

Proposed Minor Amendments following the Fish Island AAP Examination in Public

| Page | Section | Proposed Change | Agreed in |
|---------|---|--|---|
| Forward | Forward | Amend wording “up to 2500 new homes” to “2500 new homes are deliverable” | EiP |
| 6 | How will the AAP relate to other plans or policies? | <p>Insert a new policy FI 1 titled “ Sustainable Development” to read:</p> <p>“When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Planning applications that accord with the policies in the Local Development Framework will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:</p> <ul style="list-style-type: none"> - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or - Specific policies in that Framework indicate that development should be restricted.” | EiP |
| 7 | Para 1.28 | Amend first sentence to read “The ODA has a granted planning application to set the framework for phased development on sites around the main stadium and sports facilities...” | LBTH suggested amendment to update on the planning application. |
| 24 | Para 2.2 | Replace para. 2.2 with the following text. “The AAP estimates that 2,500 new homes are deliverable in Fish Island. There may be potential for additional homes (including in the Local Industrial Location), though this will be subject to detailed consideration of individual development proposals and ensuring appropriate infrastructure provision, and will be monitored through the lifetime of the AAP. The AAP also estimates that there is the potential for 175,000sq.m. of new or revitalised employment floor space, creating around 3,500 new jobs.” | EiP |

| | | | |
|---------|-------------------|---|--|
| 25 | Fig 2.1 | The boundary of the Bow Midland West Rail Yard will be amended to show the full extent of the Bow Midland West Rail Yard, and will be referenced on the key as "Safeguarded Rail Site – Bow Midland West". | Agreed in SoCG 4 with London Concrete and Aggregate Industries |
| 25 | Fig 2.1 | Amend Figure 2.1 to identify the area north of the Greenway within the LIL as employment-led regeneration to ensure consistency with policy FI4.2. | Locksbridge Ltd Position Statement 3 EIP |
| 25 | Fig 2.2 | Amend Key from "Potential location for primary school" to read "Location for primary school" in relation to Fish Island Mid | LBTH suggested amendment for clarity. |
| 25 | Fig 2.2 | Amend key to read 'Potential location for primary or secondary school' in relation to Fish Island East | LBTH suggested amendment for clarity. |
| 25 | Fig 2.2 | Amend key from "Potential location for open space" to read " Local open space" | LBTH suggested amendment for clarity. |
| 35 / 39 | Fig 3.2 / Fig 3.3 | Produce consolidated connections plan, which clearly identifies existing connections and proposed connections in the area. | EiP |
| 37 | F I3.3 | Remove Part 5 of FI 3.3 regarding modifying the lock on the Hertford Union Canal, as is now deemed to be technically unfeasible. | Agreed in SoCG 2 with British Waterways |
| 37 | New para 3.16 | Amend the supporting text for policy FI3.3 to add a new paragraph: "3.16 The upgrading and/or replacement of existing and/or additional bridges across the Hertford Union Canal are also needed to support connectivity. Specifically with regard to the connections shown as 4a, 4b and 3 in table 3.1 and figure 3.3" | Agreed in SoCG 2 with British Waterways |
| 37 | FI 3.3 | Amend the supporting text for policy FI3.3 to state: "3.17 New connections will be expected to meet the highest standards in relation to design, management safety with minimal impact on towpath/waterway users and ecology as stated in relevant guidance" | Agreed in SoCG 2 with British Waterways |
| 39 | Table 3.1 | Option 4b, amend to read "Hertford Union Crossing (east) - new" | LBTH suggested amendment for clarity. |
| 39 | Table 3.1 | Option 13 Rail Yard Bridge" to include "(subject to release of safeguarded railway land in LB Newham)". | EiP |

