

Development Control Policy Manual

Newham's Local Development Framework

Development Control Policy Manual Consultation 2008



SUMMARY



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- Sustainable Design and Construction
- Land Use
- Urban Design, Conservation, Environmental Quality
- Open Space and the Natural Environment
- Housing
- Movement and Access
- Liveability
- Community Services

November 2008

Introduction

Introduction

Newham is preparing a new plan - the Local Development Framework (or LDF).

A new planning system was introduced in 2004 - this requires local councils to produce a series of plans covering different topics or areas. Together these plans will make up the LDF. The plans that Newham intends to produce, are given in the box below.

Newham's LDF

CORE STRATEGY

DEVELOPMENT PLAN DOCUMENTS

- DC Policy Manual
- Joint Waste Plan
- Stratford and Lower Lea Valley Area Action Plan
- Royal Docks Area Action Plan
- Proposals Map and Site Allocations

SUPPLEMENTARY PLANNING DOCUMENTS

STATEMENT OF COMMUNITY INVOLVEMENT

ANNUAL MONITORING REPORT

The most important plan in the LDF is the Core Strategy - this sets out the overall goals and objectives for the future of Newham. We consulted on issues and options for the Core Strategy earlier this year. The DC Policy Manual is one of the tools that we will use to implement the Core Strategy - setting out the policies that we will apply when deciding on planning applications.

The purpose of this particular document is to seek your views on various issues and options which we think are relevant to the Policy Manual. Please send us your views by **19th December 2008**. There is a questionnaire attached, but feel free to send us any other comments that you think we should consider. **This is only a summary of the issues and options** - a more detailed document is available from the Policy and Research Team - see the final section of this document for details.

Newham's DC policies must be broadly consistent with government policies, with the Mayor of London's London Plan and with our own Core Strategy. The law also requires that we have adequate evidence to support our proposals and that we assess all our policies to see what effect they have on the environment. This summary does not deal with these issues in any detail - for more information please contact the LDF team or look at our website.

It will take some time to complete the DC Policy Manual as the law requires that we follow certain procedures and that we carry out adequate public consultation. Five key steps are required:

1. Issues and Options

We consult with stakeholders on a range of options that could be included in the Development Control Manual. **THIS IS WHERE WE ARE NOW.**

2. Preferred Options ⁽¹⁾

We consult on the final choice of options that we want to put in the manual. It is planned to do this in the spring of 2009.

3. Submission Draft

We submit our final draft of the DC Manual to the Government and consult on it. This is scheduled for April 2010, a little after the Examination for the Core Strategy takes place (as this needs to be done first).

4. Examination in Public

The Planning Inspectorate considers whether the submitted document is acceptable (sound), taking into account any consultation responses.

5. Adoption

If the Planning Inspectorate thinks that the Development Control Manual is acceptable, we can then adopt it, and it becomes a new Development Plan Document.

(1) *The government has recently changed the rules on plan preparation, giving councils more flexibility. Formal consultation on Preferred Options is no longer required. However the Council still wishes to consult during the process of developing options, but has not decided yet what form this will take.*

Introduction

Objectives for Development Control

Before deciding on what policies to adopt it is a good idea to think about what these policies are trying to achieve. We have therefore suggested twelve objectives, which are set out opposite.

Please let us know if you agree or disagree with these, if they can be improved in any way, or if there are other objectives which you think we have missed.



