

2.B Business and employment

Overarching development principle - B

To promote Stratford as a new metropolitan centre, ensure land use change leads to a wide range of new business, training and employment opportunities across the OLSPG area, and to identify and protect sites needed for social infrastructure.

Context

A new economic geography is emerging in this part of east London. Once a focus for low-rent and often bad-neighbour industries, the Lea Valley is now becoming the home of a wide range of activities at the heart of the modern economy, creative and cultural innovation, green technologies, office-based business services, major retailing, tourism, sport and leisure. Large scale offices and much new retail activity will be focused in Stratford whilst other businesses will add vibrancy and variety to mixed use development areas. Some industrial and logistics activities will continue to locate here, serving both local and wider metropolitan needs; but they will increasingly be a part of a richer mix and not the dominant function of much of the area.

The development of Stratford City is fundamentally changing this part of east London. Around 160,000 sq.m of retail space is now completed while planning permission also exists for nearly half a million sq.m of offices between the shopping centre and the Queen Elizabeth Olympic Park. After the Games, the retained Olympic venues will be brought into permanent use, and new development will come forward to replace the temporary buildings and facilities required for the Games. A report for the host boroughs Unit by Oxford Economics has highlighted the potential for east London to break out of its historic cycle of deprivation and become a net contributor to the UK economy, rather than a net beneficiary.²²

The study also shows that without job creation, new housing growth in east London will lead to increased unemployment. The OLSPG's IAA also notes that unemployment rates amongst the area's black and ethnic minority groups are higher than those faced by white people, particularly for young people.²³ This change therefore needs to be planned, so that all local people will be able to access the opportunities that will come forward, the benefits of massive public and private sector investment are maximised, and to ensure that convergence outcomes are delivered.

Development principle B1 - Promoting a hierarchy of well connected town centres

Stratford will be promoted as a new metropolitan centre to serve the legacy communities of east London. New development should maintain a clear hierarchy of viable well-connected town centres that will provide facilities and services for new and existing communities across the OLSPG area.

Key London Plan policies: 2.4, 2.15, 2.16, 4.2, 4.7, 4.8, 4.9 and Table A2.2.

Stratford is at the heart of the OLSPG area and the London Plan envisages it becoming a new metropolitan town centre providing a rich mix of retail, employment, housing and open spaces. This will require successful integration with the existing town centre. New large scale retail, community and commercial activities should continue to be focussed within the area's existing town centres such as Stratford, Leyton, Roman Road and Bromley by Bow, to take advantage of their public transport accessibility, improve their viability, and retain their strength and identity. New large retail developments should, where appropriate, provide or support affordable shop units suitable for small or independent retailers. The OLSPG area's strategic town centre hierarchy is depicted in Figure 2.B.1. These centres should be connected to Stratford via well defined strategic links, as well as to their surrounding neighbourhoods, where more local facilities should be provided and focused. Where any town centre boundaries are extended or new local centres identified, this will be achieved through the local development plan process.

Centre	London Plan Hierarchy	Description
Stratford	Major/ Metropolitan Centre	With the opening of the Westfield shopping centre and the significant associated town centre uses - likely to be designated as a metropolitan centre through the London Plan review process.
Bromley by Bow	District Centre	Currently not a classified town centre in the London Plan, but identified in the LLV OAPF and the LP as a potential District centre. Planning permission was granted to facilitate this expansion in 2010.
Forest Gate	District Centre	Currently designated as a district centre in the London Plan. Crossrail impacts need to assessed and understood.
Leyton	District Centre	Currently classified as a district town centre in the LP, providing a range of retail, leisure and other services accessible to the local community. It is identified as a centre with potential for regeneration in the London Plan. The existing retail park at Leyton Mills has the potential for an extended range of uses including residential, and improvements to its layout should allow better linkages to Leyton Station, Leyton High Street and the surrounding area.
Roman Road	District Centre	Currently classified as a district town centre in the London Plan, Roman Road provides essential convenience shopping and services within easy reach of nearby communities and features a vibrant street market.

Table 2.B.1 Town Centre hierarchy

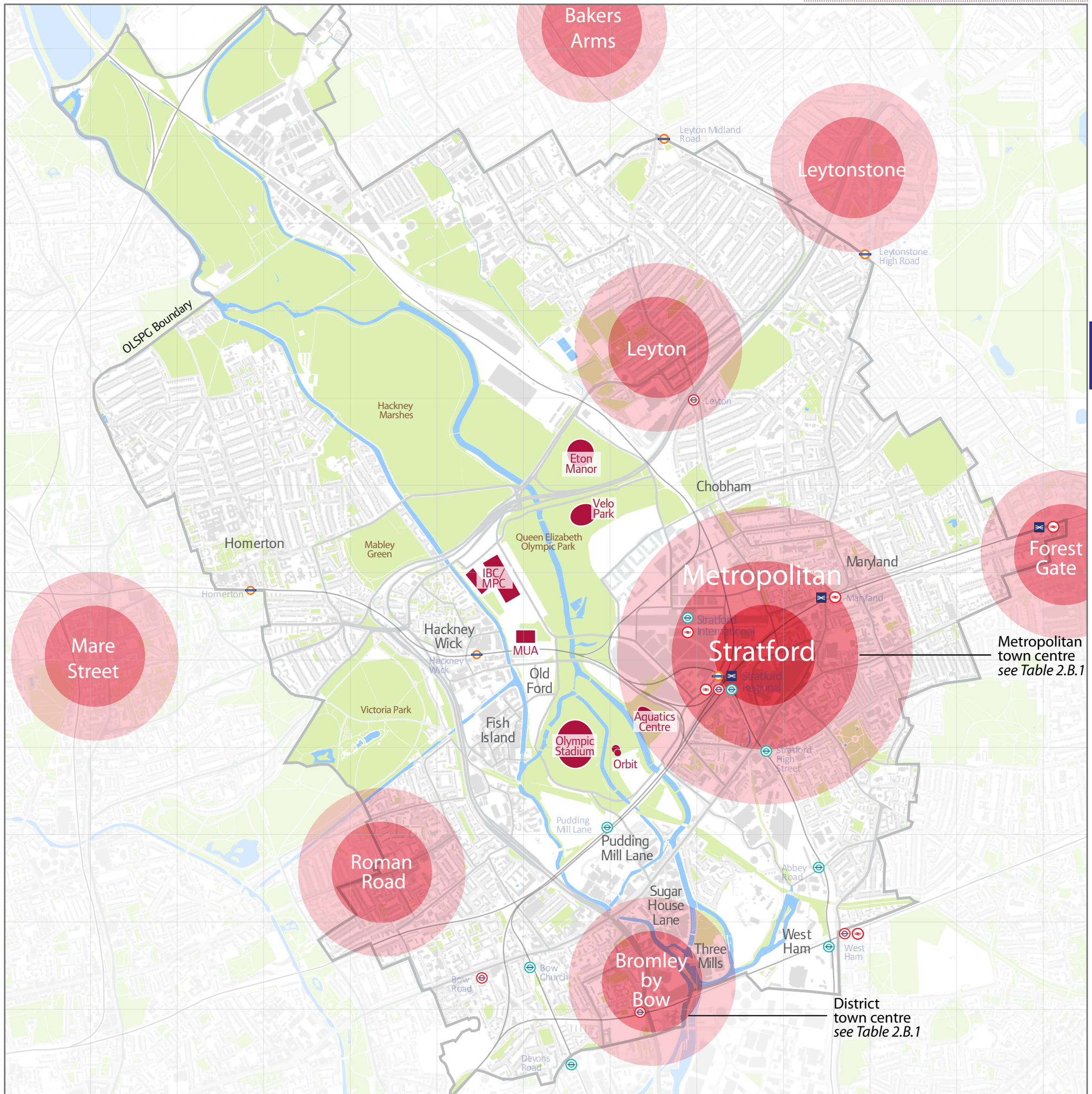
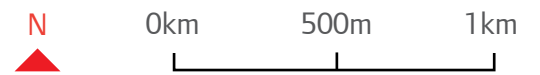


