



HACKNEY WICK & FISH ISLAND

**SUPPLEMENTARY PLANNING DOCUMENT
(ADOPTED - MARCH 2018)**



ACKNOWLEDGEMENTS

This supplementary Planning Document has been prepared by the London Legacy Development Corporation's Planning Policy & Decisions Team with input from the Legacy Corporation Design Team. The following are also acknowledged:

Elements of employment space guidance drawn from Employment Space Study, carried out by AECOM;

Strategy and guidance on heat network options drawn from Heat Network Study carried out by ARUP;

Design guidance drawing on work carried out by Karakusevic Carson Architects.

Connections guidance partly drawn from the Hackney Wick Fish Island Strategic Connectivity Study carried out by Atkins

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1. INTRODUCTION

Hackney Wick and Fish Island are unique places within East London where the established but changing mainly employment focused areas to the west of the Lea Navigation/Hackney Cut face the Queen Elizabeth Olympic Park to its East, with its sporting venues and Here East with the emerging development of new homes at East Wick and Sweetwater. The challenge addressed in the adopted Local Plan (July 2015) is one of managing change to build on the historic character, providing a much needed supply of new homes and building on the developing and changing business base. The development of the new Neighbourhood Centre identified in the Local Plan is perhaps the linchpin that will help tie together the existing and developing communities that make up this area.

The policies that underwrite this strategy are set out in the [Local Plan \(July 2015\)](#). This Supplementary Planning Document (SPD) has been prepared to provide further guidance to those policies and help communities, businesses and developers understand how those policies might be implemented. It also

provides guidance, including design guidance, that will help planning proposals to reflect the historic and emerging character of the area in the way they are designed and relate to the buildings, streets and other spaces around them.

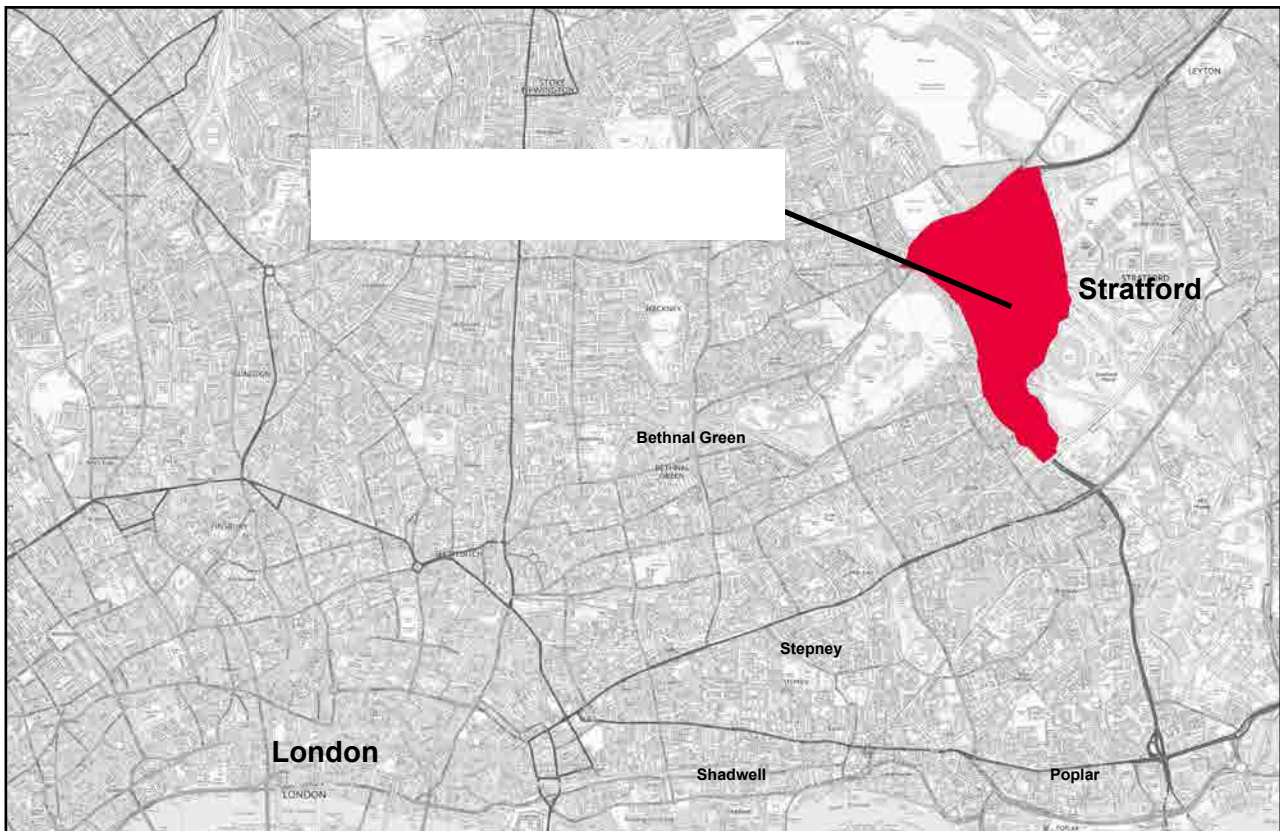
SPD was adopted by the Legacy Corporation on **22nd March 2018**. It can be viewed along with the Adoption and Consultation Statement and other associated documents on the [Legacy Corporation website](#). It should be noted that SPD's cannot make new policy. The policies are contained only within the Local Plan. These will only be reviewed when the Local Plan itself is reviewed.

Enquiries about this SPD should be directed to:

**Planning Policy & Decisions Team,
London Legacy Development Corporation,
10th Floor, 1 Stratford Place, London.
E20 1EJ**

Email: planningpolicy@londonlegacy.co.uk

Telephone: 020 3288 1800



2. WHAT THE LOCAL PLAN SAYS - THE VISION

Hackney Wick and Fish Island straddle the Lee Navigation/Hackney Cut in the north and River Lee in the south. Originally a predominantly industrial area, with a residential community in the northern part of Hackney Wick around and in the Eastway and Trowbridge Estate, much of the area is undergoing a significant change with the delivery of the post 2012 Games Legacy Development at East Wick and Sweet-water underway that will become entirely new communities with homes and new schools, community space, business and retail space being built, with the reinvention of the Olympic press and broadcast facilities as Here East now also providing a significant employment and education hub.

To the west of the waterways that run through the centre of the area, a more mixed transformation is now underway, particularly in the central areas around Hackney Wick Station and Fish Island Mid. The change from an industrial zone has been underway for some time and the Local Plan envisages this as a mixed use central area retaining significant amount of employment floor space, providing opportunities for a range of business uses but with an emphasis on the creative, making and other SME business that have developed in the area over time.

The nature and scale of the development that is envisaged or already has planning permission is tempered in scale and form by the context of two conservation areas and related heritage assets while also being influenced in many locations by a waterside environment and in some cases by flood risk. The Local Plan designates a new Neighbourhood Centre which will become a focus for retail, leisure and service uses with a cultural and creative focus. As a hub for Hackney Wick and Fish Island around the rebuilt Hackney Wick Station the neighbourhood centre has the potential to provide a focus for a future wider area designation as a Cultural Enterprise Zone.

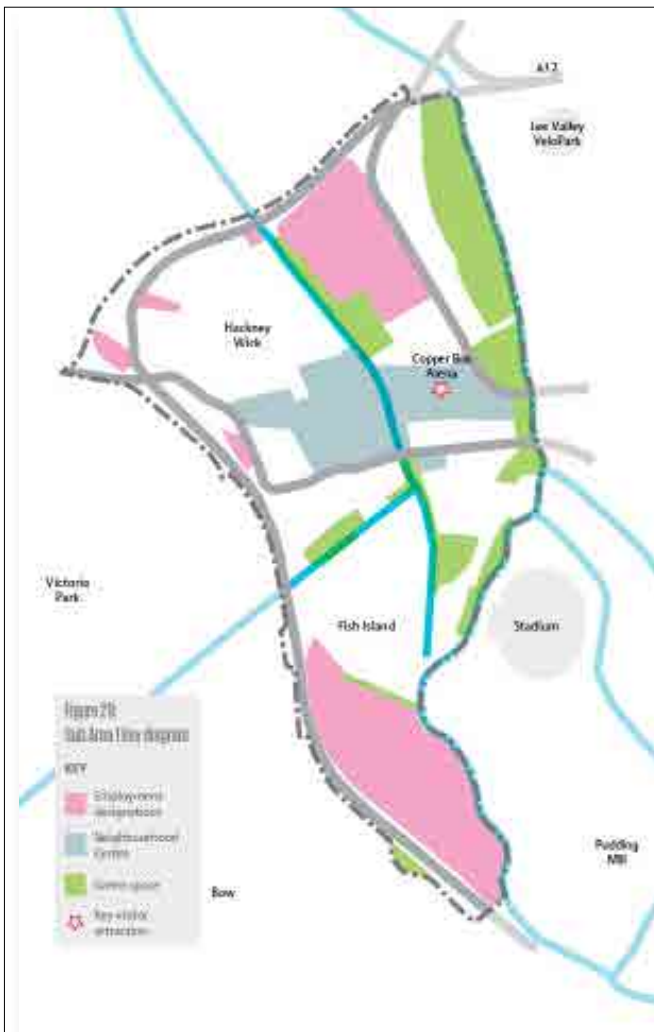
In the south, primarily in Fish Island South, a significant area of industrial use and activity remains and continues to be protected by the land-use designations and policies in the Local Plan. This provides both a strategic and local resource for uses that are less likely to be compatible with residential development which take advantage of the proximity of the strategic road network.

The Local Plan sets out a specific vision for the sub-area which is also included below:

Vision

Hackney Wick and Fish Island will become a more vibrant, diverse and well connected series of mixed and balanced neighbourhoods with places of social, cultural and economic activity. The established residential areas in the north, historic character in the centre, and industrial areas to the south, will have been complemented by a mix of new homes, employment floorspace and community facilities around and within buildings of historic interest, a new Neighbourhood Centre and an upgraded railway station.

These will be served by and have direct access to the open spaces and world-class sporting facilities of Queen Elizabeth Olympic Park. A new digital quarter of hi-tech, media, broadcasting and education activities will be clustered within and around Here East, and complemented by a significant presence of creative and cultural industries producing bespoke and artistic products west of the Lee Navigation.



Area Priorities & Development Potential

- Heritage-led regeneration and high-quality design
- New Neighbourhood Centre
- Creative and productive employment
- A mix of uses
- Clusters of activity
- Connectivity
- Waterways and open spaces
- Communities and community facilities
- Flooding
- Strategic links
- Approximately 4,500 new homes
- At least 30,000 sqm of new employment (B use class) space
- Protection and Intensification of Strategic Industrial Land (SIL) areas
- Approximately 20,000 sqm of new retail, leisure and community floorspace (Use Classes A1-A5, and D1-D2).

HACKNEY WICK AND FISH ISLAND CHARACTER AREAS & SITE ALLOCATIONS

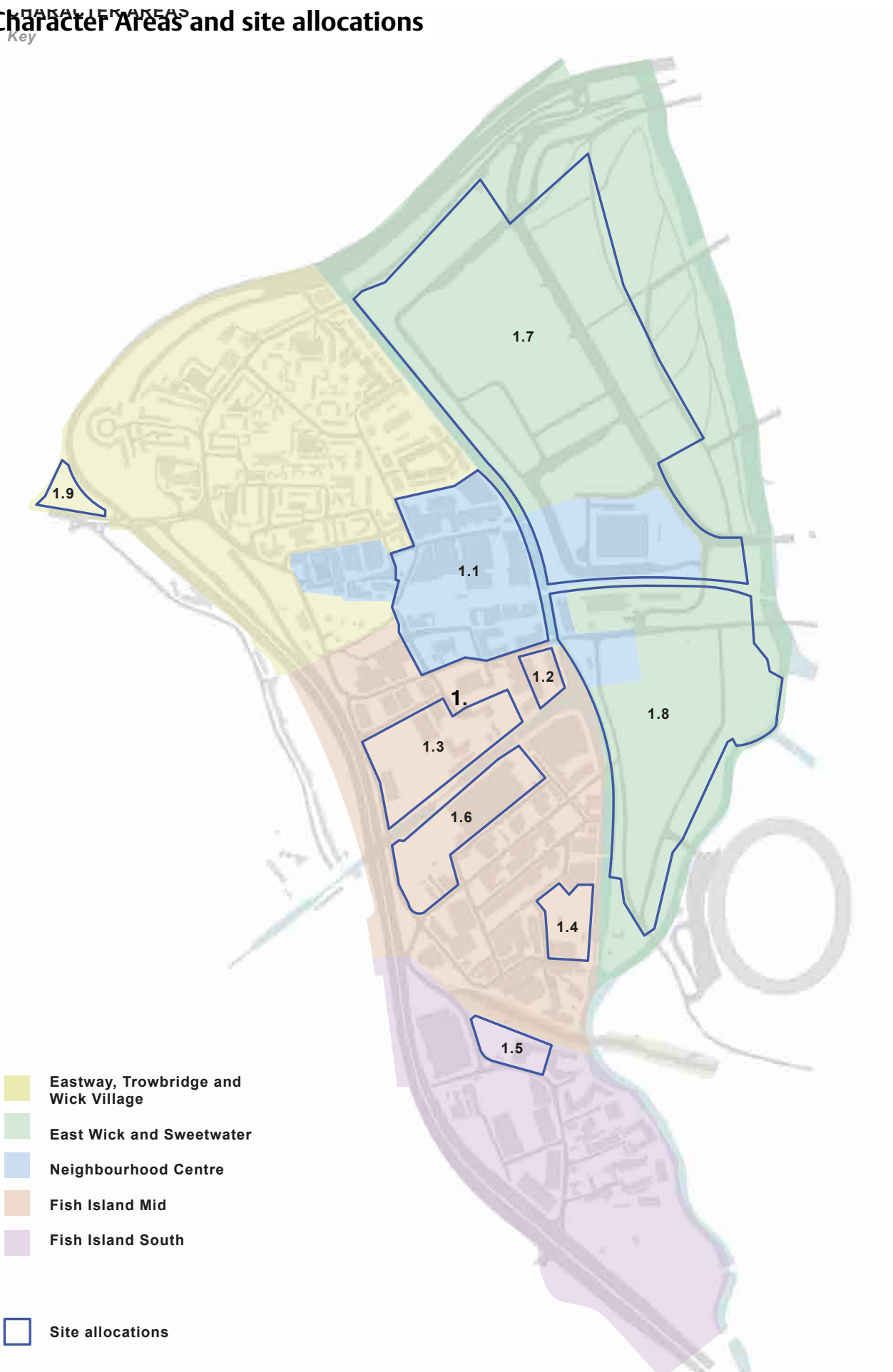
In the following pages this SPD sets out guidance within themed 'Area Wide Priorities' (Section 3) and then more specific guidance for five character areas which are shown on the map on the opposite page.

Nine sites have been specifically allocated for new development within Hackney Wick and Fish Island, within the Local Plan. These are not repeated within this SPD and so specific reference to the site allocation policies for each within the Local Plan will be necessary.

The majority of policies in the Local Plan will be relevant to development proposals in Hackney Wick and Fish Island. Key policies are also highlighted within each guidance section of this document.

Site Allocation Reference	Site Allocation Name	Local Plan Page Number
SA1.1	Hackney Wick Station Area	164
SA1.2	Hamlet Industrial Estate	166
SA1.3	Hepscott Road	167
SA1.4	Bream Street	168
SA1.5	415 Wick Lane	170
SA1.6	Neptune Wharf	171
SA1.7	East Wick and Here East	172
SA1.8	Sweetwater	173
SA1.9	Bartrip Street South	174

Character Areas and site allocations



3. AREA WIDE PRIORITIES

EMPLOYMENT USES AND LOCATIONS

Employment Strategy

Hackney Wick and Fish Island are a focus for a significant proportion of the projected 59,000 sqm of additional B use classes floor space requirement for the Legacy Corporation area during the Local Plan plan period to 2031. (Note: excludes consented B class space at Here East and Stratford City - sources LLDC Employment Land Review, May 2014).

The strategy for employment uses overall in these areas is to:

- Focus Use Class B1a (office type) use, retail, food and drink, leisure and community use growth within the Neighbourhood Centre alongside new residential development.
- Support development and growth of technology, broadcast and higher/further education use at Here East.
- Encourage a diversification through introduction of new residential development within Fish Island Mid but ensure that employment use/space are retained or reprovided in accordance with the requirements of Local Plan Policy B.1.
- Ensure that Locally Significant Industrial Sites remain in policy compliant industrial use.
- Maintain the industrial character and function of the Strategic Industrial Land (SIL) areas and encourage intensification of compliant uses.
- Maintain the employment use character of the Other Industrial Location (OIL) area while allowing an element of new residential use that facilitates a liveable transition to the SIL area to the south.

Promoting the future of making, creative and cultural uses in Hackney Wick and Fish Island

The Legacy Corporation is working with the Mayor of London to explore the potential for the establishment of a Cultural Enterprise Zone that could include core parts of Hackney Wick and Fish Island. The definition and extent of this potential CED will be explored and may be developed as the Local Plan undergoes its review which starts in 2017.

Working with the boroughs of Hackney and Tower Hamlets to coordinate the letting of existing and

provision of new workspaces to those businesses seeking to locate or stay within Hackney Wick and Fish Island is a priority for the Legacy Corporation. To this end, the Legacy Corporation is also working with the Mayor to explore the options that might be available through his proposal for establishment of a Creative Land Trust that would be able to take on and manage workspace, including low-cost workspace, to meet the needs of a range of businesses, including those within the making, creative and cultural sectors.

Employment Land Designations

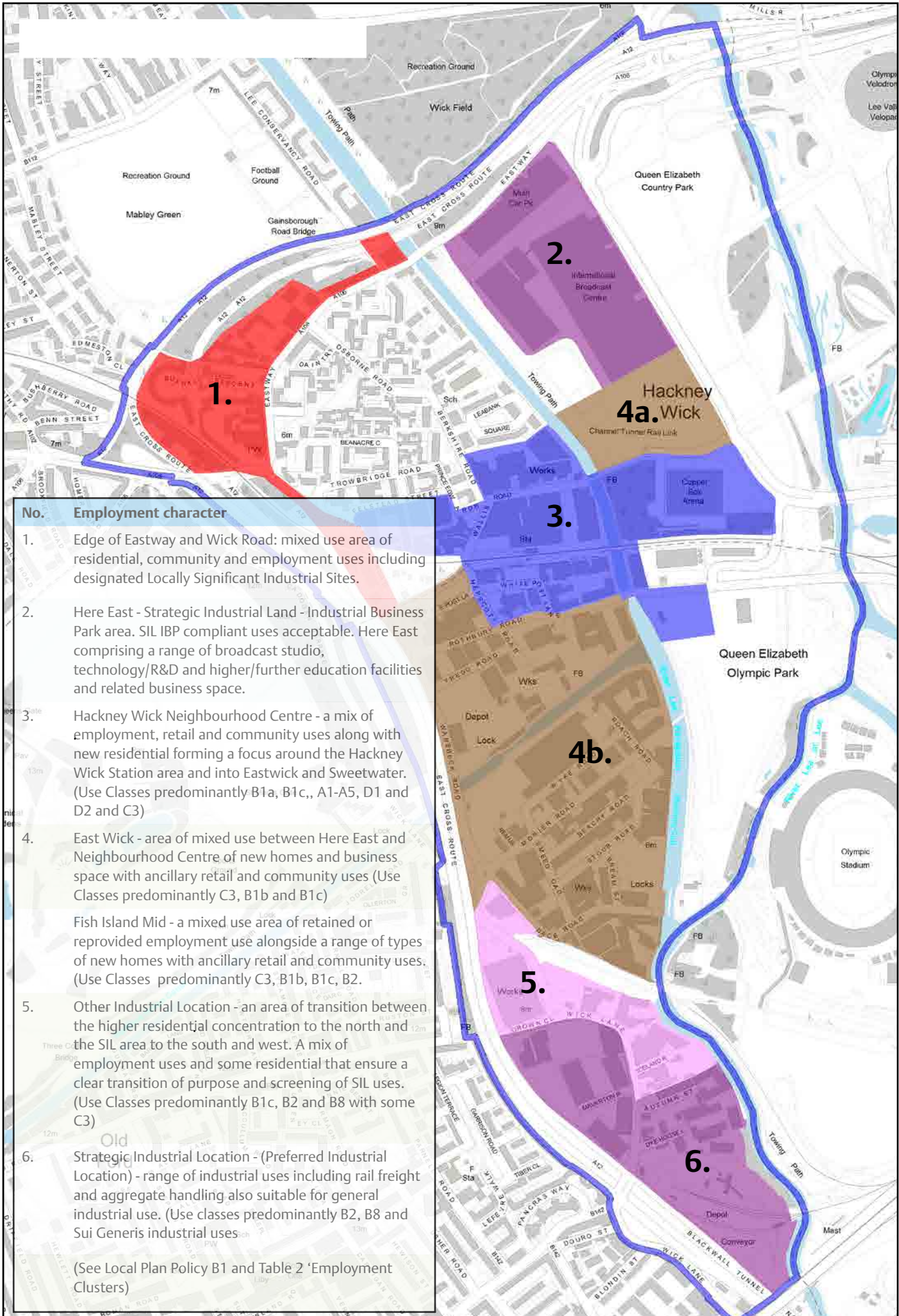
A significant element of the land area in Hackney Wick and Fish Island is covered by a Local Plan employment land designation. This includes a significant element of Strategic Industrial Land (SIL), a Other Industrial Location (OIL) and four Locally Significant Industrial Sites (LSIS). Details these can be found at Figure 1 and within the Eastway, Trowbridge Estate and Wick Village area specific guidance section. Requirements within the relevant Local Plan policies will be essential components of any successful development scheme in these locations.

Key Employment Policies

Policy B.1: Location and maintenance of employment uses: sets out the acceptable locations and approaches to B use class uses within the Legacy Corporation area and the acceptable approach to maintaining or reproviding existing floorspace. In conjunction with Local Plan Table 2 (Employment Clusters) and the Policies Map, sets out the employment land designations and appropriate uses for each.

Policy B.2 Thriving town, neighbourhood and local centres: sets out the approach to maintaining and developing town centres through location of appropriate uses, in particular A Use Class retail and D Use Class leisure uses. Identifies in conjunction with Local Plan Table 3 (Retail centre hierarchy) the designation and hierarchy of existing and new centres.

Policy B3: Creating vitality through interim uses: sets out tests for acceptability of interim uses in locations where permanent new development has yet to take place.



No.	Employment character
1.	Edge of Eastway and Wick Road: mixed use area of residential, community and employment uses including designated Locally Significant Industrial Sites.
2.	Here East - Strategic Industrial Land - Industrial Business Park area. SIL IBP compliant uses acceptable. Here East comprising a range of broadcast studio, technology/R&D and higher/further education facilities and related business space.
3.	Hackney Wick Neighbourhood Centre - a mix of employment, retail and community uses along with new residential forming a focus around the Hackney Wick Station area and into Eastwick and Sweetwater. (Use Classes predominantly B1a, B1c., A1-A5, D1 and D2 and C3)
4.	East Wick - area of mixed use between Here East and Neighbourhood Centre of new homes and business space with ancillary retail and community uses (Use Classes predominantly C3, B1b and B1c) Fish Island Mid - a mixed use area of retained or reprovided employment use alongside a range of types of new homes with ancillary retail and community uses. (Use Classes predominantly C3, B1b, B1c, B2.
5.	Other Industrial Location - an area of transition between the higher residential concentration to the north and the SIL area to the south and west. A mix of employment uses and some residential that ensure a clear transition of purpose and screening of SIL uses. (Use Classes predominantly B1c, B2 and B8 with some C3)
6.	Strategic Industrial Location - (Preferred Industrial Location) - range of industrial uses including rail freight and aggregate handling also suitable for general industrial use. (Use classes predominantly B2, B8 and Sui Generis industrial uses)

(See Local Plan Policy B1 and Table 2 'Employment Clusters')

Policy B.4: Providing low-cost and managed workspace: seeks retention of existing space within new development and encourages provision of new low-cost or managed workspace.