THE REST OF THIS DOCUMENT discusses a number of policy areas or topics. We have suggested eight of these. These eight headings are:

- Sustainable Design and Construction
- Land Use
- Urban Design, Conservation and Environmental Quality
- Open Space and the Natural Environment
- Housing
- Movement and Access
- Liveability
- Community Services

DC Policy Objectives

- To implement the overall aims of Newham's Sustainable Community Strategy, the relevant policies in the London Plan and the key principles and spatial policies set out in Newham's Core Strategy.
- To improve the quality of the local environment.
- To regenerate the borough through high quality urban design, coupled with conserving the best of the past.
- To meet national, regional and local housing needs.
- To ensure that adequate job opportunities are available for Newham residents.
- To ensure that new development in Newham brings overall benefits to the community. Section 106 agreements will be used to achieve this where necessary.
- To ensure that the principles of sustainable building and construction are applied to new development schemes.
- To ensure an appropriate and efficient mix of land uses.
- To protect and enhance open space and the natural environment.
- To encourage a shift to more sustainable travel in Newham, with an emphasis on public transport, walking and cycling.
- To ensure that buildings and public spaces are easy to use, congenial and fit for purpose.
- To ensure that the people in Newham have easy access to the local facilities that they need and that these are usable by all members of the community.

Sustainable Design and Construction

Sustainable Design and Construction

The Core Strategy suggests a range of approaches to achieve more sustainable buildings in Newham - varying from applying the minimum national standards, to creating exemplar eco-zones, or seeking to greatly improve environmental performance across the whole borough. Possible development control policies include:

- requiring developments to achieve a significant reduction in non-renewable energy use, to incorporate water-saving measures and sustainable urban drainage schemes, and to provide recycling facilities and living roofs. ⁽¹⁾
- requiring that all large schemes are accompanied by an environmental statement that covers building materials, construction methods, and how the building will be managed.
- only allowing major non-residential developments in town centres or in other accessible locations.
- all residential schemes of 10 units or more should meet level four of the government's Code for Sustainable Homes and schemes of 100 units or more should meet level five of the Code.
- only allowing essential parking, and making green travel plans a standard requirement.
- requiring high building densities in accessible locations.



(1) Essentially vegetated roofs, or roofs with vegetated spaces.

Planning Policies for Waste

This document does not cover planning policies for waste. These are within the Joint Waste Plan now being prepared with the three other boroughs within the East London Waste Authority (ELWA). ELWA is the statutory waste disposal authority for the London Boroughs of Barking & Dagenham, Havering, Redbridge and Newham.

ELWA disposed of just over 500,000 tonnes of municipal waste during 2006/07. This was a slight increase on the previous year. ELWA managed this waste in three ways. Approximately 65% (325,000 tonnes) was sent to landfill, 18% (90,000 tonnes) was recycled and the remaining 17% (85,000 tonnes) was dealt with by recovery (ie processed through a bio MRF).

The percentage of Newham households with kerbside collections for refuse and recycling increased from 59.1% in 2004/2005 to just over 80% in 2006/2007.

Options for discussion

Should the council adopt national standards or aim for higher standards?

Should very high standards be applied throughout the borough, or just in designated areas (eco-zones)? If the latter where should these be?

Should the standards only apply to large schemes eg 1000 sq metres or more?

Should there be targets for green roofs, energy use etc?

How important is it to use land efficiently for example by encouraging high densities in accessible locations?

Is it fair to ask developers of schemes with poor accessibility to contribute to improving local transport facilities?

How best can the planning system encourage an increase in renewable energy use in Newham, both for large scale schemes and for domestic use?

Land Use

Planning permission is usually needed to change a building or site from one use to another. The DC Manual will set out the criteria we will use to decide on these applications. The Core Strategy is very important here, as the consultation draft of the strategy sets out three alternative spatial options - these will significantly affect land use decisions - particularly the extent to which employment land uses should change to residential. Existing and possible policies are set out below.