| | | | |
|----|-----------------|---|--|
| 45 | Fig 4.1 | Amend Key from “Potential location for primary school” to read “Location for primary school” in relation to Fish Island Mid | LBTH suggested amendment for clarity. |
| 45 | Fig 4.1 | Amend key to read “Potential location for primary or secondary school” in relation to Fish Island East | LBTH suggested amendment for clarity. |
| 45 | Fig 4.1 | Amend key: “Potential location for open space” to read “Local open space” | LBTH suggested amendment for clarity. |
| 45 | Fig 4.1 | Amend Figure: “Waterfront character predominantly residential character” to extend to the LIL waterfront boundary. | LBTH suggested amendment for clarity. |
| 45 | Fig 4.1 | Include “Local open space” locations as per figure 2.1 | LBTH suggested amendment for clarity. |
| 45 | Fig 4.1 | The boundary of the Bow Midland West Rail Yard will be amended to show the full extent of the Bow Midland West Rail Yard, and will be referenced on the key as “Safeguarded Rail Site – Bow Midland West”. | Agreed in SoCG 4 with London Concrete and Aggregate Industries |
| 45 | Fig 4.1 | Amend figure 4.1 to identify the area north of the Greenway, within the LIL, as employment-led regeneration to ensure consistency with policy FI4.2. | Locksbridge Ltd Position Statement EIP |
| 45 | Fig 4.1 | Remove the LIL designation that covers the Greenway | EiP |
| 47 | FI 4.1 | FI 4.1 will be amended to confirm that the Bow Midland West Rail Yard is safeguarded for rail related uses including aggregate distribution. The following wording will be added to the policy: “The Bow Midland West Rail site will be safeguarded for uses which make effective use of the railhead, including for existing, planned or potential use of the railhead for aggregate distribution. The boundary of the Bow Midland West Rail site is shown on Figure 4.2.” | Agreed in SoCG 4 with London Concrete and Aggregate Industries |
| 48 | FI 4.2, part 2. | Amend part 2 of FI 4.2 from “The redevelopment of sites with existing industrial (class B1 (b & c))” to read “The redevelopment of sites with existing industrial (class B1 (b & c), B2 and B8).” | EiP |
| 48 | Para 4.14 | Paragraph 4.14, first sentence, replace word “Smeed Road” with “Dace Road” to reflect the boundary of the LIL. | LBTH suggested amendment for accuracy. |

| | | | |
|----|-----------|---|--|
| 49 | Fig 4.2 | The boundary of the Bow Midland West Rail Yard will be amended to show the full extent of the Bow Midland West Rail Yard, and will be referenced on the key as "Safeguarded Rail Site – Bow Midland West". | Agreed in SoCG 4 with London Concrete and Aggregate Industries |
| 49 | Fig 4.2 | Remove the LIL designation that covers the Greenway | EiP |
| 50 | FI 4.3 | The following wording will be added to paragraph 4.18. "Development within the mixed use area will be expected to provide a balance of residential, commercial, and other supporting uses to create a vibrant and diverse community. Residential-led development will be expected to provide predominately residential which can be complemented by other uses such as community and commercial." | Neptune Wharf Position Statement 1 |
| 52 | Para 4.27 | Amend "new development could deliver up to 2,800 new homes" to "2,500 new homes are deliverable". | EiP |
| 53 | | New paragraph and heading following 4.35 "Fish Island East" "HOUSING IN THE LIL As set out in the FI 4.2 and DM17, the LIL in Fish Island will protect and safeguard industrial land. If a mixed use development is suitable within the LIL, redevelopment would need to ensure that industrial land and its future function is not jeopardised by reverse sensitivity issues. Through effective high quality design, layout and management, LIL could potentially provide residential alongside an industrial employment led-scheme. " | EiP |
| 54 | Fig. 4.4 | In the Character area column, amend "Mid Fish Island" to "Mid Fish Island excluding the LIL area". | EiP |
| 55 | FI 4.5 | Part 2, amend reference to PPS3 with "National Planning Policy Framework" | LBTH suggested amendment to update National Policy reference. |
| 64 | 5.16 | New paragraph and heading following 5.16 "Local Shops Outside the Hub" "The Hub will provide for local retail needs, contributing to the character and function of the area. To protect the vitality and viability of the Hub, retail uses outside of the Hub should only be purely ancillary to development will be need to comply with DM2 of the Development Management DPD. " | EiP |