Retail and Community Uses

With the designation of a Neighbourhood Centre, it is expected that growth in retail and service uses will take place and contribute to overall growth in employment. A factor in applying the employment policies in the Local Plan, in particular the tests relevant to Policy B.1(5) for maintaining or re-providing relevant B Class Uses, will be the extent to which schemes also contribute to provision of retail, leisure, food and drink, local financial and other services and community uses.

It will be important that schemes achieve a neighbourhood centre that is both liveable and is a practical place to operate a business. A careful approach to design in order to achieve compatibility will be necessary.

Employment use typologies and locations

The 2015 Legacy Corporation Employment Space Study identifies a set of employment typologies within B use classes that are specific and relevant to the Legacy Corporation area. Taking into account the Local Plan strategy for Hackney Wick and Fish Island and the application of its detailed policies and site allocations, the following table provides guidance on the most appropriate typologies within each employment character area. [\(The study has been published alongside this SPD\)](#).



Employment Character Area	Generally appropriate typologies (Employment Space Study 2015)
1. Edge of Eastway and Wick Road	Small office space Small creative studio Small industrial/warehouse (LSIS sites) Maker space (LSIS sites) Large industrial space (some LSIS sites) Wholesale/storage space (LSIS sites) Yard space (business yard (LSIS sites))
2. Here East	Small office space Standard large office Managed workspace Incubator/accelerator/co-working space Bespoke premises Small creative studio Large creative studio Small industrial space Large industrial Maker space
3. Hackney Wick Neighbourhood 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 (part of an employment mix that includes retail, leisure and community facility space (Use Classes A1-A5; D1; D2))
4. Fish Island Mid	Managed workspace Incubator/accelerator/co-working space Small creative studio Large creative studio Small industrial space Maker space
5. Other Industrial Location	Managed workspace Incubator/accelerator/co-working space Small creative studio Small industrial space Large industrial Wholesale/storage space Maker space Yard space (business yard)
6. Strategic Industrial Location (Preferred Industrial Location)	Small industrial space Large industrial Wholesale/storage space Yard space (business yard)
Note: this table outlines the generally appropriate employment space typologies for each employment character area as identified in 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.	

Compatibility of uses

Local Plan Policy B.1(5) includes provision for circumstances in which an existing employment use would be incompatible with an otherwise acceptable development scheme. Where such a situation exists and the other requirements of this policy have been met, consideration of a relocation of that use is required. Locations or sites suitable for relocation of such incompatible uses are most likely to be those with an existing employment land designation, particularly Strategic Industrial Land (SIL), including the Fish Island South SIL area, and the Locally Significant Industrial Sites (LSIS).

Relocation strategies

Local Plan Policy B.1(5) also seeks the preparation and use of relocation strategies in circumstances where an existing employment use may be lost through redevelopment. Appendix 1 of this SPD sets out guidance on the approach and content of relocation strategies.

Note on Live/Work Accommodation

Live/Work accommodation is not a form of provision that is supported by policy in the Local Plan. Where proposals for Live/Work accommodation are included within development schemes these will need to meet the employment and housing policy requirements within the Local Plan. Live/Work space is likely to be treated as a “sui generis” use.

The following is guidance on adopted policy requirements that would apply to any development proposal that included live/work accommodation. Such proposals would need to:

- ensure the requirements of Policy B.1 are met in terms of retention or re-provision of business space within the scheme (i.e. existing amounts of floorspace maintained or re-provided unless the relevant tests within the policy have been robustly met);
- ensure that the work element of space remained in business/non-residential use to continue to meet the requirements for retention or re-provision, which could include having suitable on-going management arrangements;
- ensure that living accommodation meets the requirements of housing and design policies (including the requirement for affordable housing provision).

- meet the requirements of other regulatory regimes, e.g. Building Regulations and Fire Regulations.

Schemes that meet the required Local Plan policy tests and also physically separates living and working accommodation within the scheme while linking these through lease or tenancy arrangements may provide a greater level of flexibility and be better able to meet the policy tests.



HOUSING

Housing Strategy

- At least 4,400 new homes
- Maximising affordable housing
- Protecting existing residential communities (Eastway, Trowbridge, Wick Village)
- East of the Lea Navigation (Hackney Cut) - delivering the new homes at Eastwick and Sweetwater
- West of the Lea Navigation (Hackney Cut) - a mix of new homes and business uses in the Neighbourhood Centre and Fish Island-mid.
- Protecting existing and delivering new Gypsy and Traveller accommodation

Key Housing Policies

Policy H1: Providing a mix of housing types.

Contain a mix of one, two and three bedroom units (units of two bedrooms or more consisting of more than half the mix), must integrate a mix of housing unit types.

Policy H.2: Affordable Housing

Maximise the amount of affordable housing on sites of 10 units or more (With affordable housing split being 60% affordable/social rent and 40% intermediate). Any changes to affordable housing policy at a national level or within the London Plan will also be taken into account.

Policy H.7: Large-scale private rented housing

Treated as market housing
Must include and maximise affordable housing in accordance with Policy H.2
Include a mechanism to secure accommodation as private rented in the long-term.

Housing locations

1. Neighbourhood Centre

New residential development mixed with new and retained employment space, retail and community uses, with potential for higher densities inside the centre boundary where compatible with the Conservation Area Designation.

2. Mixed use areas

Areas of new residential development providing a range of unit types alongside and over new and retained employment uses (typically Use Class B1c, B2 and B8), including within retained heritage buildings and respecting existing street patterns and character.

3. Established residential and mixed use areas

Established residential areas with established communities with only small scale change overtime. Includes Trowbridge Estate and Wick Village, with bordering area along Eastway and Wick Lane continuing to provide a range of established residential and community uses with isolated sites designated as and continuing to function as 'Locally Significant Industrial Sites' (LSIS).

4. New residential areas

New residential areas of Eastwick and Sweetwater delivered as part of the Legacy Corporations Legacy Communities Scheme, with minor ancillary elements of community, retail and employment space and two primary schools.

5. Residential in the Other Industrial Location

A limited amount of residential use seen as acceptable where this successfully allows for a transition of use and environment between the Greenway and Fish Island-mid to the north and the Strategic Industrial Land (SIL) to the south.

6. Gypsy and traveller accommodation

Protection of use at existing Palace Close/St. Anthony's Close site, while seeking delivery of new site in line with the Local Plan SA1.9 Bartrip Street Site Allocation.

Effective delivery of affordable housing

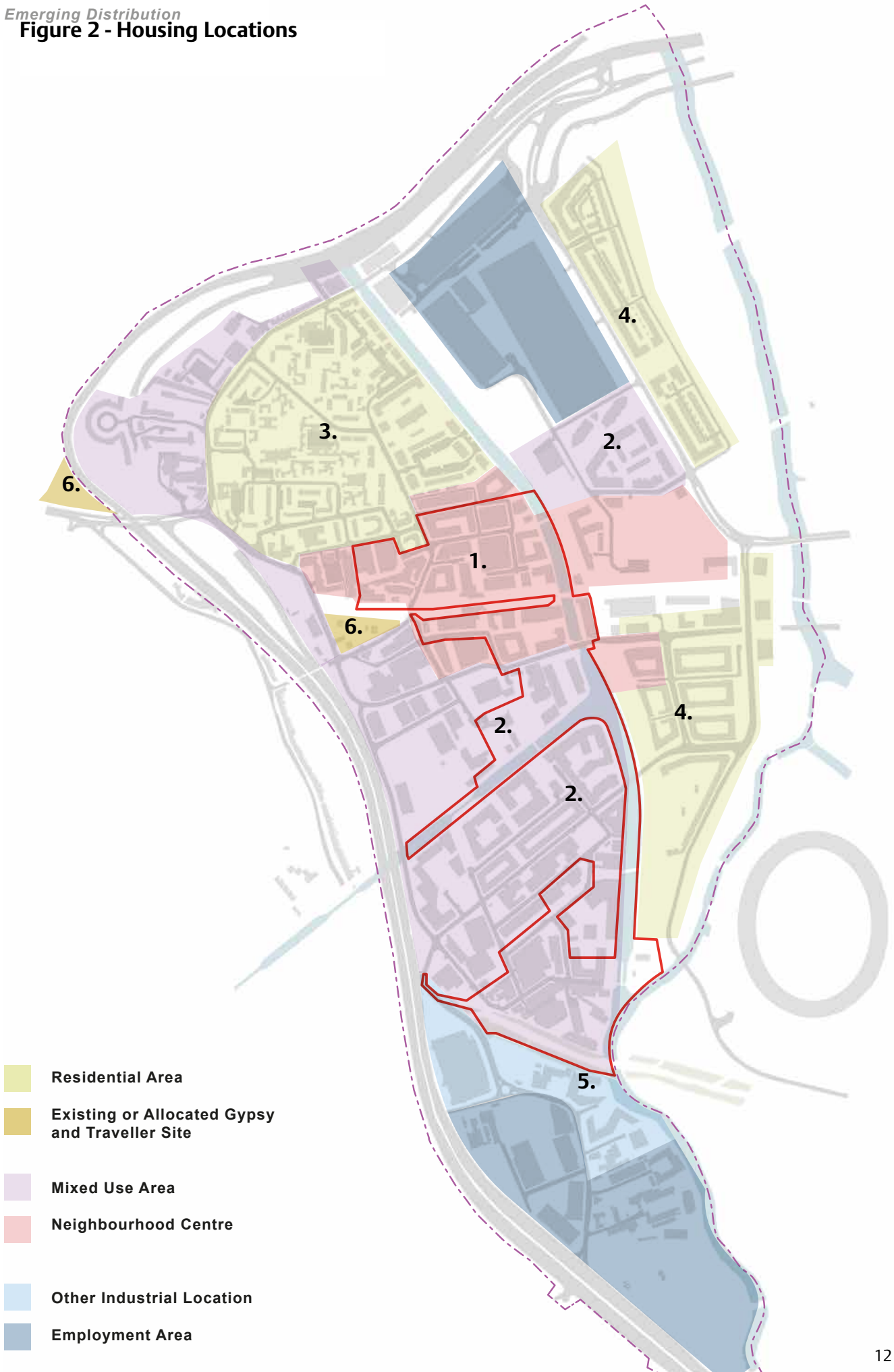
With many smaller sites a characteristic of the Neighbourhood Centre and Fish Island Mid areas, developers are encouraged to cooperate when planning affordable housing delivery. A shared approach to securing arrangements with registered providers may help to achieve economies in delivery and management of affordable housing.



LAND USE

Emerging Distribution

Figure 2 - Housing Locations



INFRASTRUCTURE - CONNECTIVITY

Connectivity Strategy

With the strategic transport infrastructure in place and improvements to Hackney Wick Station secured the focus for the area is primarily the delivery of new or improved walking and cycling routes and an accessible public realm that will in turn improve access to public transport.

Key Policies

Policy T4 Transport Choices and Local Connectivity: designing new development to minimise the demand for private car use, facilitate access to public transport and encourage walking and cycling.

Policy T6: Facilitating Local Connectivity: the need for new development to facilitate local connectivity and prioritise walking and cycling.

Policy T.9 Providing for Pedestrians and Cyclists: principles and standards for walking and cycling infrastructure.

Policy 1.3 Connecting Hackney Wick and Fish Island: principles for routes provided through and by new development, including those through yards and building plots.

Key interventions and connectivity projects

Nine key improvements to connections within Hackney Wick and Fish Island have been identified as important for achieving connectivity improvement. Each of these are identified in principle as improvements in the Local Plan and as projects within the Infrastructure Delivery Plan projects list.

1. H10 Wallis Road/Lee Navigation Bridge - cycling improvements
2. North South Route (Hackney Wick Station) Prince Edward Road to White Post Lane link, including underpass through railway embankment.
3. North South Route (Hertford Union Canal) including replacement pedestrian and cycle bridge to Roach Road.
4. A12 Wallis Road footbridge - improvements to existing pedestrian and cycle connection.
5. Wansbeck Road - improved pedestrian and cycling provision along the highway/footpath.
6. H14 Bridge, Monier Road to Sweetwater -

replacement of pedestrian and cycle bridge with an all modes bridge.

7. H16 Beechy Road new pedestrian and cycle bridge.

8. Greenway Connection - pedestrian and cycle link from the Greenway to Wick Lane.

9. Old Ford Road Bridge - A12 Crown Close to Roman Road link - replacing pedestrian and cycle bridge to provide all modes link from Roman Road to Crown Close/Monier Road.

Consideration will need to be given to the provision of new or improved pedestrian crossings as part of programmes to provide new or improved safe pedestrian and cycle routes as these schemes are programmed and designed in conjunction with Boroughs of Hackney and Tower Hamlets as the relevant local Highways Authorities.

Public transport

The key public transport intervention is the improvement planned to Hackney Wick Station.

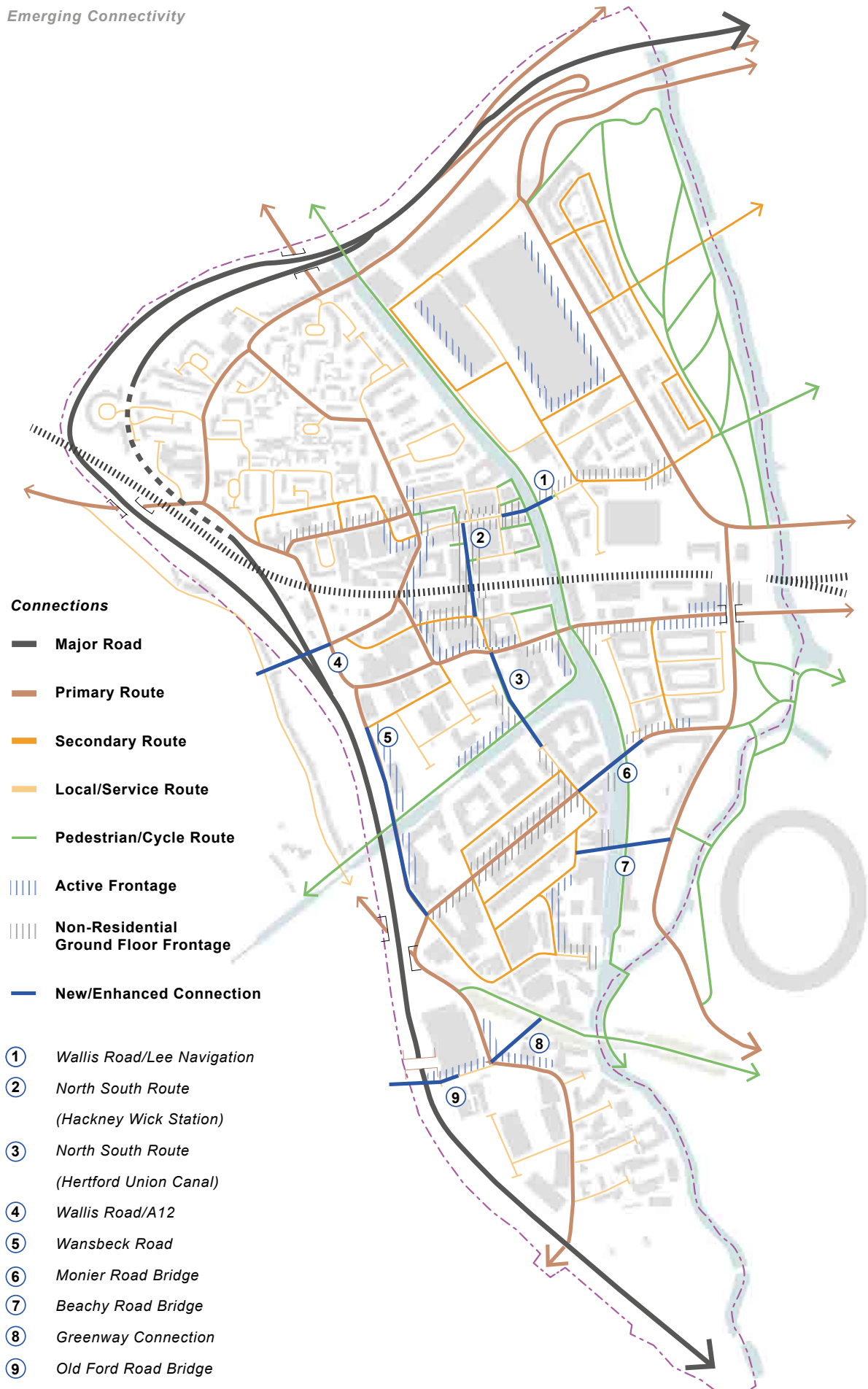
Current bus routes that service Hackney Wick and Fish Island are:

- Route 30 - Oxford Street to Hackney Wick (Eastway)
- Route 488 - Bromley-by-Bow to Kingsland Rd, Hackney
- Route 388 - Blackfriars Station to Stratford
- Route 8 - Tottenham Court road to Roman Road

The future delivery of Bridge H14 replacement as bridge capable of providing a future bus route via Monier Road and Sweetwater will compliment future provision. These routes within the Hackney Wick and Fish Island area will require ongoing review with TfL to ensure that they continue to serve this locality appropriately as the residential population changes and grows.

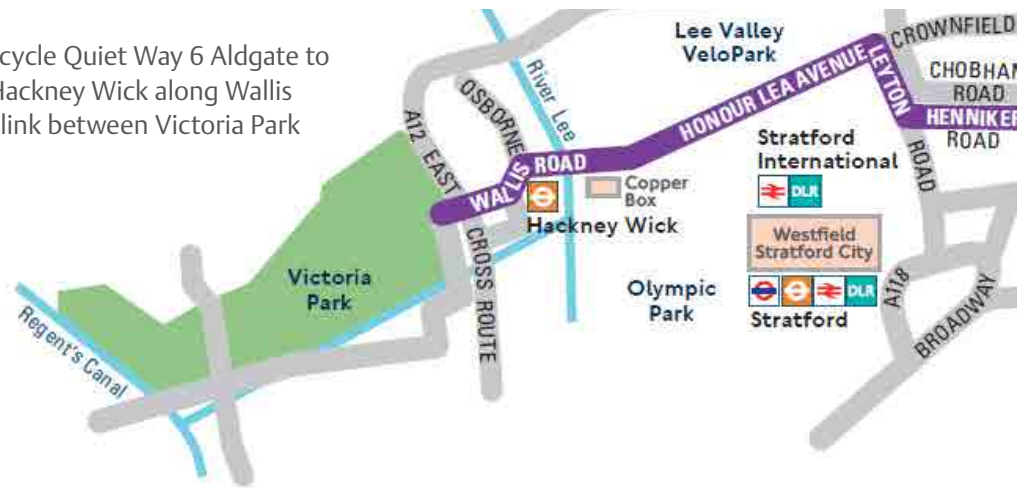


ROUTE NETWORK
Emerging Connectivity



Quiet Way 6

It is worth noting that cycle Quiet Way 6 Aldgate to Hainault runs through Hackney Wick along Wallis Road providing a local link between Victoria Park and East Village.



Public Transport Accessibility Levels

The maps below show the current TfL Public Accessibility Levels (PTALs) for the Hackney Wick and Fish Island area, and the projected PTALs levels for the area by 2031. While only one indicator in interpreting policies for development density and levels of parking, the PTALs levels along with other relevant factors will help to define the approach likely to be acceptable in specific development proposals.

Map key - PTAL



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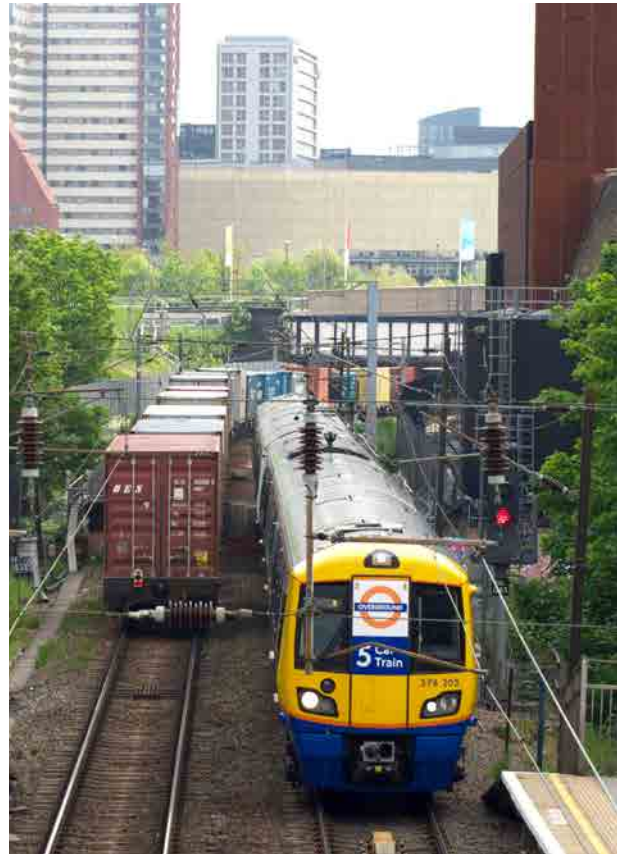


Crossrail 2 - Eastern Phase

The proposed route for Crossrail 2 includes a branch via Hackney and Tottenham Hale, with the intention that the scheme is delivered by 2030.

While not included in the formal proposal, an eastern branch to Crossrail 2 is being promoted by the boroughs of Hackney, Newham and Barking and Dagenham along with Essex County Council. This considers the potential for a route via Hackney Wick and considers the possibility of stations at Hackney Wick and/or Stratford.

While this has no direct impact on the guidance or development outcomes sought within this SPD, should the proposal for an Eastern Phase be taken forward this would then be taken into account in a future review of the Local Plan which would reflect any firm proposals and route safeguarding.



INFRASTRUCTURE - HEATING AND COOLING

Strategy

To build on the opportunities presented by the existing heating and cooling network and any new network(s) within the area to provide for the heating and power needs of new and existing development in a way that helps to reduce the associated carbon emissions.

Key Policies

Policy S.2 Energy in new development: sets out approach and requirements for efficient energy provision and reducing carbon emissions, including carbon targets and carbon offsetting.

Policy S.3 Energy infrastructure and heat networks: sets out approach to providing new heat network infrastructure and seeks maximisation of opportunities for connection to heating and cooling networks. Inclusion of network ducting within new bridges.

Policy S.4 Sustainable design and construction: requires non-domestic space to achieve BREEAM Very Good including a maximum score for water use, (or any future equivalent to this standard).

Sequential approach to carbon reduction

- Inclusion of on-site design measures to reduce



energy demand;

- Inclusion of on-site renewable energy generation where there is potential/opportunity;
- Extension of existing or creation of new heat networks across waterways and other infrastructure barriers to maximise the number of developments/dwellings and businesses served.

Key Priorities

- Use of heating and cooling networks to reduce carbon emissions
- Enabling extension of the existing heat network through provision/adaptation of bridges and use of streets and other utility corridors.
- Cooperation between landowners and others to achieve delivery of space for plant and equipment (e.g. CHP plant, heat exchangers) within new development schemes that are capable of onward network extensions and identification of heat pipe routes for that development.

Heat Network Options

Four options for extension of the existing or creation of a new heat network have been identified for the SPD area, noting that East Wick, Sweetwater and Hear East will be served by the existing heat network centred on the Kings Yard Energy Centre. The options have been identified within the [Hackney Wick & Fish Island District Heating Study \(April 2016\)](#) carried out for the Legacy Corporation by ARUP and published alongside this SPD.