Use	Land Use Policies
Residential	The current policy is not to allow the loss of residential land or buildings. New residential is usually allowed if the environment is suitable. This is likely to continue. However new residential will not be permitted in the protected employment areas identified in the Core Strategy - see below.
Business Use	<p>Planning permission for the loss of business use is normally allowed unless it is located in a protected employment area. The extent of these protected areas is dependent on the Core Strategy consultation, which has three options for protected areas:</p> <p>Option C - Thameside East and West, Beckton Gateway, London Business Park.</p> <p>Option B - As above, plus the Royals Business Park and an area south of City Airport.</p> <p>Option A - As above, plus parts of Stratford, the Lower Lea Valley, the Thames riverside north of the Royal Docks and most of east Beckton.</p>
Open Space	Currently planning permission is not given for the loss of any public open space unless a suitable replacement is provided. Preferred locations for new open space will be identified in the Core Strategy.
Retail	At present certain retail locations are 'protected' which means that there are restrictions on changes of use away from retail use. These locations include parts of the town centres at Stratford, East Ham, Green Street, Canning Town, Forest Gate and East Beckton as well as a number of smaller local centres. In terms of new retail, large scale schemes are normally only permitted in the designated town centres listed above.
Industry and Warehousing	Industry and warehousing uses will only be permitted in designated employment areas. In some cases business use may be preferable to industry or warehousing.

Use	Land Use Policies
Leisure and Community	At present key community uses such as community centres and places of worship are protected, whilst large scale entertainment and leisure uses are only permitted in town centres, other accessible locations, or as part of major regeneration schemes. Thameside and dockside locations may also be suitable. Uses such as schools, health facilities and community buildings should be provided where they are most needed.

Options for discussion

Are there any circumstances where loss of residential should be allowed?

Are there any circumstances where loss of public open space should be allowed? Should there also be strict controls over the loss of private open space, including private gardens? Should playspaces and playgrounds be protected?

Do you agree with the policy to 'protect' retail uses in certain locations? Should the Council seek to protect more shops than at present, or less?

What policies should the Council adopt in relation to other uses in shopping centres, such as take-aways, banks and local services?

Should the Council encourage more mixed use schemes? If so, what kind of uses go together well?

In theory live-work schemes should be welcomed as they reduce the need to travel. However in practice there are difficulties in ensuring that they remain as genuine live-work rather than residential. Given this problem, should the Council permit live-work schemes? If so, what locations would be suitable?

Are there any other uses that the Council should try to protect - for example pubs (assuming these are viable) and community buildings?

The Core Strategy also raises other land use issues, including additional 'cultural quarters', expanding the evening economy and possibly designating a new town centre at either Plaistow or West Ham. Also what policies are needed in relation to existing 'out-of-centre' shopping schemes in Newham, such as Gallion's Reach shopping park?

Urban Design, Conservation, Environmental Quality

Urban Design, Conservation, Environmental Quality

In the past Newham had many social, economic and environmental problems that needed urgent attention. A vast amount has been achieved, but perhaps due to other more pressing issues the quality of urban design may not have had the highest priority. Is it now time to raise the bar and aim for higher standards of design?

The Core Strategy thinks that this is the case, and the draft places a high priority on excellence in design. In particular new developments in regeneration areas should be integrated into the wider area, be locally distinctive and have a sense of place. The strategy also speculates on how the rest of Newham (outside the main arc of regeneration opportunity in the west and south) should develop. For example should there be more intensive developments in some of the district and local centres in central Newham?

Many people believe that areas should be 'locally distinctive'. Is this the case in Newham? What are the main characteristics of your neighbourhood - where you live, work or shop - that are important and should be kept?

Should applicants for planning permission have to show that their schemes had taken into account the social, physical, historic and cultural characteristics of the local area? Or should we just accept that Newham will change and allow new buildings to speak for themselves rather than looking back to the past.

Perhaps locally distinctive policies should only apply in conservation areas. ⁽¹⁾ At present there are nine in Newham, at Three Mills, the Woodgrange Estate, Durham Road, Romford Road, Forest Gate, East Ham, Sugarhouse Lane and two in Stratford (University and St Johns). Should any more conservation areas be declared - and if so, where?

Subject to various criteria, the UDP currently allows high buildings (defined as over 4-5 storeys) at Stratford, the Lower Lea Valley, the Royal Docks, Beckton and in other areas with good accessibility. It seems likely that further tall buildings will be built at Stratford and there is pressure for tall buildings elsewhere in the borough. Should the Council only allow tall buildings in certain defined locations or instead draw up a list of design criteria that would be applied to all schemes, irrespective of where they are located?