Figure 2.B.1 Town centre hierarchy



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Development principle B2 – Planning for new and emerging sectors

The established creative and cultural clusters at Hackney Wick, Fish Island, Sugar House Lane, Three Mills and Stratford should be protected and expanded. Support should be given to the businesses and activities with growth potential, notably the creative, technological and cultural sectors, media businesses, waste infrastructure, green technology enterprises and higher education facilities with research and development needs.

Key London Plan policies: 2.4, 2.7, 2.15, 3.18, 4.4 - 4.6, 4.10, 4.11.

Creative, cultural and technological industries and green enterprises will have important roles to play in driving forward regeneration of the OLSPG area. The London Plan confirms the Mayor's view that a high quality media and creative industry cluster at Hackney Wick should be developed to provide premises and opportunities for local and global businesses, and reuse or redevelopment of the IBC/MPC provides a tremendous opportunity that the LLDC should make every effort to achieve. The London Plan also recognises the benefits of protecting floorspace and encouraging the temporary and interim use of vacant buildings for such uses. The Green Enterprise District covers some 48 sq. km of east London and includes the southern part of the OLSPG area and its further growth will help achieve the Mayor's ambition to place London at the forefront of the national and global transition to a low carbon capital.

Creative, cultural and technological uses can also be readily accommodated within the heritage buildings the area contains such as in Hackney Wick, Fish Island, Sugar House Lane and parts of Leyton. Specific provision for creative, cultural and technological uses should therefore be made within planning frameworks and individual mixed use schemes. This could include flexible floorspace suitable for a wide variety of light industrial activities and the inclusion of small industrial units and/or managed workspace made available to business start-ups and small businesses at sub-market rates.

The Mayor of London and government are promoting a new high technology business hub for east London,²⁴ building on the existing cluster of creative and technology companies in Shoreditch and Old Street and linking it with opportunities at the Queen Elizabeth Olympic Park, where the reuse or redevelopment of the IBC/MPC could provide additional space and infrastructure for this sector to grow.

Development principle B3 – Promoting mixed use neighbourhoods

Mixed use development should be promoted within the locations identified in this guidance and depicted in Figure 2.B.2. More detailed guidance should be prepared by the relevant local planning authority.

Key London Plan policies: 2.4, 2.15, 3.7, 3.9, 4.2, 4.3, 4.6.

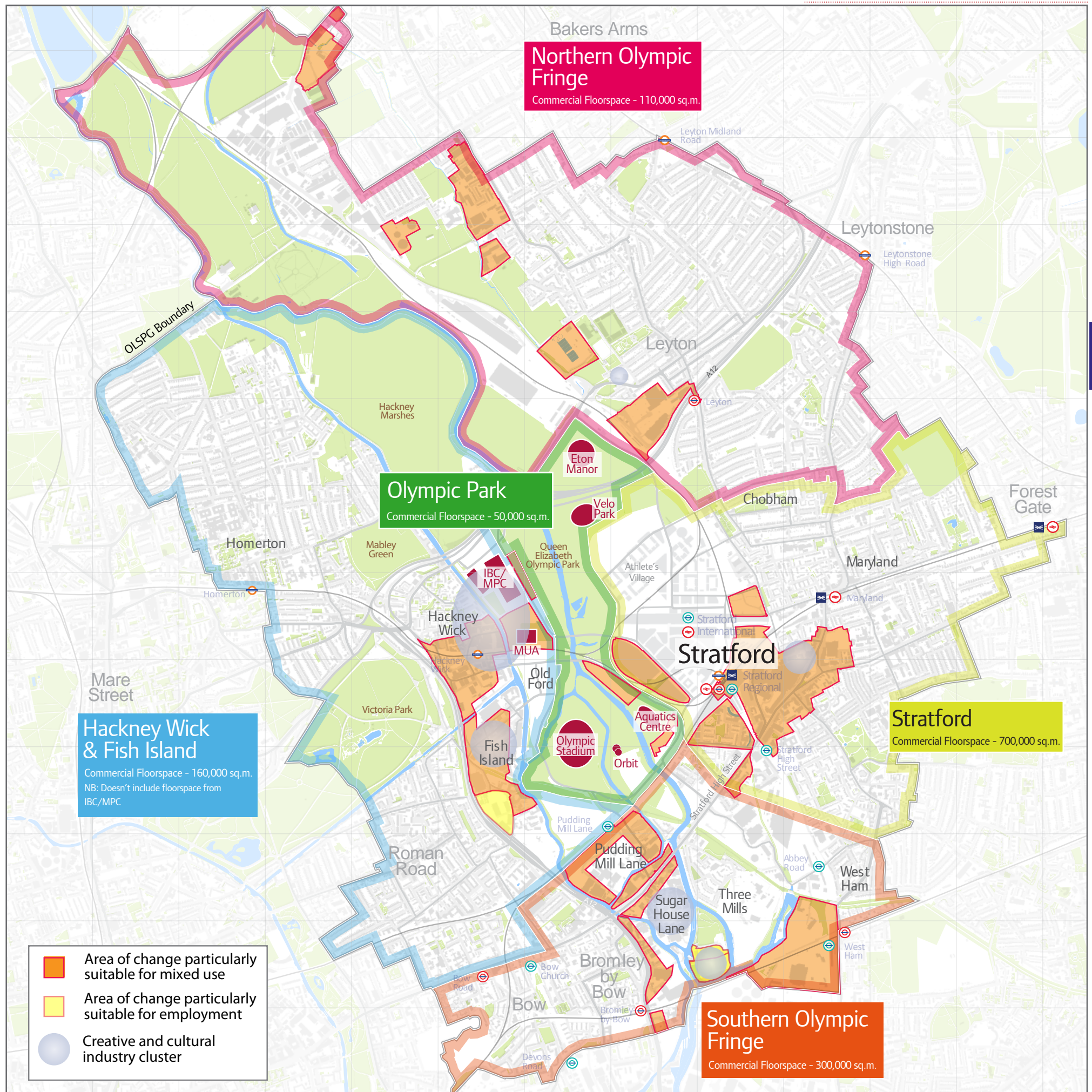
The social and regeneration benefits of mixed use development include increased diversity and vitality, developing an area's unique identity, making it possible to live and work within the same area, provide for more efficient use of land and buildings, and offering increased opportunities for co-locating services and social infrastructure and reducing demand for travel. These outcomes will help deliver convergence.

