

Urban Regeneration

Chapter 2

CONTEXT	Page
2.1	Scope of Chapter 57
2.6	Vision for the Future 57
2.10	Objectives 58
2.13	Strategy for the Borough 59
2.16	Strategy for the Royal Docks District 59
2.23	Strategy for Stratford and the Lower Lea Valley 60
2.31	Town Centres 61
2.34	Current Issues 61
2.49	Major Opportunities 64
2.53	Community Benefits 65
 POLICIES AND PROPOSALS	
Principles of Development 65	
UR1	Major Opportunity Zones: Designation 65
The Major Opportunity Zones 66	
UR2	Albert Dock Basin (North Side): Land Use Proposals 67
UR3	Beckton Gas Works: Land Use Proposals 67
UR4	Bidder Street (South): Land Use Proposals 68
UR5	British Gas: Twelvetrees Cres., West Ham: Land Use Proposals 69
UR6	Royal Victoria Dock (North Side): Land Use Proposals 70
UR7	Royal Victoria Dock (South Side): Land Use Proposals 71
UR8	Royal Victoria Dock (South Side): Thames Barrier Lands Land Use Proposals 72
UR9	Royal Albert Dock (North Side): Land Use Proposals 73
UR10	King George V Dock (South Side) and former Harland and Wolff site: Land Use Proposals 74
UR11	Albert Dock Basin (South Side): Land Use Proposals 75
UR12	Albert Dock Basin (South Side): Marina 75
UR13	Thames Wharf and Limmo: Land Use Proposals 76
UR14	Stratford Rail Lands: Land Use Proposals 78
UR15	Stratford Rail Lands: Urban Framework Plan 78
UR16	Stratford Rail Lands: Lee Valley Regional Park 79
UR17	Stratford Rail Lands: Green Chain 79
UR18	Stratford Rail Lands: Road Access 79
UR19	Union Street: Land Use Proposals 79
UR20	West Ham Mills: Land Use Proposals 80
UR21	West Ham Mills: Three Mills Island, Sugar House Lane and Hunts Lane: Land Use Proposals 81
UR22	West Ham Mills: Three Mills Island, Listed Buildings 81
UR23	West Ham Mills: North of the A11 Land Use Proposals 81
UR24	West Ham Mills: Three Mills Island Environmental Improvements and Access 81
UR25	West Ham: Former Chemical Works and Parcel Force Site: Land Use Proposals 82
UR26	Beckton Gateway: Land Use Proposals 83
Schedule of Proposals 84	

Maps

Map 1 Newham's Strategic Location in the Thames Gateway	89
Map 2 Stratford Connections.....	89
Map 3 East London Development Focus.....	90
Map 4 Newham's Arc of Opportunity.....	91
Map 5 Newham's Priority Development Nodes.....	92
Map 6 LDDC Royal Docks Transport Infrastructure.....	93
Map 7 LDDC Royal Docks Landscape Framework.....	95
Map 8 LDDC Royal Docks Visual Framework.....	97

SCOPE OF CHAPTER

- 2.1 The main objective of the Unitary Development Plan is to provide a framework to advise the sustainable socio-economic, environmental and physical regeneration of the Borough. It incorporates the objectives of the Council's Urban Regeneration Strategy, which aims to work towards achieving by 2010, a Borough that will be a major business location and a place where people will choose to live and stay. The Council, by harnessing regeneration and partnership resources, seeks to strengthen and diversify Newham's economy, create a high quality environment, improve access to jobs, and improve the image of the Borough. Through raised development aspirations the Council is seeking a future that benefits the Borough within Europe. The regeneration of the area as a major growth pole for London will stimulate the revival of the region whilst enabling local people to share in these benefits.
- 2.2 The Borough occupies the hub of three major opportunity corridors - Lea Valley, M11 and Thames Gateway. It has an enviable record of constructive partnership and development achievement. Newham has over 400 hectares (1,000 acres) of prime development land. Urban regeneration in Newham is a matter of national and international significance.
- 2.3 The Plan promotes urban regeneration through a range of policies, principally elaborated through the identification of a number of key sites as Major Opportunity Zones. Within the MOZs, and in identified locations within the existing urban fabric, opportunities for focusing development on Priority Development Nodes and Gateway locations are identified. Within each zone, or location, preferred land uses are broadly defined together with design principles and development objectives to be achieved. Overall the Council is seeking a series of prestigious developments which individually will address the social and economic problems facing the Borough, but when combined will achieve the critical mass necessary to tilt the balance in favour of East London's economic and environmental recovery.
- 2.4 The policies for each of these very large development sites are enabling but purposefully flexible. As development proposals come forward the Council will work in partnership with all interested parties, in particular with the London Development Agency to produce Urban Framework Plans within the Royal Docks District. These plans will clarify detailed land use relationships and urban design principles relating to development form and layout, phasing, site constraints, transportation corridors and so on. In this way, the contribution that each zone will make towards the realisation of the long term vision for the Borough will be progressively clarified.
- 2.5 This Chapter brings together many of the issues related to urban regeneration. It should be read in conjunction with the policies included in Part 1 relating to community benefit, quality of development and sustainable development, as well as the detailed policies contained within the other chapters of the UDP.

VISION FOR THE FUTURE

- 2.6 Over the Plan period full advantage will be taken of the unique opportunities that exist within the Borough to stimulate the resurgence of East London, the regeneration of the Lea Valley Corridor, and the Thames Gateway area.
- 2.7 The development of the International Passenger Station at Stratford will be complemented by new strategic rail and road links elsewhere in the Borough. Prestigious commercial and cultural facilities will have been established in the Royal Docks. The Royal Docks District which will incorporate thousands of new homes, will provide a major new focus with matching social infrastructure and environmental improvements. When combined with the planned transport infrastructure they will transform the image of the Borough to that of a major investment opportunity providing the catalyst and focus for development. The rail link to Europe will assist the regeneration of Stratford Rail Lands and the Royal Docks District and therefore contribute towards Newham reaching its full potential as a European destination.
- 2.8 Developments in Stratford, the lower Lea Valley, the Royal Docks and Beckton will reach the critical mass necessary for the momentum of change to be sustained. Long lasting economic, environmental, social and physical improvement will have been achieved to the benefit of existing and future populations.
- 2.9 In order to realise this vision, the Council has developed a set of objectives and a strategy which are detailed below. These, together with the assessment of current issues, have guided the formulation of policies contained in this Chapter.

OBJECTIVES

2.10 The Council's objective is to create a holistic regeneration strategy for the Borough to establish better co-ordination of all public expenditure in support of economic, social, and environmental regeneration (Council Urban Regeneration Strategy published in 1997). The Council has defined four priority actions for urban regeneration as follows:

- a) To attract new investment.
- b) To retain income and economic activity within the Borough.
- c) To retain and attract aspiring residents.
- d) To improve access to employment for Newham's residents.

There are four strategic objectives underlying the Council's Urban Regeneration Strategy:

- a) To develop a strong and diversified economy through encouraging business in target sectors.
- b) To create a high quality environment for business and residents through improvements to the physical and social environment.
- c) To improve access to jobs within and outside the Borough for residents through education, training and employment access programmes.
- d) To create and promote a positive image for the Borough through improving performance and communicating achievements more effectively.

2.11 These will translate into land use and development issues through:

- a) Working in partnership with other organisations to establish strategies, priorities and spending programmes, including local residents, the private and voluntary sectors, the London Development Agency, other local authorities and central government. The aim will be to ensure that partnerships will develop and commit to agreed delivery strategies to aid implementation, and to secure development and inward investment that will revitalise the Borough's older urban areas and utilise its large areas of underused and derelict land.
- b) To encourage development that meets Newham's needs and contributes to the Council's overall aim of creating a Borough where local residents can and want to live, work and relax and that contributes to the creation and maintenance of a safe, clean and pleasant environment for all the Borough's residents.
- c) To encourage all new development to be of a high environmental standard in order to improve the quality of the Borough's environment and tackle the issue of the area's traditional poor image. Poor quality development will be rejected and greater care of the environment will be required including protection or enhancement of the natural and built environment, and a high quality of urban design in future developments.
- d) To promote development that is environmentally and economically sustainable in pattern and form, having regard to all relevant environmental legislation and the national and global implications of development proposals, where this is relevant (Please refer to Part 1, paragraphs 51-55).
- e) For Newham to become a focus for development in East London that itself acts as a catalyst to the regeneration of the Thames Gateway sub-region and the wider South East region.
- f) To capitalise on investment in the infrastructure of East London and develop a new regional commercial, educational, leisure and cultural centre for London, based on Stratford's accessibility and the Royal Docks District World City development sites.

2.12 These objectives will be met through the development of the Major Opportunity Zones and the associated benefits these will bring, as well as through the implementation of other policies included within the UDP. However, the distinct development areas of the Borough – the Royal Docks District, Stratford and the Lea Valley Corridor and the town centres, each have a unique contribution to make towards the realisation of the overall vision. The next few sections summarise the particular attributes of these areas and outline the specific Vision for each within the context of the Council's comprehensive strategy.

STRATEGY FOR THE BOROUGH

- 2.13 It is crucial to the effective process of urban regeneration that physical development is integrated with social and community development. Local residents and those moving into the area need to be actively involved in, and their requirements incorporated into, the overall strategy for that area. It is particularly important that as a further phase of rapid change occurs within the Borough based on massive development sites, a sense of place is re-established as quickly as possible, offering a community identity and services to which new and existing residents can relate. Development of Major Opportunity Zones must address the needs of communities immediately affected by those Zones - either within them or on their borders, including the need to develop physical and economic linkages between MOZs and to existing communities, ensuring that development also addresses the needs of the wider Borough.
- 2.14 The Council in seeking to maximise early regeneration potential within the Borough has identified key gateway locations and Priority Development Nodes in which (due to their accessibility through public transport and the potential linkages between sites) it believes public and private investment should initially be concentrated. These locations comprise the relevant Major Opportunity Zones, town centres and gateway locations, which because they relate to primary routes entering the Borough, will raise awareness of Newham's geographical position within Greater London and improve its image (Please refer to Map 5).
- 2.15 Newham thus has a strategy for the Borough as a whole that will be realised in part through the development of the Major Opportunity Zones but also through the revitalisation of its established town centres and the development of smaller sites elsewhere in the Borough. This development, even where it reflects strategic objectives, will be expected to address either directly or indirectly the pressing socio-economic, environmental and sustainability issues of the Borough as a whole.

STRATEGY FOR THE ROYAL DOCKS DISTRICT

- 2.16 The Royal Docks District, including Beckton, comprises the largest development area in the Borough and arguably the most important opportunity in the whole of the Thames Gateway area. Together with Stratford it forms the focus for development at the western end of the Gateway area. This enormous potential is based upon the size of the developable area comprising more than 320 hectares (800 acres) of land and enclosed docks; its proximity to central London; its excellent local, national and international communications; and its unique environmental quality.
- 2.17 The area south of the A13 comprises the established residential communities of South Canning Town, Custom House, Beckton, North Woolwich and Silvertown; and the expanding residential area at West Silvertown. Along much of the western and southern boundaries lies an established industrial belt which contains some of the Borough's largest employers. At the eastern end, adjacent to the route of the proposed Thames Gateway Bridge at Gallions Reach, large areas of land have been declared surplus by public utility companies. In the centre of the area is London City Airport and three huge enclosed docks which are surrounded by approximately 160 hectares (400 acres) of land mainly in the ownership of the London Development Agency.
- 2.18 The Council is committed to taking forward the future development of the Royal Docks in partnership with the London Development Agency, the major land owner. A Joint Partnership Board and officer team has been established to define clear guidelines and objectives for developers and the Agency.
- 2.19 The Royal Docks, because of the scale of redevelopment required, have previously been characterised as lacking shape and focus. The Council now seeks to establish a spatial strategy, targeting resources and investment where real impacts can be made. This envisages the creation of key gateways and Priority Development Nodes based within MOZs or town centres, building upon connections between existing communities, the MOZs and their constituent sites. Emphasis will be placed on tying sites together within each area node, and linking each area node in turn, using physical connections (transport routes, footpaths, cycleways etc.) and functional connections (Green Chains and landscaping).
- 2.20 The Council is seeking development in the Royal Docks District that addresses the full range of objectives listed above. The components of this strategy are listed below:
- a) major high quality employment-generating and mixed use developments that include a new City District on the south side of the Royal Victoria Dock, offices, modern manufacturing processes as well as retail and leisure facilities that incorporate major tourist attractions and centres for art, culture, entertainment and recreation including water-based activities that complement the quality of the development;

- b) the creation of new residential communities (included, where appropriate, within mixed-use development) that are integrated with the established settlements around them and incorporate the full range of social and community facilities, including new open space, as they are developed; and
- c) the development of a spectacular built and natural environment focused on the landscape quality of the Docks and the River Thames, emphasising hard and soft landscaping, nature conservation and the establishment of green links with the rest of the Borough to the north and neighbouring boroughs.

2.21 The Council will therefore be seeking development that responds to these unique circumstances: that is, development of regional and European significance, that capitalises on the area's connections, and its status as the western anchor to the Thames Gateway. Development should maximise the leisure and tourist potential of the enclosed docks - including the establishment of a marina, and other water sport facilities.

2.22 Newham is unique in London in possessing so much development land within a docks environment. The Council is seeking development that comprises:

- a) the London headquarters of multi-national companies;
- b) a City District at West Silvertown as a cultural and commercial focus for the Royal Docks District incorporating high quality, high density comprehensive mixed-use development including residential, commercial, retail, leisure and the full range of support services;
- c) major business villages concentrating on new technology and European services;
- d) international leisure, arts, cultural and tourist attractions, for example a Docklands museum, mixed use of the docks for water sport - which will make the Royal Docks District a destination in its own right; and
- e) hotel accommodation permitting the area to become 'an activity holiday destination'.

Please also refer to Maps 6-8 for the LDDC Royal Docks Transport Infrastructure Plan, Landscaping Framework and Visual Framework at the end of this chapter for further information.

STRATEGY FOR STRATFORD AND THE LOWER LEA VALLEY

2.23 'As the Capital's economic centre moves east, Stratford is poised to become the focus of London's regeneration. Its role is pivotal to the revitalisation of the Thames Gateway, by establishing a cosmopolitan centre of quality, high technology and opportunity that will enhance London's place in Europe. No other location can fulfil this role' ('Change at Stratford - Newham's City Challenge Bid', LBN, 1993).

2.24 The development strategy for Stratford is based upon its pivotal position in the geography of East London, its designation as a strategic centre and the enormous potential created following the construction of the Jubilee Line Extension and the Hackney-M11 link. The completion of the Channel Tunnel Rail Link and International Passenger Station project will add a new dimension to the accessibility of the area and its attractiveness for development. It will be the most accessible development area in East London and with the Royal Docks District forms the western development focus for the Thames Gateway.