Option 1: connection to existing heat network crossing the Lee Navigation to provide a heat network to Hackney Wick and Fish Island-mid. Heat network bridge crossings at one or more bridge (White Post Lane Bridge and Bridge H14, Bridge H16). **This is the preferred option.**

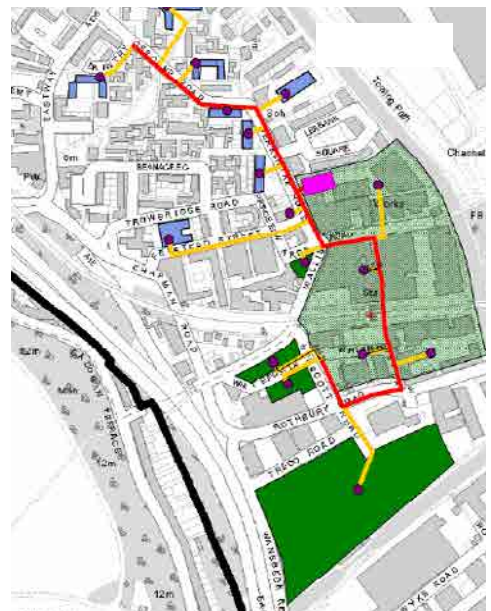
Option 2: Standalone Hackney Wick and Fish Island heat network, to the west of the Lee Navigation, connected to an energy centre within a development plot in the Hackney Wick Station area. Includes heat Network bridge crossing as part of replacement Hertford Union Canal Bridge.

Option 3: Standalone Hackney Wick heat network, with energy centre within a development plot forming part of the Hackney Wick Station area.

Option 4: Standalone Fish Island heat network, utilising planned energy centre for the Neptune Wharf Scheme.



- Kings Yard Energy Centre
- Proposed Energy Centre
- Existing heat loads (older buildings)
- Planned heat loads
- Planned heat loads currently under construction
- Proposed District Heating Transmission Network
- Proposed District Heating Distribution Network
- Proposed or Assumed Substation Location



INFRASTRUCTURE - SCHOOLS, LIBRARIES, HEALTH FACILITIES, MEETING SPACE

Hackney Wick and Fish Island currently benefit from a range of existing social infrastructure, including the Gainsborough Primary School, the newly opened East Wick Primary School and the community meeting space and resource at Hub 67 on Rothbury Road. A new primary school is under construction as part of the Sweetwater development area and the land for a further primary school is secured as part of the Neptune Wharf development. New space for a medical facility and for a library forms part of the wider plans for Sweetwater.

As the Neighbourhood Centre develops its new role it is envisaged that a range of services will develop as part of the retail, leisure and services, primarily around Hackney Wick Station and the area immediately to the north of the Copper Box but also immediately to the south of the Kings Yard Energy Centre. Other facilities in the area provide wider contribution to the existing and developing communities, including the complex at St. Mary of Eton Church and the Old Baths at 80 Eastway, while Stour Space and Vittoria Wharf have been listed as an “Asset of Community Value” by London Borough of Tower Hamlets.

Strategy

Work towards delivery of identified required social infrastructure to meet the needs of the new and existing population in the area as part of new development schemes and in coordination with infrastructure providing bodies and funding agencies.

Key Policies

Policy CI.1 New and existing community infrastructure: protects/requires replacement of existing community infrastructure unless loss is specifically justified. Seeks shared/alternative use of



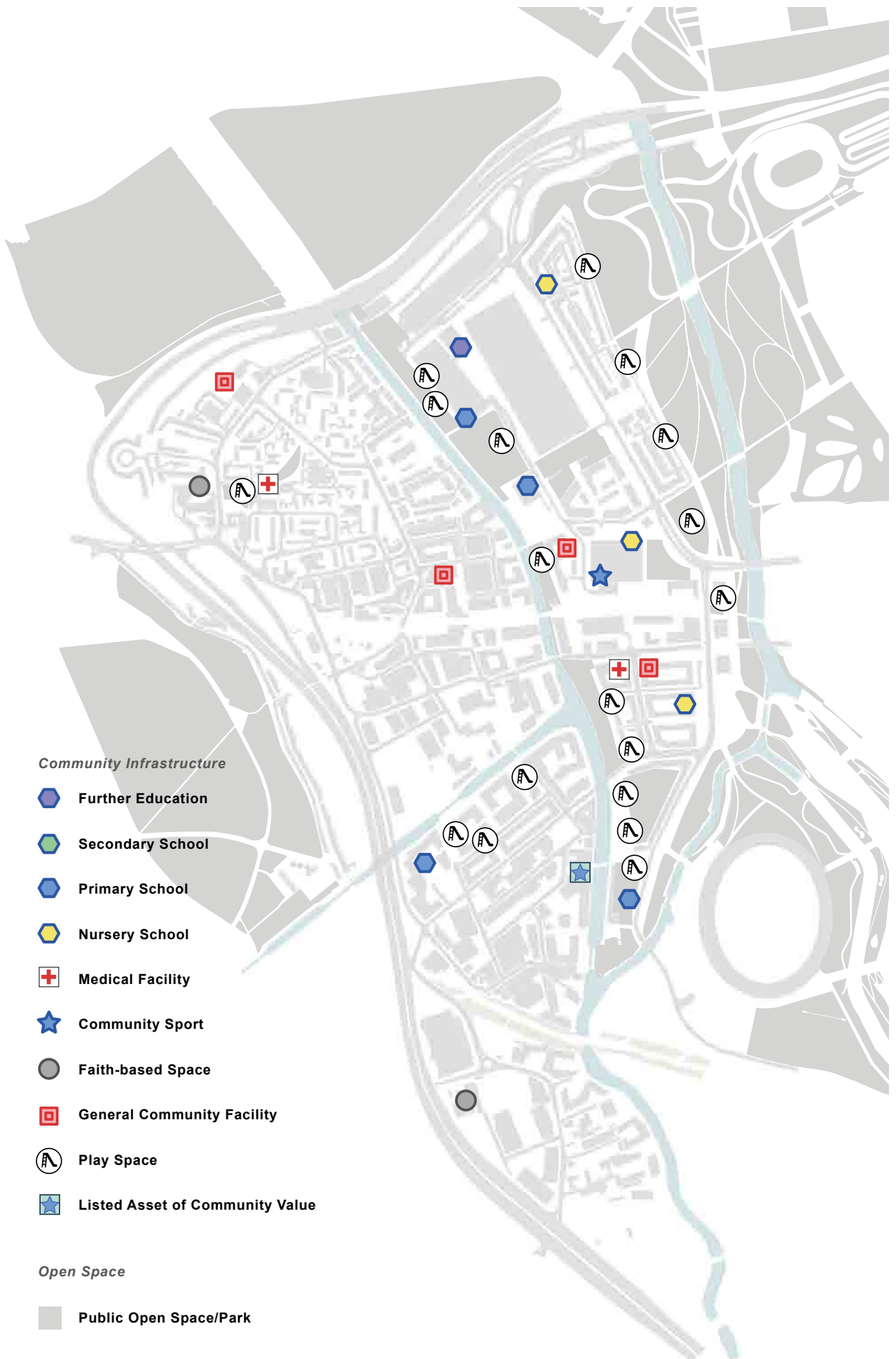
community infrastructure where this is appropriate. Policy CI.2 Planning for schools. Sets out policy requirements for new school proposals.

Key Priorities

Delivery of the identified new schools and other social infrastructure (see Table 1 below). The map on page 20 indicates the location of existing and planned community infrastructure.

Table 1: Planned new social infrastructure

Type	Location	Delivery Agency
Library/Ideas Store	White Post Lane, Sweetwater, Fish Island	LLDC
Medical Facility	Sweetwater, Fish Island	LLDC/relevant GP commissioning group
East Wick Primary School	East Wick, Hackney Wick	LLDC/Mossbourne Academy
Sweetwater Primary School	Sweetwater (south), Fish Island	LLDC/Legatum Academy
Neptune Wharf Primary School	Monier Road, Fish Island	Developer/LB Tower Hamlets



PUBLIC REALM, OPEN SPACE AND WATERWAYS

Public Realm, waterways and open space strategy

- Create a public realm that is coherent, robust, simple, accessible and safe with a focus on re-use of materials.
- Stitch together the Queen Elizabeth Olympic Park and the wider area of Hackney Wick and Fish Island, providing linkages to Victoria Park and other strategic open spaces.
- Improve and enhance the role of the waterways for drainage, biodiversity, leisure and transport.
- Improving waterway facilities and services to encourage active use of the waterways.
- Ensuring that the strategic and local role of the green corridors are protected and enhanced.
- Protecting and enhancing the existing open and green spaces for biodiversity, leisure and play.
- Delivery of new open spaces identified within Local Plan site allocations.
- Appropriate greening of the public realm and buildings.

Key Local Plan Policies

BN.1 Responding to place - development needs to relate well to the area's natural and man made landscape features, including linear form of the parklands and waterways.

BN.2 Creating distinctive waterway environments improve ecological potential, drainage and flood resilience capacity, create opportunities for recreation; introduce new and improve existing residential, commercial and visitor moorings; improve access.

BN.3 Maximising biodiversity - provide net gain in extent of and integrate habitat to support biodiversity; conserve and enhance SINC's; retain and plant new trees; take account of BAP habitat and species targets; avoid breakage of habitat or wildlife corridors.

BN.6 Protecting Metropolitan Open Land (MOL) - development on MOL only acceptable in 'very special circumstances'.

BN.7 Improving Local Open Space - protect and

enhance function, quality, character of existing Local Open Space; consideration of inclusion of new open space in major development schemes where a quantitative or qualitative deficiency has been identified. Loss of open space requiring equivalent localised compensatory provision.

BN.8 Maximising opportunities for play - improve or provide new play spaces in accordance with London Plan Policy 7.5 and the Mayors Shaping Neighbourhoods Play and Informal Recreation SPG.

T.10 Using the waterways for transport - encourage use of the waterways for freight, leisure and passenger transport while balancing this use against biodiversity and drainage functions.

S.1 Health and wellbeing - major development schemes required to show how they contribute to the health and wellbeing of occupants and existing residents and are designed to encourage active and healthy lifestyles.

S7 Overheating and urban greening - use of tree and other planting, use of green roofs and green walls to maximise urban greening and help mitigate potential effects of overheating in the urban environment and within buildings.

Locations and Designations

Metropolitan Open Land areas - Queen Elizabeth Olympic Park and the Greenway

Local Open Spaces - includes all Metropolitan Open Land (MOL) designated space and additional spaces identified on the Local Plan Policies Map and broadly indicated on opposite page.

New open spaces - associated with the site allocations for SA1.3 Hepscott Road; SA1.5 Wick Lane and SA1.6 Neptune Wharf;

Blue Ribbon Network - all waterways within the sub area form part of the London Blue Ribbon Network (London Plan Policies 7.4-7.30)

Green Grid - the main parkland areas and open spaces are a part of the London Green Grid. (Mayor of London All London Green Grid SPG, 2012).

Waterways as SINC's - The Hackney Wick and Fish Island waterways are designated as Sites of Importance for Nature Conservation (SINCs).

Water Framework Directive - River Lee and Lee Navigation are designated as a WFD waterbody.

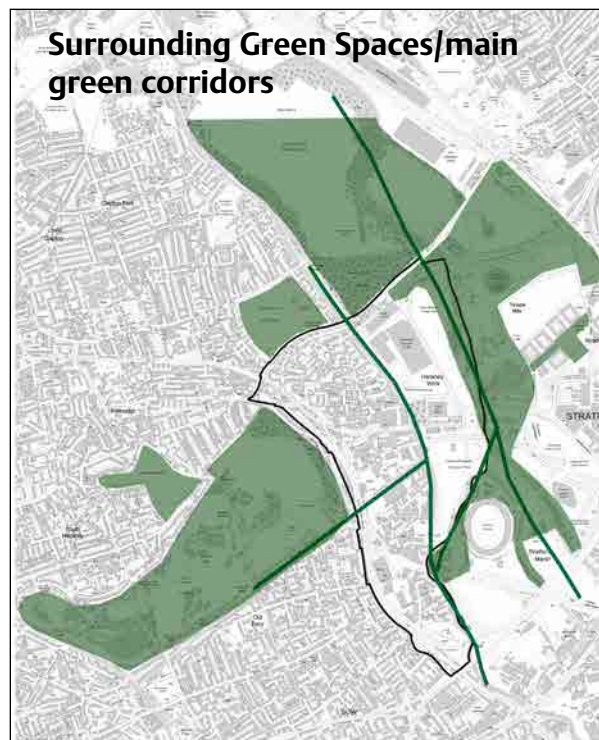
OPEN SPACE AND WATERWAYS

Emerging Distribution



Strategic green corridor linkages

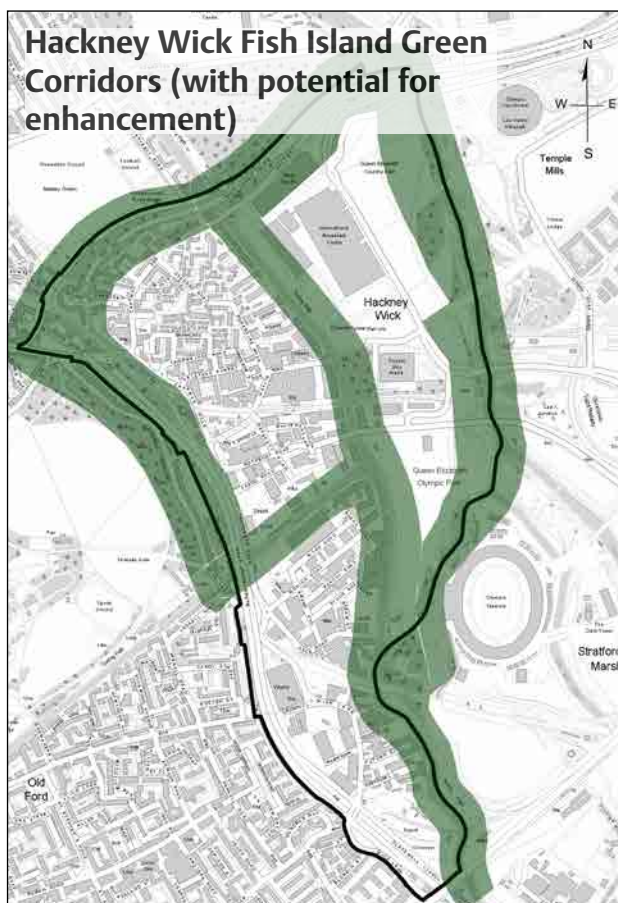
Hackney Wick and Fish Island, along with the Legacy Corporation area as a whole within the Lower Lea Valley, provide a strategic link from the Upper Lee Valley to the north of London to the River Thames at its confluence with the River Lee. More locally the component green assets of Hackney Marshes to the north, Queen Elizabeth Olympic Park to the east and Victoria Park to the west make the Hackney Wick and Fish Island area an important opportunity for enhancement of the urban green linkages between these spaces. There is an opportunity to improve the connection between rivers and their floodplains at Hackney Marshes and Wick Field to the north.



Enhancing Green Corridors

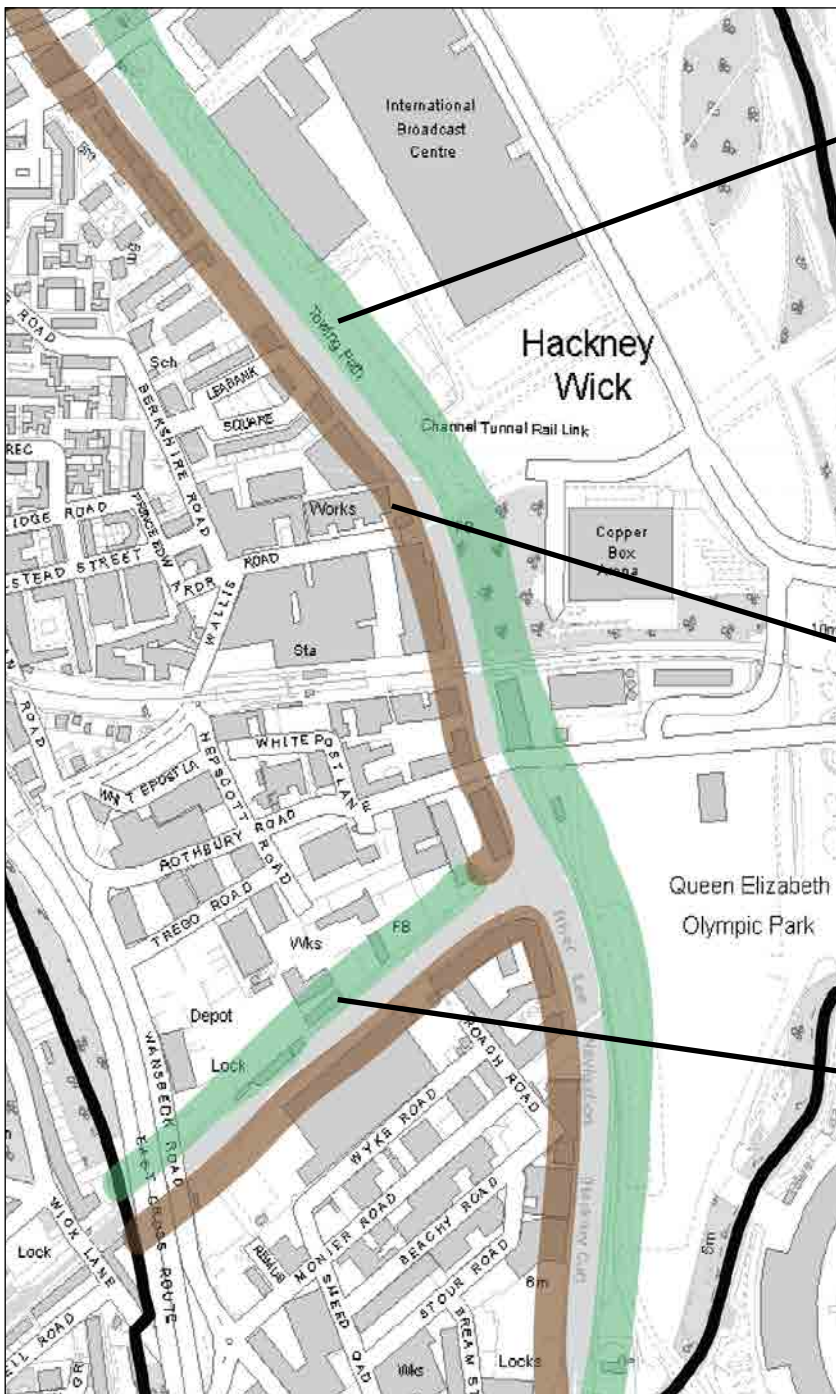
The waterways, parkland and other green edges within and around Hackney Wick and Fish Island present the opportunity to enhance the local wildlife and habitat linkages that these create. The River Lee/Lea Navigation is currently failing to meet Water Framework Directive standards due to a combination of pollution from sewerage discharges, urban run-off and hard engineered walls and structures. Maintenance of the high quality habitat areas along with opportunities to expand and improve these corridors are present through:

- linking and enhancing existing green assets with the creation of new green spaces and corridors
- with appropriate waterway edge treatment including native planting and reedbeds where appropriate
- re-naturalise waterways where appropriate by removal of hard banking and obsolete structures
- setting new development back from the waterway edge/tow path aiming for a minimum of eight metres where the context is appropriate
- location of new public and private spaces within new development within the corridors
- concentrating green roofs and sustainable drainage systems within new development along these corridors



- managing and preventing the spread of invasive species
- designing lighting to minimize the impact on sensitive habitat
- general use of street trees and other urban greening measures within the public realm and on buildings
- using locally appropriate planting species within open spaces, public realm and on green roofs (see relevant biodiversity action plans for target habitats and species).

- balance habitat creation with the commercial, leisure and drainage functions of the waterways.
- See Local Plan Policies BN.2 Creating distinctive waterway environments; Policy BN.3 Maximising biodiversity; Policy S.4 Sustainable design and construction; Policy S.7 Overheating and urban greening).



Eastern Bank interface
Route of towpath, Canal Park and other publicly accessible spaces with opportunities for compatible canalside activity and maintenance of habitat and species rich environment. Buildings generally away from canal edge to maintain environmental buffer and movement corridors.

Western Bank interface
Mix of public and private waterway frontage, including some towpath area. Buildings close to canal edge in places. Provides potential for further opening up of waterway frontage, harder landscaping types but with opportunities for greening in parts.

Hertford Union Canal northern edge
Predominantly public waterway frontage including linear park area.

YOUTH SPACE

Youth space

A social space for young people aged 12+ to congregate together, socialise and participate in informal recreation or physical activity.

GLA Play and Recreation SPD 2012

In terms of both facilities and activities ‘youth space’ is perhaps less simply definable, and therefore less easily delivered as part of new residential development, than play space for children of younger years.

As part of the development of Queen Elizabeth Olympic Park, a number of youth play spaces were delivered, such as the climbing wall below. However, industrial and ex-industrial areas around the Park - Fish Island, Pudding Mill Lane, and Bromley by Bow - suffer from deficiencies in youth space, as well as deficiencies in open space and play space in general. These areas currently have low, or no residential populations, but with the amount of development planned for each, consideration of opportunities for enhanced or new provision is required as schemes come forward.