Given the size of the area covered by this guidance and its diverse character, different mixes of use will be appropriate in different parts of the OLSPG area. In some places the mix may be best provided within individual buildings, particularly former warehouses, whose robust design and often high floor to ceiling heights allows this flexibility. This is known as vertical separation. In other areas, for example in town centres with good public transport accessibility and where form and scale supports higher density development, the mix will come much more from the range of activities the centres as a whole provide. This is known as horizontal separation.

On individual schemes, mixed use development should generally include new employment floorspace that would provide a similar or greater number of jobs than any employment use it would displace, be compatible with neighbouring land uses, include proposals for the relocation of any existing employment uses, incorporate training initiatives to ensure that the existing local workforce has the ability to access the new job opportunities and include new small industrial units and/or managed workspace that would be made available to business start-ups or other small businesses at sub-market rates.

The predominately residential areas this guidance promotes should also contain additional uses such as small scale business space, community facilities and local shops as appropriate.

More detailed advice on mix and an overall vision for each sub-area within the OLSPG is provided in Section 3 of this guidance. These should be refined by local planning authorities and communities through plan making and master planning, and through consultation and engagement.



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Figure 2.B.2 Mixed Use, cultural and creative clusters



Development principle B4 - Land use change

Development proposals and plans in the OLSPG area should promote the managed release of surplus industrial land in accordance with the industrial geography set out in this guidance, provide employment and training opportunities for local people, and ensure that sufficient and appropriately located land, including good quality and affordable space is available for businesses and social infrastructure.

Key London Plan policies: 2.4, 2.7, 2.13, 2.17, 3.16, 4.1, 4.6, 4.9, 4.10, 4.12.

The release of industrial land can make a significant contribution to meeting housing need. It also provides opportunities to create attractive mixed use neighbourhoods that contain the necessary social, physical and environmental infrastructure for them to become successful places where people choose to live and work. Conversely, the unmanaged change of employment areas can though lead to the rapid loss of established employment opportunities, amenity conflicts between employment and residential uses, and viable established businesses can be put at risk because of uncertainty. It will also be important to ensure that individual developments in the OLSPG area are comparable with and contribute to the delivery of the wider change the Mayor of London and the host boroughs are seeking.

The strategic connections that are needed for successful regeneration may also not be provided. It is also important to ensure that new uses will not constrain the operation of existing businesses, particularly within or adjoining the retained industrial areas.

The GLA, Hackney, Tower Hamlets, Newham and Waltham Forest councils have carried out detailed employment land studies that have informed and fed into emerging LDF documents and this guidance that have identified the potential for significant industrial land release across the OLSPG area. Whilst it will be for local planning authorities to establish precise boundaries, Figure 2.B.3 sets out the Mayor's views on where this release should be focused and where employment land should be retained. This approach will maximise regeneration opportunities whilst retaining sufficient appropriately located industrial land to meet east London's business and employment needs. Specifically:

- The release of industrial land to the west and south of the Queen Elizabeth Olympic Park will allow increased connectivity across the valley and integrate new mixed use and residential areas with their surrounding neighbourhoods.
- The site of the IBC/MPC and adjoining multi-storey car park at Hackney Wick should be designated as an Industrial Business Park to allow a wide range of commercial uses to develop - including research and development, light industry and offices - that in turn will provide a wide range of new employment opportunities and jobs.

- Land in Fish Island (south) should retain its strategic industrial location designation to help meet local and strategic industrial and warehousing needs, (in particular green enterprises), without creating amenity conflicts.
- Waltham Forest's well functioning employment land, at Rigg Approach, Argall Way and Temple Mills, should be retained, as its good strategic road access and detachment from existing residential communities makes it particularly suitable for B2, transport, logistics green industries and waste management activity. Conversely, the potential exists to release surplus industrial land around the former Lea Bridge station.
- Opportunities to consolidate and diversify New Spitalfields Market should be explored with the City of London Corporation.
- Pudding Mill Lane should no longer be designated as SIL given the overall need for employment land across the OLSPG area and its significant potential for regeneration that should include family housing as well as commercial and community uses.

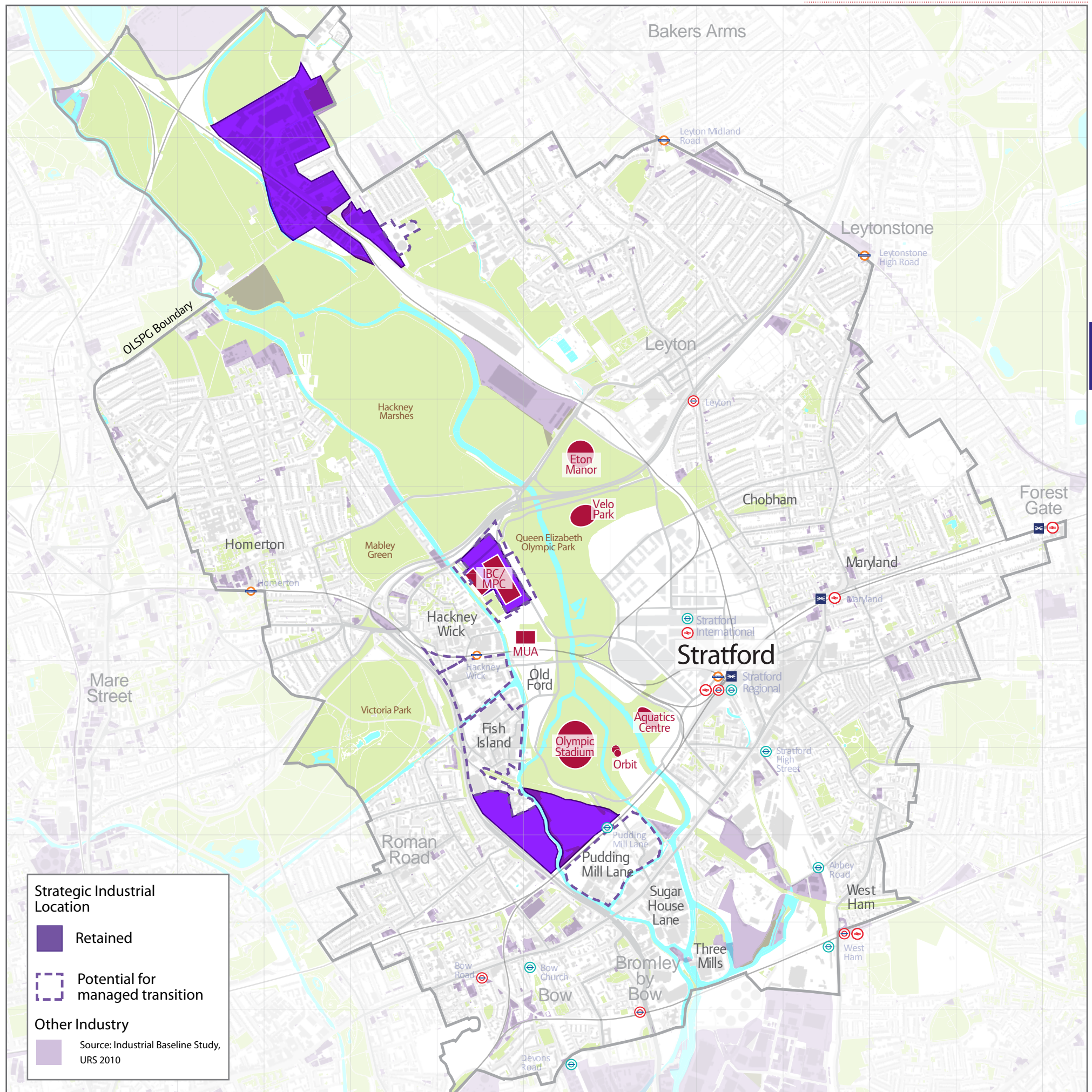
Interim uses that would complement and support this change should generally be considered favourably where they would not conflict with other objectives and established planning policy.