2.25 The 120 hectares (300 acres) of development land are thus ideally suited to a high level of growth including prestigious commercial, cultural and possibly retail developments that meet the needs of the region without having to place undue strains and demands on the local area. The Council's vision for Stratford is of an integrated, urban and dynamic business location which will attract higher productivity businesses which have long term growth potential and need access to central London, Canary Wharf, and the continent, but also have links to East Anglia and the Midlands. Stratford will become the 'Gateway' not only to Europe, but also the European gateway to London. Stratford can offer a high quality planned business environment, which is accessible, and can support the needs of business at significantly lower accommodation cost than inner London. Through harnessing the benefits that these developments can bring, it will be possible for Stratford to be a major focus for East London's regeneration whilst also addressing the pressing economic, social and environmental problems currently facing the area (see Maps 1-3).

2.26 Newham Council was a founder member of the London Lee Valley Partnership which brings together a range of London boroughs, the Regional Park Authority, local businesses, utilities and transport providers with the aim of delivering a co-ordinated programme of action to regenerate the Lea Valley Corridor from the M25 to the River Thames. The corridor benefits in part from a range of funding regimes aimed at promoting regeneration, including European Regional

Development Fund Objective 2 Status (£57M over three years plus a possible extension), Assisted Area Status, and a number of Single Regeneration Budget programmes to promote local regeneration.

- 2.27 In 1997 representatives from the London Lea Valley Partnership led by Newham Council issued a draft planning framework for the Stratford Railway Lands and adjoining area. A key priority is to ensure that the Stratford Railway Lands are fully integrated with the existing town centre. Following initial consultation with adjoining boroughs, the Lea Valley Regional Park Authority, Government Office for London, the London Planning Advisory Committee, English Partnerships (now the London Development Agency), land owners, and community representatives, the Council adopted the document for development control purposes.
- 2.28 In 1998 the Council launched an International Design Competition for the Stratford to Thameside section of the lower Lea Valley, covering an area of over 600 acres of the Arc of Opportunity. To maximise the regeneration potential of the area the Council identified a series of Priority Development Nodes where it believes that investment and activity should initially be concentrated. Particular attention was given to public transport accessibility levels, potential linkages between sites and recent development trends. The Nodes include:
- a) Stratford Town Centre/Railway Lands.
 - b) Three Mills/West Ham.
 - c) Canning Town.
 - d) Lower Lea/Thameside.

The Council has prepared an Urban Framework Plan for this section of the Lower Lea Valley which was adopted in 2001 as Supplementary Planning Guidance to the UDP. One of the purposes of this guidance will be to inform the preparation of Urban Framework Plans for individual Major Opportunity Zones and the four development nodes in order to maximise the area's overall regeneration potential.

- 2.29 The Council will further develop the planning framework for Stratford, taking into account modifications resulting from the re-structuring of the Channel Tunnel Rail Link project and the later delivery of the project, the outcome of the Transport & Works Act inquiry into the Stratford International Station proposals, and issues arising from the outputs from the International Design Competition.
- 2.30 In the longer term, Stratford and the Royal Docks will continue, through their complementary responses to the International Passenger Station and other infrastructure improvements, to establish a major new employment and cultural centre for the east of London.

TOWN CENTRES

- 2.31 Town centres have an important contribution to make to the Borough's future development. Coupled with the Council's own infrastructure and environmental improvement programmes, these centres represent focal points for significant further public and private investment.
- 2.32 Canning Town will be the focus for improvements and upgrading of the existing town centre and wider surrounding area to maximise the potential benefits from the Jubilee Line Extension and its interchange station with the Silverlink Metro and the Docklands Light Railway. The town centre is included within a Priority Development Node at a gateway location on the A13. This includes parts of Bidder Street South (MOZ6), Thames Wharf and the Limmo (MOZ7), and also includes environmental improvement proposals for the Hallsville and Peto Street areas, which are supported by SRB Round 2 funding. The Council produced a Canning Town Area Action Plan and adopted this as Supplementary Planning Guidance to the UDP in 2001.
- 2.33 The Shopping and Town Centres Chapter provides an outline framework for the regeneration of the Borough's town centres.

CURRENT ISSUES

- 2.34 Newham is uniquely qualified to provide a major impetus to the regeneration of East London. Amongst its attributes are the following:

- a) within the Arc of Opportunity there are 400 hectares (1000 acres) of prime development land in the Royal Docks District and Beckton, Stratford and the lower Lea Valley (see Map 4);
- b) it boasts excellent communications with Central London, the South East region and Europe (via London City Airport);
- c) the LDDC completed its work within the Borough in 1998, investing more than £560 million in primary infrastructure and decontamination. The London Development Agency is now taking forward this enabling role with the Council in the Royal Docks District;
- d) a development partnership has been established in Stratford which with other agencies (including LETEC, SOLOTECH and NCRE) has secured more than £124 million in City Challenge and Single Regeneration Budget funding for investment programmes throughout Newham for the period 1993 to 2005;
- e) it has been granted European Regional Development Fund Objective 2 Status giving it access to a share of £160M for the period 2000-2006;
- f) the Channel Tunnel Rail Link will pass through the Borough, with a combined international and domestic station at Stratford (due for completion in 2001-2007);
- g) the Borough has its own international airport - London City Airport; and
- h) regional and European communication links will be further strengthened following proposed further road and rail links (see Transport Chapter).

2.35 These advantages are recognised by a range of strategic and regional planning bodies as well as the Department of Transport, Local Government and the Regions:

- a) SERPLAN (the London and South East Regional Planning Conference) first recognised the economic imbalance between west and east London and identified development of the Thames Gateway Corridor as the mechanism for reversing this trend;
- b) LPAC (the London Planning Advisory Committee) 1994 Advice has identified both Stratford, the lower Lea Valley and the Royal Docks District including Beckton as 'Flagship' growth points in the East London Development Opportunity, with Stratford also identified as a strategic centre for regeneration where infrastructure investment and economic development should be focused (NB LPAC was incorporated into the Greater London Authority in 1999);
- c) the World City project of 1990 sponsored by LPAC, the City of London, the LDDC and others concluded that the Lea Valley/Thames Gateway Corridor axis, because of its size and proximity to Central London, its excellent strategic communications and the enormous land availability, has the ability to redress London's shortcomings and thus ensure its continued status as a World City;
- d) Regional Planning Guidance for the South East, published by the DoE in March 1996, identifies the Thames Gateway Corridor as representing the major growth opportunity in the region. In identifying the criteria determining where resources should be focused (transport connections, building upon existing economic strengths, environmental factors, etc.) it is clear that it is the area of Stratford and the Royal Docks District that are best equipped to 'kick-start' this regeneration;
- e) The Thames Gateway Planning Framework (RPG9a) published by the Department of the Environment in July 1995 promotes Stratford, the Royal Docks District including Beckton Gateway as the western focus for the Thames Gateway area where development potential must be fully harnessed if its overall impact is to be realised.

2.36 Newham's strategy for the regeneration of the Borough and East London is shared by the GLA and Government, as well as a range of private sector partners from various areas across the Borough. It is a vision that is also broadly shared by the London Development Partnership and neighbouring boroughs.

2.37 Regeneration will only really and fully be achieved for both the Borough and the region by a range of complementary actions and initiatives that ensure that coherent and sustainable communities are established and that personal skills and aspirations are substantially raised. Many of the policies and proposals elsewhere in this Plan are directed at this broader socio-economic enhancement. The UDP, however, should also be read in conjunction with the Council's other policy statements related to urban regeneration, leisure and the arts, educational achievement, housing and social services as well as statements prepared by other relevant statutory authorities.

2.38 It is the aim of the Unitary Development Plan to promote regional regeneration through these major developments whilst bringing economic and social prosperity and environmental improvement to the whole of the Borough.

- 2.39 The loss of many traditional industries in recent years has weakened Newham's economic base. Associated social deprivation resulted in the Borough being granted Urban Programme status by central Government in recognition of the socio-economic and environmental problems it faced. A City Challenge programme at Stratford was completed by Stratford Development Partnership Ltd, delivering social, training and economic benefits in addition to new bus and regional railway stations and a wide range of environmental improvements. In recognition of the Borough's record in positively addressing these problems, bids for other sources of funding such as the Single Regeneration Budget (SRB) have also been successful and now play a crucial role in facilitating regeneration.
- 2.40 Stratford Development Partnership Ltd. remain the delivery agency for Single Regeneration Budget initiatives in Stratford and Canning Town, whilst other delivery agencies including the Council, the London East Learning and Skills Council, and the University of East London are responsible for SRB delivery at Green Street, East Thameside, Thames Gateway Technology Centre and other projects. Government funding is also available through Assisted Area Status, and from European Regional Development Fund Objective Two to help stimulate private investment in the Borough.
- 2.41 The Council is working to overcome site specific regeneration constraints resulting from decisions within the remit of central government to ensure that the wider objectives of regional and local policies are deliverable. These include:
- a) Early decision to complete feasibility studies for the proposed Thames crossings.
 - b) An early commitment to the A406/A13 flyover.
- 2.42 Significant infrastructure improvements have been achieved during the last ten years, aiding Newham's accessibility, including:
- a) Primary road network within the Royal Docks District.
 - b) An expansion of London City Airport has been approved.
 - c) DLR extension to Beckton
- 2.43 The following infrastructure projects will be completed, construction commenced, or are planned within the timescale indicated:
- a) Improvements to the A13 commenced 2001/02.
 - b) CTRL station at Stratford. Completion due 2007.
 - c) DLR extension to Silvertown and London City Airport is targeted for completion in 2004.
 - d) East London Transit.
- 2.44 The Borough occupies the pivotal location at the hub of the Thames Gateway and Lea Valley corridors offering investors excellent and improving connections to locations within these developing regional initiatives in addition to those to the City of London, Westminster, the wider UK regions and Europe.
- 2.45 In the past the Council worked closely with the LDDC to formulate a common view of the development of the Royal Docks District. That partnership approach will continue with the London Development Partnership who is now the major land owner. Inherent in this approach will be an assessment of required social and community infrastructure and mechanisms for their long term provision. Accord exists within the Stratford Development Partnership (representing the private, public and voluntary sectors) related to a future for Stratford and the lower Lea Valley and this has been recognised by the Government with the award of SRB funding. Further mechanisms for harnessing and distributing community benefits are explored in the Plan.
- 2.46 Regeneration comprises many varied but interrelated aspects. Some of these have land use planning implications. Many relate to better and more effective use of existing resources and facilities. These matters are set out in the Council's Urban Regeneration Strategy and relate to the holistic approach to Council service provision which has been adopted within the Borough. Others demand additional resources and facilities that will be secured directly from the developments themselves or through other mechanisms. It is essential that these needs be addressed early in the development process to ensure adequate provision can be made from the outset. The components of regeneration include:

- a) The regeneration of the Borough will not translate automatically into greater access to jobs for Newham residents. The Borough's residents will need to match the opportunities created with new skills. Raising education standards and attainment with clear progression routes to further and higher education will therefore be required. To achieve this, a vital task for the Council will be to work with residents, the business community, schools, colleges and the University of East London to provide relevant customised training opportunities. Action will also be required to remove barriers to training and employment (including child care and promoting equal opportunities) to maximise residents' ability to benefit from the opportunities created. Only in this way will it be possible to ensure that local residents are fully equipped to take advantage of the major regeneration programmes envisaged by the Council. To meet these challenges the Council has launched its 'Learning Community Strategy', which incorporates plans for a £20 million new investment programme in schools, and the development of an Education Action Zone at Canning Town. This seeks, through partnership with the business community, to establish a mechanism capable of delivering vital educational objectives, supported by SRB funding;
- b) There must be continued investment in the existing housing stocks, as well as new build across a wide price range so that local people have the means and encouragement to remain in the Borough, rather than feeling they have to 'move out to move up';
- c) Investment in environmental protection and enhancement, including new open space is both a prerequisite for and a necessary result of substantial development in the Borough. Only in this way can new opportunities be created without placing intolerable demands upon the environment (please refer also to Part 1 Policy S3);
- d) As new communities are established, especially in the Royal Docks District and at Stratford, it is important that a full range of social and community facilities are provided alongside the new homes and employment centres. Proposals will be required to demonstrate that appropriate provision for education facilities, health centres (including doctors' and dentists' surgeries), religious centres and places of worship, community meeting places, and care facilities has been made, in accordance with Urban Framework Plans where they have been prepared, or during their development in association with land owners or developers. Only in this way will cohesive and sustainable communities be created. The Council will also encourage the provision of additional community facilities within the existing urban fabric where appropriate and where the other policies contained within the Plan can be met.
- e) Leisure and tourism have a crucial role to play in regeneration. Such facilities are required to meet the cultural and recreational needs of the capital and local residents, whilst also being significant employment-generating developments in their own right. They need to be incorporated into the overall strategy.

2.47 To fit all of these pieces into the jigsaw will clearly take some time. Regeneration on the scale proposed and expected in Newham will not be achieved overnight. The Council's Urban Regeneration Strategy Implementation Plan suggests the possible regeneration timescale, identifying projects for implementation in the short term, and areas in which projects may be developed in the medium to long term. Many of the initiatives and efforts of the Council and others extend beyond the scope and timescale of this document. The UDP has provided a formal opportunity for the physical land use and associated elements of the strategy to be examined in public at an early stage. It represents a statutory planning framework, which aims to facilitate high quality development of strategic significance, which is also sensitive to local needs. The Plan is thus enabling rather than prescriptive, permitting an element of flexibility in implementation for those areas of greatest opportunity.

2.48 This flexibility is needed to reflect uncertainty over the extent and timing of major infrastructure projects. It also ensures that developers are not unduly shackled by rigid designations. On the other hand the Plan provides clarity where possible, regarding the scale and nature of development proposals and the relationship between sites in order that strategic and local planning requirements are adequately addressed. All parties in the development process will know what is expected of them whilst knowing what to expect from others.

MAJOR OPPORTUNITIES

2.49 The task of urban regeneration is therefore addressed within the Unitary Development Plan mainly but not solely through the identification of key sites as Major Opportunity Zones (MOZs). The development of these sites will be the major catalyst to the regeneration of the Borough and the region and will complement the other initiatives that are now or will soon be in train.

2.50 MOZs are defined on the Proposals Map and will be subject to policies specifying the nature, scale and approach to be taken to their development. These broad development principles indicate in most cases preferred land uses, the contribution the scheme is expected to make towards strategic and Borough objectives related to housing capacity,

employment generation, and social and community infrastructure. To assist understanding of the possibilities and constraints within each site, Urban Framework Plans will be prepared (which reflect the principles set out within the Unitary Development Plan) in consultation with interested parties, and possibly adopted as Supplementary Planning Guidance. These plans will suggest preferred land uses, establish frameworks and design principles, consider access issues and phasing details and other aspects related to the development of the sites. They will seek to ensure that even where sites are not comprehensively developed, phased development can be permitted that does not prejudice or compromise later phases of an overall plan. Principal partners and major landowners will in all cases be involved in the preparation and development of these frameworks.