Principles of good youth space

- The space is used by children of all ages
- It considers the interests and habits of both girls and boys
- The space is well integrated into its surroundings, with good natural surveillance: it feels safe
- Young people are part of the design process
- The design is imaginative and bespoke
- The design employs natural materials and engages with the landscape
- There is an element of challenge or risk

Projects to mitigate the deficiency of youth space

Site	Delivery	Status
1. East Wick Youth Play Space	Part of the East Wick Sweetwater development	Planned
2. Canal Park MUGA	Part of the East Wick Sweetwater development	Planned
3. Sweetwater Youth Play Space	Part of the East Wick Sweetwater development	Planned
4. Pudding Mill Neighbourhood Space	Part of the Pudding Mill development	Planned
5. Abbey Green MUGA	LB Newham	Planned - subject to partnership funding
6. Rick Roberts Way Youth Space	LB Newham/ LLDC	Recommended
7. Hackney Wick South	Developer led	Recommended
8. Pudding Mill East/3A3.5 (Bridgewater Road)	Part of LCS development	Recommended
9. Fish Island Youth Space	Developer led	Recommended
10. Bromley-by-Bow	Developer led	Recommended
11. TIQ/Westfield	Developer led	Recommended
12. Eton Manor Programming	Borough/ developer led	Recommended
13. Three Mills Green Programming	Borough/ developer led	Recommended
14. Frontside Garden & Hub 67 (existing temporary youth facilities)	LLDC/ developer led relocation	Recommended

Planned/recommended for Hackney Wick and Fish Island



Cowley Teenage Space
Lambeth

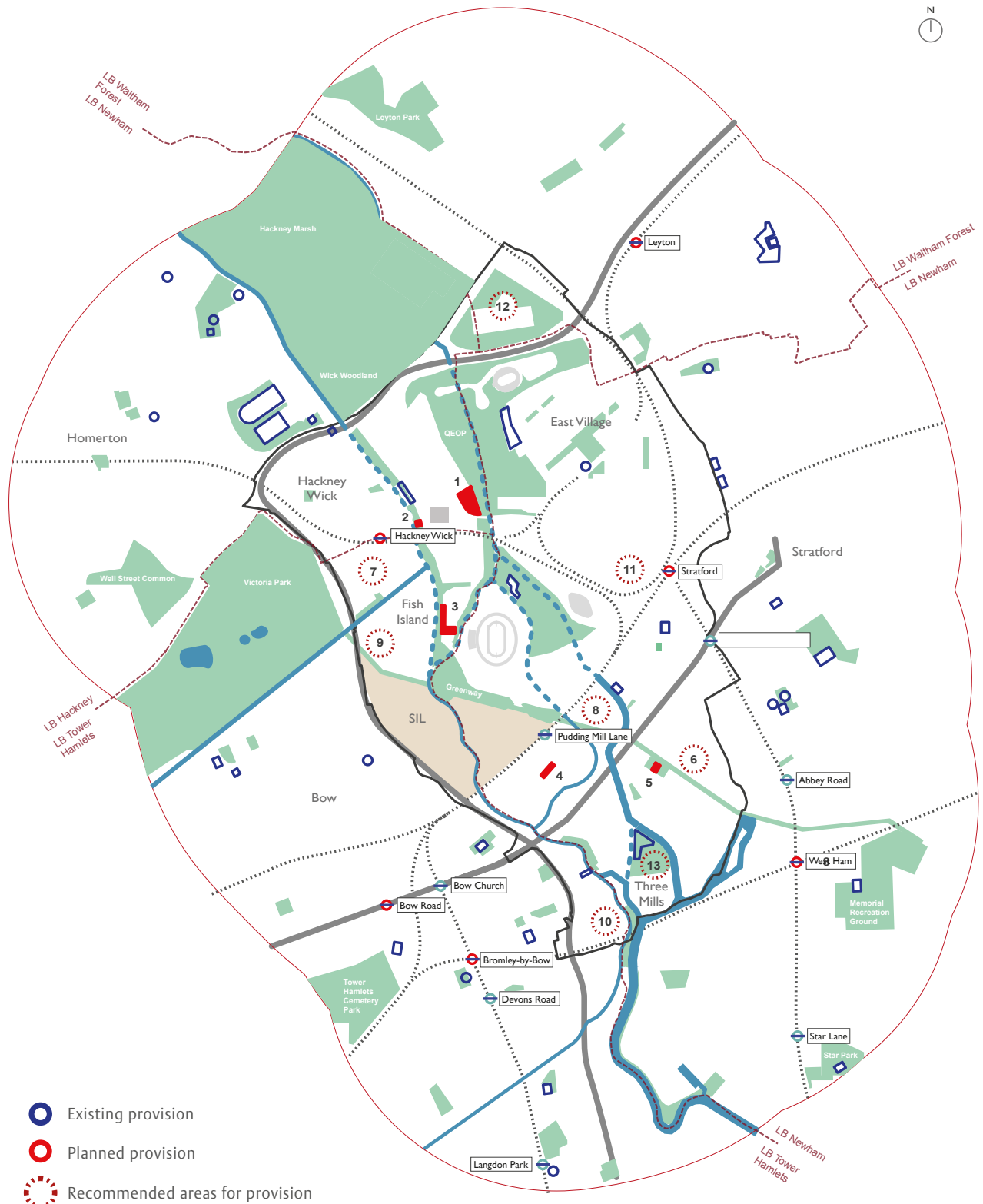


Climbing Wall
Queen Elizabeth Olympic Park



Frontside Garden
Hackney Wick

LOCAL PROVISION OF YOUTH SPACE



The above is an indicative desktop mapping exercise. The facilities included are understood to be free of charge or of negligible cost - but we do not take make claims for quality, opening hours or accessibility. A more detailed study would be required to accurately determine current provision.

FLOODING AND DRAINAGE

Flood Risk in Hackney Wick and Fish Island

Risk of flooding, both fluvial flooding from the River Lea and Lea Navigation and surface water flooding, present a significant challenge for new development in Hackney Wick and also the southern part of Fish Island Mid. Proposals for new development will need to take account of that flood risk in how they are designed and aim to achieve a reduction in flood risk.

Flood Risk Policy

Policy S.8 Flood risk and sustainable drainage measures (key areas):

Requirements for flood risk assessment, levels of finished floor levels, avoiding basements in Flood Zones 2 and 3, and provision of means of escape. Protection and improvement of flood defences, inclusion of watercourse buffer strips and use of sustainable drainage techniques. Taking account of local drainage problems and potential for flooding from sewers. Inclusion of anti-pollution measures within drainage.

Water supply and waste water disposal

Policy S.5 Water supply and waste water disposal requires major development proposals to demonstrate that there is sufficient existing or planned water supply and waste water disposal infrastructure or that capacity improvements are part of the scheme. Early engagement with Thames Water is recommended.

Flood Risk Information and Guidance

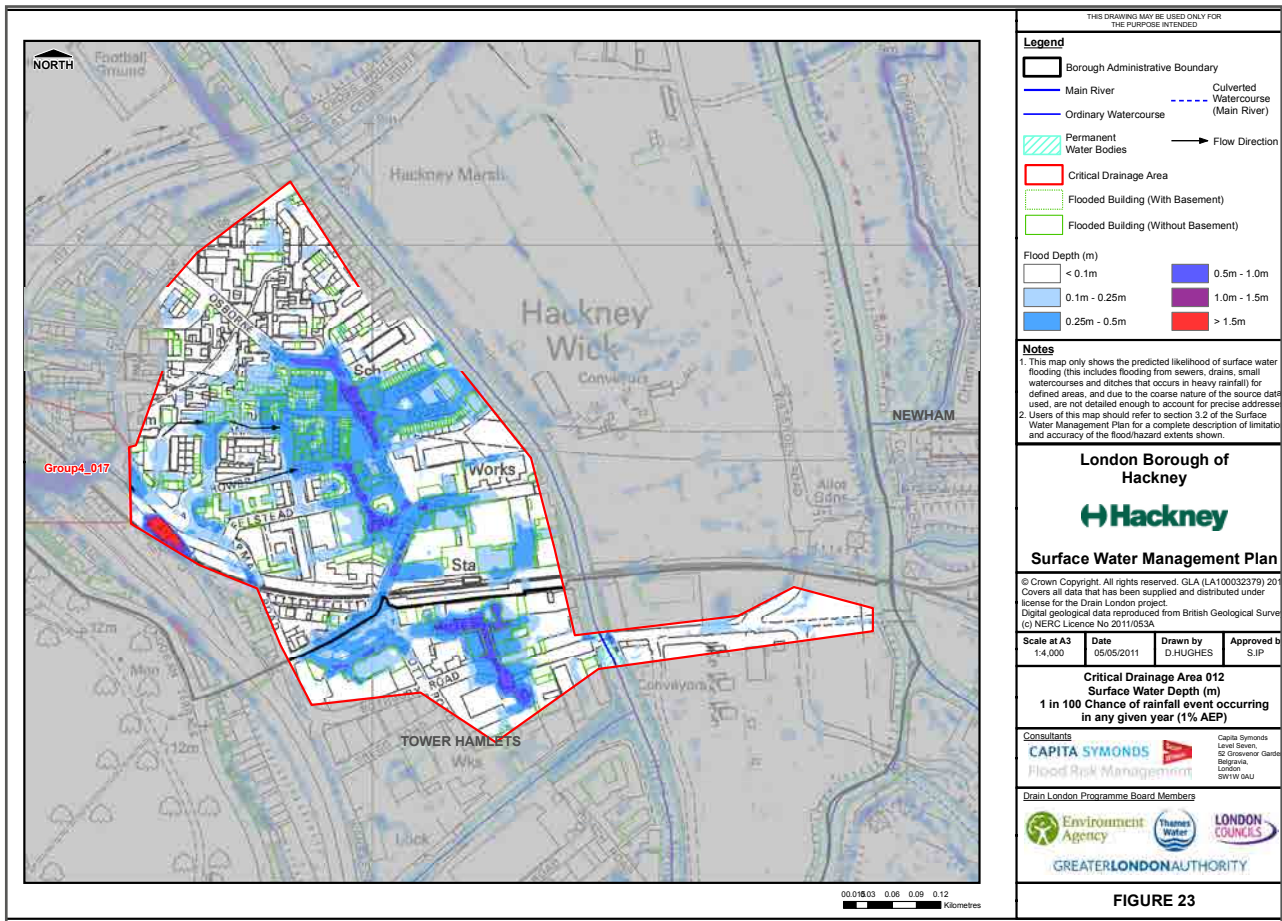
The current Strategic Flood Risk Assessments (SFRAs) published by London Boroughs of Hackney and Tower Hamlets will be important sources of information for assessing flood risk. A Flood Risk Review report has also been prepared by ARUP for the Legacy Corporation which includes up dated detailed flood risk guidance for relevant individual site allocation. The report can be found on the Legacy Corporation [website](#).

Surface Water Drainage

Hackney Wick is within Critical Drainage Area (CDA). The LB Hackney Surface Water Management Plan should be taken into account when carrying out development specific flood risk assessment. The agreement of the Canal and River Trust will be required where drainage into the waterways is proposed.

Guidance Principles (development within Flood Zones 2 & 3):

- A site specific Flood Risk Assessment would be required which includes an appropriate assessment of climate change risk.
- Flood risk assessments will need to take account of climate change risk by incorporating the climate change allowances specified within the national guidance at www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances.
- In Flood Zone 2, setting living accommodation at 300mm above predicted level for the 1 in 100 chance in any year flood event (including an allowance for climate change).
- In Flood Zone 3, all residential accommodation to be located on first floor or above.
- Development within areas shown to be at 'actual' risk of flooding may require compensatory storage to demonstrate there will be no loss of floodplain storage. Early dialogue with the planning authority and Environment Agency on the approach this and to building footprints is recommended.
- Development layout must consider surface water flow routes and manage runoff on site sustainably with a target to achieve Greenfield runoff rates.
- Include 'at source' SUDS control measures to reduce existing site runoff in accordance with London Plan and local policy.
- Open up river corridors and provide more floodplain storage.
- Incorporation of flood resilience measures up to the flood level.
- Application of the sequential approach at site level to be carried out to ensure 'more vulnerable' land uses are located within Flood Zones 1 and 2.
- Consideration of safe access / egress from the site and safe refuge.
- Implementation of a flood emergency plan.
- Design of development to consider mitigating the risk of groundwater flooding with use of impermeable materials.
- The detailed guidance within the LB Hackney and LB Tower Hamlets SFRA's for Hackney Wick and for Fish Island should also be taken into account.



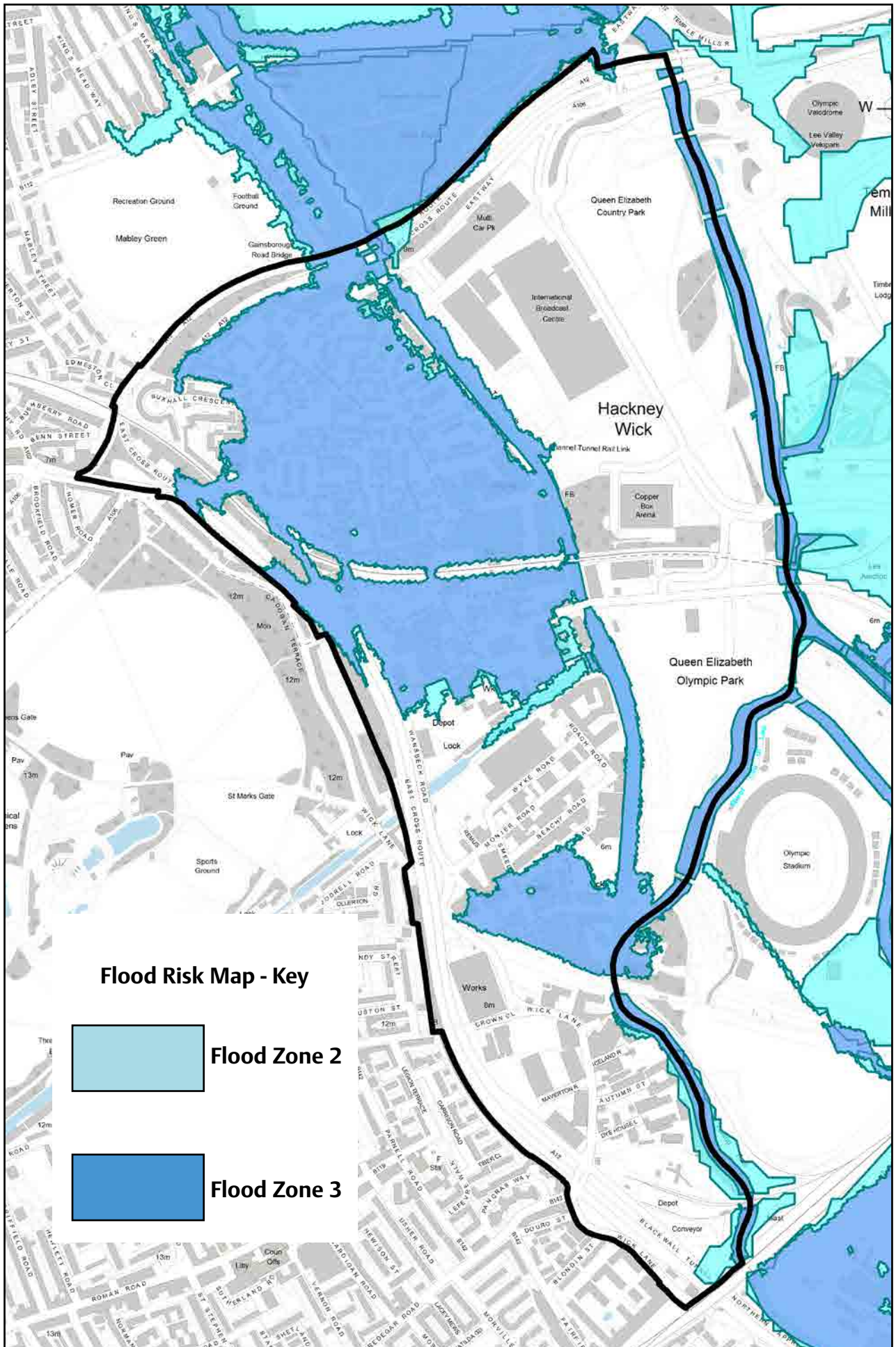
General Principles (all development)

- Include surface water run-off control measures, including Green Roofs, rainwater capture/harvesting, areas of green space and planting, permeable surfaces/paving.
- Attenuation measures within positive drainage to restrict surface water discharge rates to equivalent of greenfield run-off rates.
- Set back of development along water front areas, for a minimum of eight metres where the context is appropriate.

Projects and Improvements:

Hackney Wick and Hackney Marshes Flood alleviation and habitat enhancement, including improved flood defences at Hackney Wick (medium to long-term project).





HERITAGE, TOWNSCAPE AND PUBLIC REALM

Strategy - heritage-led regeneration

A strategy of heritage-led regeneration is identified in the Local Plan for the core areas of change within Hackney Wick and Fish Island, integrating new mixed use development into the established street and waterway pattern and heritage assets that underlie the character of the area, in particular that of the two conservation areas and their surroundings.

The retention, repair and re-use of heritage assets where this is possible is encouraged as a key part of this approach. Where significant development schemes are proposed that have an impact on identified heritage assets, the preparation of a heritage strategy in line with Historic England Guidance is also encouraged.

Not all of the SPD area is within a conservation area or identified for new mixed use development. However, where development is proposed the guidance in the following sections is intended to help achieve design solutions that are both relevant to the context of that specific location and meets the requirements of the relevant Local Plan policies.

Key Local Plan Policies

Policy BN.1 Responding to Place - including respecting existing typologies in the urban fabric, including those of heritage value.

Policy BN.2 Creating distinctive waterway environments positively addressing the ecological, drainage, recreational and commercial opportunities provided by waterways.

Policy BN.3 Maximising Biodiversity

Protect and enhance biodiversity, providing a net gain in extent of habitat and including compensatory habitat where original habitat is lost

Policy BN.10 Proposals for Tall Buildings - proposals need to preserve or enhance heritage assets and the views to/from these and positively contribute to their setting (including conservation areas). For Hackney Wick and Fish Island, the Local Plan sets a height of 20 m above ground level above which development proposals will need to demonstrate that they meet the tests set out in the Policy. Meeting the tests within the policy will be of importance in demonstrating that any built height greater than this would not be significant enough to harm the character of the sub area or immediate surroundings.

Policy BN.12: Protecting Archaeological interest

- much of the Hackney Wick and Fish Island area is within an Archaeological Protection Area (APA). A current APA map should be consulted along with any potential for archaeological interest should be considered when defining the level of evaluation that would be need for a specific development proposal. Consultation with Historic England is advised at an early stage in order to support the approach taken.

Policy BN.16 Conserving or enhancing heritage assets

- a need to conserve or enhance heritage assets and their settings, including incorporation of viable uses consistent with their conservation and with heritage led regeneration.

Policy 1.1: Managing change in Hackney Wick and Fish Island

– seeks to maintain overall amount of employment floorspace and restoration and re-use of heritage assets for employment or other uses within Hackney Wick and Fish Island.

Policy 1.4 Preserving or enhancing heritage assets in Hackney Wick

- preserve or enhance the special architectural or historic interest; enhance and reveal the significance of heritage assets; reference the architectural and historic interest within design of new development, retain or re-provide street trees where appropriate.



HERITAGE

Conservation Areas

There are two conservation areas within Hackney Wick and Fish Island. Figure 3 shows the extent of each and the location of heritage assets, with both also embracing the canals within their boundaries. The conservation area appraisals and the management guidelines for each can be found on the Legacy Corporation [website](#).

The management guidelines contain specific guidance, including design guidance, relevant to new development within or in the vicinity of the conservation areas which is not specifically repeated within this SPD.

Heritage Assets

Heritage assets are also identified within Figure 3. Any development proposal that is likely to have an effect on the identified heritage assets or their setting will need to be developed and assessed in accordance with the most up to date Historic England guidance 'Managing Significance in Decision-Taking in the [Historic Environment - Historic Environment Good Practice Advice in Planning: 2 \(Historic England, March 2015\)](#) and this may include the need for a specific assessment of significance in accordance with this guidance. Other guidance relevant guidance published by Historic England that should be applied in relevant circumstances includes '[The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning: 3](#)' and '[Tall Buildings: Historic England Advice Note 4](#)'.

The following, while not identified as non-designated heritage assets in the Local Plan, are noted as features or structures of interest:

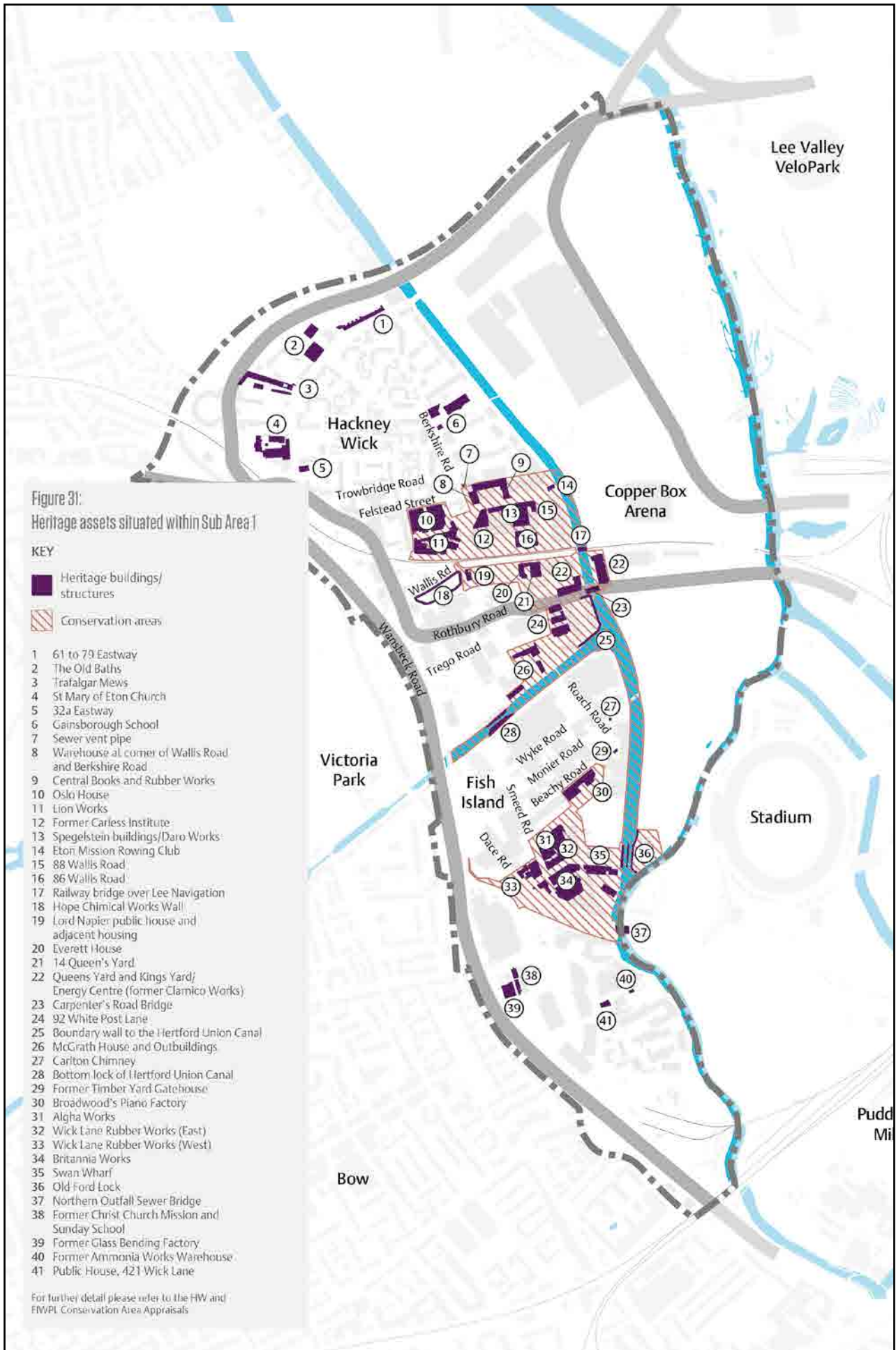
1. Three ramps along the River Lee towpath, which may have been used for tipping materials from trucks on rails into barges;
2. Carpenters Road Lock, now restored;
3. Old River Lea tidal gate narrows;
4. Entrance to Pudding Mill, now culverted beneath the Stadium."

Listed Building Consent

It should be noted that the London Legacy Development Corporation is the determining authority for any application for Listed Building Consent within its administrative area.

Early engagement with the local planning authority will be particularly important where a proposed scheme might include a heritage asset or is within or adjacent to one of the two conservation areas.





TOWNSCAPE AND CHARACTER

Built Form Massing and Grain

The built form of new buildings should respond to the positive and distinct character and urban grain of the Conservation Areas. Reference should be made to the conservation area appraisals and management guidelines in respect of their 'significance' and character precedents. The area is characterised by large urban plots composed of multiple and amalgamated buildings and dramatic steps in height between buildings.

In proposed developments, longer blocks should be broken down through defined breaks or step in massing and form of at least 2 storeys. Development blocks should be arranged so as to create a courtyard or yard space within the block wherever possible.

Articulation in roof forms should be integral to the built form and express their function. Rooftop additions that are articulated as independent elements should be avoided as they are not consistent with the area's character. Elevations should have a predominantly consistent and simple roofline, and within the conservation areas should not compete with, or detract from, retained heritage assets.

Variety and Character

All buildings should consider orientation, with south facing elevations employing deeper reveals to provide solar shading and reduce overheating. Breaks in massing should be incorporated into the southern side of blocks to maximize daylight penetration into residential courts and working yards, whilst also contribute to creating an appropriate character and urban grain. Setbacks on the courtyard or working yard facing side of blocks should be proposed to maximise the quality of daylight to residential units and courtyards.