Development principle B5 – Promoting tourism and developing the visitor economy

Opportunities to expand visitor accommodation and attractions within the OLSPG area should be pursued to build on the legacy of the 2012 Games. These should be focused within town centres and areas with good public transport accessibility and can relieve pressure on central London and help diversify the OLSPG's area's economy.

Key London Plan policies: 2.4, 4.5, 4.6, 4.7, 7.25, 7.27.

The Queen Elizabeth Olympic Park and its retained Olympic venues, the ArcelorMittal Orbit, the new Westfield shopping centre, the Lee Valley Regional Park and the area's many historic waterways provide tremendous opportunities for tourism and to promote the area as an international visitor destination for sport and recreation. This in turn will create significant additional employment and cultural opportunities. New visitor accommodation should be focused in the area's town centres and where there is good public transport access to central London and international and national transport termini. Major hotel development should be concentrated at Stratford and the area's town centres (see Figure 2.B.1), but smaller schemes may also be appropriate as part of mixed use development schemes where public transport accessibility would support such a use. At least ten per cent of new hotel rooms should be wheelchair accessible. New accessible hotel accommodation would also help reinforce the legacy of the Paralympic Games.



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Figure 2.B.3 New industrial geography

2.c Connectivity and transport

Overarching development principle - C

To remove and overcome barriers to movement and ensure that existing and new communities across the OLSPG area are linked by a network of strategic and more fine-grained local connections, promote walking and cycling, use the area's public transport infrastructure to achieve a lasting shift to more sustainable forms of transport and movement, and minimise adverse impacts on the capacity and operation of the area's public transport and highway networks.

Context

This guidance, and borough local planning documents, promote significant land use change to maximise the regeneration opportunities provided by the 2012 Games. It is supported by a strategic transport study carried out by TfL that looks at existing conditions and at the impact of this scale and form of development on the area's existing and planned transport networks.²⁵ It also identifies measures that will help mitigate and respond to these changes. Many parts of the OLSPG area have good strategic public transport links including rail links to central and east London and Essex and Kent. Stratford International station could provide direct links to mainland Europe via High Speed 1, and Crossrail will provide further capacity and links across London and the Southeast. However, some strategic public transport gaps remain, particularly rail links to the north, for example between Stratford and Walthamstow, and some parts of the area are less well served by public transport, such as parts of Hackney Wick and Fish Island.

A number of key strategic roads run through and connect the area, including the A11, A12 and A13, which form part of London's wider strategic road network.²⁶ These routes provide access to central and south London as well as the national road network, and play an important economic role by supporting the movement of goods, services and people through, into, and out of the area. Whilst this strategic transport infrastructure provides good connections into and out of the OLSPG area, it often causes local problems by cutting places and communities off from one another, increasing traffic levels and air pollution in connecting streets and making it difficult to move around the area safely. The A12 in particular is a major barrier to movement and connectivity, as are parts of Stratford High Street.

The OLSPG's IIA notes that improved connectivity and safety can help reduce crime and the fear of crime amongst the area's disadvantaged groups as well as the area's population as a whole.²⁷ It also confirms that improved connectivity can help link the area's new and established communities and particularly benefit the elderly and those with young children.²⁸

The OLSPG area has an extensive network of rivers and canals that provide significant opportunities to move freight, construction materials and waste more sustainably. These waterways provide an increasingly attractive walking and cycling environment, which with new crossings and access points can, and are, helping improve strategic and local connectivity.

There is also crowding and congestion on parts of the area's public transport and highway networks. For example, there is rail crowding on routes into central London and at some public transport interchanges. There is also significant highway congestion on some of the area's strategic roads and junctions, particularly in the evening peak, which has a negative impact on journey times for all road users including buses and freight, as well as causing local air quality and noise problems. The OLSPG area's strategic roads are particularly vulnerable to traffic incidents in the Blackwall Tunnel and its approaches. Furthermore, whilst the area will offer increased cycling and walking opportunities, the presence and current design of some of the area's major roads and intersections will discourage walking and cycling unless improved. Addressing these issues will require a coordinated approach to land use and transport planning and that connectivity is addressed in three ways:

- First, by improving strategic transport links to Stratford and the Queen Elizabeth Olympic Park from across London to help people reach them by public transport. This will encourage modal shift and help reduce highway congestion and the impact of through traffic.
- Secondly, by improving local connectivity by creating a network of safe and direct walking and cycling routes across the OLSPG area. This will help improve safety, reduce reliance on cars and link existing and new neighbourhoods with each other, the area's main public transport nodes and town centres, and with the Queen Elizabeth Olympic Park.
- Thirdly, by ensuring that the new neighbourhoods this guidance and borough planning documents promote are designed to achieve high levels of local permeability so that people can move safely and directly through their local neighbourhoods.