- 2.51 The strategic role of MOZs is accepted as providing the main vehicle for the resurgence of East London as an economic force within an improved social and physical environment. At the local level they are essential to tackling urban deprivation where it exists. The development of MOZs can redress present regional imbalances as well as provide opportunities to help satisfy growing local aspirations.
- 2.52 This chapter examines the land use planning proposals for the MOZs. It reflects the long-term development strategy for the Royal Docks District and Stratford, and it explores the relationship of these areas to the wider regeneration of the Borough and the region. It should be read in the context of the other initiatives being pursued by the Council, in partnership with others, to raise the profile of the area, to build investment confidence, and in so doing to raise the aspirations of residents, employers, land owners, developers and local organisations.

COMMUNITY BENEFITS

- 2.53 As can be seen from the preceding paragraphs, the Council is in a unique position to contribute towards the regeneration of the Borough and of the whole of the South East region. By bringing about such dramatic changes this development will act as the catalyst that serves to confirm London's status as a World City. It is therefore development of truly international significance. The Council welcomes this development as reflected in the policies and proposals within this Plan. It also recognises however, that it is development that will place additional strains upon the Borough and the surrounding area. In order that such developments contribute towards the realisation of comprehensive regeneration, the Council may seek planning obligations from developers that relate to the particular kind and scale of development proposed. For instance, to provide for needs that may arise as a result of the development, or to offset the loss of, or impact, on any amenity or resource that may be present on the site prior to development, in accordance with the test of reasonableness outlined in Annex B of Circular 1/97 ('Planning Obligations'). The Council is therefore looking to harness the substantial community benefits that will be generated by these major schemes in order that they can be utilised - in the immediate vicinity and more widely - to maximise the advantage to the Borough, and to secure regeneration whilst minimising adverse impact (Please refer to Part One, Policy S2).

POLICIES FOR URBAN REGENERATION

PRINCIPLES OF DEVELOPMENT

- 2.54 In order to promote and facilitate the regeneration of Newham for the benefit of the Borough and the South East region, the Council has designated a number of Major Opportunity Zones (MOZs) in Docklands, Beckton, Stratford and the lower Lea Valley. These are all sites of strategic significance. Their redevelopment will have a direct bearing on the achievement of the Council's objectives for urban regeneration.

POLICY UR1: MAJOR OPPORTUNITY ZONES ARE SHOWN ON THE PROPOSALS MAP. IN THESE AREAS THE LOCAL PLANNING AUTHORITY WILL PROMOTE DEVELOPMENT OF STRATEGIC AND REGIONAL SIGNIFICANCE. THE ZONES ARE:

- A) ALBERT DOCK BASIN (NORTH SIDE), MOZ13
- B) BECKTON GAS WORKS, MOZ14
- C) BIDDER STREET (SOUTH), MOZ6
- D) BRITISH GAS SITE, WEST HAM, MOZ5
- E) ROYAL VICTORIA DOCK (NORTH SIDE), MOZ8
- F) ROYAL VICTORIA DOCK (SOUTH SIDE), MOZ10
- G) ROYAL ALBERT DOCK (NORTH SIDE), MOZ9

- H) KING GEORGE V DOCK (SOUTH SIDE), MOZ11
- I) ALBERT DOCK BASIN (SOUTH SIDE), MOZ12
- J) THAMES WHARF AND LIMMO, MOZ7
- K) STRATFORD RAIL LANDS, MOZ1
- L) UNION STREET, MOZ2
- M) WEST HAM MILLS I - THREE MILLS ISLAND, MOZ3
- N) WEST HAM MILLS II - WEST HAM STATION AREA, MOZ4
- O) BECKTON GATEWAY, MOZ15

2.55 Given the size of these sites - ranging from 8 hectares (20 acres) to over 40 hectares (100 acres) - the policies below set only broad parameters for development to address. To assist understanding of the possibilities and constraints that exist within each site the Council will prepare Urban Framework Plans (UFPs) and issue them as Supplementary Planning Guidance. These UFPs will be prepared in conjunction with principal partners, major land owners and adjoining boroughs (where appropriate). UFPs provide a framework in which issues of development quality and principles of access and design are set out. For some sites UFPs have already been prepared. Existing UFPs recognise the importance of the landscape framework for the area, the need to comply with the strategic footpath and cycle-way network (including along dock edges and river frontages) and nature conservation corridors and the requirement to create significant new areas of open space. New UFPs will also need to incorporate these requirements. The existing Plans will be adopted by the Council in their present form or after liaison on required amendments as appropriate. In some instances it may be appropriate to group MOZs and prepare a comprehensive framework.

2.56 As well as considering land use and urban design issues, the UDP is seeking comprehensive urban regeneration through the development of these large sites. This requires an assessment of the impact of on-site development on the surrounding area. A definition of comprehensive regeneration is given in S.136 of the Local Government, Planning and Land Act 1980. It is to include:

- a) the bringing of land and buildings into effective use;
- b) encouraging the development of existing and new industry and commerce; and
- c) creating an attractive environment and ensuring that housing and social facilities are available to encourage people to live and work in the area.

THE MAJOR OPPORTUNITY ZONES

2.57 As a result of the size and prominent position of the sites designated as Major Opportunity Zones it is not possible to be prescriptive about rigid land use proposals. The Council is seeking to provide sufficient flexibility in order to encourage imaginative proposals that can respond to rapidly changing local, regional and international circumstances. At the same time the UDP will clarify adopted planning and design principles that must be followed in order to satisfy strategic and local planning requirements. The mechanism for achieving this balance is the Urban Framework Plan. In broad terms the UFP (Please refer to Policy S8 in Part 1 for further information) and the development of the Major Opportunity Zones will comply with the site specific policies elaborated below.

Albert Dock Basin (North Side): Land Use Proposals (MOZ13)

2.58 This site occupies approximately 28 hectares of land immediately to the north of the Basin with dramatic views across the River Thames to the east and the Royal Docks complex to the west. Together with MOZ 10 (Albert Dock Basin (South Side)) it is regarded as a Priority Development Node. It is served by the Docklands Light Railway (DLR), the local road network, and is close to the likely location of the proposed Thames Gateway Bridge at Gallions Reach.

2.59 South of Armada Way a headquarters building has been constructed for Norton Healthcare, setting the standard for subsequent development. The Gallions Hotel, which is a Grade II* listed building of out-standing importance has approval for use as a marina clubhouse.

2.60 The DLR and a modern access road serve the site. Any further development of the site should take account of proposals for improved public transport and road access. (Please refer to Policies T2 - T4 of the Transport Chapter for further information).

- 2.61 An Urban Framework Plan for the site was prepared by the LDDC in 1988. Modifications are being brought forward in association with the LDA reflecting progress achieved, although its broad principles are still considered appropriate:
- a) the potential of the Zone's redevelopment to act as a major catalyst to the wider regeneration of Newham and the rest of the Thames Gateway Corridor;
 - b) the excellent regional and international communications close to the site;
 - c) the unique dockside and riverside environment;
 - d) the potential of the Zone to accommodate employment-generating and residential proposals; and
 - e) the desirability of achieving development on this 'Gateway' site that makes a positive statement about the resurgence of the East London economy and the area's environmental enhancement.
- 2.62 The Council welcomes development which in terms of land use and urban design reflects this prominence and the above principles. A number of uses that would be considered acceptable are listed below. Other proposals will be considered against the same 'quality' threshold as elaborated in more detail in Part 1 (Please refer to paragraphs 47-49).

POLICY UR2: THE ALBERT DOCK BASIN (NORTH SIDE) IS A SITE OF UNIQUE STRATEGIC SIGNIFICANCE. THE COUNCIL WILL ONLY APPROVE HIGH QUALITY MIXED DEVELOPMENT WHICH MAXIMISES THE ADVANTAGE OF THE SITE'S PROMINENT LOCATION AND SPECTACULAR DOCKSIDE AND RIVERSIDE SETTING (PLEASE REFER TO POLICY S3 IN PART 1). EXAMPLES OF ACCEPTABLE USES INCLUDE ANY OR ALL OF THE FOLLOWING: A CAMPUS-STYLE HIGHER EDUCATION INSTITUTE; AN INTERNATIONAL OFFICE HEADQUARTERS FOR A MAJOR COMPANY OR INSTITUTION; RESIDENTIAL; AND APPROPRIATE LEISURE USES. OTHER USES WILL BE CONSIDERED ON THE BASIS OF CRITERIA CONTAINED WITHIN POLICY S3 (PLEASE ALSO REFER TO POLICIES EQ4 AND EQ10 IN THE ENVIRONMENTAL QUALITY CHAPTER AND POLICY OS7 IN THE OPEN SPACE AND OUTDOOR RECREATION CHAPTER).

Beckton Gas Works: Land Use Proposals (MOZ 14)

- 2.63 This site is considered to have the potential to become one of the most prestigious sites in the Borough. It comprises 53 hectares (130 acres) of surplus land adjacent to the proposed Thames Gateway Bridge in the Gallions Reach area. It thus has potential for excellent strategic road links. With an 800 metre frontage overlooking the River Thames it will become the southern 'Gateway' to the Borough. Development will therefore be required to be of the highest quality - prestigious and well-designed buildings within a parkland setting.
- 2.64 In 1992, outline planning consent was granted which sought to meet pump-priming objectives for regeneration while reflecting land restoration issues resulting from the site's former use. Detailed planning approval has been granted for a first development phase. Should that permission not be implemented the Council would wish to re-evaluate the provision of retail use in the light of the advice in PPG6 and PPG13. The value of retail in priming the regeneration of this site will be balanced against its likely impact on other centres in accordance with the sequential approach. Because of the constraints imposed by the capacity of the A13/A406 junction the development of Phase 2 will be dependent on improved road and public transport capacity in the area.
- 2.65 The proposed East London Transit from Gallions DLR station to Barking and beyond will pass through the MOZ and development proposals will be required to make allowance for safeguarding an appropriate route.

POLICY UR3: IN RECOGNITION THAT BECKTON GAS WORKS SURPLUS LAND IS A REDEVELOPMENT SITE OF STRATEGIC SIGNIFICANCE, A MIXED USE DEVELOPMENT TO A HIGH STANDARD OF DESIGN (PLEASE REFER TO POLICY S3) APPROPRIATE TO ITS PROMINENT LOCATION, AND COMPRISING ANY OR ALL OF THE FOLLOWING LAND USES WILL BE PERMITTED: B1; B2; B8; HOTEL (C1); RESIDENTIAL (C3); LEISURE AND OPEN SPACE (PLEASE REFER TO POLICIES EQ2, T22, AND OS7 AND 8). THE EXTANT PERMISSION FOR RETAIL USE WILL BE RE-EVALUATED IF IT IS NOT IMPLEMENTED.

- 2.66 The Council will consider an element of residential as part of a mixed use development of Phase 2 subject to a satisfactory land reclamation scheme and the provision of appropriate community infrastructure.

Bidder Street (South): Land Use Proposals (MOZ6)

- 2.67 The site is located between the River Lea in the west, the A13 at Canning Town and the Jubilee Line/North London Line (JLE/NLL) railway corridor and Manor Road to the east. The site is approximately 22 hectares in size. The structure of the A13 Canning Town flyover dominates the southern section of the site limiting views to the south.
- 2.68 The area is characterised by obsolete, poor quality and poorly-maintained commercial property in a variety of B1, B2 and B8 or other uses. The existing highway infrastructure is outdated and east of Bidder Street subdivides the area into relatively small parcels of land in individual ownership, discouraging land assembly and new investment. Access to the MOZ is presently limited to the Stephenson Street/Manor Road junction at the bridge over the JLE/NLL rail corridor.
- 2.69 The Council will seek high quality, predominantly employment-based mixed-use development that responds to and radically improves the environment of the east bank of the River Lea, extending the Green Chain, footpath and cyclepath connection to the A13 and the Limmo Peninsula. Improvements to road access to and within the area, enabling the introduction of new public transport connections through the area and to surrounding communities will be required.
- 2.70 Within the main, northern area of the MOZ a range of uses including B1, B2 and B8 with supporting service uses will be encouraged. Within the extreme southern section of the MOZ, which forms part of the Canning Town – A13 gateway, a Priority Development Node relating to the existing town centre, the Council will seek a high quality mixed use development that supports and is integrated with the town centre. The Council will apply the Government's sequential test in considering any retail or leisure proposals. (Please refer to policies in the Shopping and Town Centres Chapter). The Council has published a draft Urban Planning Framework for the Lower Lea Valley and has adopted it as Supplementary Planning Guidance in 2001. This provides guidance for development in the MOZ.
- 2.71 The general development objectives which have been adopted by the Council include:
- a) potential for a high quality mixed use flagship development at the southern end of Bidder Street, supporting the Priority Development Node at Canning Town and the physical, economic and social regeneration of the wider Canning Town area;
 - b) development will be required to contribute to the improvement of road access into the MOZ from Manor Road, and the improvement of the highway structure within the MOZ;
 - c) the development of the riverside frontage, extending the Green Chain and footpaths and cycleways subject to safeguarding the future use of the Priors and Mayer Parry wharves until the potential for water freight has been established;
 - d) the development of connections to adjoining communities, new public transport services across and within the site and the development of pedestrian links with the town centre and the transport interchange; and
 - e) a traffic management scheme preventing private cars or heavy vehicles entering or leaving the site from the west will be required. Private car parking will be the subject of restraint (please refer to Policy T15 in the Transport Chapter).

POLICY UR4: IN THE SOUTHERN PART OF THE SITE, WHICH IS WITHIN THE CANNING TOWN TOWN CENTRE PRIORITY DEVELOPMENT NODE, THE COUNCIL WILL SEEK A HIGH QUALITY FLAGSHIP DEVELOPMENT THAT IS INTEGRATED WITH AND SUPPORTS THE DEVELOPMENT OF THE TOWN CENTRE. IT MAY COMPRISE ANY OR ALL OF THE FOLLOWING USES: EMPLOYMENT USES WITHIN CLASSES B1 AND B2, RETAIL, LEISURE, CULTURAL AND COMMUNITY USES AND ANCILLARY RESIDENTIAL. ELSEWHERE EMPLOYMENT USES WITHIN CLASSES B1, B2 AND B8 WILL BE PERMITTED TOGETHER WITH SUPPORTING SERVICE USES SUBJECT TO SAFEGUARDING THE USE OF PRIORS AND MAYER PARRY WHARVES WHERE APPROPRIATE FOR RIVER DEPENDENT USES. CLEAR FOOTPATH AND CYCLE ROUTES ADJACENT TO THE RIVER LEA AND CONNECTING TO SURROUNDING DEVELOPMENT WILL BE REQUIRED.

- 2.72 Mayer Parry and Priors Wharves on the River Lea are the subject of safeguarding directions made by the Secretary of State under Section 12 (7A) of the Town and Country Planning Act 1990. The safeguarded areas are shown on the Proposals Map. Applications affecting the safeguarded area are required to be referred to the GLA for consideration.