| | | | |
|----|--------|--|--|
| 65 | 5.21 | Amend last sentence to read "A heritage-led renewal approach would support and enhance the proposed Conservation Area, buildings of "local importance" and the Hub" | LBTH suggested amendment for clarity. |
| 66 | FI 5.1 | Policy amended to reference Lee Valley Regional Park. "6. New developments to be well integrated into the Hub and its surroundings, enhancing routes to, from and within the Hub to the wider Fish Island Hackney Wick area and to the Lee Valley Regional Park and future Queen Elizabeth Park." | Lower Lee Valley Position Statement 5 |
| 71 | FI 6.1 | Further wording is to be added to FI 6.1, part 5 to "proposals above 6 stories within Fish Island North will be subject to detailed assessment against the criteria in the Managing Development DPD (Submission Version) building heights policy (DM26) and English Heritage/CABE guidance for tall buildings and the proposed White Post Lane Conservation Area." | Agreed in SoCG 3 with HDG Group |
| 71 | FI 6.1 | Part 6, reference to the "Managing Development tall building policy" to read "Managing Development building heights policy". | LBTH suggested amendment for accuracy reference to Managing Development - Development Plan Document. |
| 75 | FI 6.3 | Policy FI 6.3, part 2 will be amended to include the following wording: "Regard will be had to the existing industrial character of Fish Island South and the need to ensure that future development at Bow Midland West Rail Yard for rail related uses and aggregate distribution is not prejudiced." | Agreed in SoCG 4 with London Concrete and Aggregate Industries |
| 82 | FI 6.6 | Include within FI 6.6 an additional bullet stating: "protecting or enhancing active uses on the waterways, such as recreation or leisure uses" | Agreed in SoCG 2 with British Waterways, and in SoCG 5 with The Anderson Group |
| 82 | FI 6.6 | Policy FI 6.6 will be amended and the following wording added: "Within Fish Island South SIL, and particularly within the safeguarded Bow Midland West Rail site, regard will be had in the application of these design principles to the existing industrial character of the area and the need to ensure that future development at Bow Midland West for rail | Agreed in SoCG 4 with London Concrete and Aggregate Industries |

| | | | |
|----|--------------------|---|---|
| | | related uses and aggregate distribution is not prejudiced.” | |
| 82 | Photo | Include a photo to illustrate active uses. | Agreed in SoCG 2 with British Waterways, and in SoCG 5 with The Anderson Group |
| 83 | Fig. 6.3 | To remove from Figure 6.3 the “enhanced towpath” reference along the eastern side of Fish Island East | Agreed in SoCG 2 with British Waterways |
| 83 | Fig. 6.3 | Carpenter’s Lock, Bridge F06, and Bridge E39 should be shown as existing bridges on Figure 6.3 (see British Waterways Legacy Plan for location of bridges) | Agreed in SoCG 2 with British Waterways |
| 83 | Fig. 6.3 | Key - amend “Potential Open space” to read “ Open space” | LBTH suggested amendment for clarity. |
| 83 | Fig. 6.3 | “Waterfront character predominantly residential character” to extend to the LIL waterfront boundary. | LBTH suggested amendment for clarity. |
| 93 | FI 7.2 | Amend reference to PPS25 with National Planning Policy Framework | LBTH suggested amendment to update National Policy reference. |
| 94 | Delivering the AAP | A new para 7.15 to read . “The Council will take a proactive approach toward development when delivering the AAP such that it reflects the presumption in favour of sustainable development as set out in the National Planning Policy Framework and Policy FI 1. The Council will seek to balance the need for encouraging and promoting redevelopment in Fish Island with the requirement for contributions towards its priorities, as defined by the policies in the AAP and the Implementation Plan in Appendix 2”. | Agreed in SoCG 6 with Aston Matthews, in SoCG 3 with HDG Ltd., in SoCG 5 with The Anderson Group, and in SoCG 6 with Aston Matthews |
| 96 | Para 7.27 | Amend “The following sections describe how the key AAP principles could be applied to the opportunity sites” to “The following sections describe how the key AAP principles should be applied to the opportunity sites”. | EiP |