The creation of new connections that link homes with community facilities and transport nodes will increase the ability of all people to navigate and move through the OLSPG area safely and directly. TfL will also continue to work with the host boroughs to better understand the cumulative impacts of new development on road networks across east London and identify sources of mitigation funding for measures such as demand management and highway improvements. Planning applications must be accompanied by robust transport assessments which assess, identify and mitigate the impact of the individual proposal and cumulative impact on the transport network. These will need to assess the challenges and interventions identified in the OLSPG, including measures to ensure trip restraint and mode shift, to monitor and improve air quality, and impacts on London's sites of European level habitat importance.²⁹

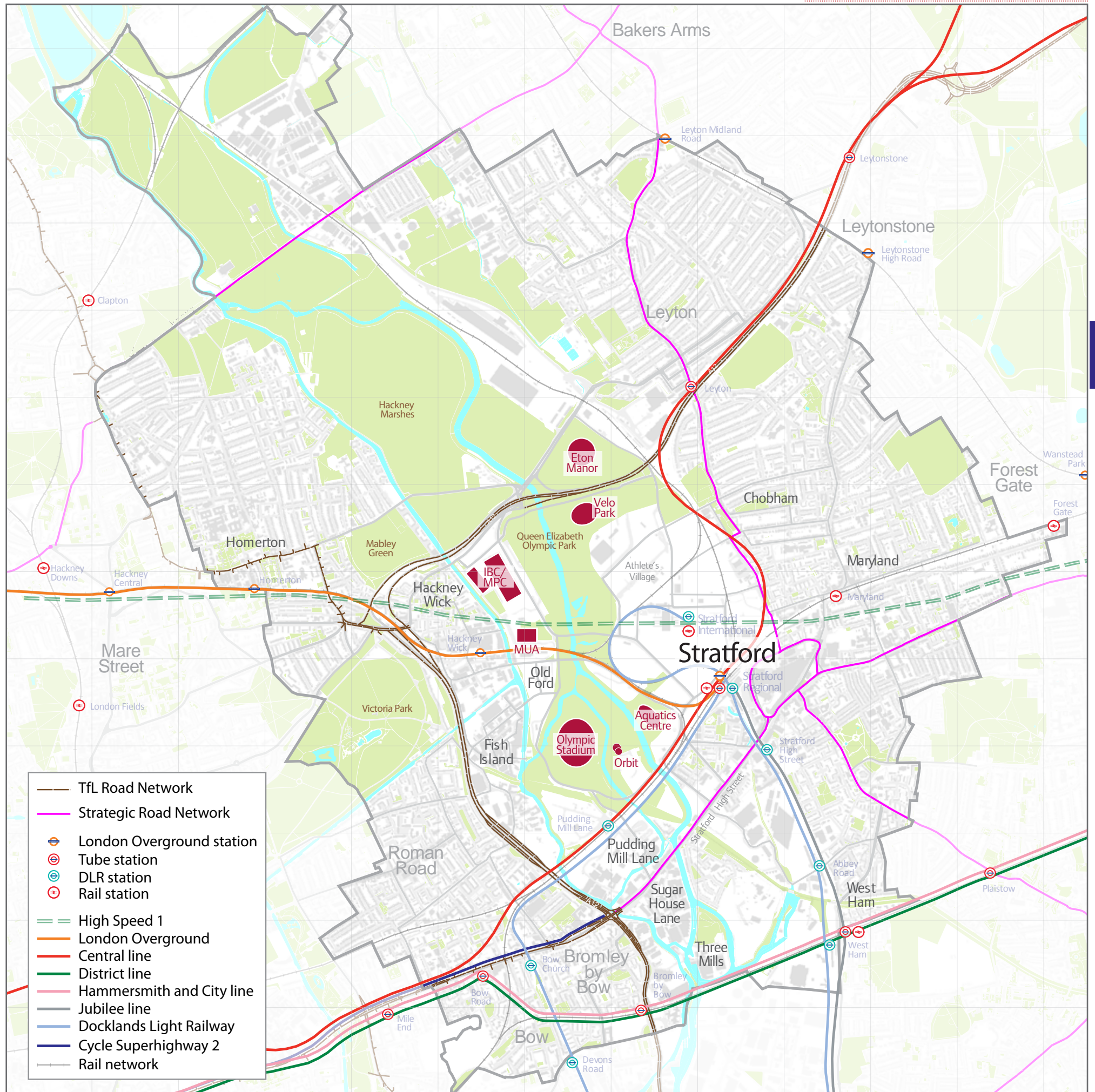


Figure 2.C.1 Existing road and rail network

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Development principle C1 – Improving strategic connectivity and capacity

Development proposals and plans in the OLSPG area should help improve strategic connectivity, capacity and accessibility, and the strategic transport interventions and projects set out in this guidance should be identified in local development plans, and developed and implemented as opportunities and funding become available.

Key London Plan policies: 2.4, 2.7, 2.9, 6.1 - 6.5, 6.7 - 6.14, 7.14.

The OLSPG area has and will see significant new public transport investment – for example, significant improvements to Stratford regional station and the DLR extension to Stratford International which opened in 2011. There remains however crowding on some key rail links in the area that still needs to be addressed and a modal shift away from cars needs to be secured to help manage strategic and local road congestion. Figure 2.C.2 opposite identifies a series of key interventions across the OLSPG area which will address strategic connectivity and are set out in more detail in the accompanying strategic transport study.

Crossrail is now under construction and is due to open in 2018. It will provide direct links to the West End and Heathrow Airport. The OLSPG area also includes a section of the safeguarded route for Crossrail 2 (the Chelsea - Hackney Line), which could serve Homerton and Leytonstone stations and provide additional strategic connectivity. The Mayor has been asked by the government to undertake a review of the route to ensure the scheme will provide the maximum benefit and value for money and a number of options are currently being developed and tested before a preferred option is identified. These options may include an alignment that would improve accessibility to Queen Elizabeth Olympic Park.

Planning for High Speed 2 is now underway and would be connected to High Speed 1 to allow direct connections between Stratford International, Birmingham, the North of England and mainland Europe.

Rail links north of Stratford are currently poor and the Mayor's East London Sub-Regional Transport Plan identifies that anticipated population growth will create significant travel demand on this corridor. Options to improve services north of Stratford may require increased platform capacity at Stratford station and include reinstating the Hall Farm Curve, reopening Lea Bridge station, upgrading the West Anglia Main Line and infrastructure improvements at Tottenham Hale.

Further interventions include:

- double-tracking the DLR line between Stratford and Bow Church.
- procurement of additional vehicles to allow three car operation on both branches of DLR.
- a power upgrade on the Central line.

These projects could enable greater development densities around stations on those routes and will be investigated by TfL and other stakeholders and brought forward as business cases are developed and funding secured.

Improvements to Hackney Wick, Stratford International, Hackney Central/Hackney Downs, Bromley by Bow and Leyton stations are also required to improve capacity and interchanges and provide step free access. Improved direct and safe walking and cycle routes (including the extension of Cycle Superhighway Route 2 and signage), and cycle parking at all stations in the OLSPG area will also encourage sustainable movement across the OLSPG area.