British Gas Site, Twelvetreets Crescent, West Ham: Land Use Proposals (MOZ5)

- 2.73 The site is located south of the District Underground / Fenchurch Street to Southend Railway Lines, and east of the River Lea. To the west it is bounded by the Cody Road industrial estate. The site is largely dominated by a group of eight listed gas holders as well as the recently completed warehouse for Dudley Stationery Ltd. It is an area of approximately 31.65 hectares incorporating a Site of Nature Conservation Importance which is in two locations, one located south of the gas holders, the other within a bend in the River Lea to the south of the site.
- 2.74 The site abuts the important Three Mills Industrial Conservation Area, and offers the opportunity to extend a Green Chain and associated footpaths and cycleways from Three Mills to Leamouth. This is a route of strategic importance with the potential to complete a further section of the riverside leisure route linking the Lee Valley Regional Park to the River Thames.
- 2.75 The Council will seek high quality development that maximises the potential of the riverside location, improves the river crossing and road access to and within the site, enabling the introduction of new public transport connections through the area and to surrounding communities. Development that complements the leisure and heritage objectives of the Three Mills area would be encouraged.
- 2.76 The general development objectives that have been adopted by the Council include:
- a) high quality mixed use employment-generating development, including business units (B1, B2, B8) of various sizes, and supporting service uses;
 - b) uses which complement the area's nature conservation and heritage character;
 - c) the protection of the Sites of Nature Conservation Importance (please refer to Policies EQ9 and EQ10 in the Environmental Quality Chapter) and the listed gas holders;
 - d) the development of the riverside frontage, extending the Green Chain and footpaths and cycleways;
 - e) the development of connections to adjoining communities, and new public transport services across and within the site;
 - f) a traffic management scheme preventing private cars or heavy vehicles entering or leaving the site from the west will be required. Private car parking will be the subject of restraint (Please refer to Policy T15 in the Transport Chapter);
 - g) it is understood the site is contaminated and appropriate decontamination/remedial works will need to be undertaken as part of any redevelopment.

POLICY UR5: THE WEST HAM GAS WORKS SURPLUS LAND IS A REDEVELOPMENT SITE OF STRATEGIC SIGNIFICANCE WITHIN THE LEA VALLEY. A MIXED DEVELOPMENT MEETING A HIGH STANDARD OF DESIGN APPROPRIATE TO ITS RIVERSIDE SETTING AND PROXIMITY TO THE THREE MILLS INDUSTRIAL CONSERVATION AREA WILL BE REQUIRED (PLEASE REFER TO POLICY S3, UDP PART 1). ANY OR ALL OF THE FOLLOWING LAND USES WILL BE PERMITTED: B1, B2, B8, BUSINESS USES AND SUPPORTING SERVICE USES INCLUDING RESTAURANT/PUBLIC HOUSE. CLEAR FOOTPATH AND CYCLEWAY ROUTES ADJACENT TO THE RIVER LEA AND CONNECTING TO SURROUNDING DEVELOPMENT WILL BE REQUIRED.

Royal Victoria Dock (North Side): Land Use Proposals (MOZ8)

- 2.77 This site stretches over approximately 40 hectares (99 acres) and runs from the western end of the Royal Victoria Dock close to the River Thames, and then along the north side of the dock to its eastern boundary at the Connaught Bridge. The vistas across the dock make this a truly spectacular site. It has excellent transport links including road access from the west via the Lower Lea Crossing to the Isle of Dogs and the City beyond, and to the east via Royal Docks Road. This road links ultimately to the A406 North Circular Road, giving access to the M11 and M25. Public transport links are also excellent with the North London Line and the Docklands Light Railway directly serving the site. The Canning Town interchange lies just to the northwest of the site. London City Airport is just a short distance away.
- 2.78 Given these attributes, this is a site with enormous potential to contribute towards the regeneration of the region whilst also addressing the needs of the local area. Proposals are thus sought which maximise the site's regenerative potential but which also make a significant contribution towards tackling the urban deprivation present to the immediate north in South Canning Town and Custom House. Particular attention should therefore be paid to the links between the

development site and this area, especially the one to Custom House station to tie in with the work already undertaken and the Council's proposals for Freemasons Road/Victoria Dock Road. The development will also be expected to include new areas of public realm. The Grade II listed K and W Warehouses must be retained and consideration should also be given to the preservation and reuse of the adjoining but unlisted K Annexe and N-R range of warehouses.

- 2.79 London International Exhibition Centre Ltd. (LIECL) were selected as the developer of the site in 1994. In February 1996, they obtained outline planning permission for a scheme which was focused on a major exhibition centre which could ultimately provide 110,500m² of exhibition space within a 216,600m² building on the eastern part of the site, together with hotels, a conference forum, trade centre, associated A1, A3 and B1 uses, infra-structure and reuse of the listed and retained warehouses.
- 2.80 In January 1998 LIECL and Country Heights Holdings formed a joint venture company called Highpine Ltd which signed a conditional Master Building Agreement (MBA) with the LDDC. Consent was granted for the detailed design of Phase 1 of the exhibition centre in July 1998 and work commenced on site late in 1998. Completion took place in September 2000, with the first major exhibition in November 2000.
- 2.81 DLR propose to extend the railway to serve Silvertown and North Woolwich via London City Airport. Three options were considered and a preferred route selected. The current preferred route for the extension project is the southern alignment via Silvertown Way and North Woolwich Road.

POLICY UR6: THE ROYAL VICTORIA DOCK (NORTH SIDE) IS A SITE OF ENORMOUS REGENERATIVE POTENTIAL FOR HIGH QUALITY DEVELOPMENT WHICH REFLECTS ITS PRESTIGIOUS AND PROMINENT LOCATION (PLEASE REFER TO POLICY S3 IN PART 1). THE LOCAL PLANNING AUTHORITY WILL PERMIT MIXED DEVELOPMENT THAT INCLUDES ANY OR ALL OF THE FOLLOWING ACCEPTABLE USES: MAJOR EXHIBITION CENTRE, CONFERENCE CENTRE, HOTEL, RESIDENTIAL DEVELOPMENT IN THE ORDER OF 550-1000 DWELLINGS OR, IF LESS, RESIDENTIAL DEVELOPMENT WHERE IT CAN BE EFFECTIVELY LINKED TO ADJOINING RESIDENTIAL USES (PLEASE REFER TO POLICIES H13 - H17 IN THE HOUSING CHAPTER), B1, ARTS AND LEISURE FACILITIES PLUS ANCILLARY RETAIL AND CATERING USES, OPEN SPACE AND REQUISITE SERVICING (PLEASE REFER TO POLICIES EQ4 AND EQ10 IN THE ENVIRONMENTAL QUALITY CHAPTER).

- 2.82 The prominent 'Landmark' site at the western end of the Royal Victoria Dock is considered suitable for development as serviced apartments or as a hotel providing accommodation for the Exhibition Centre and for visitors to the area. As this site is adjacent to the Britannia Village, residential development may also be appropriate although aircraft noise will be a material consideration that may result in the imposition of conditions to ensure adequate protection against noise.
- 2.83 Present Government advice requires that there should be no significant increase in the number of people living, working or congregating within PSZs. The London City Airport (LCA) will need to be consulted about any development proposals brought forward on the 'Landmark' site. (Please refer to Policies T29 to T31 for further information)
- 2.84 Elsewhere within the MOZ, if residential units were to be provided, a minimum number of 550 units will be necessary in order to create a vibrant, balanced local community. Part of this site has also been identified for a permanent water sports centre supporting sailing, windsurfing and other activities on the dock. Whilst these uses were included in the outline planning permission granted for the exhibition centre scheme, it is likely that development of this site will be undertaken by other parties.
- 2.85 The listed Connaught Tavern is located adjacent to the Excel exhibition site. Suitable uses for the Tavern would fall in the A3 Use Class, although other uses appropriate to this local landmark which would secure its future would be considered. It is important that the setting and the context of this building is considered carefully when proposals are being developed for adjoining land.
- 2.86 An Urban Framework Plan for the north and west sides of the Royal Victoria Dock has been prepared. It will guide and co-ordinate the development of the different parts of the site through to the completion of all phases.

Royal Victoria Dock (South Side): Land Use Proposals (MOZ10)

- 2.87 The Royal Victoria Dock (South Side) site is bounded by the dock to the north, Silvertown Way to the west, Connaught Bridge to the east, and North Woolwich Road to the south. It also includes the Thames Barrier lands to the south of this

road, Britannia Village, Pontoon Docks, the Charles Street Industrial Estate and the Silvertown Triangle site. The area has been designated a Priority Development Node, providing a focal point for the Royal Docks District, with the potential to become a new vibrant and dynamic City District.

- 2.88 The whole area comprises over 58 hectares and is mostly in the ownership of the London Development Agency and the Council. Local road access is good, in particular via North Woolwich Road and Silvertown Way, both of which provide high quality strategic road links to the site, but public transport connections are still inadequate. The eastern section of the site is affected by London City Airport development constraints including the Public Safety Zone area. London City Airport (LCA) will need to be consulted about development proposals brought forward within the MOZ. (Please refer to Policies T29 to T31 for further information).
- 2.89 DLR propose to extend the railway to serve Silvertown, London City Airport and North Woolwich. It is envisaged that new stations will serve West Silvertown and the Pontoon Dock/Barrier Park area in addition to the Airport station. It is intended that the line to the Airport will be operational by 2004 (Please refer to the proposals map).
- 2.90 Developers will be expected to make contributions to secure improvements to public transport and other physical linkages that are necessary to meet the needs of the development.
- 2.91 In framing the UDP policies for this area the Council has been careful not to impose an inflexible design approach, but the following main principles have been adopted:
- a) a vibrant and dynamic 'City District' offering a comprehensive development around the entire Pontoon Dock, including a high quality mixed development comprising commercial, leisure, and residential uses supported by retail, cafes, pubs, other tourist uses and community facilities;
 - b) the Zone's potential to accommodate a significant number of the new dwellings required to satisfy the UDP policies subject to other environmental requirements;
 - c) the desirability of ending the isolation of the West Silvertown and North Woolwich communities by achieving closer integration into new developments;
 - d) the definition of a site reserved for a further primary school use;
 - e) the potential for innovative mixed use rehabilitation proposals for the existing mill buildings and 'D' Silo;
 - f) promoting the environmental, leisure, recreational and townscape potential of the Royal Victoria Dock and the enclosed Pontoon Dock;
 - g) promoting the environmental, recreational and tourist potential of the Thames Barrier Park in association with the development; and
 - h) addressing the environmental and townscape effect of the heavy industry on the southern boundary of the zone.
- 2.92 Phase 1 of 'Britannia Village' on the west of the MOZ commenced in 1996, and it is now almost complete. This residential-led scheme with supporting retail and community facilities includes new open space and a site for a new primary school. A pedestrian bridge has been built across the dock to link the area with the stations at Custom House and with development of the north side of the water.
- 2.93 The Silvertown Quays area, around the Pontoon Dock, is being promoted for comprehensive redevelopment by the Council and the LDA. A preferred developer will be chosen in 2001 and Development is likely to commence in 2002.
- 2.94 The Thames Barrier Park was opened in 2000 and has created a major green space of metropolitan and local significance, providing an opening to the Thames in the industrial belt. New residential development was completed to the west of the site in 2001 and further residential development to the east is expected to commence in 2001.
- 2.95 An Urban Framework Plan and Design Codes have been prepared and approved for the schemes already under way. These will be developed and extended to guide and co-ordinate the proposals for the remainder of the MOZ.

POLICY UR7: THE ROYAL VICTORIA DOCK (SOUTH SIDE) HAS POTENTIAL FOR A HIGH QUALITY CITY DISTRICT, A PRIORITY DEVELOPMENT NODE PROVIDING A FOCUS FOR THE ROYAL DOCKS DISTRICT AND STRENGTHENING THE EXISTING COMMUNITIES OF SILVERTOWN AND NORTH WOOLWICH. A COMPREHENSIVE MIXED-USE PROPOSAL AROUND THE ENTIRE PONTOON DOCK, OFFERING

DEVELOPMENT WHICH PROVIDES A SPECTACULAR BACKDROP AND TOURIST ATTRACTION TO THE DOCKS WILL BE SOUGHT (PLEASE REFER TO POLICY S3 IN PART 1). THE COUNCIL WILL PERMIT RESIDENTIAL DEVELOPMENT IN THE ORDER OF 2000 DWELLINGS PLUS SUPPORTING FACILITIES, INCLUDING APPROPRIATE PRIMARY SCHOOL PROVISION, LOCAL SHOPS (INCLUDING A MEDIUM SIZE FOOD STORE TO MEET LOCAL NEEDS), PLAY FACILITIES AND OPEN SPACE (PLEASE REFER TO POLICIES EQ4 AND EQ10 IN THE ENVIRONMENTAL QUALITY CHAPTER AND POLICY S47 IN PART 1). IN ADDITION MIXED DEVELOPMENT THAT INCLUDES ANY OR ALL OF THE FOLLOWING ACCEPTABLE USES: B1 BUSINESS USE, HOTEL AND LEISURE USES, ANCILLARY RETAIL, AND COMMUNITY AND TOURISM RELATED USES. THE INTEGRATION OF THE EXISTING CHARLES STREET INDUSTRIAL ESTATE AND SITES EAST OF THE CONNAUGHT BRIDGE WILL BE SOUGHT IN ORDER TO ESTABLISH A COMPREHENSIVE REDEVELOPMENT PROPOSAL FOR THE AREA (PLEASE REFER TO POLICY S9 IN PART 1). CLEAR FOOTPATH AND CYCLEWAY ROUTES ESTABLISHING LINKS TO SURROUNDING DEVELOPMENT WILL BE REQUIRED.

POLICY UR8: THE THAMES BARRIER LANDS HAVE POTENTIAL FOR A MAJOR RIVERSIDE PARK WITH ASSOCIATED DEVELOPMENT WHICH PROVIDES AN ATTRACTIVE BOUNDARY WITHIN THE SURROUNDING PREDOMINANTLY INDUSTRIAL AREAS. THE LOCAL PLANNING AUTHORITY WILL PERMIT APPROXIMATELY 8 HECTARES OF OPEN SPACE INCORPORATING LINKS TO THE ROYAL VICTORIA DOCK SITES TO THE NORTH, AN EAST-WEST PEDESTRIAN LINK ALONG THE RIVER EDGE, LEISURE AND TOURIST FACILITIES THAT CAPITALISE ON THE RIVERSIDE SETTING, RESIDENTIAL DEVELOPMENT AND B1 USES AROUND THE PERIMETER (PLEASE REFER TO POLICIES OS4-OS8 IN THE OPEN SPACE AND OUTDOOR RECREATION CHAPTER AND EQ4 AND EQ10 IN THE ENVIRONMENTAL QUALITY CHAPTER).