The Core Strategy talks about integrating development in the 'arc of opportunity' (Stratford, Lower Lea Valley, Royal Docks etc) with the rest of the borough. How can this be done? Also can ways be found to ensure that new Thameside developments relate well to each other and to the river? Can Newham's Thameside become a destination in its own right?

(1) *Areas with special architectural or historic interest which should be preserved or enhanced.*

Urban Design, Conservation, Environmental Quality

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Outside the Arc of Opportunity change will be less rapid. However there is scope to increase the density of development in some local centres. Would this help to create more interesting places, or is it more important to keep the existing suburban character of these areas?

Options for discussion

Should the Council try to raise standards everywhere or concentrate its efforts on certain key sites which could become showcases of good design?

What are the main elements of Newham's character that are important and should be kept? What do you value most (or value least) about the area where you live?

Should more conservation areas be declared - and if so, where?

Should the Council only allow tall buildings in certain defined locations or instead draw up a list of design criteria that would be applied to all schemes?

How can new development be better integrated with Newham's existing communities and how can we ensure that new Thameside developments relate well to each other and to the river?

Would increasing density in Central Newham help to create more interesting places, or is it more important to keep its existing suburban character?



Open Space and the Natural Environment

Open Space and the Natural Environment

The current UDP designates 'green space to be protected'. This totals 680 hectares (about 17% of the borough), but only 40% of this (258 hectares) is in the form of parks, recreation grounds and other areas of usable space with public access. This compares unfavourably with other boroughs - Newham is ranked 27 out of the 32 London boroughs in terms of open space per person.

Providing adequate open space is going to be difficult - as the population of Newham increases, the amount of open space per person will go down. New housing will also be built on many sites which, although not public open space, currently provide benefits in terms on nature conservation and biodiversity. It will therefore be important to make sure that open space is provided to serve the new residents - either within all new housing schemes or by developers providing funds for open spaces elsewhere, serving the wider community.

Limited resources mean that difficult choices must be made, for example should priority be given to improving existing spaces or providing new ones? If the latter, where should these go? What kinds of open space are needed - for example should they be designed for intensive use or for more general relaxation.

Some of the protected green space is designated as Green Belt or as Metropolitan Open Land (MOL). In addition the UDP identifies sites of nature conservation interest - which currently total about 720 hectares (including water areas).



Open Space and the Natural Environment

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Options for discussion

Should the LDF protect all existing open spaces or might a loss of open space be acceptable in some circumstances? Should the Council be seeking to increase the amount of open space in Newham in line with the projected increase in population?

If new open space is provided, what kind is needed and where should it be located? For example is it better to have a number of small spaces, or one larger space? Should open spaces be used intensively (for example hard surfaced games areas) or are softer areas with grass and trees preferred? Funding to provide open spaces could come from developers (known as section 106 agreements). Would this be a good use of this money?

Should open spaces be provided close to the new housing being built in the west and south of the borough, or to serve the existing communities in Newham? If the latter, is it fair to ask developers to pay for this?

How important are biodiversity and nature conservation, particularly where these come in conflict with the need to build new homes?

Are there any specific changes you would like to see to the green areas 'protected' in the UDP? This includes Metropolitan Open Land, protected greenspace and sites of nature conservation importance.