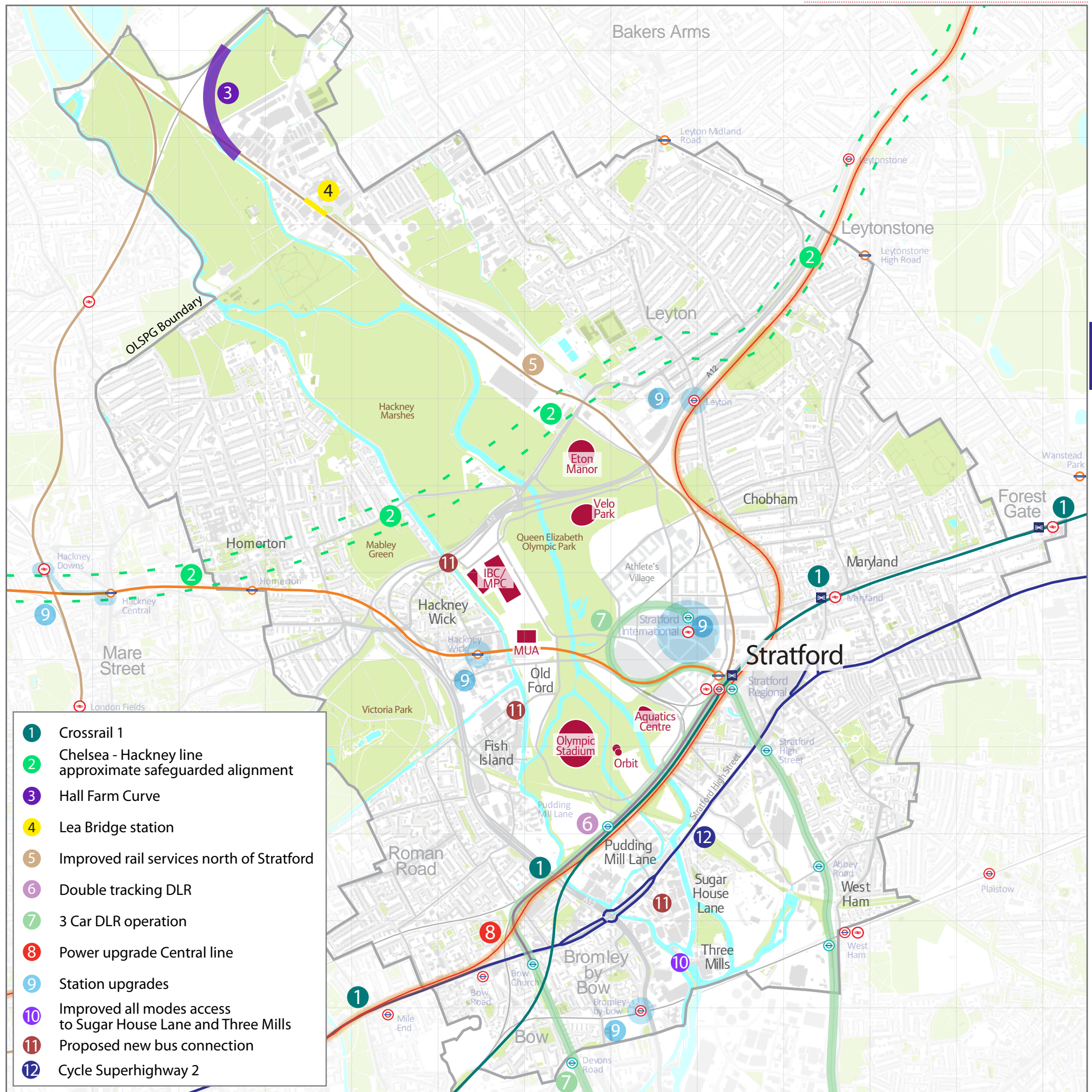
Buses can be used to improve strategic and local connectivity and can respond quickly to changes in demand. The OLSPG therefore reinforces the need to protect and provide bus infrastructure to enable future demand to be met. New road layouts should support direct routes, bus only links, (such as at Sugar House Lane), and bus service enhancements between Stratford and Walthamstow, Leyton, Mile End, Bow, Hackney, West Ham, and along the Romford Road corridor.

Parts of the strategic highway network in the area suffer from high levels of congestion, as it is already operating at or near its capacity due to high levels of traffic demand. Further traffic growth will result in severe congestion to the detriment of all road users, as well as noise, severance and poor air quality and potentially adversely impact on sites of international habitat value.³⁰

Given the scale of development this guidance identifies, it is crucial that further cumulative impacts on the road network from the various development proposals are investigated, and that mitigation measures to maintain and safeguard the current and future performance of the road network are identified and fully funded – which may well require interventions beyond the OLSPG area. Failure to do this will affect reliability of the area's road network, which includes key corridors serving the whole of London.

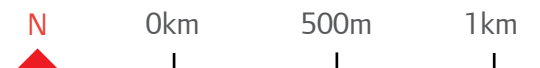
Demand also needs to be managed through a number of complementary mitigation measures to smooth traffic flow and tackle congestion. These include highway improvement schemes, bus priority measures, minimising car parking, reducing the number of short car trips, coordinating land use and transport planning, managing demand, and improving connectivity to and from bus, rail and underground stations.

The local highway network also suffers from a lack of resilience to incidents at the Blackwall Tunnel and TfL is developing a package of river crossings which was the subject of public consultation in March 2012 to help address this, including a new vehicle tunnel at Silvertown and a new Thames Ferry at Gallions Reach.



- 1 Crossrail 1
- 2 Chelsea - Hackney line approximate safeguarded alignment
- 3 Hall Farm Curve
- 4 Lea Bridge station
- 5 Improved rail services north of Stratford
- 6 Double tracking DLR
- 7 3 Car DLR operation
- 8 Power upgrade Central line
- 9 Station upgrades
- 10 Improved all modes access to Sugar House Lane and Three Mills
- 11 Proposed new bus connection
- 12 Cycle Superhighway 2

Figure 2.C.2 Strategic projects and interventions



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Development principle C2 - Improving local connectivity and permeability

Development proposals and plans in the OLSPG area should help reduce physical severance and improve connectivity by contributing towards, implementing or reinforcing the key local connections identified in Figure 2.C.3.

Key London Plan policies: 2.4, 6.1, 6.4, 6.11, 6.12.

Local connectivity is a key issue for the liveability of an area and at the moment, local movement across the Lea Valley is often constrained by waterways, major roads such as the A12, and other transport infrastructure. This in turn can make it difficult for people to move about the area and creates physical and social barriers. Unless these constraints are addressed strategically, they will restrict access to the new facilities and opportunities that will come forward after the 2012 Games – within the Queen Elizabeth Olympic Park itself, at Stratford, and in the areas surrounding the Park as they evolve into new mixed use and residential neighbourhoods. Under current plans, the areas to the north and within Hackney Wick and Fish Island will still have relatively low levels of public transport accessibility which will need to be improved to maximise access to the facilities and employment opportunities that will come forward in these areas after the Games.

Figure 2.C.3 shows the key local pedestrian and cycle connections needed to fully link the area's new and proposed neighbourhoods. Some of these already exist, but may require improvement. Some are programmed and will come forward after the Games, but a number of gaps will still exist, some of which are just outside the OLSPG boundary, but would provide benefits to the area.

There will need to be area-wide and local interventions to improve walking and cycling routes, address problems of severance and improve connections to public transport nodes and services. The key identified gaps are depicted on Figure 2.C.3 opposite and include:

Area based schemes

1. Improving links from Roman Road, Fish Island, to the Queen Elizabeth Olympic Park and Stratford, in particular over the A12.
2. Improving connections in the West Ham area, in particular to the station from the west.
3. Improving links over the River Lea south of Bromley by Bow.*
4. Improving the highway network in Stratford town centre to improve its environment making it attractive for all users and to reduce congestion, including new or improved pedestrian and cycle routes linking Carpenters Estate, Greenway, Pudding Mill Lane and Stratford regional station.*

5. Creating new and improved pedestrian and cycle links between Leyton and the Queen Elizabeth Olympic Park and Eton Manor.
6. New bus infrastructure around the A12 to enable improved bus services.*

Removing barriers

7. Improving pedestrian and cycle links across the A12 especially from Bow Roundabout southwards, and improved pedestrian and cycle environment along the A12 corridor.
8. Improving north-south pedestrian and cycle connections on both sides of the River Lea to better link the Queen Elizabeth Olympic Park north to Hackney Marshes and south to Three Mills, with particular focus where the river goes under the North London Line and the A12.