Royal Albert Dock (North Side): Land Use Proposals (MOZ9)

- 2.96 The Royal Albert Dock (North Side) site, which measures approximately 1.7 kilometres in length and occupies approximately 32 hectares (79 acres), enjoys a unique physical location, overlooking the full length of the dock to the south with the London City Airport beyond. It is served by three vehicular access points off Royal Albert Way integrated with three DLR stations.
- 2.97 The site is prominently located within the Royal Docks, visible from the Airport, Connaught Bridge and Royal Albert Way, as well as the dock itself, and enjoys both a high standard of amenity and accessibility. Its future development is therefore expected to realise this unique potential and do full justice to its location (please refer to Part 1, paragraphs 47-49).
- 2.98 Parts of the site require land restoration, attention needs to be paid to the rehabilitation of the dock walls and development near the quayside is constrained by airport-related height restrictions. The Council and the London Development Agency (LDA) support the establishment of water sports activities within the dock. Building restrictions will be imposed in order to comply with these requirements.
- 2.99 In order to maintain and enhance the spacious linear quality of the quayside it is important that built development is constrained by a common building line back from the quayside and that nothing other than small pontoon facilities of a temporary nature are allowed within the dock itself. It is also important that there is a common approach in the way that the development relates in form and scale to each of the main vehicular access points along Royal Albert Way.
- 2.100 In framing the policies for this site the Council supports a flexible design approach and as such the following main principles have been adopted:
- a) the potential of this Zone for prestigious development which meets regional and local employment needs through a range of commercial and other uses;
 - b) the potential for linking development of this site to that of the adjoining sites and for establishing more general socio-economic linkages into Beckton and the wider community;
 - c) the environmental and townscape potential of the Royal Albert Dock;
 - d) the urban design attributes of the DLR stations and the requirement to concentrate open space and community focal points at these locations with a linkage through to the dock edge; and

- e) the existence of two listed buildings - the Central Offices (Dockmaster) and the Central Buffet - which will need to be reused and sensitively incorporated into any new development.

2.101 Outline planning approval was granted in March 1998, based upon an agreed Urban Framework Plan which incorporated the principles set out above. The Council and the London Development Agency (LDA) support development in the generic form of a technology/service business park (including scope for a range of B1 uses including Research and Development within the park supported by retail/serviced office uses within the two listed buildings on the site. A preferred developer for the site was chosen in 2001; development is expected to commence in 2002. The Royals University Campus and Technology Centre is located on the eastern end of the site.

POLICY UR9: THE ROYAL ALBERT DOCK (NORTH SIDE) IS A KEY OPPORTUNITY SITE FOR WHICH DEVELOPMENT OF A HIGH STANDARD OF LANDSCAPE AND BUILDING DESIGN WILL BE PERMITTED WHICH WILL REFLECT ITS PROMINENT LOCATION, EXCELLENT ACCESSIBILITY AND QUAYSIDE AMENITY (PLEASE REFER TO POLICIES S9 IN PART 1, EQ4 AND EQ10 IN THE ENVIRONMENTAL QUALITY CHAPTER AND OS7 IN THE OPEN SPACE AND OUTDOOR RECREATION CHAPTER). CLEAR FOOTPATH AND CYCLEWAY ROUTES ESTABLISHING LINKS TO SURROUNDING DEVELOPMENT WILL BE REQUIRED. THE COUNCIL WILL PERMIT DEVELOPMENT THAT INCLUDES ANY OR ALL OF THE FOLLOWING USES: B1 BUSINESS USE IN THE FORM OF A SCIENCE/BUSINESS PARK WITH ANCILLARY RETAIL AND LEISURE FACILITIES, REQUISITE SERVICING AND OPEN SPACES, AND A HIGHER EDUCATION INSTITUTE WITH ANCILLARY USES. FACILITIES SUCH AS A REGATTA CENTRE COULD BE ACCOMMODATED AT THE WESTERN END OF THE DOCK.

King George V Dock (South Side) and the Former Harland and Wolff Site: Land Use Proposals (MOZ11)

2.102 The King George V Dock (South Side) site is north of the existing residential community of North Woolwich and Silvertown and east of London City Airport. The dock, which is presently used for a variety of powered water sports, separates this site from the airport operational area. The former Harland and Wolff site lies on the opposite side of Woolwich Manor Way to the King George V Dock (South Side) site at the eastern end of North Woolwich on the River Thames. The combined sites occupy approximately 15 hectares (37 acres).

2.103 The Council has adopted flexible policies for the MOZ where the following main issues have been considered:

- a) the potential of this Zone to make a significant contribution of new dwellings towards fulfilment of UDP housing policies, subject to environmental considerations;
- b) the desirability of reducing the barriers between the MOZ and North Woolwich and Silvertown including links to and along the waterside;
- c) the potential of the Zone to accommodate high quality airport-related and business uses in furtherance of UDP employment policies;
- d) the environmental, leisure, recreational and townscape potential of the King George V Dock, the River Thames and the land adjoining;
- e) the impact of existing and past industrial uses in the area and the possible effect of new development on the amenity of the adjoining residential community;
- f) the desirability of enhancing public transport links to complement the area's good road access and proximity of London City Airport; and
- g) the potential for the development of this Zone, particularly the residential element, to support the existing socio-economic infrastructure of the area and enable consideration of improvements, either within the MOZ or elsewhere in North Woolwich and Silvertown.

2.104 The western part of the MOZ, adjoining the airport, is considered appropriate for airport-related and business (B1, B2 and B8) uses, subject to safeguarding the amenity of the residential area. Construction of a major residential development on the former Harland and Wolff site is under way.

2.105 Access to the western part of the site shall be via Hartman Road through the airport. The eastern dockside sites will be accessed via an improved junction to be constructed on Woolwich Manor Way. Subject to environmental considerations, the eastern end of the south side of King George V Dock has been identified suitable for residential

and community uses, including a possible site for a new primary school abutting the Storey School site. Pedestrian access to the river and dockside and links with the established residential areas will also be sought where appropriate.

- 2.106 An Urban Framework Plan will be prepared to guide development of the King George V Dock Southside.
- 2.107 Development will be expected to contribute towards improved public transport and other physical linkages. The contributions will be related in scale and kind to the proposed development and its likely impact and effect (please refer to Part 1 paragraphs 43-46).

POLICY UR10: THE KING GEORGE V DOCK (SOUTH SIDE) IS AN IMPORTANT SITE LOCATED NEXT TO LONDON CITY AIRPORT AND EXTENDING TO THE RIVER THAMES. THE LOCAL PLANNING AUTHORITY WILL PERMIT MIXED DEVELOPMENT THAT INCLUDES RESIDENTIAL DEVELOPMENT IN THE ORDER OF 700-900 DWELLINGS (PLEASE REFER TO POLICIES H13 - H17 IN THE HOUSING CHAPTER) INCLUDING SITES FRONTING THE EASTERN END OF KING GEORGE V DOCK, PLUS SUPPORTING FACILITIES, POSSIBLY INCLUDING A RELOCATED PRIMARY SCHOOL (PLEASE REFER TO POLICIES S2 AND S47 IN PART 1 AND EQ4 AND EQ10 IN THE ENVIRONMENTAL QUALITY CHAPTER) AND ANY OR ALL OF THE FOLLOWING ACCEPTABLE USES: HOTEL OR AIRPORT-RELATED OR OTHER BUSINESS (B1, B2 AND B8) USES. ROAD IMPROVEMENTS WILL BE REQUIRED AT WOOLWICH MANOR WAY (PLEASE REFER TO POLICY T4 IN THE TRANSPORT CHAPTER).

Albert Dock Basin (South Side): Land Use Proposals and Marina (MOZ12)

- 2.108 This site, which covers an area of approximately 11 hectares (27 acres), occupies a strategic location at the eastern end of the Royal Docks complex with dramatic views westwards along the docks and eastwards along the River Thames. Together with MOZ11 the site is regarded as a Priority Development Node. It is, however, sited immediately at the eastern end of the London City Airport, directly under the flight path, and thus its development potential is restricted on the grounds of public safety, building height and noise. London City Airport (LCA) will need to be consulted about development proposals brought forward within the MOZ. (Please refer to Policies T29 to T31 for further information).
- 2.109 The site, which is owned by the London Development Agency (LDA), is on the southern edge of the Albert Dock Basin overlooking the prestigious north side development site. The Council would expect development proposals to be of the highest quality (please refer to Part 1, paragraphs 47-49) and will also be looking for development that relates directly to this dockside location and which capitalises on the proximity of the two water sport-related docks. Subject to the extent of restrictions imposed by the Airport Public Safety Zone, a high quality office village with supporting B2 and leisure facilities may be appropriate. Such a proposal would offer the potential to support the North Woolwich economy through the development of service markets for Norton Healthcare, the Royals University Campus, Beckton and the London City Airport.
- 2.110 The proposed East London Transit, linking Gallions DLR station to Barking and beyond, is under consideration by Transport for London. It is expected that this integrated system will greatly improve connections throughout the Royal Docks District, and to North Woolwich and the Norton Healthcare development in particular. The proposal may include an interchange allowing connections to public transport services that are expected to use the proposed multi-modal Thames Gateway Bridge should it be constructed.
- 2.111 The Council has therefore adopted the following design principles to guide the development of this site:
- a) the potential of this Zone to contribute significantly to the Council's employment, leisure and tourism policies;
 - b) the proposed scheme should capitalise on the environment of the surrounding docks and their leisure potential, and may be required to contribute towards re-modelling of dock walls;
 - c) the proposed development should complement in land use and urban design terms the proposed development of the adjoining Albert Dock Basin (North Side) site; and
 - d) the proposed development should comply with the site's airport-related restrictions.
- 2.112 The Council believes these objectives will be best met by low intensity B1 (Business), leisure and tourism-based uses. It is considered appropriate to prepare an Urban Framework Plan to guide development in accordance with the principles elaborated in Policy S8 in Part 1. Allowance will be made within the UFP for the anticipated work programme

for the removal of existing flood barriers and the planned construction of new flood protection lock gates for the Royal Docks District.

- 2.113 Development will be expected to contribute towards improved public transport and other physical linkages. The nature and scale of the contributions will be related in scale and kind to the proposed development and its likely impact and effect (please refer to paragraphs 43-46).

POLICY UR11: THE ALBERT DOCK BASIN (SOUTH SIDE) OCCUPIES A PROMINENT POSITION AT THE EASTERN END OF THE ROYAL DOCKS AND ADJACENT TO THE RIVER THAMES. WITH THE NORTH SIDE OF THE BASIN IT IS A PRIORITY DEVELOPMENT NODE. THE LOCAL PLANNING AUTHORITY WILL PERMIT DEVELOPMENT THAT INCLUDES ANY OR ALL OF THE FOLLOWING ACCEPTABLE USES: B1, B2, LEISURE AND TOURISM-RELATED FACILITIES WITH ASSOCIATED HOTEL (PLEASE REFER TO POLICIES S2, S3 AND S9 IN PART 1, EQ4 AND EQ10 IN THE ENVIRONMENTAL QUALITY CHAPTER AND OS7-8 IN THE OPEN SPACE AND OUTDOOR RECREATION CHAPTER).

POLICY UR12: THE COUNCIL WILL PERMIT THE ALBERT DOCK BASIN TO BE DEVELOPED (IN PART) AS A MARINA. ANCILLARY USES WILL BE PERMITTED ON THE ALBERT DOCK BASIN (SOUTH SIDE) SITE.

Thames Wharf and Limmo: Land Use Proposals (MOZ7)

- 2.114 The Thames Wharf site occupies approximately 10 hectares (25 acres). It is bounded by the River Thames to the west with prominent views overlooking the Greenwich Peninsula and Canary Wharf on the Isle of Dogs. The Lower Lea Crossing forms the northern boundary with elevated sections of Silvertown Way forming a visually prominent eastern edge. Road access is from the junction of the Lower Lea Crossing and Silvertown Way. The Limmo site occupies approximately 6 hectares (15 acres) and lies to the north of the Lower Lea Crossing and is bounded by it, the River Lea and the DLR/North London railway lines. The Canning Town transport interchange is just to the north of the site.
- 2.115 The MOZ falls within a Priority Development Node, offering the opportunity to establish a vigorous gateway location for business, on a primary transport corridor to the Royal Docks District, capitalising on planned improvements to the Canning Town town centre to the north.
- 2.116 The Zone is generally vacant and is in the ownership of Railtrack, although the south western part comprises steel and scrap iron operations, storage and warehousing. These are all active uses, which contribute to local employment and the economy and take advantage of their riverside location to reduce reliance on road transport. Guidance for policies for the protection of river freight wharves is defined in Policy T27 in the Transport Chapter. The Thames Wharf site is located to the west of the London City Airport runway. London City Airport (LCA) will need to be consulted about development proposals brought forward for Thames Wharf. (Please refer to Policies T29 to T31 for further information).
- 2.117 The Council does not intend to take any action to displace existing uses unless their site is required for development in the public interest in order to meet the broader objectives of regeneration. In the event of relocation the opportunity that will result from the release of the existing site for the purposes of regeneration will be taken into account as a benefit in applying Policy S2 in Part 1 of the UDP to the development of the relocation site.
- 2.118 The Council is seeking development that will take full advantage of the Thames Wharf site, which has an outstanding location fronting the River Thames opposite the Millennium Dome and the Greenwich Peninsula and offers views of Canary Wharf. Development is expected to take the form of a high quality flagship urban development, with landmark buildings responding to the river frontage. An Urban Framework Plan will be required to establish the principles of development. The objective will be the creation of an area of high quality, with a mix of employment opportunities, a range of residential development forms, and ancillary leisure development. The objective is to build upon and match the regeneration benefits of neighbouring sites (i.e. the Millennium Dome, the Excel Exhibition Centre and the Royal Docks District), to create new service supply chains to serve them, and thereby re-invigorate the local economy.
- 2.119 The programme for redevelopment of the Thames Wharf section of the MOZ will be influenced by decisions relating to the proposed Silvertown Crossing. This is supported in principle by the Mayor of London but is subject to further feasibility and costing work, and a final decision is not likely to be made until towards the end of the Plan period.

- 2.120 In any comprehensive redevelopment of this MOZ, public access to the site's riverside edge with associated landscaped pedestrian areas will be required. Pedestrian links should also be provided through the site to pass underneath Silvertown Way (where appropriate) to the Royal Victoria Dock (North Side) site to the east. Details of pedestrian access and the range of community benefits required by the Council will be identified during the preparation of the Urban Framework Plan.

POLICY UR13: THE THAMES WHARF/LIMMO MAJOR OPPORTUNITY ZONE OCCUPIES AN IMPORTANT WESTERN GATEWAY TO THE BOROUGH AND THE ROYAL DOCKS. THE COUNCIL WILL PERMIT A HIGH QUALITY MIXED DEVELOPMENT OF LEISURE USES WHICH ALSO INCORPORATES RESIDENTIAL USE ON THE THAMES WHARF SECTION OF THE RIVER FRONTAGE AND WHICH SAFEGUARDS THE USE OF THE WHARF WHERE APPROPRIATE FOR RIVER DEPENDENT USES (PLEASE REFER TO POLICIES S3, S9, EQ4, EQ10, EMP14, T27 AND OS7-8).