New development should have well-defined frontage with the building line at the back of the footway. Within conservation areas, buildings should follow existing street corners. Corners must be strong and simple in form to create a vertically consistent and well defined frontage onto the public realm without balconies breaking the corner line. Any steps in height must be kept away from corners and ground floor building corners should have active frontages on both sides.

Careful consideration should be given to the transition between different street types within one building. Façades located on different typical conditions should have distinct elevational character whilst ensuring the whole building has a clear and legible identity. For mixed use buildings elevations the distinction between ground and upper level uses should be reflected in the design, scale of openings and overall character.

Responding to Streets

Buildings to primary streets should be designed to create a strong sense of definition with a composed and ordered character. Generally roof lines must be simple and well defined and the design of ground floors allowing for continuous active frontages.

Secondary street facing elevations have a more informal character reflecting the secondary nature of the network of smaller streets. Ground floor frontages within passages should be predominantly workspace uses informing a more solid ground floor and a strong integration between the built form and public realm.

Canal facing buildings should form an ensemble of buildings of varying scales along the canal edge. Elevations will be seen from a variety of scales and vistas, so should be characterised by large scale articulation, including groupings of floors and projecting balconies. Ground floors encourage a permeable and generous relationship between public uses and canal side terrace spaces.

Facade Design

Elevation design and layout will need to balance good quality of daylight with appropriate privacy. It will be important that environmental mitigation be integral to the character and appearance of proposed buildings and not seen as additional elements that bring unnecessary complexity to the elevation.

Window reveals should generally be at least a full brick deep or flush with the facade to bring depth and definition to the elevation. Attention should be paid to the setting out of the facade elements to ensure an elegant and composed character. For buildings that can be viewed from a distance, the proposed scale and modulation of façade elements should take this into account; for example by creating larger apertures.

The careful selection and detailing of primary materials of proposed buildings should demonstrate how they positively contribute to the Hackney Wick and Fish Island Area. The detailing of fixings and interfaces between materials is equally important to create a sense of quality and avoid clutter. High quality brick and masonry should be the primary facing material for new development, although other materials can also be considered if there is a strong justification. Timber cladding, lightweight composite cladding systems and low quality materials should be avoided. Recycled, reclaimed and locally made materials should be used where possible.

Secondary elements such as windows, metalwork, balconies, signage and screens offer opportunities to introduce craft and refined ornament in the design of buildings, celebrating Hackney Wick's tradition as a place of creativity and making. Cast materials such as pre-cast concrete and ceramics are also encouraged where their manufacturing process contributes to a distinct identity. Carefully considered ornament, subtle detailing and clear architectural narrative should be integral to design of secondary elements within proposed buildings.

Adequate natural ventilation must be integrated into the design of windows/openings. The finish and colour of architectural metalwork should be selected to compliment the primary facing material and be considered alongside finishes of windows and other elements of the facade.

Where users come into contact with the building, design should demonstrate increased durability, care and comfort of these elements and include softer, more tactile and robust materials. The design of signage should be considered at an early stage in the design and balance the need to be integrated into the building design whilst expressing the variety of uses.

Integrated Mix: Employment Use Design

The design of new workspace should be carefully considered in relation to the type of occupier envisioned whilst allowing sufficient adaptability to allow change over time. Any new workspace should demonstrate thorough consideration of appropriate floor to ceiling heights, layout, natural daylight and servicing for the specified

workspace use. Commercial workspace should be designed to allow easy future sub division into smaller units.

At a neighbourhood block scale, a variety of workspace occupiers and typologies should be considered to contribute to the character of the area. Ground floor workspace frontage will need to balance active frontages and daylight with adequate privacy and practical internal arrangements. Workspace frontages to the public realm should incorporate raised window sills to create privacy and to allow for flexible planning of workspace interiors. Frontages to working yards should be more open and to allow opportunities for activities and uses to spill onto yard areas, and incorporate larger openings such as double height doors and roller shutters.

A Use Class Frontage should sit within the building framework set by structural columns and beams and should carry significant features through to ground floor level, rather than visually separating the ground and first floors, and enhance the character of the building.

The need for canopies, blinds and security shutters should be considered at an early stage when planning a new shopfront. Shutters should not be solid and laminated glass or internal shutters rather than external shutters are preferred. Commercial signage should be integrated into the design of architectural elements such as metalwork and joinery and contribute positively to the craftsmanship of the building.

PUBLIC REALM - MIXED USE AREAS

KEY DESIGN OBJECTIVES

New development in Hackney Wick and Fish Island should attempt to demonstrate they have addressed the following as part of any proposed public realm design.

1. Improve connectivity

Proposals should seek to increase the permeability of the area where appropriate; creating new passages and public spaces, and improve the surrounding street environment.

2. Be accessible, inclusive and safe

Proposals should promote accessible and inclusive design and comply with the LLDC Inclusive Design Standards, creating a lifetime area where all members of the community can live together throughout their lives with ease and in comfort.

3. Be simple, consistent, high quality and minimize clutter proposals should create a timeless and simple foreground to buildings that will age gracefully over time and create a sense of quality, reinforce the area's hierarchy of streets (including giving priority to pedestrian movement along primary routes) and seeking to reduce physical obstructions and visual clutter wherever possible.

4. Reflect the area's special qualities and distinctive character proposals should respond to the area's distinctive historic character in terms of streets, yards and passages, as well as the character of heritage assets and where possible reveal and reuse historic materials to create a positive and carefully considered setting to all identified heritage assets.

5. Be multi-purpose and provide amenity proposals should be designed for dual use and opportunities for seating and occupation of the public realm should be encouraged. Streets and public spaces should be a 'playable' landscape which will encourage children and their carers to use them. Larger scale sites in residential or mixed use areas will be expected to incorporate local Youth Play space provision.

6. Be sustainable Proposals should promote sustainable design including using materials that have a low carbon footprint, maximising on site sustainable urban drainage solutions and increasing biodiversity.

Streets & hard landscape

Proposed development provides an opportunity to enhance of existing streets and canal edges, but also create new routes and public spaces. It is important that the public realm provides a high quality, consistent, calm and uncluttered foreground that supports the activities of the local community, responds to the area's distinctive character, improves the pedestrian experience as the area becomes increasingly mixed use by creating a safe walkable area and reducing the domination of vehicles - whilst also enhancing the Conservation Areas and setting of heritage assets.

Footways must have a consistent approach to finish and colour, that are appropriate to their context and must give priority to pedestrians, including at vehicle crossovers. Account should also be taken of the Legacy Corporation inclusive Design Standards for minimum footway widths and provision of accessibility features.

Hard landscape materials with busy patterned surfaces such as stripes that cause confusion or are disorientation in particular to people with visual impairments should be avoided, and changes of material should be used as opportunities for demarcating space, for example extending a tree pit surface to create a space to sit around a tree.

A hard landscape materials site audit should be completed before commencing detailed design, in order to identify opportunities to recycle and reuse on site materials and uncover historic materials and features that could be re-cast or re-laid.

On sites that tie into key primary or secondary routes, the public realm should directly continue through the development as traditional streets providing primary access for vehicles, pedestrians and cyclists.

On primary and wider secondary streets proposals must include provision for inset on street parking and loading bays, including visitor blue badge parking bays.

Soft landscape & play

The soft landscape should be fully integrated into to any new development and considered as 'Green Infrastructure' and a multi-functional working landscape. It should not be decorative, but should be part of place-making, climate change mitigation and an integral part of how the place functions.

New development should consider how the landscape can contribute to water management through, for example SuDs and green roofs, urban heat island effect through shading and biodiversity .

An approach to landscape and planting typologies

should include streets, squares and pocket parks, as well as opportunities around the water edge, walls and roofs. New street trees should be provided on primary and secondary streets

Green infrastructure can be defined as (GLA):
A network of green spaces - and features such as street trees and green roofs - that is planned, designed and managed to provide a range of benefits, including: recreation and amenity, healthy living, reducing flooding, improving air quality, cooling the urban environment, encouraging walking and cycling, and enhancing biodiversity and ecological resilience.

Planting and playspaces will need to be fit for purpose, robust and adequately specified to ensure longevity. In particular its ability to 'add value' whether through character, local provenance, ability to encourage biodiversity or other functionality should be encouraged. Its vital that its long term management and maintenance is considered in parallel with its design. Where appropriate expert ecological or horticultural advice must be demonstrated as part of the process such as where green roofs, walls or SuDs are proposed.

Setting of buildings, steps & ramps

Particular attention should be paid to the setting of historic assets and streets within the conservation area where the interface between existing and new buildings and the new public realm surfaces should be formed by distinct and consistent edging details.

New steps, ramps and retaining structures must be designed to be simple and robust and reduce the risk of vandalism and maintenance costs, with a consistent approach to finish and colour, that is appropriate to context

New steps, ramps and retaining structures should be designed to also serve as places to meet, sit and be used as spaces of informal play where level changes occur to provide opportunities for dual functions such as steps doubling as seating elements or opportunities for play whilst minimising street clutter.

Street furniture & lighting

Street furniture **should** have a consistent approach to finish and colour, that are appropriate to their context

A street furniture audit should be undertaken before commencing detailed design to determine what existing street furniture and lighting is in place, and what should be removed.

Street furniture must be of robust construction, resistant to vandalism and be placed in positions that

minimise risk of damage by vehicles and clustered into appropriate zones such as where the footway widens and opens into key public spaces to avoid physical obstructions and respect pedestrian desire lines.

New built in street furniture should use a colour palette and texture palette that reflects the materials of existing buildings, including yellow stock brick and purple engineering brick colourings and in situ concrete finishes.

Use of bollards should be minimised and all freestanding metal street furniture should be powder coated black.

New lighting should be consistent and lux levels appropriate to use, including avoiding pooling of light and shade to aid people with visual impairment and assist in the night time protection of property; discourage crime and vandalism; make residents and street users feel secure and enhance the appearance of the area after dark.

Street lighting should be positioned at back of pavement on primary streets and building mounted on passages and courts.

Signage & creating an uncluttered environment

New signage should ensure sight lines, lighting, visual contrast and legibility are appropriate.

Building planning layout must consider the logical layout of facilities and the need to support ease of wayfinding. Street layouts, geometries and networks **should** aim to make the environment self-explanatory to all users.

Adjacent developments should work to develop a comprehensive approach to signage to ensure consistency and avoid duplication. All signage should be simple and consistent.

Signage should be dual purpose and consolidated where possible, for example signage mounted on lampposts or combined. The location and design of signs and signposts should be planned to permit effective maintenance (including access for cleaning equipment) and to minimise clutter.

Legible London signage should be installed on key spaces and on key pedestrian and cycle routes. In each case it will need to be defined what is classified as a key space and a key pedestrian and cycle route, TfL can assist with any Legible London strategies

Within the conservation area opportunities for reinstating signage on heritage buildings, uncovering historic murals and opportunities for interpreting of the area's heritage should be maximised.

SOFT LANDSCAPING AND STREET TREES

Planting should be seen as an integral part of any development proposal and carefully considered at an early stage of the design process.

- The proposed planting scheme should demonstrate that chosen species are fit for purpose; priority should be given to native and well adapted plants for their biodiversity values and ability to naturally withstand the pressure from adverse effects of urban environment.
- The retention of valuable existing trees and plants is strongly encouraged where possible, particularly along the A12 and river frontage. Any species to be retained should be presented on a planting scheme and protected during development in accordance with BS 5837:2012. Any unavoidable loss of trees should be mitigated by replacement in kind.
- Prior to design, a comprehensive site assessment should be carried out evaluating all site aspects. Where appropriate, expert advice should be demonstrated as part of the process.
- All proposals should describe a management and maintenance program for all landscape works within proposed development on a plot by plot basis.
- Promoting green infrastructure and native biodiversity should be a key consideration in selecting plant species for the scheme.
- All proposals should take into account the provisions of the relevant Biodiversity Action Plan and provide enhancements for target species.
- Non-native species proposed should be well adapted to the London climate and capable of supporting native biodiversity populations as well as native species.
- Planting along the waterway should consist of native plants and any trees should have an appropriate root barrier installed to avoid causing damage to the waterway walls. Non-native, invasive species with vigorous and extensive root systems should be avoided.
- Plant species should be carefully selected to encourage residents and visitors to engage with the environment; by utilising plants that are of an attractive form, will flower, provide colour, attract wildlife and provide change through the seasons.
- All proposals should describe a management and maintenance program for all landscape works within proposed development on a plot by plot basis.
- Detailed design of tree pit should consider current best practice, and incorporate adequate soil volumes, good quality topsoil, protection to surrounding pavings and adjacent services, and drainage provision if necessary.
- Trial pits should be undertaken to establish the quality of the topsoil, possible drainage problems, and the presence of any underground services.
- Where there is concern that adjacent services, such as gas and water pipes and electricity cables, that might be affected by growing root systems, an impenetrable barrier should be installed which will prevent damage by future root growth.'
- The following issues should be given consideration when making a choice of trees for planting adjacent to the public highway
 - ultimate mature height - small (to approximately 10m), medium (to approximately 15m), large (greater than 15m)
 - Ultimate shape and spread – in general, when planting adjacent to highways, particularly where high sided vehicles regularly pass, it is preferable to select a variety with relatively upright growth that will not require regular pruning or be damaged by the passage of vehicles. Away from the immediate kerb line a broader crown could be considered.
 - Species and cultivars prone to basal and root suckers, have extensive root system or produce a large amount of fruit are best avoided near driveways or pavements as they can create a slip and trip hazard and may represent onerous management cost.
 - Site conditions – as long as the soil is free draining and near-neutral pH then most commonly specified street trees will grow well
- Tree pit surfacing should consist of flush porous aggregate as per the hard landscape materials set out on the previous page.
- In key/unique spaces, trees should be strategically located as single, specimen trees or clusters of single species trees to create strong focal points of interest, colour and structure within the public realm.

The following is a non-exhaustive list of trees suitable for planting. The list is not intended to preclude the use of other species. In the preparation of planting schemes, advice from qualified experts is needed.

PRIMARY STREETS:

Medium sized street trees such as:

- *Tilia cordata* 'Greenspire', semi-mature. Mature height 12-17m
- *Quercus palustris*, semi-mature. Mature height 18-20m

Large sized street trees such as:

- *Platanus hispanica*, semi-mature. Mature height 20m+
- *Acer pseudoplatanus* 'atropurpureum' - Purple Sycamore - Mature height 20m+



Tilia cordata 'Greenspire'
- Small leaved lime



Platanus hispanica -
London Plane

SECONDARY STREETS AND PASSAGES:

Medium sized street trees such as:

- *Liquidambar styraciflua*, semi-mature. Mature height 12-17m
- *Acer campestre*, semi-mature. Mature height 15-25m

Large sized street trees such as:

- *Tilia cordata*, semi-mature. Mature height 20m+
- *Alnus cordata*, semi-mature. Mature height 20m+



Quercus palustris -
Pin Oak



Liquidambar styraciflua -
Sweetgum

TREES IN PRIVATE REALM:

- Proposals for trees in residential courts should include small, ornamental trees which provide visual interest throughout the year, with changing foliage colour and interesting form and bark or a mixture of single and multi-stemmed trees to add variety and interest
- Suitable examples:
 - Amelanchier lamarckii* (multi-stem) - Mature height 3-7m
 - Betula albosinensis* 'Fascination' - Mature height 7-12m
 - Betula utilis* var. *jacquemontii* - Mature height 12m+
 - Cercidiphyllum japonicum* (multi-stem)- Mature height 12m+



Amelanchier lamarckii -
June Berry



Cercidiphyllum japonicum -
Katsura Tree

RESIDENTIAL STREETS:

Suitable examples:

Pear, *Sorbus aria*, *Malus*, *Magnolia*, *Ligustrum japonicum*, *Crataegus*

KEY SPACES:

Suitable examples:

Liriodendron tulipifera, *Carpinus betulus*, *Fagus sylvatica*, *Acer platanoides*, *Pinus sylvestris/nigra*, *Catalpa*, *Tilia x europaea*



Liriodendron tulipifera -
Tulip Tree



Magnolia

2. AREA SPECIFIC GUIDANCE

NEIGHBOURHOOD CENTRE

Character

Established around its historic street pattern, the Neighbourhood Centre varies in its existing form from modern, mixed use residential and employment buildings and employment and retail buildings at Oslo House and Lion Works, the employment and workspace character of the streets and yards continues eastward along Wallis Road and White Post Lane.

To the east of the River Lea Navigation, the Copper Box provides a major modern leisure venue and setting, with land to the north and west awaiting development for a mix of town centre uses and new homes that compliment the Neighbourhood Centre functions (part of the Legacy Communities Scheme). To the south of the Kings Yard Energy Centre, the centre includes the location of a library/Ideas Store and medical facility that will form part of the Legacy Communities Scheme Sweetwater area.

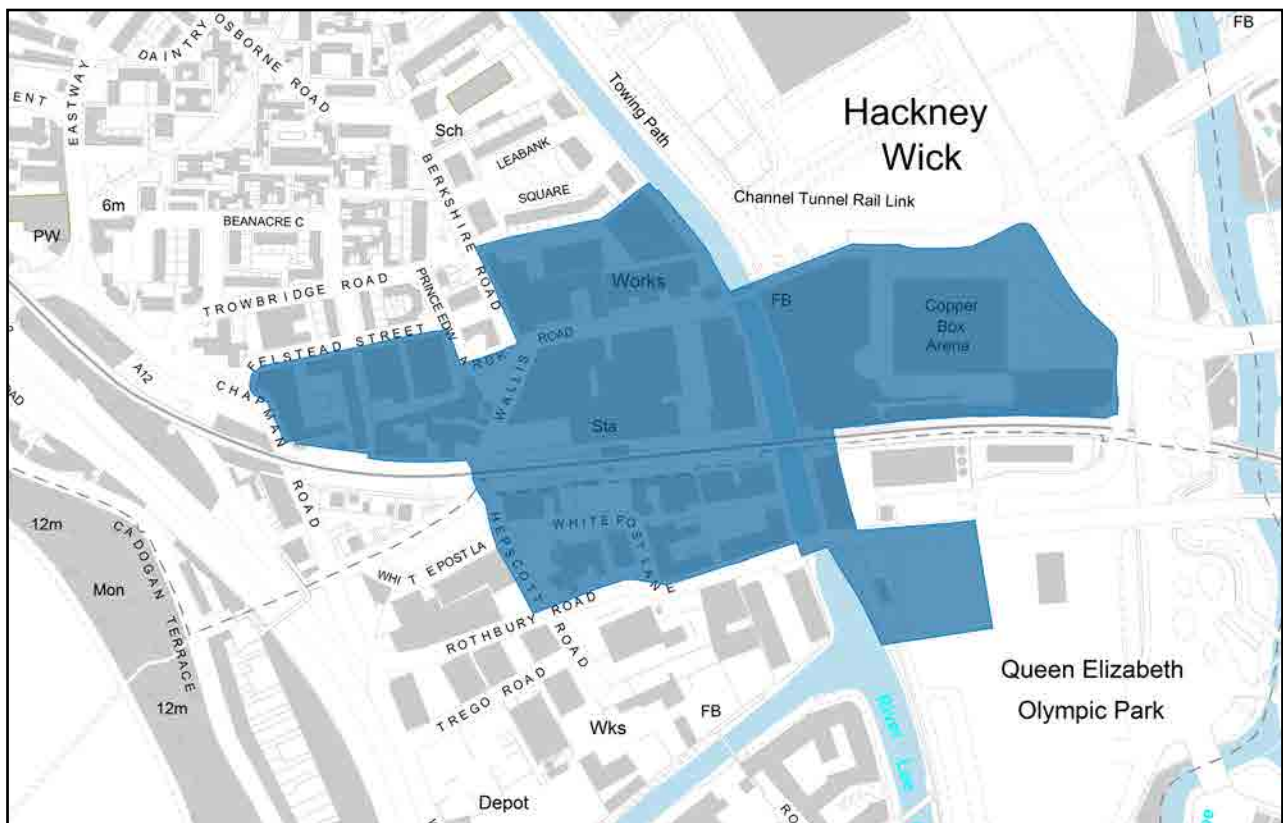
The existing and emerging character are that of generally moderate height buildings and a variety of

scales and uses that establish the core functions of the new Neighbourhood Centre and will see comprehensive but sensitive change in its core around Hackney Wick Station.

Strategy

The Local Plan designates the extent of the Neighbourhood Centre, with the intention that the existing element of the centre in the west around Felstead Street is protected and the planned mix of retail and employment uses within the Legacy Communities Scheme to the north and west of the Copper Box are delivered, providing a link between East Wick and Here East and the rest of the centre.

Likewise, the delivery of the community facilities, including medical centre, library/Ideas Store and nursery immediately to the south of the Kings Yard Energy Centre will tie in the new Sweetwater Neighbourhood and link it to the station. The new station underpass, as part of the new north-south pedestrian/cycle link will bring the two halves north and south of the railway line together, with this and the wider improvements to Hackney Wick Station providing a catalyst for comprehensive regeneration.

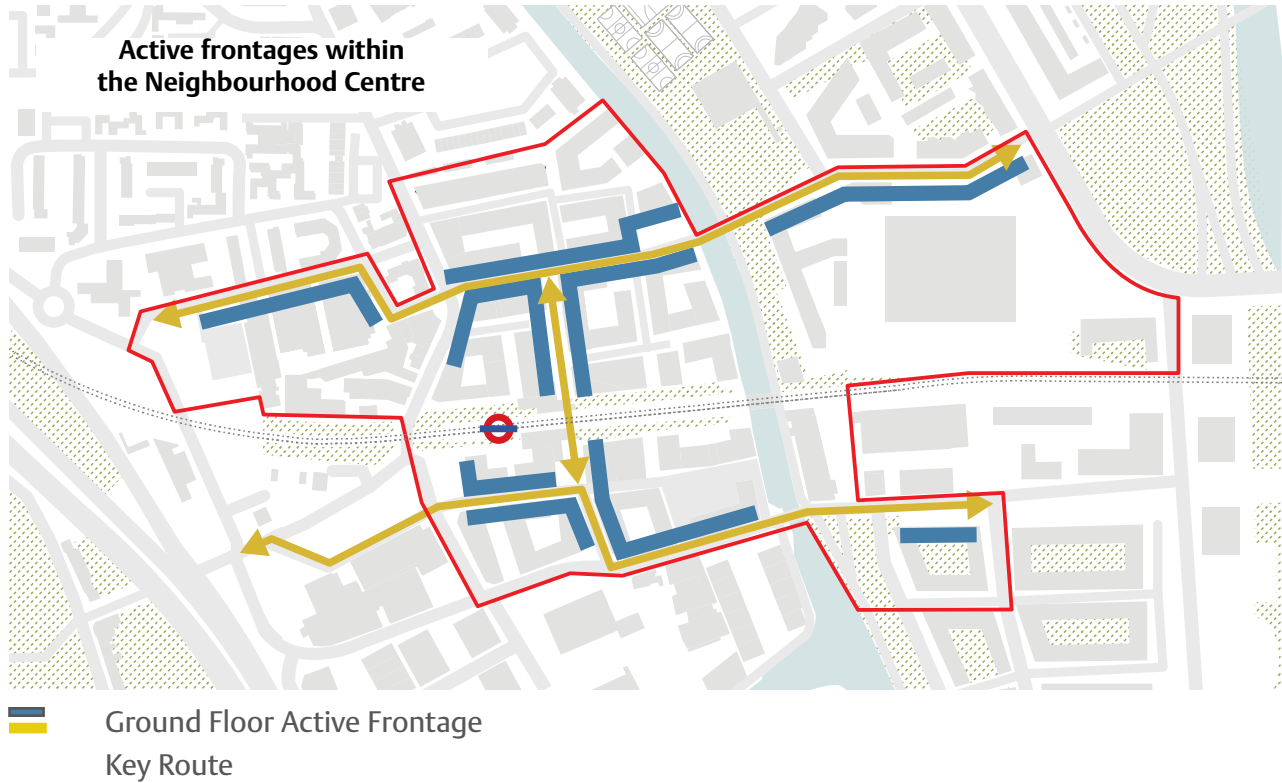


Achieving the strategy - principle elements

The following sets out the principles that will help development achieve a coherent and comprehensive approach to developing the neighbourhood centre.