London's public open space hierarchy (London Plan)

Open Space Categorisation	Size Guideline	Distances from homes to open spaces
Regional Parks	400 hectares	3.2 to 8 kilometres
Metropolitan Parks	60 hectares	3.2 kilometres
District Parks	20 hectares	1.2 kilometres
Local Parks and Open Spaces	2 hectares	400 metres
Small Open Spaces	Under 2 hectares	Less than 400 metres

Housing

Depending on which Core Strategy option is adopted, and assuming the housing market improves, up to 56000 new homes could be built in Newham in the next 20 years. It is vitally important that these homes are of the right size, type and quality. The Core Strategy identifies the need to achieve high standards of sustainable design, as well as trying to maximise the number of affordable homes. The strategy also looks at choices in relation to the density of development and the type of homes being built. Most new homes now being built are high density flats of one or two bedrooms, but there is an option to encourage the provision of more larger, family sized dwellings, built at lower densities.

In relation to affordable housing the Core Strategy requires that all private sector housing schemes include a proportion of affordable units. The strategy suggests a range of options from 35% to 50% affordable. The term 'affordable' covers both traditional 'social housing' and a type of provision, known as intermediate housing, aimed at households who do not qualify for social housing, but also cannot afford to pay for market housing. Providing intermediate housing can be at the expense of providing homes for people in greater need, but it has the benefit of providing more mixed and socially balanced communities.

There is a lot of pressure to build housing in London at high densities. Whilst this is fine for many people, it is hard to include affordable family housing in these schemes, particularly in high rise buildings. However it should be possible not to repeat the mistakes of the past, and to build high quality high density housing that is suitable for a range of family types.

The amount of space per person in the home is very important, but again there is pressure to build at lower standards than existed in the past. The planning system can try to intervene in the market to push up standards, but this is likely to result in higher prices. Space outside the home is also important, ie landscaped areas and spaces where children can play. Private gardens are obviously one of the best ways to provide outside space, but again this is not easy when housing is being built at high densities.

New housing should be adaptable and capable of being used by people in all stages of their life. The existing UDP has policies to encourage housing to be built to mobility standards (which are suitable for occupation by most disabled people) and that some housing is built to a higher 'wheelchair user' standard. However these policies do not require that such provision is made.

Recently a new standard (based on work by the Joseph Rowntree Foundation) has emerged - Lifetime Homes. This sets out a number of simple measures that allow homes to be adapted to meet the needs of their occupants as their needs change over time.

As well as dealing with new homes, the present UDP has policies concerned with the existing housing stock, including the conversion of dwellings into smaller units. The latter includes a policy to restrict the number of conversions in certain streets. However unauthorised conversions and changes of use to poor quality multi-occupied units remains a problem in the borough. The planning service will continue to work closely with the housing service to ensure that private rented accommodation is of a good quality and that the type of housing available in Newham matches local needs.

Options for discussion

What type of affordable housing should be built in Newham, and what is the best way of ensuring that enough affordable dwellings are built in the borough? Should there be a single policy covering the whole borough or should the approach vary from area to area?

Housing densities are likely to increase. How can we ensure that new housing is designed to be suitable for its occupiers, particularly families with children?

Should the Council require high space standards, both internally and externally, or should this be left for the 'market' to decide?

What policies should the Council adopt in relation to the conversion and extension of existing dwellings?

How can we best meet the wide range of housing needs of Newham residents, including the elderly, students, wheelchair users, large families and travellers?

Do you agree that all new dwellings in Newham be built to lifetime home standards and that 10% of all new housing should be designed and fitted out for wheelchair users?



Movement and Access

Movement and Access

This covers a range of issues from investment in major rail and road infrastructure, to designing housing developments that are accessible and easy to use on foot. The growth in car use has worsened congestion, despite investment in new roads. The projected increase in Newham's population can only make the situation worse, unless people are persuaded to use more sustainable modes of transport rather than private motor vehicles. Access to and from various parts of Newham can also be poor. There is an irony that transport infrastructure in the borough is the main cause - major roads, railways, the DLR, and the docks and waterways, make it difficult for people to move around easily. In determining planning applications priority could therefore be given to increasing 'permeability' both within the development and to adjacent areas.

Provision could be made in new schemes to encourage cycling, as this is a very efficient and sustainable way to travel, although of course it is not suitable for everyone. As well as providing safe routes, developments could be required to include secure covered cycle racks or other forms of cycle storage, as well as other facilities for cyclists.