- 2.121 The proposed Docklands Light Railway extension to London City Airport and North Woolwich will include a station on the Thames Wharf site, although the details of the route and station location will be subject to further consultation and investigation. Thames Wharf is the subject of a safeguarding direction made by the Secretary of State under Section 12 (7A) of the Town and Country Planning Act 1990. The direction requires the Council to have regard to maintaining the use of the wharf in formulating their Unitary Development Plans. The safeguarded areas are shown on the Proposals Map. Applications affecting the safeguarded area are required to be referred to the GLA for consideration.

Stratford Rail Lands Land Use Proposals (MOZ1)

- 2.122 This MOZ consists of the Stratford Rail Lands, Thornton Fields, Chobham Farm, land in the ownership of the Worshipful Company of Carpenters and land in various ownerships bounded by Waterworks River, Carpenters Road and the A11. Part of the area is included in the Lee Valley Regional Park as shown on the Proposals Map. The MOZ has an area of approximately 156.3 hectares. The developable area comprises approximately 100 hectares. The majority of the site is currently managed by London and Continental Railways on behalf of the Government, in accordance with the CTRL development agreement. A number of operational railways cross the site. Some business and industrial uses will continue to occupy non-operational land on temporary leases until the land is required for comprehensive redevelopment for the construction of the Channel Tunnel Rail Link (CTRL) and Stratford International Passenger Station. Also included are a residential area and various parcels of vacant land.
- 2.123 The CTRL will pass through the MOZ, in an open, retained cutting (the station 'box'). It is intended to build a concourse for a combined Domestic and International Passenger Station (IPS) over the 'box'. There will be a direct link to the existing Stratford Regional Station and Stratford Town Centre. Construction work will commence in 2001 and the link and station will open in 2007. The Council fully supports both the CTRL and the IPS.
- 2.124 The decision to locate a station at Stratford is a catalyst for major development of the Rail Lands and areas beyond and will be a key element in the regeneration of East London and the Thames Gateway as a whole, and the transformation of Stratford into a major European destination.
- 2.125 The phasing of the development will depend upon the decisions taken relating to the design of the IPS and the timetable for the construction of the CTRL. There will be a phased withdrawal of railway companies and commercial tenants from the area, which will allow the release of land for development for other uses.
- 2.126 In order to ensure that the development potential is optimised, a draft Urban Framework Plan (UFP) for the area has been prepared in consultation with adjacent boroughs and other interested parties. There is an emphasis on securing development of the highest quality in terms of urban design and appearance, and emphasis will be placed upon meeting the requirements of Policy S3 (please refer to Part 1). The UFP will ensure the comprehensive planning of the area. Piecemeal development is likely to prejudice such an approach and therefore will be resisted.
- 2.127 Newham Council have approved the use of the Draft UFP for development control purposes.
- 2.128 The following objectives for development within the Draft UFP area have been identified and agreed by the partners:
- a) Long term development should concentrate upon uses which provide new employment opportunities and seek to revitalise the East London economy;

- b) Development should contribute to the regeneration of the wider East London area and confirm the role of Stratford and the Rail Lands development as the western focus of the Thames Gateway;
 - c) Development should be sustainable and of a high environmental quality, incorporating improved landscaped links into and through the Rail Lands;
 - d) The development should embrace a range of uses taking advantage of international, sub-regional and local demands which the Rail Lands are uniquely placed to meet;
 - e) To ensure that the key means of access to the development would be by public transport;
 - f) To support mixed-use development where it reduces travel and has no adverse impact upon amenity; and
 - g) To enhance Stratford's role as a shopping, employment and cultural centre and to secure development links which physically connect new uses on the Rail Lands to facilities in the existing town centre, unifying new and old.
- 2.129 London and Continental Railways will be required, in conjunction with their selected development partners, to develop a Master Plan for the comprehensive redevelopment of Stratford Railway Lands, taking full account of the development opportunities offered by adjoining land, and the objectives established within the UDP and the Urban Framework Plan.
- 2.130 The benefits of the regeneration of the Rail Lands will be felt far beyond the Newham boundaries, as will possible disbenefits, such as traffic impacts. In order to ensure that benefits are maximised and disbenefits minimised, the Council considers it is important that the further work undertaken on the UFP be prepared in consultation with adjoining boroughs and other interested parties including land owners.
- 2.131 The area has great employment-generating potential, and land uses that maximise this potential should be given priority. The creation of a large number of jobs will be of benefit not only to the residents of Newham but also to East London as a whole. In terms of strategic importance a regenerated Stratford Rail Lands and adjacent areas will become a western focus for the Thames Gateway. The employment-generating potential of the area has been confirmed by Llewellyn-Davies ('Stratford Railway Lands, A Planning and Urban Design Study for the London Borough of Newham', November 1994), and LPAC ('The Regeneration Effect of a Channel Tunnel Rail Link Station at Stratford, Associated Impacts, and How to Secure the Benefits', November 1993).
- 2.132 That part of the MOZ which is located within the Lee Valley Regional Park (including sites known as Bully Fen, Bully Point and the Eastway Cycle Circuit) is subject to the policies and proposals in the Park Authority's Plan and will be retained for leisure, recreation, or similar uses (please refer to Appendix OS4 in the Open Space and Outdoor Recreation Chapter for details).
- 2.133 The MOZ includes a residential area known as the Clays Lane Estate. This estate is physically isolated from the remainder of the Borough with inadequate public transport links. Its small size discourages the provision of additional links and the provision of supporting retail and service uses. The Council considers that residential development adjacent to the Clays Lane Estate would encourage the provision of facilities that are currently lacking.
- 2.134 The Council supports the improvement and expansion of Stratford Town Centre to provide a wider range of shopping facilities. This could be achieved by major retail development (incorporating other uses) on a part of the Rail Lands. However, any such development must be fully integrated with the town centre and should not adversely affect Stratford's vitality and viability. Retailing which is ancillary to other uses, such as leisure and residential, will generally be supported. The creation of new physical links is an essential part of the strategy of enlarging and unifying the town centre. Shops will be a key element of such links, one of which should provide a direct, easy and attractive connection (including suitable means of aiding passenger interchange, such as travelators), between the various railway services and the bus services in Stratford Town Centre, and in addition link the intended retail and commercial development on the lands adjoining the station.
- 2.135 The Council will require that such a link be designed to become an integral part of the adjoining intended mixed-use development and of the existing town centre so that the new development and the existing town centre are perceived as an overall and unified development.
- 2.136 The range of land uses supported by the Council will therefore include the following:
- a) employment-generating uses, to include Use Classes B1 (Business) and B2 (General Industrial);

- b) leisure and tourism-related uses, to include hotels;
 - c) residential uses which should serve to decrease the isolation of the Clays Lane Estate, or by being integrated within the development link contribute to the vigour and vitality of the link, thereby encouraging a 24 hour economy; and
 - d) retailing which will complement and enhance the role of Stratford as a major shopping centre, incorporating leisure, cultural or tourist-related uses.
- 2.137 The development of the Rail Lands will generate a significant travel market, for work and to access the rail networks at Stratford. In order to minimise local impacts upon the environment the Council will seek to achieve a sustainable transport strategy ensuring that most trips are made by public transport rather than by private car. The provision of a public transport network which provides convenient access within the MOZ and also connects the area to existing service networks will promote this. Office developments and other major traffic-generating uses will have limited parking provision and be located close to public transport interchanges in order to maximise the use of public transport. The provision of facilities for cyclists and pedestrians will encourage these methods of travel. A comprehensive traffic management scheme including a restraint-based parking regime will serve to reduce the potentially harmful effect of road traffic on the environment and road safety. The Council will try to ensure full accessibility for disabled people. Development partners may be required in certain circumstances to make contributions towards the provision of transport links and traffic management schemes. Potential access points for the primary road network have been indicated elsewhere in the UDP, and the Lower Lea Valley Urban Framework Plan SPG
- 2.138 Some access by motor vehicle is necessary. The main road link into the station itself is likely to be from the Hackney - M11 link, via Waterden Road in the London Borough of Hackney. The Council's preferred road access from the south west is via Warton Road. In addition, the construction of an internal road network will be necessary.
- 2.139 The Docklands Light Railway is investigating the potential for extending the existing DLR to serve the International Station at Stratford. A preliminary engineering study has been undertaken, in consultation with the Council and other interested parties such as Union Railways, to investigate possible options. A number of route alignments have been identified which are subject to further discussion and detailed investigation.
- 2.140 In order to complete the comprehensive regeneration of the area, the Council will prepare a list of community benefits that it will be seeking to enhance the quality of the development. Such benefits will be secured through planning obligations, will be related to the scale and nature of individual development schemes and will be negotiated in accordance with Government policy as contained in DoE Circular 1/97 'Planning Obligations'. Please refer to Policy S2 in Part 1 of the UDP for an outline of the Council's approach to community benefits.

POLICY UR14: THE COUNCIL WILL SEEK DEVELOPMENT OF THE STRATFORD RAIL LANDS PRIMARILY FOR EMPLOYMENT-GENERATING LAND USES. THE RANGE OF USES WILL INCLUDE:

- A) USE CLASSES B1 (BUSINESS) AND B2 (GENERAL INDUSTRIAL);
- B) LEISURE USES;
- C) TOURISM-RELATED USES, INCLUDING HOTELS;
- D) RESIDENTIAL USES WHICH SERVE TO REDUCE THE ISOLATION OF THE CLAYS LANE ESTATE; AND
- E) A MAJOR RETAIL AND MIXED DEVELOPMENT (INCLUDING RESIDENTIAL, LEISURE AND TOURISM-RELATED USES) INCORPORATING AN INTEGRATED TRANSPORT INTERCHANGE SERVING STRATFORD'S INTERNATIONAL AND REGIONAL RAILWAY STATIONS, AND BUS STATION. THE DEVELOPMENT MUST BE UNIFIED WITH THE EXISTING TOWN CENTRE TO ENHANCE THE RANGE OF FACILITIES AVAILABLE, AND SO THAT IT DOES NOT AFFECT THE OVERALL VITALITY AND VIABILITY OF STRATFORD OR CENTRES IN ADJACENT BOROUGHS.

POLICY UR15: IN CONJUNCTION WITH LAND OWNERS, THE LONDON DEVELOPMENT AGENCY, ADJOINING LONDON BOROUGHS AND LOCAL PEOPLE, THE COUNCIL WILL PREPARE AN URBAN FRAMEWORK PLAN BEFORE PROPOSALS FOR INDIVIDUAL PARCELS WILL BE CONSIDERED. THE URBAN FRAMEWORK PLAN WILL REFLECT THE SITE'S GATEWAY LOCATION (PLEASE REFER TO POLICIES S3, S7 AND S8 IN PART 1) WITH THE OBJECTIVES OF CREATING AN ATTRACTIVE URBAN ENVIRONMENT AND PROMOTING

ACCESSIBILITY BY INTEGRATED PUBLIC TRANSPORT SYSTEMS (PLEASE REFER TO RELEVANT TRANSPORT POLICIES).

POLICY UR16: WITHIN THE BOUNDARIES OF THE LEE VALLEY REGIONAL PARK, USES WILL BE RESTRICTED TO LEISURE, RECREATION OR ANY SIMILAR ACTIVITY AS DEFINED IN THE LEE VALLEY REGIONAL PARK ACT 1966.

POLICY UR17: A PHYSICAL LINKAGE WILL BE REQUIRED TO BE PROVIDED THROUGH THE MOZ TO THE LEE VALLEY BEYOND THROUGH THE CREATION OF A GREEN CHAIN.

POLICY UR18: THE PRINCIPAL ROAD ACCESS TO THE STRATFORD LANDS MOZ SHALL BE FROM THE HACKNEY-M11 SPUR, POSSIBLY VIA WATERDEN ROAD. ROAD ACCESS INTO THE SOUTH WESTERN PART OF THE RAIL LANDS SHALL BE FROM THE A11 VIA WARTON ROAD. THE COUNCIL WILL SEEK TO MAXIMISE THE POTENTIAL FOR PUBLIC TRANSPORT SERVICES WITHIN DEVELOPMENT PLANNED FOR THE STRATFORD MOZ, AND CONNECTING TO AND SERVING ADJOINING NEIGHBOURHOODS, ENSURING THE DELIVERY OF A SUSTAINABLE, INTEGRATED MODAL INTERCHANGE INCORPORATING THE RAIL, TUBE, BUS, ROAD, CYCLE AND FOOTPATH NETWORKS.

Union Street: Land Use Proposals (MOZ2)

- 2.141 The Union Street MOZ is located south west of Stratford Town Centre. Its frontage onto the A11 occurs at a gateway access point to the Stratford Rail Lands development. It is primarily owned by Kesslers International and occupies an area of approximately 9 hectares (22 acres). Given the site's gateway location and proximity to public transport, the Council will be expecting development of high quality (please refer to Policy S3 Part 1) that reflects this prominence and good connections.
- 2.142 The general development objectives which have been adopted by the Council include attention to the following factors:
- a) development should not compromise the Channelsea Corridor as a green link between Stratford Town Centre and Three Mills;
 - b) mixed use development including residential, live/work accommodation and business units of various sizes primarily aimed at maximising the regeneration potential of this site. A landmark hotel development fronting the A11 and other alternative uses will be considered where they will achieve the Council's regeneration objectives at this gateway location;
 - c) the creation of a high quality residential environment centred around the formation of a new water feature/course to the south west of Rick Roberts Way;
 - d) any residential development shall contribute to the formation of a robust link between newly emerging communities to the north and south of this MOZ;
 - e) there is a need to upgrade adjoining highway infrastructure.
- 2.143 Accordingly the Council is seeking development that includes residential, live/work accommodation, a range of business and general industrial (B1 and B2) uses and hotel (C1) within a high quality development. In order to secure the comprehensive regeneration of the area the Council will also be seeking through negotiation a range of community benefits as indicated in Part 1, paragraphs 43 to 46. The Council has taken account of issues raised and options highlighted by the International Design Competition process during the preparation of an the Lower Lea Valley Urban Framework Plan SPG that provides development guidance and informs the regeneration process for this area.

POLICY UR19: THE COUNCIL IS SEEKING A MIXED USE DEVELOPMENT OF THE UNION STREET MAJOR OPPORTUNITY ZONE FOR A RANGE OF HIGH QUALITY BUSINESS (B1), HOTEL (C1), GENERAL INDUSTRIAL (B2) USES COMPRISING A VARIETY OF UNIT SIZES AND RESIDENTIAL ACCOMMODATION. THE COUNCIL WILL SEEK DEVELOPMENT OF A HIGH QUALITY WHICH REFLECTS THE SITE'S PROMINENT 'GATEWAY' LOCATION AND ITS PROXIMITY TO EXISTING AND PLANNED PUBLIC TRANSPORT.