Locally specific schemes

9. Improved links between Ruckholt Road and Leyton.
10. Further improvements at Bow roundabout.
11. Improved links north of Hertford Union Canal between Hackney Wick across the Lee Navigation.
12. Improved links south of Hertford Union Canal between Hackney Wick across the Lee Navigation.
13. Links to a new western entrance at Stratford station.
14. Improved all modes access to Sugar House Lane and Three Mills.
15. New bus connections within Sugar House Lane.

* Area wide schemes not shown on the map.

Development plan documents and supporting studies should further define these connections and safeguard the land they will require, with development proposals helping deliver them. Improved signage, such as that provided by the Legible London initiative and new technologies can help people plan and undertake journeys on foot. This in turn will help address problems of air quality by reducing traffic movement and its impact.

As set out above, local permeability should always be maximised, and where new streets are created, the emphasis should always be on creating attractive and safe streets designed around pedestrians and cyclists rather than vehicles. New streets should not adversely impact on the existing highway network or on local communities, neighbourhoods and amenity, and will need to be reviewed in light of their wider impact on the OLSPG area.

It will also be important to ensure that sufficient cycle parking is provided and provision is made to accommodate proposed expansions of the Mayor's Cycle Hire scheme.

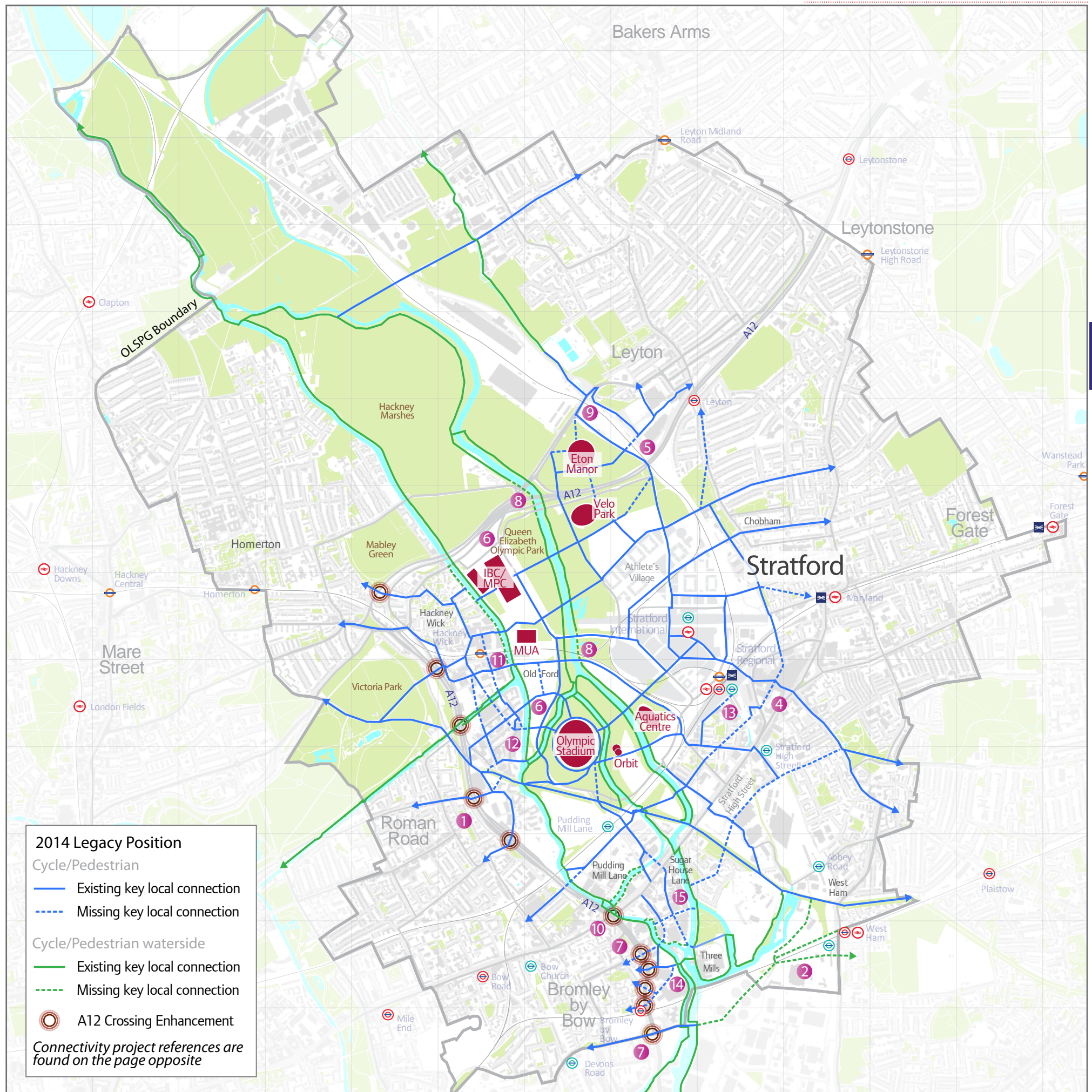


Figure 2.C.3 Key local connections



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Development principle C3 - Land use, freight and servicing

Development proposals and plans in the OLSPG area should coordinate land use and transport planning, safeguard and provide facilities for public transport and freight and support the delivery of Crossrail.

Key London Plan policies: 2.4, 6.1 - 6.5, 6.7, 6.9 - 6.15, 7.26, 8.2, 8.3.

A key requirement of this guidance is to ensure that significant trip-generating development is located in areas with good public transport accessibility. Shaping and influencing the location, scale, density and mix of land uses can help reduce the need to travel and the length of journeys, and makes it easier and safer for people to access homes, jobs and leisure and thereby help achieve convergence outcomes. The Mayor can identify and promote the strategic transport projects and interventions that will allow the growth this guidance envisages to happen in the most sustainable and environmentally acceptable way. The three Crossrail stations within the OLSPG area - Stratford, Maryland and Forest Gate - will help achieve this objective. The Mayor's planning powers and initiatives can also help manage demand by encouraging more sustainable transport choices and by achieving a significant modal shift to cycling and walking which have low environmental impacts and a high potential to benefit health.

The approach to car parking in new development forms an important part of a package of measures to manage demand and encourage more sustainable travel. This is particularly important in the OLSPG area given the limited capacity of the road network. Where public transport accessibility is high, car parking levels should generally be minimised and car free development promoted, providing the needs of disabled people are still met. Lower levels of car parking can also enable better design and landscaping and allow higher density development.