One way of encouraging the use of sustainable travel modes is for developers or employers to prepare a 'Travel Plan'. These use a variety of methods to reduce dependence on the private car by employees and customers, such as free or reduced price travel cards, car sharing schemes, providing showers and secure storage for cycles. Some of these schemes have proved to be very effective.

One of the most contentious transport issues is the availability of parking spaces, whether on or off street. Current government advice being to reduce the amount of parking provided in new developments. By doing this it is hoped that people will be encouraged to use other forms of transport. One example is the Olympic development where almost all the spectators will be required to use public transport.

In commercial and business schemes we could require that only essential parking needs are met. An exception to this might be if public transport services are poor, and there are no plans to improve it. A further exception could be shoppers' parking in Town Centres, as people have to cope with heavy shopping and it is preferable for people to shop in town centres, rather than in car-based out-of-centre schemes.

Parking in residential schemes is particularly contentious - in the past schemes may have had one or two parking spaces per dwelling, though under half of the households in Newham own a car. Some London boroughs encourage 'car-free' or 'car-reduced' housing. A benefit of this is that a better standard of housing (for example with more amenity space) can be provided on the same amount of land. Important planning

Movement and Access

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decisions are required on what level of parking is required or is desirable. Given the scale of new development in Newham, present UDP standards could result in around 100,000 additional parking spaces being provided.

Options for discussion

It seems likely that the Core Strategy will give priority to pedestrians, public transport users, cyclists and disabled people, above other forms of transport. Do you think this is fair? If so, how best can development control contribute to these aims?

How can housing schemes and neighbourhoods be designed to ensure that they have excellent accessibility, with improved connectivity to other areas and reduced barriers to movement?

Should the Council require Travel Plans to be prepared? If so, what type and size of scheme would be suitable?

Should business and commercial schemes be required only to provide for essential parking needs?

Do you agree that shoppers' parking should be provided in town centres to meet the likely demand for places?

What parking standards should be applied to new housing developments? Should there be one standard for Newham, or should it vary from area to area, for example based on public transport accessibility?

Should the Council encourage car reduced housing schemes in accessible locations, such as Stratford?