West Ham Mills: Land Use Proposals (MOZ3 and MOZ4)

- 2.144 The West Ham Mills area covers both MOZ3 and MOZ4, which has been extended and now comprises Three Mills, Abbey Mills, Sugar House Lane, and Hunts Lane. It is bounded to the west by the River Lea, extends north of the A11, bounded by Bow Back River to the north and Three Mills Wall River to the east. The majority of the area is located between the A11 Trunk Road and A102(M) motorway with access generally from the former. The former Abbey Mills Chemical Works site, the former Edwin Shirley Trucking site (now known as the London Underground site), West Ham station, land to the north of the station and the Parcel Force site south of the District Line, form an extended MOZ4.
- 2.145 A large part of West Ham Mills is designated as an Industrial Conservation Area. There are two groups of listed buildings within the area: Grade I and Grade II buildings at Three Mills, and Grade II* and II structures at Abbey Mills Pumping Station. The area is surrounded by water and is a focus for the Stratford Development Partnership's efforts to improve local leisure and heritage facilities and provide a major visitor attraction.
- 2.146 The general development objectives for MOZ3 adopted by the Council, and shared by Stratford Development Partnership in relation to this area, are as follows:
- a) to develop a visitor attraction focused on the existing heritage buildings linked via a heritage walk; and
 - a) to develop an appropriate landscape and waterways framework within which the range of land uses can be accommodated.
- 2.147 MOZ 3 occupies an area of approximately 36.6 hectares, a large part of which lies within the Lee Valley Regional Park and is subject to the policies and proposals in the Park Authority's Plan (please refer to Appendix OS4 in the Open Space and Outdoor Recreation Chapter).
- 2.148 Accordingly, the Council, whilst wishing to bring forward comprehensive development proposals for the whole area, has split the site into a number of development sites. In the area around Three Mills Island the Council proposes uses compatible with the heritage and recreation theme introduced through the City Challenge Programme and continued by subsequent SRB programmes administered by Stratford Development Partnership Ltd. The Council recognises that established commercial and warehouse uses on Three Mills Island have given way to film and media studios, and would encourage similar development on the adjoining employment land in Sugar House Lane. The Council is looking for an integrated development package that retains and incorporates existing open space on Three Mills Island and for Mill Meads, subject to the operational requirements of Thames Water Utilities Limited. Any proposal for redevelopment or improvement of these sites should complement the proposed heritage area, and be in sympathy with the policy objectives for the Three Mills as expressed below.
- 2.149 MOZ4, including the site of the former chemical works together with land available for development on the former Edwin Shirley Trucking site (now known as the London Underground site) following construction of the Jubilee Line Extension via West Ham station, should (following appropriate restoration) be developed as a mixed use proposal, including residential, business and general industrial (B1 and B2) uses. South of the District Line the site remains in use by Parcel Force, although it is expected that some of the site will be vacated in the near future. The Council does not intend to take any action to displace existing uses unless the site is required for development in the public interest in order to meet the broader objectives of regeneration. Please refer to the Lower Lea Valley Urban Framework Plan SPG for further information.

POLICY UR20: THE WEST HAM MILLS AREA IS A SITE OF UNIQUE STRATEGIC SIGNIFICANCE. THE COUNCIL WILL PERMIT MIXED DEVELOPMENT WHICH MAXIMISES THE ADVANTAGES OF:

- A) PROXIMITY TO THE JUBILEE/ DISTRICT/NORTH LONDON LINE STATION AT WEST HAM;
- B) RIVERSIDE FRONTAGES;
- C) THE THREE MILLS CONSERVATION AREA BASED ON INDUSTRIAL BUILDINGS;
- D) THE GROUP OF HISTORIC BUILDINGS AT THREE MILLS AND THE ABBEY MILLS, WHICH ARE GRADED I, II* AND II; AND
- E) RETENTION OF EXISTING OPEN SPACE ON THREE MILLS ISLAND AND AT MILL MEADS, SUBJECT TO THE OPERATIONAL REQUIREMENTS OF THAMES WATER UTILITIES.

Major Opportunity Zone 3 - Three Mills Island

- 2.150 Within MOZ3 the parcel comprising Three Mills Island, House Lane and Hunts Lane shall be developed to provide high quality mixed use development reflecting the site's gateway location on the A11. B1, B2 business use and service support uses will be allowed, encouraging and acting as a catalyst for the northward expansion of the concentration of media uses located at Three Mills. West Ham Mills in particular contains a historic grouping which is unique and important in forming the focus for high quality urban design in new buildings and landscapes. In view of the sensitivity of the listed buildings and the conservation area together with the need to secure high quality development consistent with this gateway location, the Council has produced supplementary design guidance for this area, in the form of the Lower Lea Valley Urban Framework Plan SPG. All applications for planning permission will be required to submit design impact statements for developments affecting the West Ham Mills area. This approach is consistent with PPG1 Annexe A - 'Handling Design Issues'.

POLICY UR21: WITHIN MOZ3, EITHER IN CONJUNCTION WITH OR IN PLACE OF EXISTING COMMERCIAL USES, THE COUNCIL WILL PERMIT MIXED DEVELOPMENT POSSIBLY CLASS B1, AND IN ASSOCIATION WITH A VISITOR ATTRACTION CLASS A1 AND A3 USES AROUND THE HOUSE AND CLOCK MILLS. THE REUSE AND ADAPTATION OF EXISTING BUILDINGS AND THE CONSTRUCTION OF NEW BUILDINGS AND FACILITIES FOR FILM OR OTHER MEDIA STUDIOS, LEISURE AND RECREATION WILL BE SYMPATHETICALLY CONSIDERED AND PROMOTED TO HELP GENERATE NEW EMPLOYMENT OPPORTUNITIES AND CREATE A HERITAGE CENTRE AS A VISITOR ATTRACTION OF REGIONAL SIGNIFICANCE. AT LOCATIONS ON THE A11 AND ON RIVER FRONTAGES THE COUNCIL WILL SEEK DEVELOPMENT REFLECTING THE IMPORTANCE OF THIS GATEWAY TO STRATFORD. HIGH QUALITY EMPLOYMENT DEVELOPMENT (INCLUDING B1 AND B2 USES) ENHANCING THE WIDER SETTING OF THE LISTED BUILDINGS WILL BE REQUIRED. (PLEASE REFER TO POLICY S3 IN PART 1)

POLICY UR22: FOR THE PURPOSE OF SECURING THEIR PRESERVATION AND AS A MEANS OF PROVIDING THE FOCUS FOR THE CONSERVATION AREA, THE COUNCIL WILL NOT PERMIT DEMOLITION OF THE LISTED BUILDINGS IN THE THREE MILLS ISLAND AREA.

- 2.151 The Council recognises that the parcel of land between the A11 and Bow Back River includes established commercial uses. High quality rehabilitation projects and improvements to building fabric will be encouraged, including B1 (offices and research and development) with appropriate supporting services uses. The location is a key gateway to the Borough, providing access to the anticipated developments of regional importance associated with the CTRL International Passenger Station to be constructed in MOZ1.

POLICY UR23: WITHIN MOZ3 NORTH OF THE A11, EITHER IN CONJUNCTION WITH OR IN PLACE OF EXISTING COMMERCIAL USES, THE COUNCIL WILL PERMIT HIGH QUALITY MIXED DEVELOPMENT OF PREDOMINATELY B1 (BUSINESS) AND OTHER USES MEETING LOCAL SERVICE NEEDS AND THE COUNCIL'S REGENERATION OBJECTIVES INCLUDING THE CREATION OF RESIDENTIAL UNITS THROUGH CONVERSION OR REHABILITATION. PROVISION WILL BE REQUIRED TO PROVIDE A PHYSICAL LINKAGE ADJACENT TO BOW BACK RIVER CONNECTING CITY MILL RIVER AND THE RIVER LEA THROUGH THE CREATION OF A GREEN CHAIN. THE COUNCIL WILL SEEK DEVELOPMENT REFLECTING THE SITE'S GATEWAY LOCATION TO STRATFORD (PLEASE REFER TO POLICY S3 IN PART 1).

- 2.152 In the A11 corridor, residential rehabilitation of vacant buildings or the introduction of residential accommodation on the upper floors of commercial buildings will be considered where a satisfactory residential environment is created and the proposals contribute to the Council's regeneration objectives for this key gateway by creating a high quality development.
- 2.153 The area around the Abbey Mills Pumping Station, known as Mill Meads, is in the ownership of Thames Water Utilities. It is affected by operational requirements related to the possibility of constructing storm water storage tanks. The Council considers that any residual land not required for operational purposes should be retained as open space.

POLICY UR24: DEVELOPMENT OF THE THREE MILLS ISLAND WILL INCLUDE A RANGE OF ENVIRONMENTAL IMPROVEMENTS WHICH WILL PAY PARTICULAR ATTENTION TO THE QUALITY OF THE RIVER AND WATERSIDE AREAS INCLUDING WALKWAYS AND THE SETTING OF THE LISTED BUILDINGS. THE DEVELOPMENT SHOULD ALSO INCLUDE APPROPRIATE ARRANGEMENTS FOR IMPROVED VEHICULAR,

CYCLE AND PEDESTRIAN ACCESS, CONNECTIONS TO PUBLIC TRANSPORT, TOGETHER WITH PROVISION FOR WATERBORNE TRAFFIC AND THE DEVELOPMENT OF GREEN CHAIN LINKS.

Major Opportunity Zone 4 - West Ham Station Area.

- 2.154 The second development parcel (MOZ4) occupies an area of approximately 22.4 hectares and consists of the former Abbey Mills Chemical Works, the subject of a partial decontamination scheme, and, to the south of the Fenchurch Street Line/District Line railway embankment, the former Edwin Shirley Trucking site and the Parcel Force premises. Future development within this MOZ should be of a quality and mix which responds to Priority Development Node objectives. To the north the site has an attractive water frontage undergoing a substantial environmental clean up. Views from the site include Channelsea Island, which is a Site of Nature Conservation Importance, and the Three Mills complex. The MOZ is on the proposed heritage trail, so public pedestrian access through it will be critical, linking West Ham station and the Three Mills complex.
- 2.155 Newham will, following the expected part vacation of the Parcel Force site, encourage development of MOZ4 as a Priority Development Node. The Council will seek a mixed development incorporating a new local centre with local retail and community uses adjacent to West Ham station and B1 and B2 business uses and residential elsewhere. A new western entrance to West Ham station would improve access to adjacent development sites and its provision should be investigated as part of any development proposal. New road infrastructure linking sites north and south of the District Line, and improvements to the bridge providing access to Manor Road in the east will be sought.
- 2.156 In order to secure the comprehensive regeneration of the site for the benefit of the Borough, the Council has identified a range of community benefits required from the development in accordance with Part 1 of the Plan, paragraphs 43-46. Vehicular, cycle and pedestrian access links are included in the Lower Lea Valley Urban Framework SPG including suitable provision for cycle and pedestrian access across the Abbey Mills site to the Channelsea frontage and Three Mills Island.
- 2.157 The existence of overhead power lines, contamination and inadequate connections to the local road network are constraints to be overcome by site preparation prior to development and by the development itself. The site of the former Abbey Mills Chemical Works in particular is known to be severely contaminated and a satisfactory reclamation scheme will be required. Please refer to the Lower Lea Valley Urban Framework Plan SPG for further information.

POLICY UR25: WITHIN MOZ4 THE COUNCIL WILL PERMIT MIXED DEVELOPMENT POSSIBLY INCORPORATING A LOCAL CENTRE RELATING TO WEST HAM STATION AND EXISTING COMMUNITIES, BUSINESS B1 AND B2, AND RESIDENTIAL USE. THE LOCATION IS REGARDED AS A PRIORITY DEVELOPMENT NODE. PROPOSALS WILL BE REQUIRED TO INCLUDE NEW ROAD INFRASTRUCTURE AND THE EXTENSION OF RIVERSIDE WALKS AND THE DEVELOPMENT OF GREEN CHAINS.

Beckton Gateway: Land Use Proposals (MOZ15)

- 2.158 The Beckton Gateway MOZ comprised seven sites, three of which are now developed, and includes an area of open space and a waste transfer station. Three of the development sites are currently accessed from the same road (Jenkins Lane) off the A13 immediately east of the interchange with the A406. Site 1 covers approximately 7 hectares (17 acres) and is located immediately north east of the interchange. Site 2 occupies approximately 2 hectares (5 acres) and is located north west of the interchange although accessed from the east. Site 5 is an area of open space and is to the south east of the interchange. Site 6 covers 16 hectares (40 acres) and is located south east of the interchange at the southern end of Jenkins Lane. It is bounded by Jenkins Lane, Eric Clarke Lane, the Greenway and Royal Docks Road. It is owned by Thames Water Utilities. Site 7 is East London Waste Authority's waste transfer station in Jenkins Lane. The five remaining development sites combine to create a Major Opportunity Zone at the eastern gateway to the Borough. The Zone is adjacent to the A406 North Circular Road providing good road links to the M11 and M25. The proposed Thames Gateway Bridge at Gallions Reach would provide a road link to Docklands, to the M2 and Channel Ports; and the A13, following proposed improvements, will give good access to the M25. Despite these excellent strategic connections, local access is poor and development is constrained by limited capacity at the present A13/A406 junction. Without major improvements to this junction, future development is unlikely. As a result, the development of major sites within this Zone will be required to make a significant agreed contribution towards off-site highway improvements and consideration will also need to be made towards providing and improving public transport connections.

- 2.159 Sections of the MOZ comprise contaminated land for which land restoration or other compensatory measures will be required. A 48 inch gas main traverses the eastern portion of the zone. Site 1 has direct frontage onto the River Roding. This gives the opportunity to maximise leisure opportunities - especially a public house and a restaurant - but consideration also needs to be given to development that does not prejudice the nature conservation importance of this boundary (especially Cuckold's Haven).
- 2.160 The Beckton Gateway Area is poorly served by public transport and improvement is necessary to justify further large scale development. A rapid transit link is proposed between Gallions DLR station and Barking, passing through MOZ15 east of Site 6. A route should be safeguarded at highway grade as part of any upgrading of Jenkins Lane, allowing interchange with bus routes using Claps Gate Lane. The link's route will pass below the A13 before crossing the River Roding to Barking. (The need to safeguard the Site of Nature Conservation Importance at Cuckhold's Haven must be taken into account). It is also intended that new bus routes connecting residential areas west of the A406 will be developed to interchange with the link. Development proposals brought forward for Sites 1 & 2 should make appropriate allowance for these planned public transport improvements. Developers of major sites will be required to make contributions towards providing and improving public transport connections.
- 2.161 Included within the MOZ are the Norwegian Playing Fields (Site 5). The Council will require this open space to be maintained but will be looking for associated development within a section of the site to contribute towards improvement of this facility.
- 2.162 In the event that the Jenkins Lane waste transfer station (Site 7) is no longer required by the East London Waste Authority (E.L.W.A), the Council will permit the redevelopment of the site for the uses specified in this policy. New development will be required to maintain the existing open setting of the site and include significant provision for corridor/gateway tree-planting in accordance with Policy EQ16 along the northern and western fringes of the site.
- 2.163 The Council is seeking development of all of these sites, within a consistent and complementary urban framework (as approved by the Council) for a predominantly leisure-based development that makes a significant contribution to opening up access into the whole south east sector of the Borough to road users, public transport operators, pedestrians and cyclists. A mixed employment based development including B1, B2 and B8 uses plus supporting uses, is considered appropriate for site 6. A business centre/office village, as part of a mixed use development, in the north and western sectors of this site, emphasising connections to the Beckton retail area and the existing leisure development to the north will be encouraged. Any employment building in this location should be of high quality design and set within significant landscaping, especially along the western boundary fronting Royal Docks Road. Open storage of goods or vehicles will not be permitted within this location. Please also refer to Policy T4 in the Transport Chapter. Because of the constraints imposed by the capacity of the A13/A406 junction the development of the remainder of the MOZ will be dependent on improved road capacity in the area.