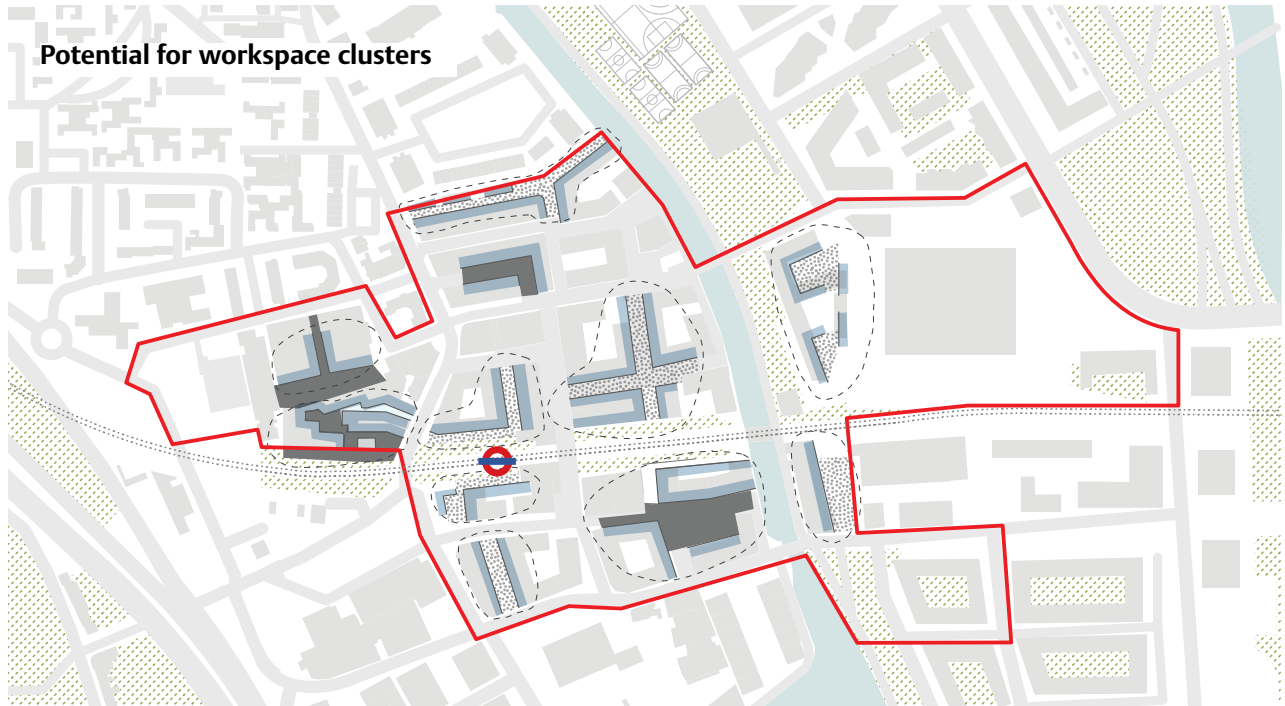
Active Frontages, retail and community uses

Retail, food and drink, along with community, leisure and office uses are acceptable within the Neighbourhood Centre boundary. Retail, leisure and community uses should generally be focused along the key active frontages where they are most visible and accessible.



Clusters of workspace

Potential to achieve clusters of workspace across the centre focusing on Use Class B1a and B1c formats compatible with the wider mix of centre uses, including residential. Changes from B2 and B8 employment uses must meet the tests in Local Plan Policy B1.



- Historic Working Yard
- ▨ Indicative Working Yard

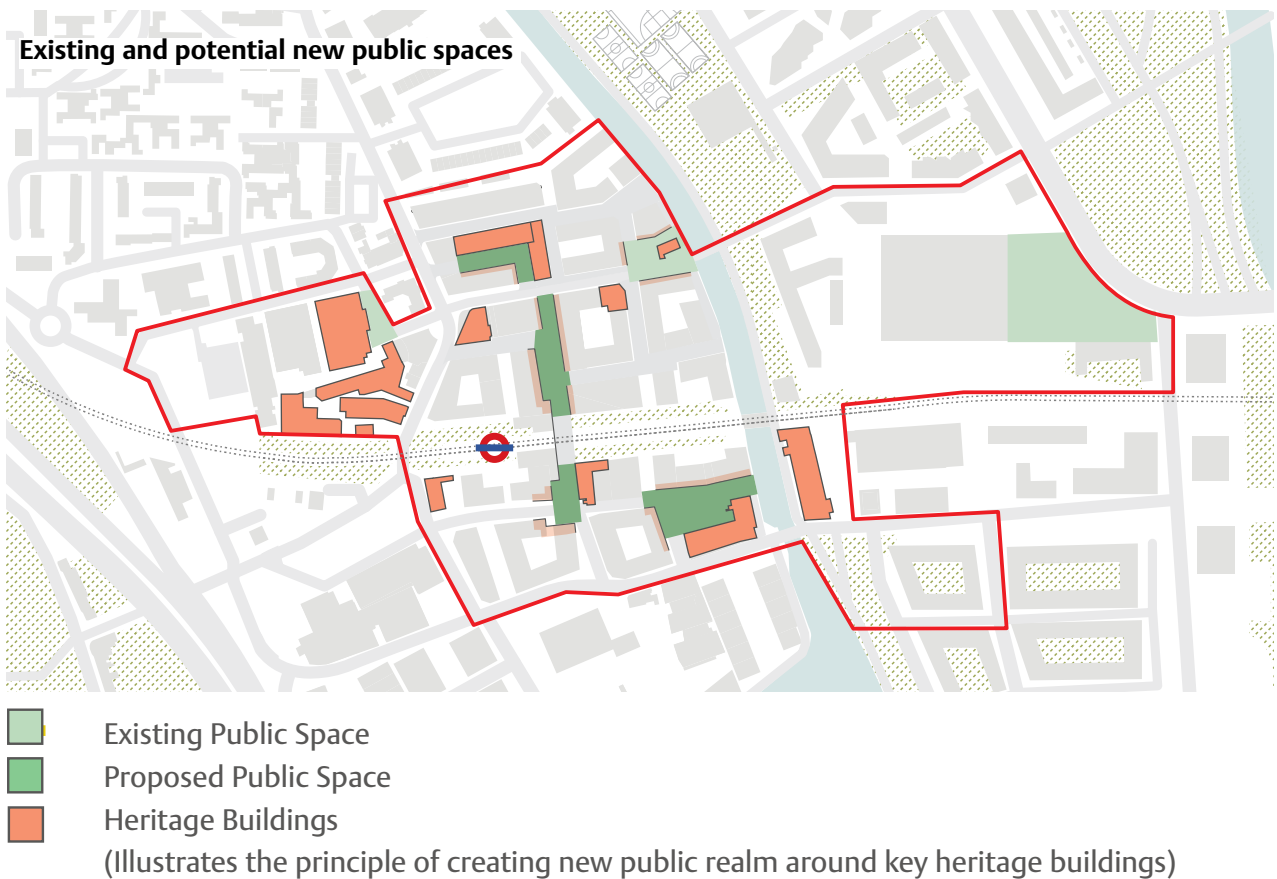
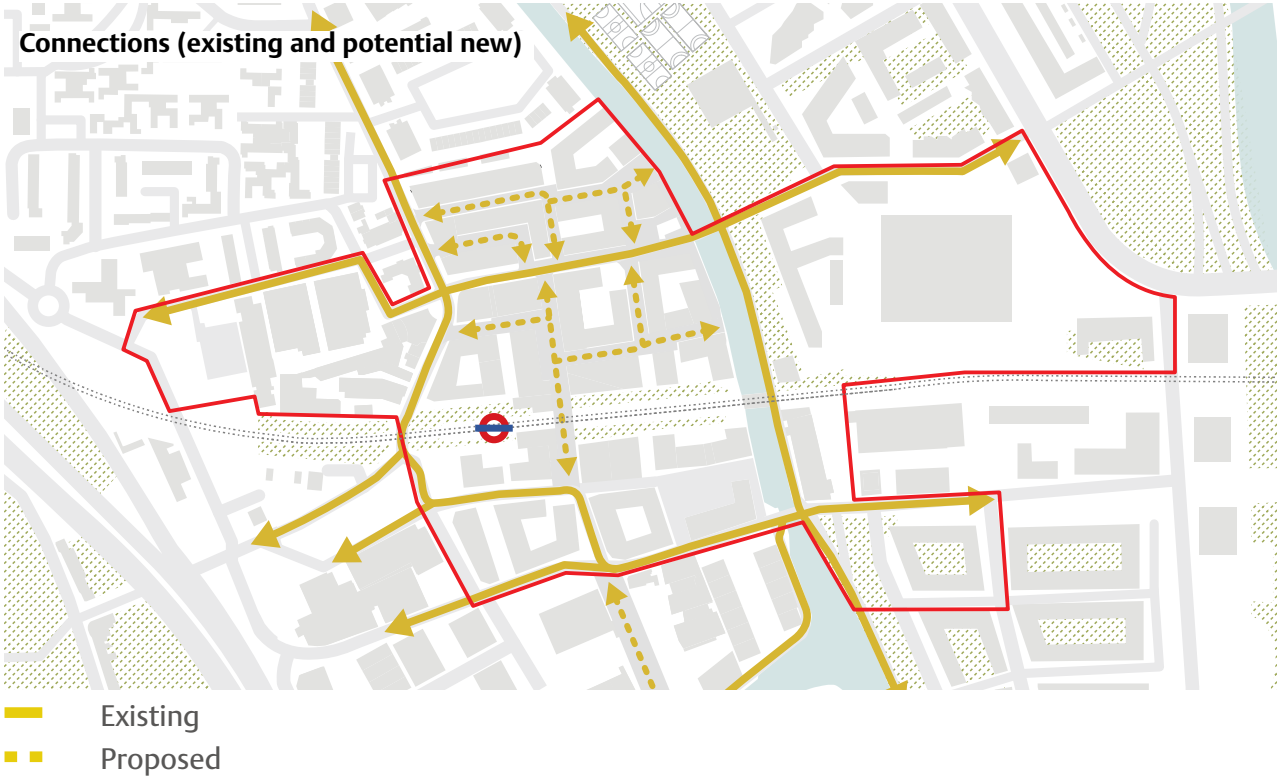


Connections

The centre will be defined and tied together through development focused around existing and new connections (see Projects and Improvements).

New public spaces

A series of new multi-purpose public spaces that help to anchor activity and movement in the neighbourhood centre



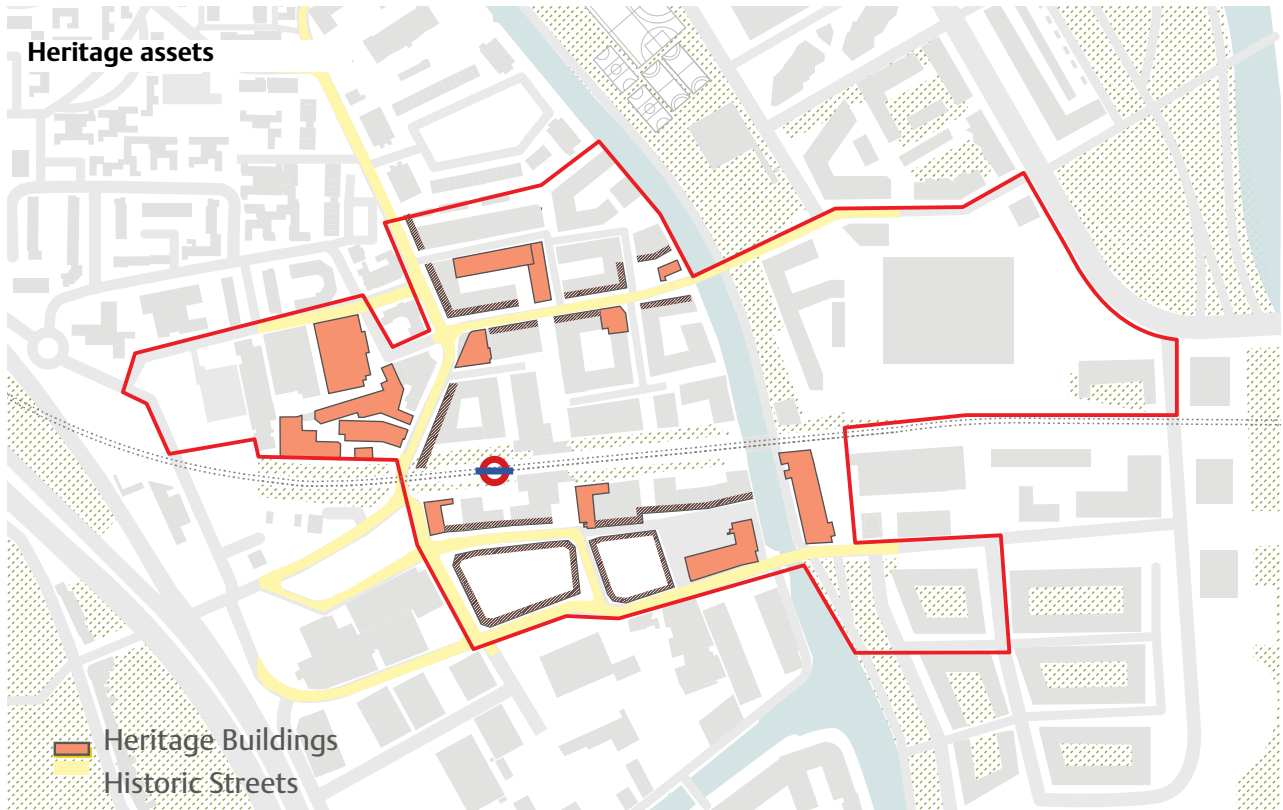
Conservation Area and Heritage Assets

Retained heritage assets and historic street pattern ensuring the character and scale of the neighbourhood centre reflects its past.



Achieving a comprehensive approach

Coordination and cooperation to ensure individual sites deliver a coherent outcome and incorporate key spaces and connections.



Projects and Improvements

Hackney Wick Station - new station underpass (part of new north-south route) and station improvement works

Establishing north-south route to the north and south of Hackney Wick Station

Cycle access improvements to Bridge H10 at Wallis Road

Improved canal walls along Lee Navigation to reinforce flood defences

District heating network installation

Improvement/restoration works to heritage assets where required



North-South underpass at Hackney Wick Station.

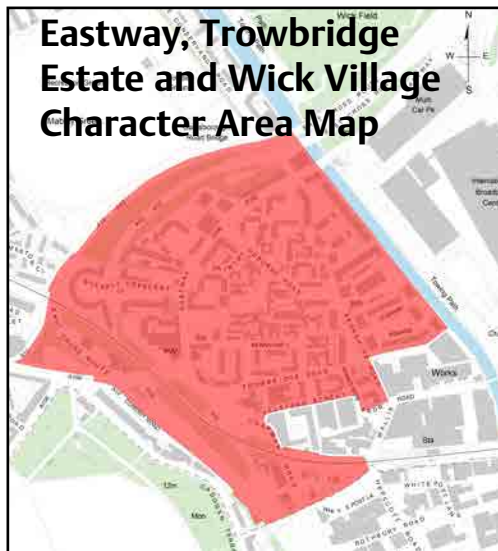
This will form a key component of the new North-South Route and is a key component of the Hackney Wick Station upgrade works due to be implemented during 2016/17. The planning permission for these works provide greater detail (Planning application reference 14/00275/FUL). Illustrative visualisation below.



EASTWAY, TROWBRIDGE ESTATE AND WICK VILLAGE

Character

Low density mixed use area with a core of low level predominately family housing surrounded by an arc of employment sites, community uses and local retail interspersed with some housing. The Trowbridge Estate, Wick Village and Leabank Square provide the core of quiet residential streets with community uses focused along the Eastway and at Gainsborough Community Primary School. The A12 to the north and west and the River Lea Navigation/Hackney Cut to the East act as boundaries and barriers to local movement. Eastway provides the main through route, providing connection to the rest of Hackney to the West and Queen Elizabeth Olympic Park and Here East to the East.



Issues and Opportunities

- A12 as a barrier to local movement and source of noise and pollution.
- Lea Navigation/Hackney Cut as barrier to local movement and environmental resource.
- Railway as barrier to local movement and source of noise.
- Interface with the existing uses and new development within the Neighbourhood Centre. Employment sites and buildings as resource for existing and future local businesses and employment opportunities.

Strategy

Reinforcing the continuity of an established neighbourhood of family homes and local businesses, ensuring that the new development in the Neighbourhood Centre respects the scale and

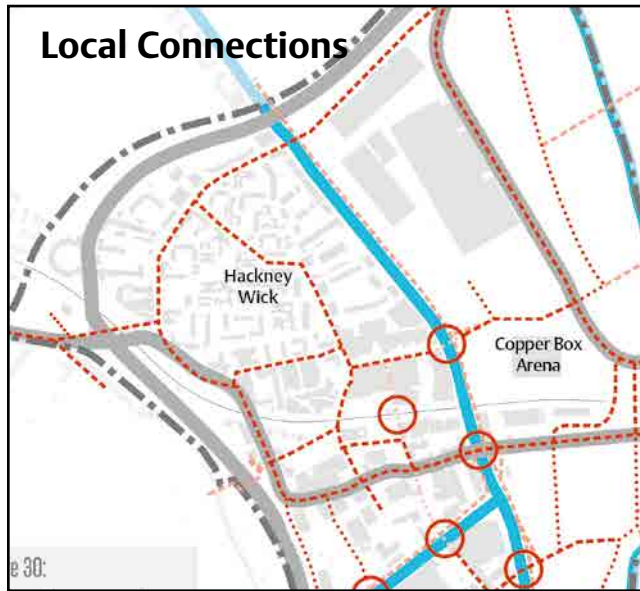
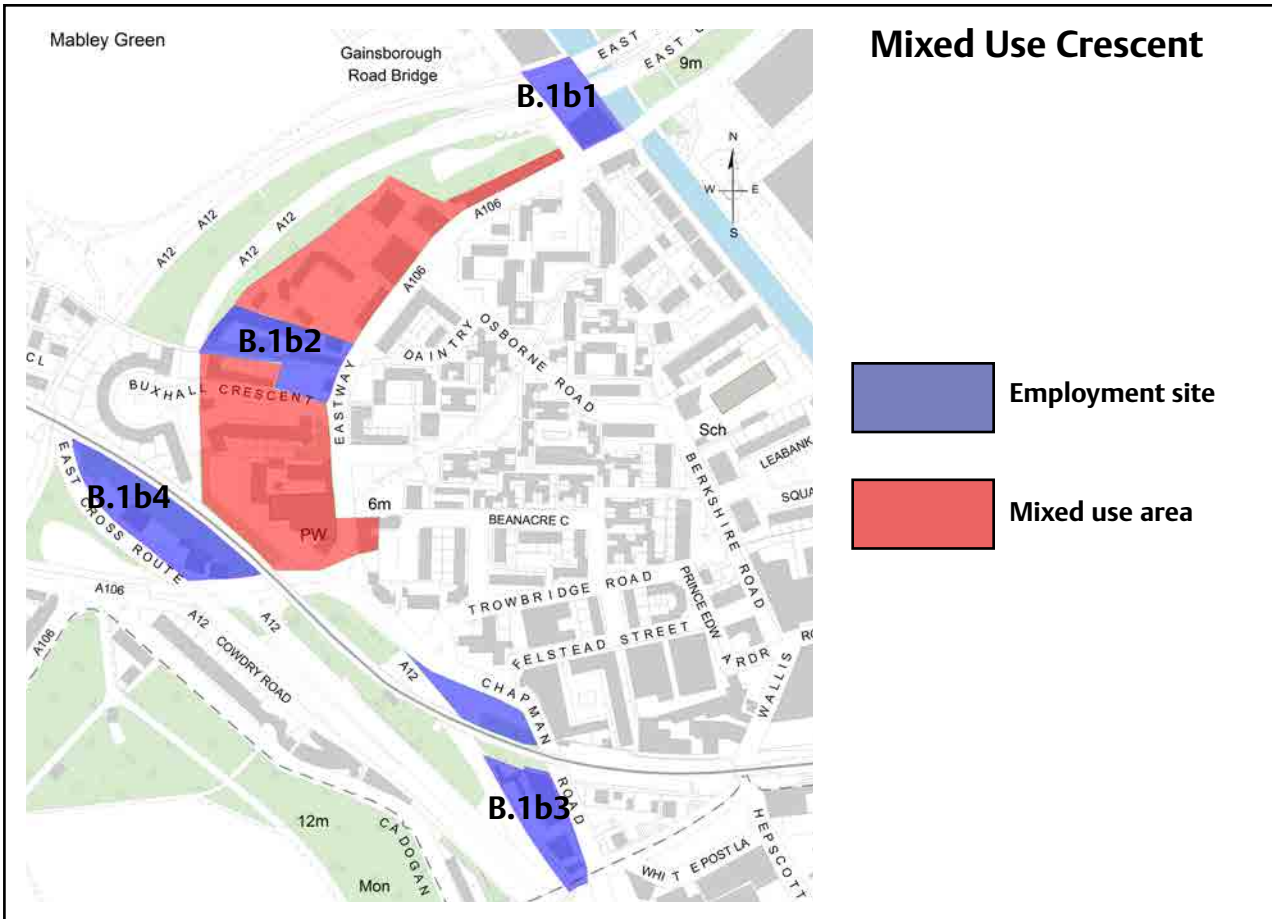
residential use of the area it adjoins and provides a safe and accessible public realm at this interface. Taking opportunities to improve local connections and routes where opportunities to do so arise. Maintaining, and where needed, improving green spaces, play areas and equipment, street furniture and the wider public realm.

Any new development would need to relate well to and respect the setting of the complex of Grade II listed buildings at St. Mary of Eton and the wider residential character.

Sites and uses

No significant change is envisaged within the Local Plan strategy for this location. The following sites are identified as protected employment sites or site allocations within the Local Plan:

Site name/ description	Description
Site at junction of Lee Conservancy Road and Eastway - Locally Significant Industrial Site (ref: B.1b1)	B Class industrial use and suitable for future industrial, storage and distribution or transport related use (Cluster function description from the Local Plan 2015)
Trafalgar Mews, Eastway - Locally Significant Industrial Site (ref B.1b2)	Mixed industrial and business use and transport related use (Cluster function description from the Local Plan 2015)
Site at Chapman Road - Locally Significant Industrial Site (ref: B.1b3)	A mix of small scale industrial, storage and distribution uses. (From the Local Plan 2015)
Bartrip Street North - Locally Significant Industrial Site (ref: B.1b4)	A mix of small scale industrial, storage and distribution uses. (From the Local Plan 2015)
Bartrip Street South (Local Plan Site Allocation SA1.9)	Local Plan 2015 allocated use: Land with potential for gypsy and traveller site.