Liveability

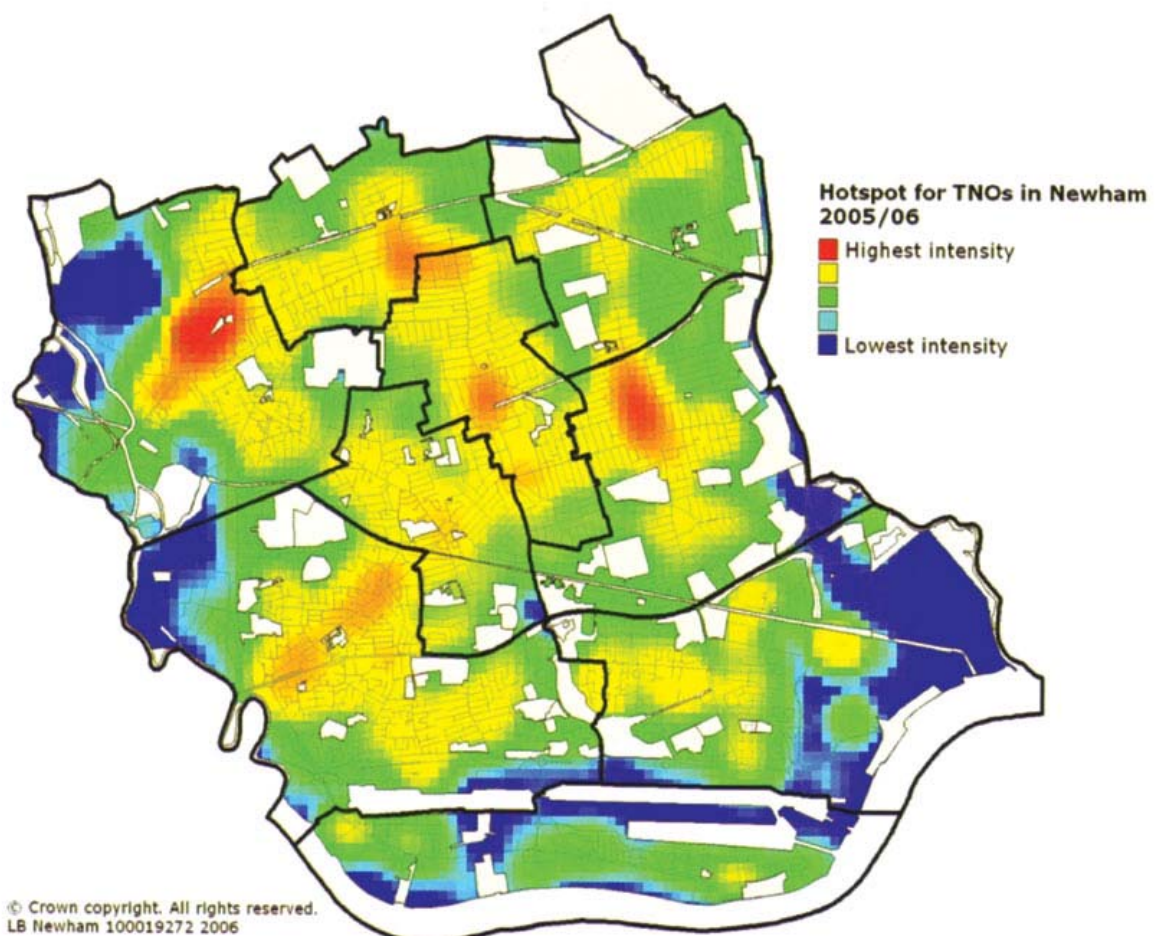
Liveability is a relatively new piece of jargon that is basically concerned with the quality of the local environment and how pleasant it is to live in. It includes such things as litter, graffiti, noise, pollution, air quality, crime prevention and safety.

Not all of the factors affecting liveability are directly related to planning - the amount of litter being an obvious example. However many people believe that if a high quality environment is provided, then it is more likely to be respected. Generally the aim must be to provide a pleasant environment, if Newham's vision is to be achieved of a place where people choose to live, work and stay.

From a development control point of view, a variety of actions can be taken to ensure that:

- new developments create a high quality public realm.
- buildings are designed with safety, security and crime prevention in mind.
- development sites are not adversely affected by pollution and noise.
- new developments do not adversely affect existing residents.

Hotspot Map of Total Notifiable Offences in Newham, 2005/06



Options for discussion

Policies relating to most of the above issues are already covered in the UDP. Detailed decisions will be needed on whether existing policies should be kept, deleted or revised. Should the council impose strict standards or is greater flexibility required?

In general terms, should a high priority be given to ensuring that the residential environment is of a high quality, even if this means that some schemes will be refused planning permission?

Should developers be asked to make improvements to the public realm as part of their schemes, either directly or through helping to finance public works, for example through Section 106 agreements?

Compared to other priorities, how important is it to create lively and interesting places? Is it right to ask developers to provide facilities for the public (including public art) as part of their schemes?

What improvements would you like to see to make Newham a better place in which to live or work?



Community Services

Community Services

Adequate community facilities are needed to serve both the existing population and the new population moving into the borough. For the purposes of this document, community uses cover a wide range of services provided by both the public and private sectors. This includes health, education, community centres, leisure, entertainment and shops.

As stated earlier, the draft Core Strategy discusses various options for housing and population growth - clearly this will affect the overall level of community provision needed in Newham. The Core Strategy also discusses options for retail and service uses, cultural quarters and the evening economy. It also stresses the need for social inclusion - something that must be considered when deciding on the location and design of community buildings in the borough.