POLICY UR26: THE BECKTON GATEWAY MAJOR OPPORTUNITY ZONE OCCUPIES THE EASTERN GATEWAY TO THE BOROUGH, AND IS A PRIORITY DEVELOPMENT NODE WHERE THE COUNCIL WILL PERMIT A RANGE OF PREDOMINANTLY LEISURE USES INCLUDING: A PUBLIC HOUSE, RESTAURANT OR HOTEL, WITH SECONDARY USES COMPRISING B1 BUSINESS, INCLUDING AN OFFICE VILLAGE AND GENERAL INDUSTRIAL (B2) USES, INCLUDING MANAGED WORKSPACE UNITS OF VARIOUS SIZES. AS PART OF A MIXED EMPLOYMENT DEVELOPMENT ON SITE 6 AN ELEMENT OF B8 WILL BE CONSIDERED PLUS SUPPORTING SERVICE USES. THERE IS A REQUIREMENT FOR HIGH QUALITY LANDSCAPING ASSOCIATED WITH ALL DEVELOPMENT WITHIN THE MOZ TO CREATE, WITH ROADSIDE AND OTHER OFF-SITE LANDSCAPING, A GREEN GATEWAY TO THE BOROUGH. THE PROTECTION AND ENHANCEMENT OF THE SITE OF NATURE CONSERVATION IMPORTANCE AND THE CONSTRUCTION OF A VISITOR CENTRE AT CUCKOLD'S HAVEN WILL BE REQUIRED IN ACCORDANCE WITH AN APPROVED URBAN FRAMEWORK PLAN.

**SCHEDULE OF PROPOSALS:
URBAN REGENERATION - A) MAJOR OPPORTUNITY ZONES**

Proposal No.	Location	Policy Ref. No.	Proposal	Comment
MOZ1	Stratford Rail Lands, E15	S3,S7,S8 UR14-18 EMP1 EMP10, H13 – H17 S3, LR3 TM2, SH2 OS4	Stratford Rail Lands/Stratford Town Centre form a Priority Development Node. A draft Urban Framework Plan (completed 1997) for the Stratford Rail Lands and the Lower Lea Valley Urban Framework Plan SPG establishes the development principles. The range of uses will be primarily employment-generating, to include a major retail and mixed development (incorporating an integrated transport interchange serving Stratford International (on the Channel Tunnel Rail Link) and Regional railway stations, and bus station. The development must be unified with the existing shopping centre to enhance the range of facilities available, and so that it does not affect the overall vitality and viability of Stratford or centres in adjacent boroughs. Substantial B1 (business), B2 (general industrial), and leisure, tourism-related uses including hotels, and residential use which serves to reduce the isolation of the Clays Lane Estate will be required. Commencement of the construction of CTRL commenced in 2001; completion of the Link and station is anticipated in 2007. Development on Metropolitan Open Land and in the Lee Valley Regional Park will be restricted in accordance with Policies OS2 and OS5. Employment-related development, including B1 are sought on the former employment exchange site, Station Street E15 and the Angel Lane site E15.	<p>No extant planning permission for major development in association with this proposal. London and Continental Railways, the major land owners, have appointed development partners who are bringing forward master plan proposals for consultation to support an anticipated planning application in late 2001.</p> <p>There have been initial discussions about the merits of creating rail links between the international and regional stations via either DLR or Jubilee Line extension.</p>
MOZ2	Union Street, E15	S3, UR19 EMP1 TM2	A mixed use development including hotel and a range of high quality B1 and B2 uses and residential accommodation. The quality of any proposals should reflect the site's location on the A11 Gateway access to the Stratford Rail Lands.	There are two current applications, one is for residential, office, industry and retail on the site of Discovery House, Livingstone Road. The other is for the refurbishment of Livingstone House, Livingstone Road for industry live/work units and residential. Permission granted 2000.
MOZ3	West Ham Mills, including Three Mills Island, land at Sugar House Lane, and Hunts Lane, E3, E15	EMP1 UR20-24, LR3, TM1 and other relevant policies in the Plan	High quality mixed use employment-based development including B1 (business), B2, media studios, in the Sugar House Lane, Hunts Lane area. Heritage, leisure, recreation, including small offices and workshops within B1, and open space. Proposals enhancing the listed buildings and reflecting locations on the river frontages and A11 Gateway to Stratford will be required.	No extant planning permission for major development.

Proposal No.	Location	Policy Ref. No.	Proposal	Comment
MOZ4	West Ham Mills II, (ex Abbey Mills Chemical Works and Parcel Force site), E15	UR21, UR25 EMP1, H13-H17 LR3	A mixed high quality development including a Local Centre relating to West Ham station, a range of business uses B1, B2 and residential use. The location is a Priority Development Node closely related to the important public transport interchange at West Ham station.	No extant planning permission for major development.
MOZ5	British Gas, Twelvvetrees Crescent, E3	UR5, EMP1 LR2 and other relevant policies in the plan	High quality mixed use employment-generating development including business uses (B1, B2, B8) of various sizes, with supporting service uses. Leisure and tourism-related uses which complement the area's nature conservation and heritage character	Permission granted for B1, B2, B8 and A3 use.
MOZ6	Bidder Street (South), E16	UR4, EMP1, LR2, SH1, SH5 and other relevant policies in the plan	In the southern part of the site, which is within the Canning Town Centre Priority Development Node, the Council will seek a high quality flagship development comprising any or all of the following uses: employment uses within classes B1 and B2, retail, leisure, cultural and community uses and ancillary residential development that is integrated with and supports the development of the town centre. Elsewhere employment uses within classes B1, B2 and B8 will be permitted together with supporting service uses.	No extant planning permission for major development.
MOZ7	Thames Wharf/Limmo, E16	S2, S3, S9, UR13, LR3 T27, T29-31 EQ4, EQ10, EMP14 OS7-OS8	A Priority Development Node requiring high quality mixed development of predominantly B1 (business), B2 (general industrial) and leisure uses which incorporates residential use on the Thames Wharf section of the river frontage and which safeguards the use of the wharf where appropriate for river-related uses. Part of the site has been identified by the DLR as the route for the proposed extension to Silvertown, London City Airport, and North Woolwich, together with a station. Completion targeted for 2004.	No extant planning consents for major development.
MOZ8	Royal Victoria Dock (North Side) E16	TM1 UR6 EMP1 EMP10 H13-17 SH14, EQ4, EQ10, S6, LR3	Any or all of the following: Exhibition Conference Centre, hotel, B1, housing development, arts and leisure facilities with ancillary retail, community facilities and open space.	Excel Exhibition Centre – phase 1 complete – two further phases to occur, awaiting approval of details. Outline approved for hotel towards the west of the site. Outline permission for 5000 sqm of either office, residential or retail. Permission granted in 2001 for 202 bed hotel plus 56 serviced apartments. It is possible that restrictions will be imposed on the 'landmark' site at the western end of the dock by the London City Airport Public Safety Zone.

Proposal No.	Location	Policy Ref. No.	Proposal	Comment
MOZ9	Royal Albert Dock (North Side), E16	UR9, EMP1, EMP10, S9 EQ4, EQ10, OS7, CS16, TM1, SH14	Any or all of the following: B1 business use in the form of a science or business park with ancillary retail and leisure facilities, requisite servicing and open spaces, with a higher education institute and ancillary uses	The University of East London Docklands campus has been constructed on the site. This development is subject to further expansion. It also contains a regatta centre and associated facilities at the western end of the dock. At the eastern end of the site there is outline permission for a technology services/business park.
MOZ10	Royal Victoria Dock (South Side), including Thames Barrier Lands, E16	UR7 UR8 EMP1 TM2 H13 - H17 S3, S9, S47 EQ 4, EQ 10, CS15, LR3 TM1, SH14, OS4 - 8	A Priority Development Node; a high quality City District, a focus for the Royal Docks District. Comprehensive mixed development including in the order of 2000 dwellings plus supporting facilities, including appropriate primary school facilities, local shops (including a medium sized food store to meet local needs), play facilities, plus mixed development which includes any or all of the following: B1 business use, hotel and leisure use, plus ancillary retail, community and tourist facilities. Part of the site has been identified by the DLR as the route for the proposed extension to Silvertown and London City Airport and North Woolwich, together with a proposed station at Pontoon Dock. Completion targeted for 2004.	At the western end of the site is Britannia village residential development – phase 1 of which is likely to be completed by 2002. Further residential units are to be provided to the east of the site. In the land south of North Woolwich Road and adjacent to the River Thames there is the new Barrier Point residential development and the new Thames Barrier Park. Further residential development is proposed at the eastern edge of this riparian site. The eastern dock frontage of the MOZ may be affected by the London City Airport Public Safety Zone.
MOZ11	King George V Dock (South Side) E16	UR10 H1, EMP1 H13 - H17, S2, S47, EQ4, EQ10, TM1, T4	A range of airport-related business (B1, B2, B8), and hotel use. Residential including sites fronting the eastern end of the dock (700 –900 dwellings) community and supporting facilities, possibly including a relocated primary school. Part of this site has been identified by the DLR as the route for the DLR extension to Silvertown and London City Airport, with a possible extension to North Woolwich. Completion targeted for 2004.	No extant planning permission for major developments on south side of dock. Construction of 712 dwellings at the 'Harland & Wolff' site at the south eastern end of the site is underway.
MOZ12	Albert Dock Basin (South Side), E16	S2, S3, S9, UR11 UR12 EMP1, LR3 TM1, S3 EQ4, EQ10 OS7, OS8	With the north side of the Basin the MOZ is a Priority Development Node. Any or all of the following: B1, office village, leisure use with associated hotel marina,	No extant planning permission for major developments. New restrictions may be imposed by the London City Airport Public Safety Zone.
MOZ13	Albert Dock Basin (North Side), E16	UR2 EMP1 OS7 EQ4, EQ10, CS16 LR3, TM1	With the south side of the Basin the MOZ is a Priority Development Node. Any or all of the following: Campus-style Higher Education Institute/International company headquarters with associated development, and appropriate leisure facilities.	Major development includes: an international pharmaceutical company's headquarters and ancillary warehousing and packaging (Phase 1) on the western part of the site.

Proposal No.	Location	Policy Ref. No.	Proposal	Comment
MOZ14	Beckton Gas Works, E6	UR3, EMP1, TM2 S3, H13 – H17, LR8 SH11-12 EQ2, T22, OS7 - 8	B1, B2, B8, hotel, residential as part of a mixed use development. Any residential development will require prior approval of a satisfactory reclamation scheme. Leisure and open space.	Outline permission granted in 1992 for mixed use development including business, industrial, retail and leisure uses. The extant permission for retail use will be re-evaluated if it is not implemented. Detailed permission granted on Phase 1 in 1998; Remedial work has commenced with a view to development of leisure and retail units.
MOZ15	Beckton Gateway, E6	UR17 EMP1 TM2 LR8 S3 LR2 TM1 SH11-12	The MOZ is a Priority Development Node at the eastern gateway to the Borough. Predominantly leisure uses, hotel, business and general industrial uses (B1 and B2). The area of the MOZ has been extended to include the site of the Jenkins Lane Waste Transfer Station in the event that it is no longer required in association with the contract for the disposal of Newham's waste and becomes available for redevelopment within the Plan period.	Originally 7 sites – 3 are complete, one containing a cinema, other leisure uses and A3 uses, and two retail parks. There is no extant planning permission for major development at the five remaining sites.

B) MIXED DEVELOPMENT SITES

Proposal No.	Location	Policy Ref. No.	Proposal	Comments
m1	Aldersbrook Hostel Romford Road, E12	Relevant policies in the Plan LR2 TM1	Offices and light industry, class B1(a); (b) and (c) car showrooms, hotel.	No extant planning permission for major development.
m2	Spowston Mews, E7	Relevant policies in the Plan. H13 - H17 (3)	Mixed development site: residential live/work and employment uses suitable for a residential area.	No extant planning permission for major development.
m3	Salway Road, E15	TM1 LR3	Cinema, performing arts centre and Theatre Royal refurbishments.	Cinema completed summer 1997. Performing Arts Centre will be completed in 2001. Development of the old Court site will then commence.
m4	Former ACE Cinema, 1-26 Carlton Terrace, Green Street, E7	SH4, LR2 H13 - H17	Redevelopment or adaptation for retail, leisure, residential and community uses.	In 1996, permission was granted for retail on the ground floor and use of the two upper floors for residential use, meeting room, gymnasium/dance class, and car park at rear. Car park completed 1997.
m5	Burford Road, E15	Relevant policies in the Plan LR2	Employment-generating uses (B1, B2) linked to leisure uses, live/work units, studios associated with cultural industries.	A bingo hall has been completed on the northern part of the site. Planning permission granted for industrial or live / work development to the east of the site. Redevelopment of this parcel should complement future commercial development on southern part of the site.

Proposal No.	Location	Policy Ref. No.	Proposal	Comments
m6	East Ham Town Hall Complex, E6	Relevant policies in the Plan	Mixed development incorporating office (A2), residential and community uses.	No extant planning permission for major developments.
m7	Silvertown Way, Hallsville Road, E16	Relevant policies in the Plan SH5 H13–H17	Mixed development including B1, Live/Work and Residential.	Planning permission for a mixed use redevelopment comprising 50 flats, 41 live/work units and B1 office use was granted in 2001.
m8	Drew Road, E16	Relevant policies in the Plan	Mixed development incorporating a DLR station, a replacement for Drew Road Primary School, a new urban park (i.e. a 'dual use' open space shared by the school and the community) and airport related uses.	Outline planning permission has been granted for the school and urban park.
m9	Bridge Terrace, New Mount Street, E15	Relevant policies in the Plan	Offices, leisure and retailing uses.	Old Rex Cinema redevelopment completed 1997.

Map 1: Newham's Strategic Location in the Thames Gateway

Map 2: Stratford Connections

Map 3: East London Development Focus

Map 4: Newham's Arc of Opportunity

Map 5: Newham's Priority Development Nodes

Map 6: LDDC Royal Docks Transport Infrastructure A3

Blank

Map 7: LDDC Royal Docks Landscape Framework A3

Blank

Map 8: LDDC Royal Docks Visual Framework A3

Blank