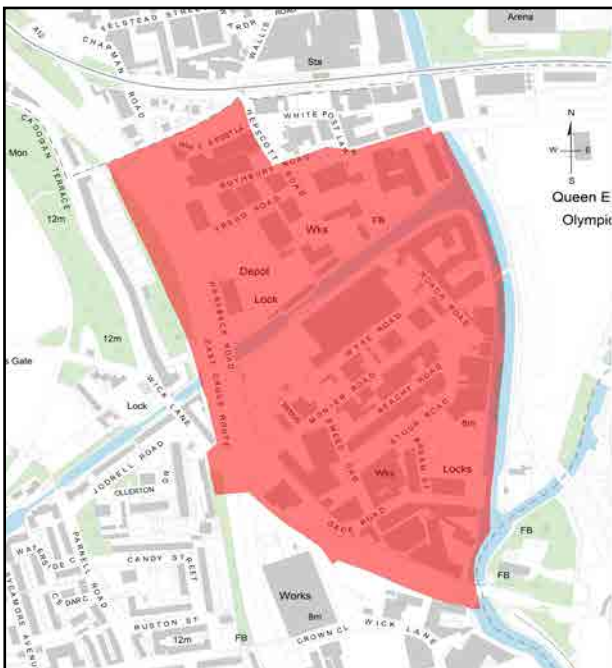
FISH ISLAND MID

Character

Fish Island Mid, between the Neighbourhood Centre in the north, Hertford Union Canal to the east, the Greenway to the south and A12 to the west, comprises a wide mixture of sites in a range of employment uses, set within a fine scale road network, and mixture of narrow urban blocks, typical of the area as a whole, along with several larger sites. The Fish Island and White Post Lane Conservation Area delineates a concentrations of heritage assets and the historic interest of the canals in shaping the areas' form and character.

Omega Works represents the only current concentration of residential use. Existing built form is low to medium density in character with a variety of physical condition and built quality. The imminent development of the Neptune Wharf and adjacent sites between Wyke and Monier Roads, are due to change this balance and character significantly.

Fish Island Mid Character Area



Issues and Opportunities

- Availability of sites for new development
- character of the existing road network
- significant lengths of waterway site frontage
- Characteristics and built form within and adjacent to the conservation area
- diversity of existing business mix within this

area

- Poor quality of the public realm adjacency of A12 (noise and pollution) along western edge of the area
- Opportunities to activate the waterways and waterway frontages.
- Completion of the North-South Route to increase accessibility between Hackney Wick and Fish Island Mid and South.

Strategy

- Preserving or enhancing the special architectural or historic interest associated with the conservation areas and heritage assets;
- delivery of major mixed use development within the site allocation areas in accordance with site allocation policy;
- outside of the site allocations and conservation areas, achieve generally smaller scale mixed-use development retaining or replacing existing with appropriate new employment floorspace and providing new residential development in accordance with Local Plan policies; and
- securing delivery of the north-south link route, the all-modes H14 Monier Road Bridge to Sweetwater, the H16 pedestrian and cycle bridge to Beachy Road, general public realm and canal frontage improvements and delivery of the Neptune Wharf Primary School.



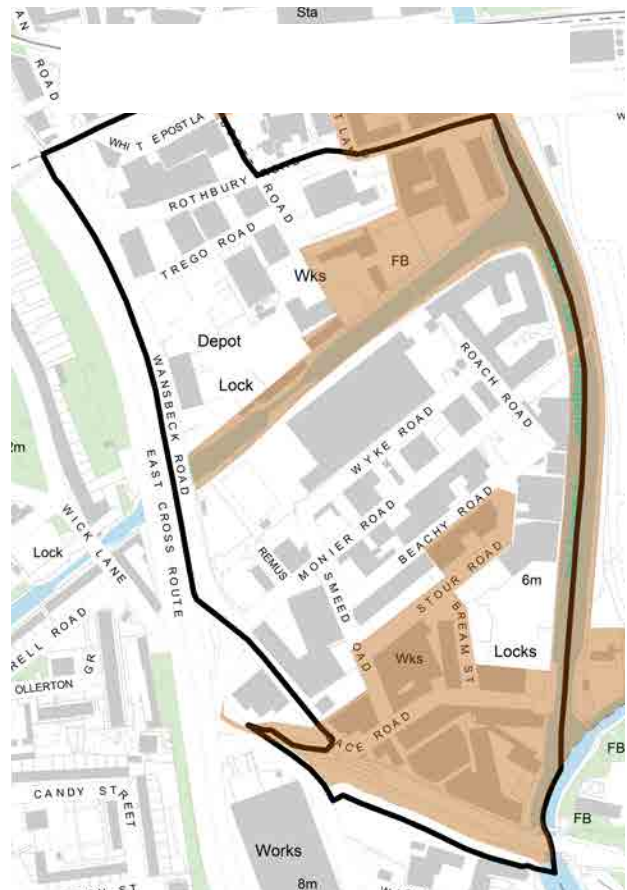
Sites and uses	
Site name/ description	Description
SA1.2 Hamlet Industrial Estate	Mixed-use development including employment and residential floorspace complimented by restaurants/cafés
SA1.3 Hepscott Road	Comprehensive mixed-use development including employment, residential, creative and cultural uses and a linear park
SA1.4 Bream Street	Mixed-use development including employment, residential, and creative and cultural uses, to come forward in a comprehensive manner.
SA1.6 Neptune Wharf	Comprehensive, phased, mixed-use medium density residential development, incorporating public open space and land for a future primary school to help meet education needs arising across Fish Island.

Conservation area and heritage assets

The Fish Island and White Post Lane Conservation Area appraisal identifies three clusters of heritage assets:

- Dace Road Cluster
- Stour Road Cluster
- White Post Lane Cluster

Along with the canals and associated historic infrastructure, these comprise the core of the conservation area. The focus will be the retention and continued use/re-use of heritage assets with the form, height, materials and wider design of any surrounding development conserving and enhancing the heritage assets and their setting, retaining and enhancing the character of the area.



Projects and Improvements

The following are key projects and improvements that are proposed or planned for Fish Island Mid.

- A new north-south route providing a route from Hackney Wick Station across the Hertford Union Canal including a replacement pedestrian and cycle bridge across the canal (No.3 on map)
- New primary school at western end of the Naeptune Wharf development site off Monier Road.
- White Post Lane Cluster
- New all modes H14 Bridge to Monier Road (No.6 on map)
- New pedestrian and cycle bridge H16 to Beechy Road (No.7 on map)
- District Heat Network installation/extension (including potential canal crossings via Bridge H14)
- General highways and public realm Improvements.



Visulisation of permitted outline scheme for Neptune Wharf Primary School (12/00210/OUT).



Hertford Union Canal Bridge replacement.

Replacement of existing bridge with wider more accessible pedestrian and cycle bridge to form an integral part of the new North-South Route.



Bridge H14 (Monier Road Bridge) replacement.

A multi-modal bridge that will replace the temporary pedestrian and cycle bridge from the Sweetwater development area to Monier Road. Delivery of the bridge is a requirement of the Legacy Communities Scheme planning permission. This permitted the parameters for the bridge which now has approval for its detailed design. The design includes ducting that will allow the Heat Network to extend to areas to the west of the canal in the future.



Bridge H16 (Beechy Road) new pedestrian and cycle bridge to Sweetwater.

Providing a new pedestrian and cycle connection between the Sweetwater development area and Beechy Road, this will also provide an access route to the new Sweetwater school. The parameters of the bridge were approved as part of the Legacy Communities Scheme planning permission and the detailed design of for the bridge now has approval.

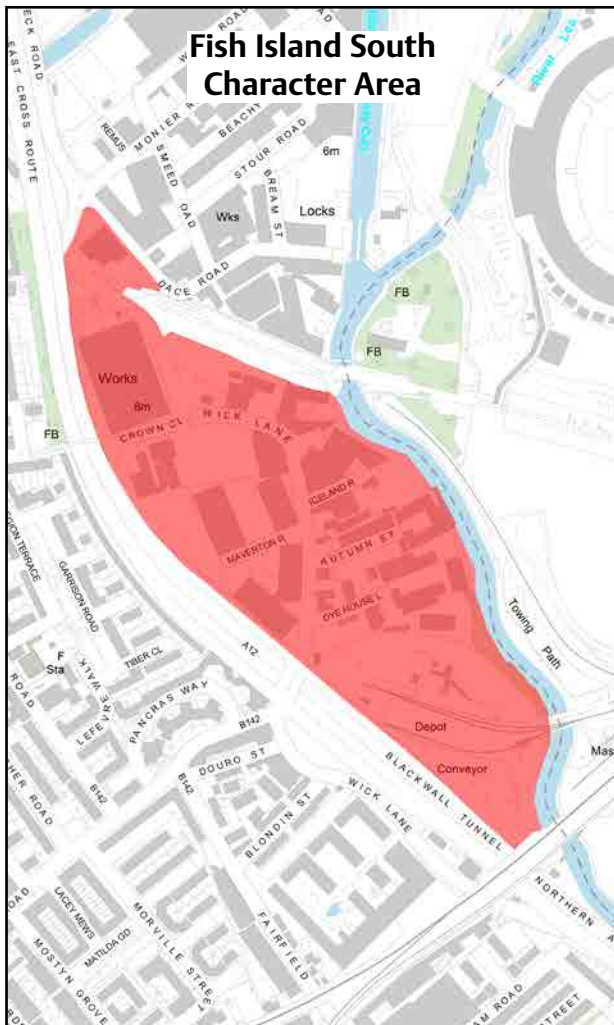


FISH ISLAND SOUTH

Character

An area of predominantly industrial and transport related uses mostly to the south of the Greenway. The majority of the area is designated as Strategic Industrial Land (preferred Industrial Location). It includes a range types and scales of use from rail borne aggregate delivery and concrete production at the London Concrete premises, to smaller scale industrial and business park style units. One or two historic individual residential properties also exist further south on Wick Lane.

The northern part of the area is designated as an “Other Industrial Location” (OIL) which continues to have a focus on industrial, storage and distribution and other employment uses but also includes some more recent purpose built live/work development. Some live work units have become purely residential in use but the overall focus of the OIL area continues to be for a range of sizes of industrial, storage and distribution uses.



Issues and Opportunities
The strategic importance in London and Legacy Corporation area of Strategic Industrial Land and opportunity to intensify and grow the cluster of employment uses.
Easy access to A12 providing access to wide range of markets, ease of delivery and servicing for industrial uses.
Environmental quality related to the industrial uses and proximity of the A12 and railway corridor.
Poor quality of buildings and yard areas in places.
Constrained road access and connectivity along the smaller side streets.
High accessibility to the strategic road network (A12 and Blackwall Tunnel)
Rail access within southern part of the area.
Potential for intensification of industrial and other employment (Use Class B2, B8 and B1(c)) within parts of the area.
Opportunity for limited introduction of residential development within the Other Industrial Location area, where compatible with the industrial and other employment uses.
Opportunities to improve access to sites and improve environment along Wick Lane.

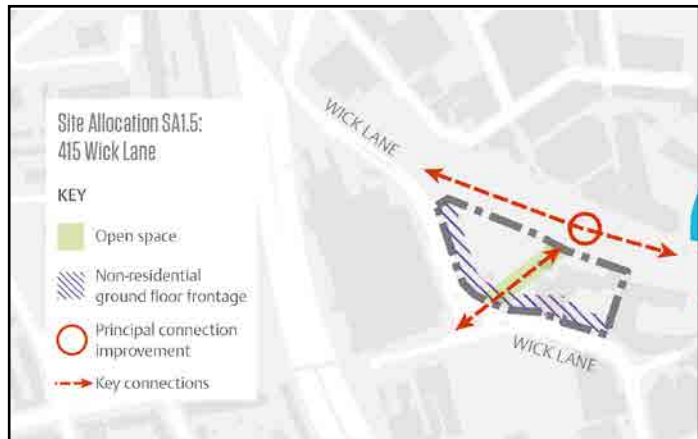
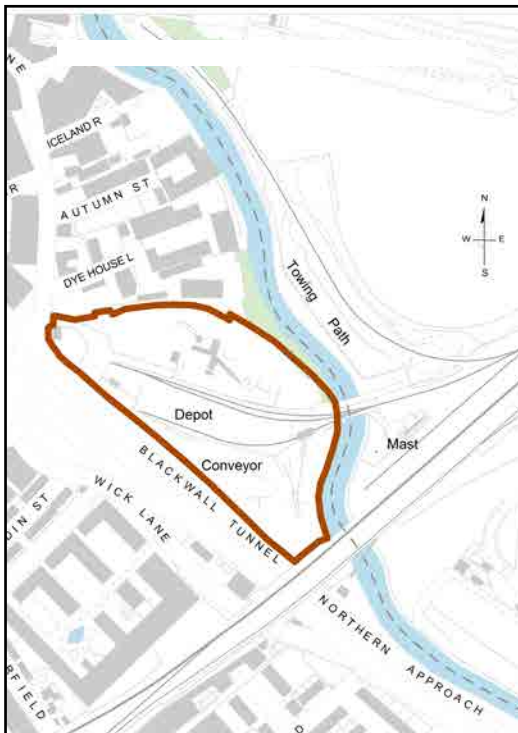
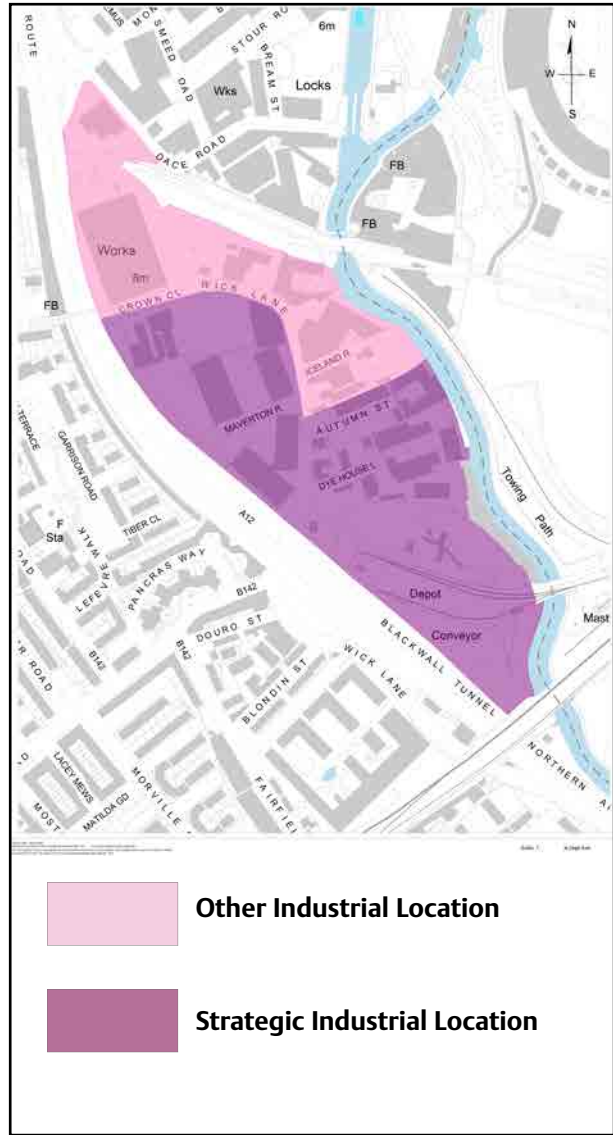
Strategy

Maintain, protect and where possible intensify Strategic Industrial Land uses within the allocated SIL area and avoid introduction of sensitive uses close to the SIL boundary within the area surrounding it. Avoiding residential use on SIL boundary. Maintain an industrial use relationship between Fish Island South and Bow East to the eastern bank of the River Lea. Protect and intensify employment uses within the Other Industrial Location and manage the introduction of a small element of residential development where this will remain compatible with the existing or new employment uses, and provides a transition in uses and environmental quality between the SIL area and Fish Island Mid to the north. Take account of the value and character of the identified Heritage Assets on Crown Close and Iceland Road.

Sites and uses

The following are the key policy designations and sites within Fish Island South:

Site name/ description	Description
Wick Lane & Crown Close Other Industrial Location (OIL) Local Plan ref: B.1b5	An employment led mix of uses, including warehouse, storage, distribution, with some potential for residential development and live work in appropriate locations, subject to Policy B.1 (5). An appropriate and gradual transition between nearby uses of residential and industrial.
Fish Island South Strategic Industrial Land (Preferred Industrial Location). Local Plan ref: B.1a2	A range of significant B2 and B8 Use Classes of industrial, warehousing, transport, waste management and distribution.
Bow Midland West Rail Site (part of Strategic Industrial location) Local Plan ref: B.1a2	Safeguarded rail head, including potential for aggregate distribution and for concrete batching, the manufacture of coated materials, other concrete products and handling, processing and distribution of aggregate material.
SA1.5 Wick Lane site allocation	Mixed-use development, including employment and residential, to provide transition between the Fish Island SIL and mixed use character north of the Greenway.





Projects and Improvements

Ramp/stairs to Greenway with link through 415 Wick Lane site

A12 Crown Close to Roman Road Link - replacement of pedestrian and cycle bridge to provide all-modes link.

General highways and public realm Improvements



Greenway connection to Wick Lane

New direct connection required in Local Plan site allocation SA1.5 '415 Wick Lane' as part of a development scheme on that site. Potential zone for the connection shown below.



Old Ford A12 Bridge Replacement

Long-term project for potential replacement of existing pedestrian and cycle bridge with a new road bridge across the A12 connecting Fish Island and Bow contributing to enhanced access, especially for public transport connections.





THE LEGACY DEVELOPMENT AREA

Character

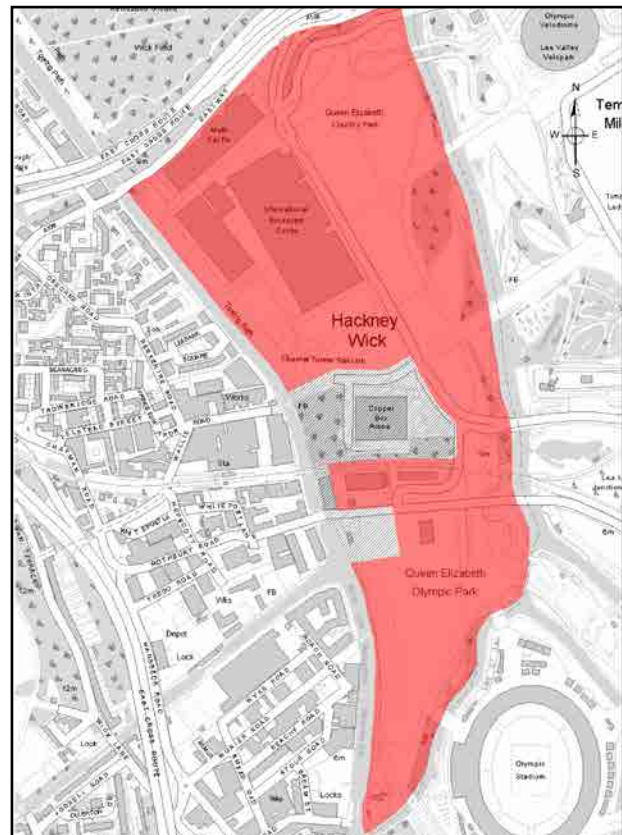
Surrounded on all except its northern edge by waterways and on that edge by the A12, this Legacy Development area is connected east and west by a series of all mode and foot/cycle bridges. The parklands to the east and the established but changing areas of Hackney Wick and Fish Island to the west provide a contrast of character along each edge and the opportunity to create a sustainable and modern interpretation of the traditional London neighbourhood within it.

Strategy - implementation of the Legacy Communities Scheme and Here East

With implementation and occupation of Here East well underway and the Eastwick Primary School complex due to open in September 2016, the strategy in place is to continue delivery of development at East Wick and Sweetwater in accordance with the approved outline Legacy Communities Scheme planning permission. Further details are being brought forward through zonal masterplans and detailed planning applications.

The main components of the development

Here East: a major technology focused employment hub incorporating research and development, education and broadcasting, providing opportunities for a range of businesses types and sizes. Elements are already operational with conversion and fit out continuing during 2016.



East Wick:

- Up to 9,000 sqm of flexible commercial spaces (B19(a), B1(b), B1(c))
- Up to 4,725 sqm of retail (A1-A5) and leisure (D2) uses
- Up to 6,888 sqm of community (D1) floorspace, including a new primary school and nursery.
- Approximately 900 new homes (mix of town houses, terraced houses, mews houses and flats).

Construction of the school began in 2015, with first phases of the main development due to start in late 2016.

Sweetwater

- Approximately 650 homes
- Up to 1,065 sqm of B1(a) employment space
- Up to 2,576 sqm of retail (A1-A5) space
- A new primary school, playing field, health centre, library and nursery.

Construction of school started 2016. Implementation of wider scheme planned for 2018.

Relationship to the Lee Navigation and the West

This is the most important developing relationship with the Canal Park and towpath along the east of the Lee Navigation providing an accessible and more open frontage for this areas' western facing development, while the western bank provides a new mixed, harder edged approach with gaps provided by breaks between buildings (existing and future) and by occasional areas of public realm. The series of all mode and pedestrian/cycle bridges provide the connections that will tie the new Here East, Eastwick and Sweetwater communities to the more established but developing ones in the rest of Hackney Wick and Fish Island.

Relationship to Parklands to the east

The Queen Elizabeth Olympic Park parklands provide a unique eastern aspect to the area, in particular East Wick, providing both amenity and leisure as well as a visual and environmental quality aspect that differentiates the location from the new parts of Stratford towards which it looks.

Phasing and interim uses

The significant amounts of development to take place in Eastwick and Sweetwater will necessitate phasing of delivery providing the opportunity for interim uses to maximise the activity in the short term. In introducing any interim uses the requirements of Local Plan Policy B.3 (Creating vitality through interim uses). This emphasises the

need to ensure that interim uses are compatible with the surrounding permanent development and preferably help to establish the long-term character and types of uses planned for that location.

Projects and Improvements
Monier Road Bridge Upgrade - change to all modes bridge
Bridge H16: new pedestrian and cycle bridge to Sweetwater
Sweetwater Primary School
Sweetwater Library
Sweetwater Health Centre
Sweetwater school playingfield and open space
East Wick Primary School, including playing pitches (shared with Gainsborough Primary School)
Canal Park (along East Wick and Sweetwater Lee Navigation Frontages)
Potential heat network connections to 'off park' locations utilising new and existing bridges.



3. IMPLEMENTATION AND DELIVERY

Change in Hackney Wick and Fish Island will not by its nature be a single project or even a series of coordinated projects. Rather, change will be a combination of specific regeneration projects that result in new development. In particular the East Wick, Sweetwater and Hackney Wick Central schemes that are led by the Legacy Corporation directly and a range of other independent development schemes that are predominately delivered in response to market demand.

Aside from High Quality Design, the key to ensuring the success of these elements in creating successful places will be the delivery of key elements of physical and social infrastructure. In most cases, where change is outside of the direct control of the Legacy Corporation, specific intervention to make development happen will not be necessary. However, where it becomes necessary to assemble viable sites or acquire land to ensure delivery of necessary new physical infrastructure, the use of the Development Corporations compulsory purchase powers will remain as an option. Ensuring the viability of schemes, within the context of meeting Local Plan and London policy requirements will also be important

This section of the SPD outlines the overall delivery options and approach that will be taken by the Legacy Corporation to achieve its aims in Hackney Wick and Fish Island both as a regeneration body and as the Local Planning Authority.

DIRECT INTERVENTION

The delivery of the planned development at East Wick and Sweetwater has been pursued by procurement of a development partner to deliver the homes, business and community space and other development elements that have been permitted within the Legacy Communities Scheme planning permission. Direct delivery will therefore be responsible for a significant element of the change that is envisaged in the Local Plan and this SPD.

PARTNERSHIP WITH OTHERS

The boroughs (LB Hackney and LB Tower Hamlets) are key partners in the change planned for Hackney Wick and Fish Island, with their role as provider of a

range of local services and in particular as highways authorities. The canals and River Trust and Legacy Corporation, through their joint Waterways Strategy, have established a coordinated approach to management and developments in the use of the network of waterways in this area. Lea Valley Regional Park Authority as a landowner in the north of the area and owner and operator of the Lea Valley Velopark which extends into the Hackney Wick part of the Queen Elizabeth Olympic Park, while not directly involved in the majority of the change envisaged remain a key partner.

