Foreword

The regeneration of Forest Gate is a key objective for the London Borough of Newham. This Supplementary Planning Document (SPD) forms a key part of the work currently being undertaken by the Council and its partners.

The SPD sets out the principles to help shape future development in Forest Gate. It forms part of the Council’s Local Development Framework (LDF).

It focuses on tackling issues such as:

- improving shopping facilities, tackling anti-social behaviour and improving the housing offer;
- protecting the qualities that give Forest Gate its special character;
- ensuring we are able to provide community facilities to meet local needs;
- harnessing private and public investment within Forest Gate in order to benefit the local community.

Sir Robin Wales
Mayor of London Borough of Newham
Adoption
This Supplementary Planning Document was adopted by the Mayor of Newham, in consultation with Cabinet, on 21 January 2010. It forms part of the Council’s Local Development Framework and is a material consideration in the determination of any relevant planning application within the SPD area.

Sustainability Appraisal
A Sustainability Appraisal has been undertaken to ensure that the environmental, social and economic impacts of different policy approaches are understood and that any adverse effects are minimised. The results of this appraisal have been used to prepare the SPD. The Sustainability Appraisal can be seen on the Council’s website.

Equalities Impact Assessment
An Equalities Impact Assessment has been undertaken to identify any effects that the SPD may have on different groups within the community. The outcome is to ensure that, as far as possible, any negative consequences are reduced or eliminated and that opportunities for promoting equalities are maximised. The Equalities Impact Assessment can be seen on the Council’s website.

Habitat Regulations Assessment
As part of the regulations implementing the European Habitats Directive (92/43/EEC) on the ‘conservation of natural habitats and wild flora and fauna’, certain plans and projects require a Habitats Regulations Assessment. The purpose of this assessment is to make sure that the plan or project would not have a significant adverse effect on the integrity of any internationally designated nature conservation site. These protected sites include Special Protection Areas (SPAs) and Special Areas of Conservation (SACs).

It has been determined, following discussion with Natural England, that the Forest Gate SPD does not require a Habitats Regulations Assessment. Although the Forest Gate area is 2km from the Epping Forest SAC and 5km from the Lee Valley SPA, it is considered that the SPD is unlikely to have any direct impacts. This is because the SPD is not a policy document and has no direct control on the quantity and type of development in Forest Gate.
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Photographic images in this document are courtesy of Baker Associates, The Crescent Centre, Temple Back, Bristol.
Part A

Introduction
Why This SPD is Needed

The regeneration of Forest Gate is a key priority for Newham Council. The challenges we face in Forest Gate include protecting and enhancing the special historic character of the area; managing the private and public sector investment that is needed to bring about change; providing affordable homes; tackling anti-social behaviour; improving the role of Forest Gate as a retail centre; and ensuring there are enough community facilities to provide for the needs of local people.

The purpose of this SPD is to:

- confirm the Council’s overall aspirations for the regeneration of Forest Gate;
- explain how planning policies will be applied at a local level;
- provide guidance to support the determination of planning applications; and
- ensure sites coming forward for development will contribute to the regeneration objectives for Forest Gate.

There are developers currently active in the Forest Gate area, with a number of sites being cleared for development. The Council has produced this SPD to strengthen planning policy for the area, in order to be able to actively engage with developers in shaping any new development that comes forward, to ensure that it meets the Council’s regeneration objectives for the area.

This document forms part of Newham’s Local Development Framework. It takes forward work completed for the Forest Gate Town Centre Planning Brief, the Mayor of Newham’s Vision for Forest Gate Town Centre, the Sprowston Mews Supplementary Planning Guidance and local Conservation Area Appraisal and Management Proposals. The Planning Brief and Vision for Forest Gate identified the following objectives for the town centre:

- increase the quality and quantity of retail floor space;
- preserve and enhance the Victorian heritage;
- increase the quality and quantity of housing;
- increase employment opportunities;
- relocate ‘bad neighbour’ industrial uses;
- reduce anti-social behaviour;
- improve connectivity, accessibility and the highway layout; and
- improve community facilities in the town centre.
This document updates this work, building upon public consultation undertaken throughout the production of the SPD and taking into account other issues facing Forest Gate - particularly changing land values, the forthcoming effects of the Olympic and Paralympic Games and Crossrail on the area, and private sector development proposals.

Location Plan
**SPD Boundary**

The Forest Gate SPD area is set out on the map below. The boundary was defined by a combination of:

- accessibility to Forest Gate Station, based on an 800 metre walking distance from the station; and
- administrative boundaries, for which socio-economic statistics are available.
Policy Context

The Supplementary Planning Document (SPD) provides a local interpretation for the London Borough of Newham Unitary Development Plan (UDP) policies (2007) and the London Plan (2008). Lists of the most relevant UDP and London Plan policies are set out in Appendix A and B respectively.

The regeneration of East London is identified as a key priority in the London Plan, and its Town Centre hierarchy reflects the UDP, with Forest Gate shown as a District Centre. Crossrail is essential to the delivery of the strategic objectives of the London Plan, particularly accommodating London’s growth within its boundaries without encroaching on open spaces, making London a more prosperous city with strong and diverse economic growth and improving London’s accessibility.

Support for the regeneration of Forest Gate is primarily set out in UDP Policies S6, S31 and SH6 with the Forest Gate District Centre boundary illustrated on the UDP Proposals Map. The UDP and Proposals Map also set out other policies and boundaries relating to Forest Gate. These include:

- Primary and Secondary Shopping Frontages
- Forest Gate Town Centre Conservation Area
- Woodgrange Estate Conservation Area
- Area of Townscape Value
- Protected Green Space
- Local Employment Areas
- Channel Tunnel Rail Link Safeguarding Line (surface and sub-surface)
- Proposed Cycle Network.

