S.2 carbon reduction targets with implications for provision of building fabric performance initiatives and/or additional renewable energy generation on-site.

The strategy for and approach to delivering a heat network and other carbon saving measures should to be integrated into any individual planning applications submitted within the masterplan area. The specific approach and associated measures are likely to be secured through use of planning obligations and planning conditions.

The following documents have been published separately alongside the this SPD and can be viewed or downloaded from the Legacy Corporation website:

Illustrative Masterplan

(this is accompanied by a series of environmental testing reports)

Public Realm Manual

These documents have been prepared by the landowner group for the southern part of Bromley-by-Bow but do not form part of the SPD itself.

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