New schools and health facilities will be needed to cater for increased demand. From a development control point of view it will be necessary to ensure that new facilities are well designed, embrace the sustainability agenda, have good accessibility and that they meet the needs of all sections of the community. Schools and hospitals should aim for high standards that others can emulate. Good design is an important part of providing quality services to the public. Schools also need to be designed to allow community use and extended use out of school hours.

National policy states that leisure and entertainment uses are generally best located in town centres - if an out-of-centre location is proposed the council would need to assess the scheme's impact in terms of noise, traffic etc. However these developments can be a very useful way to support regeneration proposals and it may be that some out of centre sites in Newham (for example in water and dockside locations) would be highly suitable - albeit as an exception to national policy guidance.



A diverse community like Newham needs a diverse range of community buildings. There can be conflicts (such as noise and traffic) if community buildings are located in residential areas. There is also a need to ensure that community uses are easily accessible by public transport, walking and cycling so that car use can be reduced. One option would be to group community uses in clusters, so that people can visit a range of facilities in one trip.

Newham supports the concept of 'healthy urban planning', based on the belief that the planning system can help to tackle health inequalities and encourage healthy lifestyles. Most determinants of people's health relate to factors outside the direct influence of health care - such as

education, housing, employment and the environment. One way to ensure that planning becomes involved with this agenda is to ensure that the health impacts of major developments are assessed. This could take the form of a separate 'health impact assessment', or instead to more closely integrate health within the existing assessment procedures.

Existing community uses as well as local firms and business can be threatened by the process of change. Corner shops, traditional small traders and pubs are closing down, and some people feel that the planning system should do more to protect these uses.

Options for discussion

Should the Council continue to protect shops (as set out in the UDP) or adopt a more flexible approach?

Should the planning system aim for exemplary standards for all new health and education buildings in the borough?

Should the Council encourage entertainment and leisure uses where they support regeneration - particularly in Thames and Dockside locations?

Should community facilities be located in clusters? Also which is more important - to encourage community facilities or to prevent even a relatively limited amount of nuisance in residential areas? Should community buildings be designed so that they can be used by a wide range of users to encourage greater community cohesion?

Should the development control system be used to protect local facilities such as corner shops, small traders and local pubs?

How can the planning system best promote the aims of 'healthy urban planning' and provide an environment that helps people to live a healthy and active life?



10 How to Comment

We would very much welcome your comments on this document. The issues highlighted above are repeated in the attached questionnaire - please let us know what you think. You do not need to limit yourself to the issues we have identified - please let us know if there are other relevant issues we have overlooked.

However it is important to remember that this consultation is about the Council's proposed development control policies - Core Strategy issues, site specific issues and detailed proposals for the main areas of change in Newham will be dealt with in other documents.

We would be grateful if you complete the questionnaire and send it to us by **19th December 2008**. You can also complete the questionnaire online, and submit other comments via the website. You can contact planning staff via the website or by emailing ldf@newham.gov.uk.

FURTHER INFORMATION

If you require any further information please contact the Policy and Research team. Please let the team know if you would like someone to attend a meeting to discuss this document. We can also supply large print versions. Further information is, of course, also available on the Council's website (www.newham.gov.uk).

Policy and Research
Physical Regeneration and Development
Town Hall
High Street South
London E6 2RP

Group Leader: Deirda Armsby 0208 430 2595 deirda.armsby@newham.gov.uk

Contact for this document: Bob Hawkes 0208 430 3060 bob.hawkes@newham.gov.uk

Alternative contact: Dave Whittaker 0208 430 2606 dave.whittaker@newham.gov.uk

IMPLEMENTING AND MONITORING THE POLICY MANUAL

The main Issues and Options document sets out how the Council intends to implement and monitor the plan. Please see the website for details or contact the Policy and Research Team.

Monday - Friday
9.00am - 5.00pm



RPSI/08/27

For free translation phone

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