Measures should be put in place to encourage lower car use, for example, providing car clubs and travel planning for businesses and schools, and given the high levels of family housing to promote active safe travel from a young age. TfL and boroughs will undertake further analysis to assess car parking provision and its relationship to impacts on the highway network. There is also significant potential to increase the number of walkable and cyclable trips in the OLSPG area by providing high quality walking and cycling environments including well signposted safe, attractive and convenient cycling and walking routes that link places where people want to move between and provide access to a wide range of services. The extension of the Mayor's Cycle Hire Scheme to cover all parts of Tower Hamlets (including Bow) shows the potential for further expansion into the OLSPG area.

The efficient distribution of goods and services is essential for successful and sustainable urban areas. It will be a particular challenge to ensure that this reduces adverse effects on local amenity and the wider transport network as a large proportion of these movements will be by road. Development proposals should therefore investigate ways of using the OLSPG's rail and waterway networks to carry construction and waste materials. Existing facilities for waterborne freight and waste use, and opportunities to provide wharf capacity should be explored by developers, landowners and planning authorities in masterplans and large-scale development proposals. Vehicle access should not conflict with other principles such as improving walking and cycling. The use of consolidation centres to facilitate construction, waste collection and deliveries to homes and businesses should be provided.

Recent improvements at Three Mills Lock enable larger barges to enter the area's waterways network, and opportunities to maximise use of this should be pursued. Opportunities for wharf facilities on all of London's waterways including the OLSPG area to facilitate freight transport by barge were considered as part of the review of the Mayor's 2005 Safeguarded Wharves Implementation Plan and the OPLC and British Waterways explored the possibility of providing wharf capacity within the Olympic Park that could be used as to facilitate construction for up to ten years after the Games. Further work would be required to establish long-term the viability of any such site.

The OLSPG area includes key rail freight terminals including freight Interchanges at Bow East and Bow West, (located to the north of Pudding Mill Lane and which are also aggregate railheads), and a Eurostar depot at Temple Mills Lane. These are depicted in Figure 2.C.4 which also shows a number of important smaller facilities such as bus stands and garages. London Plan policy 6.14 confirms that local development plans should safeguard existing freight sites and aggregate railheads, and policy 6.7 stresses the need to retain and create new public transport interchanges and public transport infrastructure such as garages and driver facilities.

The London Plan identifies public transport, the funding of Crossrail and affordable housing as being the highest strategic priority for planning obligations. As set out in the Mayor's guidance on the Use of planning obligations in the funding of Crossrail,³¹ contributions towards the cost of Crossrail will be required from office, retail and hotel developments within 1 km of a Crossrail station that involve a net increase in floorspace of more than 500 sq.m. These areas are shown on Figure 2.C.4.³²

The Mayor's Crossrail Community Infrastructure Levy (CIL)³³ will apply to development in the OLSPG area, and in situations where the Mayor's S106 Crossrail contribution would also apply (see Figure 2.C.4), the CIL charge will be treated as a credit towards the S106 liability and the practical effect will be that the larger amount will normally be sought. Other contributions towards the mitigation of transport impacts may also be sought in accordance with London Plan policy.

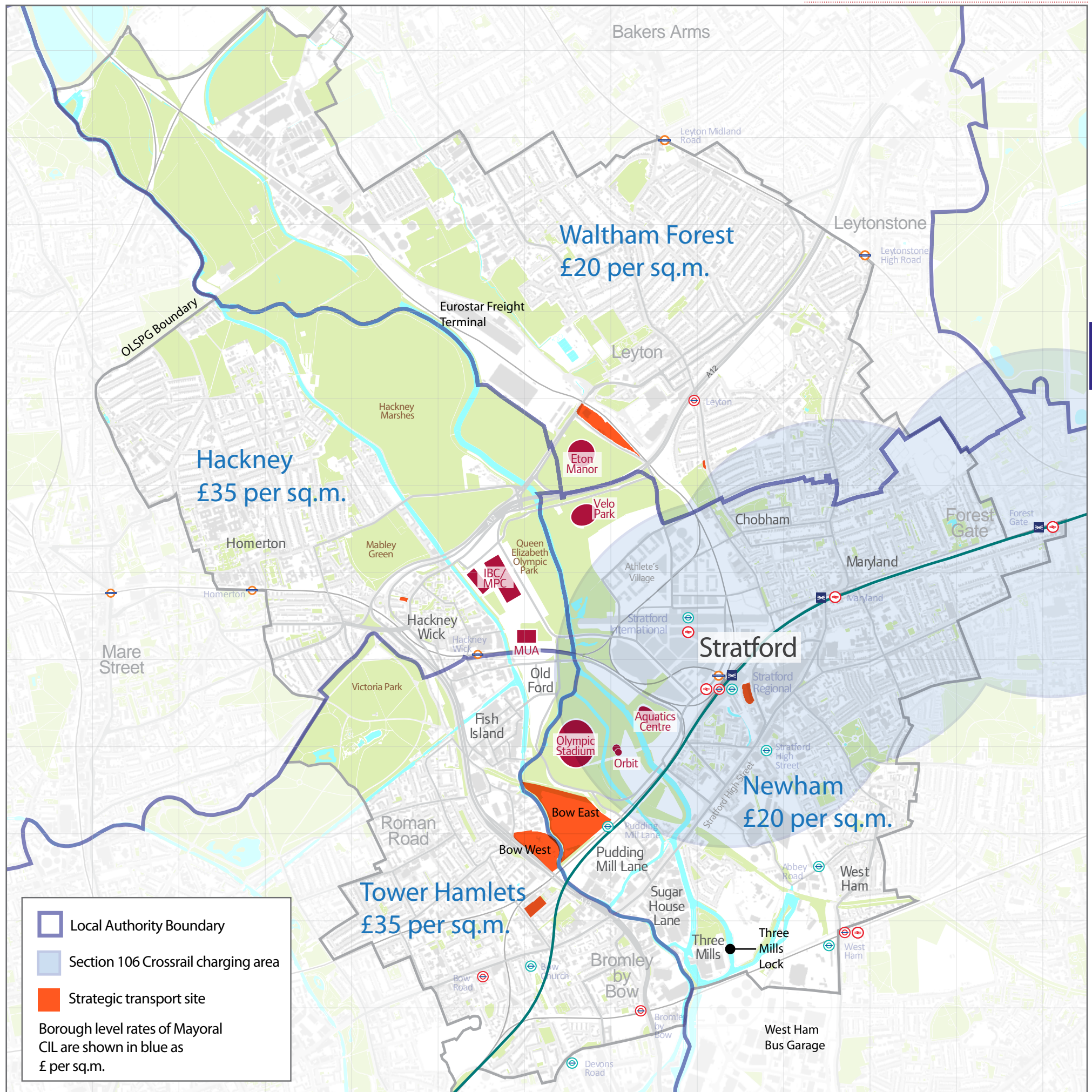


Figure 2.C.4 Strategic freight and transport sites and Crossrail charging areas

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