| | | | |
|-----|--|--|--|
| 96 | Fig. 7.2 | Extend the boundary of OS 4 to include the whole of the Aston Matthews site, so the southern boundary extends to Dace Road | Agreed in SoCG 6 with Aston Matthews |
| 97 | OS 1 - White Post Lane | Amend size of site from "(Approx 0.5Ha)" to "(Approx 0.5ha (0.1Ha of which is in Tower Hamlets))" | LBTH suggested amendment for accuracy. |
| 97 | OS 1 - White Post Lane | Amend "Opportunity for mixed use development, to come forward" to "Mixed use development should come forward". | EiP |
| 98 | OS 2 - McGrath Waste Transfer Site | Amend 2nd bullet from "Opportunity for mixed use development to "Mixed use development" | EiP |
| 98 | OS 2 - McGrath Waste Transfer Site | Amend final bullet from "Form of development needs to be considered jointly with the Neptune Wharf site opposite" to "Form, connectivity and phased delivery of development needs to be considered with the Neptune Wharf site opposite." | EiP |
| 99 | OS 3 - Neptune Wharf | Amend 1st bullet from "Opportunity for mixed use development" to "Mixed use development" | EiP |
| 99 | OS 3 - Neptune Wharf | Amend 3rd bullet from "Opportunity to safeguard land for a future primary school (c. 0.5Ha)" to "Development should safeguard land for a future primary school (c. 0.5Ha)" | EiP |
| 99 | OS 3 - Neptune Wharf | Amend final bullet from "Form and phased delivery of development needs to be considered jointly with the McGrath site opposite" to read "Form, connectivity and phased delivery of development needs to be considered with the McGrath site opposite." | EiP |
| 100 | OS 4 - Former Warehouses, Bream Street | Former Warehouses Bream Street (Approx 0.7Ha) -Amend first bullet to read "Mixed used development including employment, residential, affordable housing and galleries to come forward in a comprehensive manner." -2nd bullet: "Development should respond to the waterfront character where the site adjoins the Lea Navigation and enhance the local setting of Old Ford Locks" -3rd bullet: "The site should provide for public access to and views across the water space." -Additional bullet point to read, "Development should improve and enhance the setting of the Conservation Area and provide a high quality frontage to improve the local views along Dace Road" | LBTH amendment - error in submission version |

| | | | |
|-----|--|--|--|
| 100 | OS 4 - Former Warehouses, Bream Street | Extend the boundary of OS 4 to include the whole of the Aston Matthews site, so the southern boundary extends to Dace Road | SoCG with Aston Matthews |
| 101 | OS 5 - Site at 415 Wick Lane | <p>Site at 415 Wick Lane to read:</p> <ul style="list-style-type: none"> - “Employment-led mixed use development, including small scale community and retail facilities to provide a transition between Fish Island SIL and the mixed use character in Fish Island Mid; - Residential may be appropriate subject to policy FI 4.2 in the AAP and DM17 in the MD DPD - Development should provide a high quality frontage to improve the local views along Wick Lane from Crown Close; - Development should relate positively to the Greenway and enhance natural surveillance; - Opportunity to provide a new public open space adjacent to 417 Wick Lane providing an improved outlook for the existing ground floor business units in this development; - Opportunity to provide a new direct and accessible link from Wick Lane to the Greenway, the location of which is to be determined through the development management process - Development should improve the setting of the cluster of heritage buildings on Crown Close.” | LBTH amendment - error in submission version |
| 109 | Appendix 2: Implementation Table | Amend reference to the timescale of the Primary School from “Medium / Long” to “Medium”. | EiP |