INFRASTRUCTURE: PROJECTS, DELIVERY AND PHASING

Infrastructure Table

Table 2 below provides a summary of the projects that are identified as necessary or desirable to achieve the outcomes envisaged for Hackney Wick and Fish Island identified in the Local Plan and reflected in this SPD. The individual components in this list are also reflected in the Legacy Corporations Infrastructure Delivery Plan Project List which is annually reviewed and updated and is available on the Legacy Corporation website. Where specific elements of infrastructure are directly related to the application site in question, there will be an assumption that delivery, whether direct delivery or through financial contribution, will be secured by S106 Agreement. Where there is not such a direct link, or where that item of infrastructure is identified on the Infrastructure List (Regulation 123 of the CIL Regulations 2010 as amended), any financial contribution to that infrastructure delivery will be made through the allocation of CIL monies collected by the Legacy Corporation. In such circumstances S106 Agreements may still be used to secure any non-financial aspects of delivery, including timing/phasing.

Public transport improvements

There is a need to keep bus routes and service frequencies under review and taken into account as specific development proposals come forward.

A proposal for an eastern spur to Crossrail 2 which would include a potential station in Hackney Wick has been made by the London boroughs of Hackney, Newham, Barking & Dagenham and by Essex County

Council and Thurrock Council. Any future safeguarding for this route and effects would be taken into account in a future Local Plan review.

CIL AND S106

Community Infrastructure Levy

The Legacy Corporation CIL charge came into force in April 2015. The current approved CIL rates can be found within the Charging Schedule on the [Legacy Corporations website](#). There will be the potential for CIL monies to be allocated to infrastructure projects within Hackney Wick and Fish Island where projects have been included on the Infrastructure Delivery Plan Projects List. It should be noted, however, that CIL monies will provide only a limited level of funding in comparison to overall infrastructure costs and so many of the projects identified in this SPD will also need to consider the availability of other funding sources.

Planning permission and S106 Agreements

Where schemes are compliant with the policies and proposals set out within the Legacy Corporation Local Plan (2015), these will be most likely to contribute positively towards achievement of the overall vision and strategy for Hackney Wick and Fish Island set out in the adopted Plan.

Schemes that meet these requirements will be more likely to receive planning permission and, where necessary, conditions will be placed on any planning

permission to ensure that those schemes continue to meet those policy requirements as they are built and then occupied.

Where relevant to a particular scheme, Section 106 Legal Agreements will be used to secure affordable housing, the provision of managed and/or low-cost workspace and physical and social infrastructure along with any other relevant matters that meet the relevant legal tests.

Where an element of infrastructure is identified on the current published Infrastructure List (CIL Regulation 123), financial contributions will not be secured through a S106 Agreements. In determining the relevant level and type of infrastructure or other provision secured through a S106 Agreement that requires a financial contribution or has a financial effect on the scheme in question, the overall viability of that scheme and the extent to which the scheme as a whole meets aspirations of the strategy set out in the Local Plan, will be taken into account.

Where a development proposal has been identified as having a likely significant effect on an aspect of its surrounding environment, including identified heritage assets, conditions or planning obligations will be used to secure appropriate mitigation measures. In the case of heritage assets this might include repair, refurbishment and/or enhancement of the asset or its setting.



Table 2: Identified Infrastructure

This table outlines the elements of infrastructure that have been identified for Hackney Wick and Fish Island as part of the Legacy Corporation Infrastructure Delivery Plan. It should be noted that the IDP Project List is updated annually and is available in its most recent form on the [Legacy Corporation website](#).

Infrastructure and project description	Delivery body and funding	Timing/phasing of delivery
1. Strategic Transport Scheme Hackney Wick London Overground, station access improvements and new north south underpass underneath the railway embankment	Cost approx.: £23 m. Delivered by LLDC/ Network Rail. Funding sources – TfL, Network Rail, LLDC, inc. committed S106 and CIL Planning permission has been granted.	High priority. Start of works late 2016, completion by mid-2017
2. Local Transport Scheme: Improve pedestrian and cycle route under the A12 from Eastway to Mabley Green	No funding identified. Potential funding sources s106 / TfL / LLDC.	2021 onward
3. Local transport scheme: Further upgraded pedestrian / cycle connection over the A12 from Wallis Road to Cadogan Terrace.	No funding identified. Potential funding sources s106 / TfL / LLDC.	2021 onward
4. Local transport scheme: A new link between Fish Island North and Fish Island Mid to provide a more direct route between the hub at Hackney Wick and Fish Island Mid (includes Bridge over Hertford Union Canal)	Cost £4.6 m. Funding through s106. Submission of planning application for the bridge planned for 2017.	High priority: 2016-2021
5. Add Ramp to south of Old Ford Lock for use by cycles and wheelchairs	£232,000. Delivery by CRT/LLDC.	2021 onward
6. New pedestrian/cycle connection from Crown Close/Wick Lane to Greenway (ramp/ stairs)	Delivery as part of development associated with Local Plan Site Allocation SA1.5	Timing of delivery to be associated with any future potential development scheme.
7. A12 underpass improvements Wick Lane	Not currently funded. Cost approximately £500,000. Delivery by LB Tower Hamlets/ LLDC	2021 onward
8. Upgraded pedestrian and cycle facilities at Wansbeck Road crossing	Not currently funded. Cost approximately £250,000. Delivery by LB Tower Hamlets/ LLDC .	2021 onward
9. A12 Road Bridge at Crown Close and Old Ford Road	Not currently funded. Delivery by TfL/LLDC including potential for an element of CIL funding. Cost estimate £20 million.	2021 onwards
10. Upgraded pedestrian link (new ramp) from Dace Road to the Greenway	Not currently funded. Cost approximately £600,000. Delivery LB Tower Hamlets/LLDC with potential for either CIL or S106 related funding.	2021 onwards
11. TfL Cycle Hire within Hackney Wick & Fish Island	Not currently specifically planned or funded. Estimated cost £500,000. Delivery by TfL Potential for S106 funding.	2021 onwards
12. Education - A 3FE primary school in PDZ5 - East Wick (Mossbourne Riverside Academy)	Has funding and planning permission. Opened September 2015 with 30 places on a temporary site, due to move to completed new building in September 2016 and admit 90 pupils each year. Funding LLDC/EFA.	School building due to open September 2016.
13. Education - A 3FE primary school, Neptune Wharf (Fish Island)	Outline planning permission. Delivery by LB Tower Hamlets or LLDC. Site secured through S106 Agreement with element of funding. Delivery not yet programmed.	Delivery after 2018.
14. Education: Provision of nurseries as part of consented new development: Legacy Communities Scheme permission: • 1 nursery at Sweetwater • 2 nurseries at East Wick. Neptune Wharf permission – 1 nursery	Delivery on site in line with planning permission phasing as part of the development schemes permitted.	Phasing related to each planning permission, with delivery requirements secured by S106 Agreement.

	Infrastructure and project description	Delivery body and funding	Timing/phasing of delivery
15.	Health - Primary Care Centre (PDZ 4, 2,554m ² , six GPs and six dentists).	Part of Legacy Communities Scheme, with outline planning permission. Secured by S106 Agreement. Delivery by LLDC with development partner and health care provider/local commissioning group.	2018-2026
16.	Health - New health facility in Hackney Wick Neighbourhood Centre	Potential for new facility in neighbourhood centre development. Need and delivery model to be confirmed with LB Hackney and local commissioning group over time. Potential to secure space through S106 Agreement.	2021 onward
17.	Open space - New public open space as part of development at Local Plan Site 1,2 Allocation SA1.3: Hepscott Road. 1.2 ha of space identified as requirement.	No planning permission or funding. Delivered as part of Local Plan compliant development scheme. Secure through S106 Agreement.	2018-2031
18.	Open space - New public open space of at least 0.8 ha as part of Neptune Wharf Local Plan Site Allocation SA1.6.	Has planning permission. Delivered by scheme developer.	2016-2020
19.	Open space - Canal Park along eastern edge of Lee Navigation forming part of Here East, East Wick and Sweetwater areas of Queen Elizabeth Olympic Park.	Planning permission secured and northern phase completed. Delivered by LLDC and development partners.	2014-2023
20.	Play space - children's play space at Sweetwater - 1344sqm comprising 3x doorstep play and 1x local play	Has planning permission. Delivery by LLDC and development partner	2021 onward
21.	Play space - children's play space at East Wick - 2501sqm comprising 4x doorstep play, 1x local play and 1x Youth play	Has planning permission. Delivery by LLDC and development partner	2021 onward
22.	Community facilities - Part of Sweetwater Legacy Communities Scheme development- 2,423m ² flexible community space, 1,258m ² flexible cultural space, 3,606m ² of flexible leisure space and an Idea Store (2,460m ²)	Has outline planning permission. IS requirement of planning permission and S106 Agreement. Delivery by LLDC/ Development Partner.	2021 onward
23.	Community facilities - Local theatre run by 'The Yard Theatre' charity with main stage, public areas and rooms for community use.	No planning permission or funding. Delivery by site developer and Yard Theatre. Potential to secure through S106 Agreement.	Phasing dependant on wider scheme planning and delivery.
24.	Sustainability - provision of heat network bridge crossings.	Delivery LLDC with development partners and relevant energy provider for Lee Navigation bridge crossings. Heat network delivery through a relevant energy provider and development scheme promoters.	2021 onward
25.	Flood risk - Hackney Wick and Hackney Marshes Flood alleviation and habitat enhancement	Potential delivery agencies LB of Hackney, Environment Agency, LB of Tower Hamlets, Canals and Rivers Trust. No delivery planning currently in place. Estimated cost £7-11 million.	not yet known.

Note: where costs are known these are based on point in time information or cost estimates requiring confirmation at point of delivery. Broad indicative phasing where provided will require future confirmation of scheme delivery arrangements and timing in most cases. Identification of delivery bodies does not imply that a scheme is programmed or funded.

APPENDIX 1: GUIDANCE ON APPROACH TO ACCEPTABLE RELOCATION STRATEGIES

Introduction

Local Plan Policy B.1 requires the provision and implementation of a Relocation Strategy' in certain circumstances, in particular where there would be the loss of an existing business as a result of a loss of business premises where that site was proposed for redevelopment. One of the policy criteria within Local Plan Policy B1.5 seeks the submission of a Relocation Strategy in the circumstances where an existing business or businesses operating at the site could not be retained as part of the development scheme and the loss of that business from that site is deemed to be acceptable through meeting the other requirements of the policy.

The following provides guidance on what should be included within a robust Relocation Strategy. As each scheme will have different circumstances the actual approach to a specific relocation strategy should be discussed with the Local Planning Authority before its submission and preferably at pre-application discussion stage.

Within the process of preparing such a strategy it is recommended that the following structure and approach is used: (1) provide analysis; (2) identify a strategy; and (3) identify actions to implement that strategy.

Provide Analysis

Assessing the requirements of the businesses currently occupying the site to establish their willingness to relocate, size of business (premises and number of employees), specific business requirement in terms of location, size and type of premises required, servicing requirements (e.g. access for deliveries and pick up, utilities requirements and sizing). The analysis should also address the existing lease arrangements for the business(es) in question. Where the business wishes to cease trading rather than relocate, explain the situation and process of reaching this conclusion from the applicants point of view. This should include a statement from the business confirming that this is the position.

Identify a Strategy

Provide a strategy for relocating businesses that wish to relocate from the site, detailing how the applicant will explore relevant options with those businesses and what assistance to relocate will be provided.

Principles that relocation strategies will need to address:

1. Identifying suitable and available alternative locations that are, in order of preference (i.e.) nearby the existing premises or at least within Hackney Wick/Fish Island; (ii) if no suitable and available relocation site available in that vicinity, then identification of suitable sites/premises within the four boroughs (Hackney, Newham, Tower Hamlets or Waltham Forest), or if no options available in those boroughs then identification within wider East London. Where identified locations are not in the immediate vicinity of the existing premises (i.e. outside of the Hackney Wick and Fish Island area) evidence may be sought to demonstrate that the businesses to be relocated consider that the locations identified are suitable for the viable continuation of their business.
2. If there are no suitable alternative locations available at the required point in time, but suitable accommodation is available within the later phases of a nearby consented development scheme, or should the business wish to return to suitable premises within the proposed scheme itself, the strategy should examine options for temporary relocation to a site or premises available on an 'interim use' basis that would meet the needs of the business(s) to be relocated in the short term before a final move.
3. In identifying suitable sites and premises for business uses not compatible with mixed use or residential development, this should include consideration of premises, sites or locations with a suitable employment land designation i.e. Other Industrial Location (OIL), Locally Significant Industrial Site (LSIS) or Strategic Industrial Land (SIL).

4. Include consideration of opportunities for a specific relocation approach that would result in the acceptable intensification of employment use within an OIL, LSIS or SIL designated site or area nearby while ensuring that the requirements for maintaining or re-providing employment space set out within Local Plan Policy B.1 are acceptably addressed through the amount and type of business space to be provided within the application site.

5. Outline the approach to offering and agreeing relocation with those businesses that could be relocated, including principles of addressing acceptability of lease/rent costs and structure, addressing the reasonable bespoke and general costs of business relocation.

6. Specific requirements of the business(es) that would be relocated:

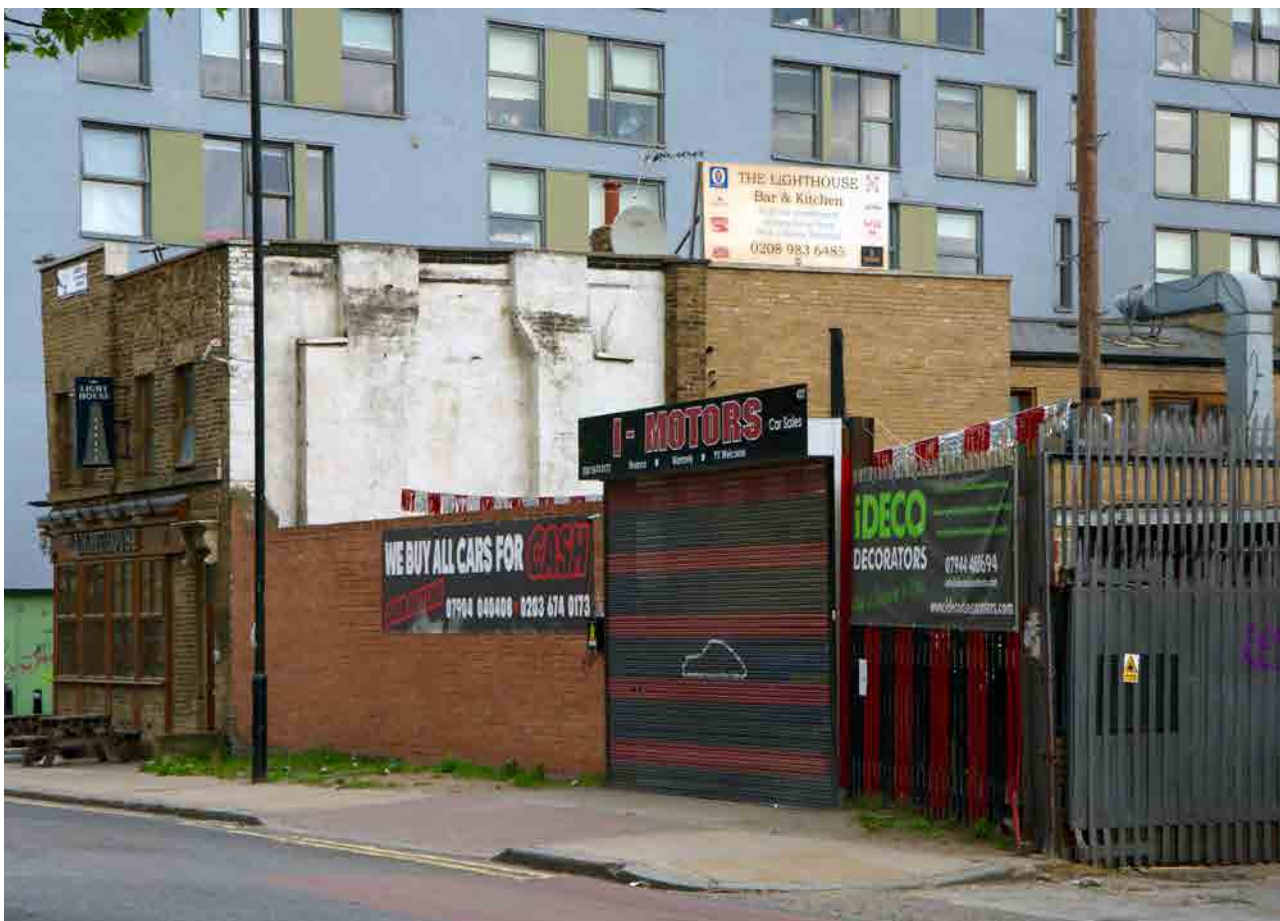
- Type and size of business premises
- Locational needs and preferences
- Access to existing markets for that
- Access to the premises for clients and employees and general servicing (including delivery) requirements

Identify Actions to Implement the Strategy

In principle, specific actions within a relocation strategy will be captured within planning conditions and/or S106 Legal Agreement. It will generally be expected therefore that a relocation strategy is submitted with any planning application or within a timescale that allows proper consideration of the strategy before that application is reported for decision.

Areas that are likely to require consideration are as follows and should ideally be addressed within the proposed Relocation Strategy:

- The phase of the scheme at which relocation of the business(es) would need to occur
- The trigger point within the scheme at which relocation would need to occur
- The process for and timing for agreeing the relocation site or premises with the affected business (ideally including identification of a dispute resolution mechanism).
- The type of unit, location of unit, servicing and any fit-out requirements for the business.
- Timing for availability of the site or premises to which the businesses in question would be relocated to.



APPENDIX 2: MAJOR DEVELOPMENT SCHEMES WITH PLANNING PERMISSION

The development schemes shown in the table on this page are major development schemes in Hackney Wick and Fish Island that have planning permission but are not as yet started or if started have not yet been completed. The location of these sites are also shown on the map on the next page.

It should be noted that these are correct at the time of the adoption of this SPD and will be likely to change over time as schemes are completed and new planning permissions are granted.

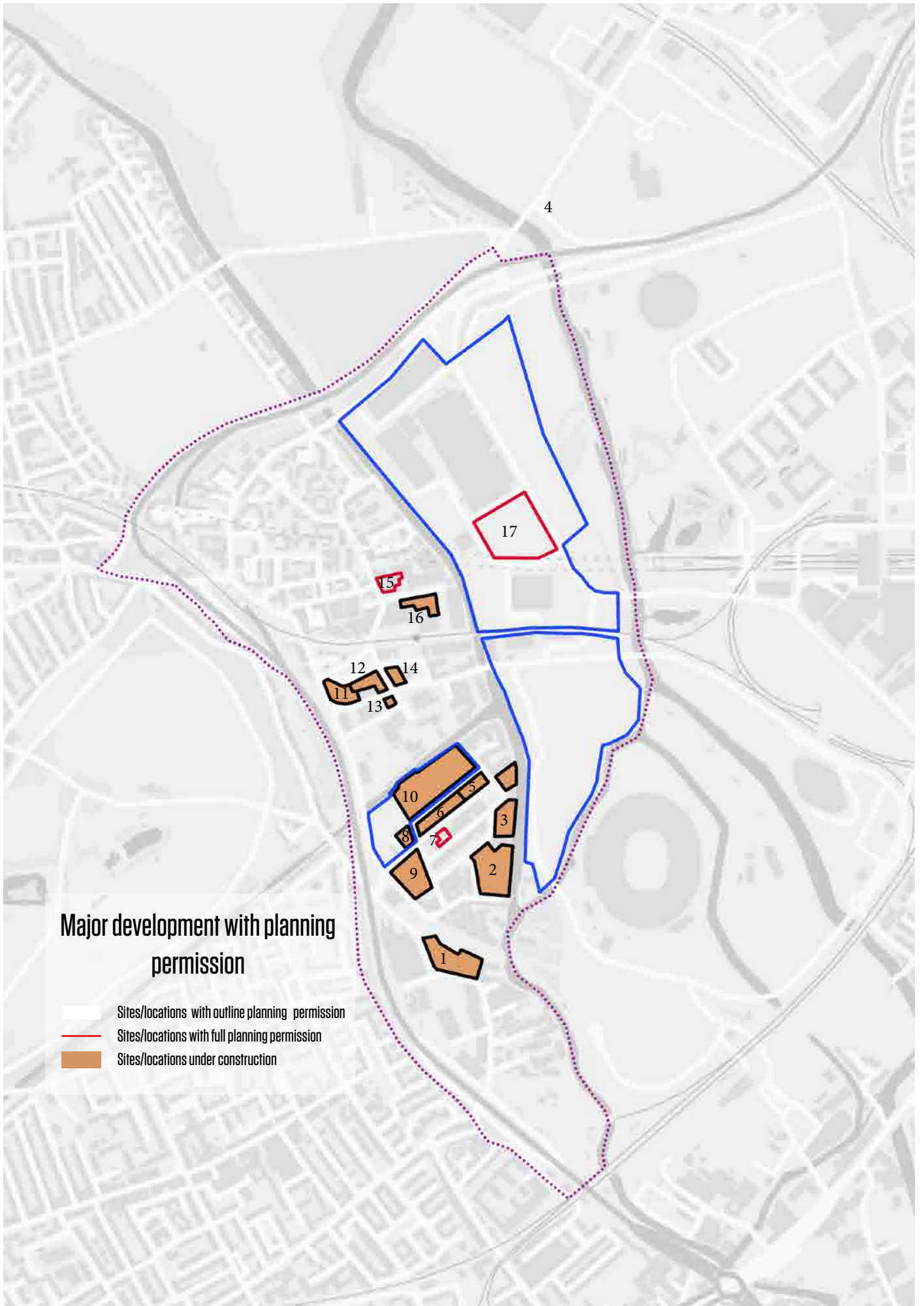
This simply provides a picture of the current likely pattern of new development.

The area for the Hackney Wick Central planning permission (Ref: 16/0166/OUT) has been shown for locations that do not have a septate detailed planning permission.

The development areas for East Wick and Sweetwater which comprise part of the Legacy Communities Scheme planning permission (Ref: 11/90621/OUT) are also shown and are described on page 51 of this SPD but not listed in the table.



Permitted Schemes in Hackney Wick & Fish Island				
Map No.	Application Reference	Scheme	Residential (units)	Non-Residential (sqm)
1	16/00685/FUL	415 Wick Lane	175	2,214
2	15/00278/FUL	Bream Street	202	2,629
3	13/00280/FUM	Vittoria Wharf	34	1,638
4	14/00260/FUL	4 Roach Road	44	972
5	13/00204/FUM	Monier Road East	71	480
6	14/00374/FUL	Monier Road West	120	2,250
7	16/00560/FUL	Beachy Road	9	780
8	15/00212/FUL	33-35 Monier Road	45	675
9	16/00462/FUL	1-7 Dace Road	110	6,308
10	12/00210/OUT	Neptune Wharf	524	10,000
11	15/00540/FUL	24-26 White Post Lane	103	2,916
12	15/00416/FUL	52-54 White Post Lane	55	2,367
13	16/00441/FUL	25-37 Rothbury Road	23	645
14	15/00446/FUL	1-2 Hepscott Road	30	1,124
15	15/00338/FUL	75-89 Wallis Road	44	2,900
16	14/00387/FUL	80-84 & 88, Wallis Road	120	3,920
17	16/00520/REM	Eastwick Phase 1	302	3,000



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Telephone 020 3288 1800 Email planningpolicy@londonlegacy.co.uk

In writing Planning Policy and Decisions Team, London Legacy Development Corporation,
Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