Newham Council has existing Supplementary Planning Guidance, both topic-based and area-based, and other guidance, which have been used in the production of this SPD, including Sprowston Mews SPG and Forest Gate Town Centre Conservation Area Character Appraisal and Management Proposals. These documents are available on the Council’s website.
The SPD is a material planning consideration to guide future development in Forest Gate, although planning applications will also need to be assessed against the UDP policies and the London Plan.

Key themes emerging from current policy and previous public consultation have informed the content of the SPD. These include:

- increasing the quantity and quality of shopping and service floor space;
- encouraging a range of daytime and evening social activities, including high quality leisure uses, to add vitality to the centre;
- improving the quality and design of the buildings and spaces;
- ensuring development proposals respect and integrate with the Victorian heritage;
- designing places and spaces to deter anti-social behaviour;
- increasing the quantity and quality of public open space;
- developing at appropriate development heights, massing and densities;
- providing a mix of housing types, particularly family housing, within mixed housing tenures;
- managing the highway and its users, and increasing the proportion of people who walk, cycle and use public transport;
- making provision for community facilities in accessible locations and public realm improvements; and
- minimising the negative impact of development and maximising the opportunities to conserve resources, particularly by incorporating sustainable construction and renewable energy generation.

The UDP will eventually be replaced by a borough-wide Local Development Framework. A key document within the Local Development Framework that will particularly influence the future of Forest Gate is the Core Strategy. The timetable for preparation and adoption of the Core Strategy is set out in Newham’s Local Development Scheme which can be seen on the Council’s website.

This SPD will provide a planning framework for shaping the regeneration of the area while the emerging policy framework is brought forward through the Local Development Framework. The SPD may be superseded by the Local Development Framework following adoption.
Forest Gate - Background

Forest Gate town centre and surrounding residential suburbs developed during the mid to late nineteenth century as a primarily wealthy, residential suburb.

The town centre is a linear retail centre situated between two larger town centres of Ilford and Stratford. It functions as a local shopping centre which primarily serves the extensive residential area which surrounds it. There are a selection of successful local businesses and shops in the centre and within the residential areas surrounding the centre. However, the retail and restaurant offer is fairly limited with a high number of fast food outlets and betting shops. Most local expenditure is lost to the competing and larger retail centres of Ilford, Romford and Stratford. There are very few signs of an established night time economy, as well as problems in the area of anti-social behaviour, particularly in the vicinity of Woodgrange Road and associated backlands.

Forest Gate is not a main employment centre but there are businesses (including professional services) located within the town centre and along some stretches of land along the railway line and Sprowston Mews. There are also a number of large office blocks and a food processing plant (occupied by Premier Foods) to the south of Romford Road. The town centre has lost a number of major employers over the last 20 years.

The area has one listed building, the Emmanuel Church (Grade II). The town centre also has a wealth of attractive Victorian buildings, within the Forest Gate Town Centre Conservation Area. However, the area saw a steady decline in the quality of the commercial and physical environment in the latter half of the last century. Much of the post-war development that has occurred in Forest Gate is now in decline and many properties are in poor condition, which detracts from the attractive historic environment.

Since the 1990s there has been a reverse in this trend, particularly stimulated by publicly funded physical regeneration projects to improve shop frontages and areas of public realm, including Partnership Schemes to enhance the appearance of Victorian buildings within the Town Centre.

The area is well served by community services including facilities such as The Gate (Library and Local Service Centre), community space facilities at the Methodist Church, Skills and Training Facilities, Youth Centre, Health Centre and a number of different religious meeting places. However, Aston Mansfield will, in future, be closing their community meeting facility at Durning Hall and the Methodist Church is also currently exploring the way their Church Hall will be used in future.
Surrounding the town centre are large areas of attractive residential properties, comprising Victorian villas and smaller terraces in a range of architectural styles, some along tree lined streets. The housing size, offer and quality of homes vary between different areas in Forest Gate. Generally, larger good quality homes are located within the Woodgrange Estate Conservation Area, while to the west there is a mix of large dwellings, many of which are subdivided.

The majority of homes in the area are privately owned but there are a high number of privately rented properties and many of these are in poor condition. In recent years, local Registered Social Landlords (RSLs) have purchased a number of the worst properties in multiple occupation, renovated the properties and turned them into social housing use.

There have been changes in the socio-economic profile of the inhabitants of Forest Gate with an increasing numbers of residents who live in the area on a short-term basis. This has resulted in changes to the housing tenure (with many conversions to flats or houses in multiple occupancy) and changes in the retail and social activities in the area. However, the popularity of the area has begun to increase and some of these trends are now being reversed.

There are good public transport connections by train and bus from the area into adjacent communities and central London, with improved services and a Crossrail service programmed to commence in 2017. Road connections are also good and will link the area with Stratford City and the Olympic Park.

Challenges in the regeneration of Forest Gate include:

- creating a mixed-use vibrant town centre, and encouraging uses that will attract people living locally to use Forest Gate and retain expenditure within the local economy;
- providing a range of new and good quality retail opportunities, whilst preparing a relocation strategy for businesses affected by the proposals;
- ensuring the retail offer provides for the local community, rather than attempting to compete with larger centres such as Ilford, Romford and Stratford City;
- managing an increase in development density within a historic environment;
- retaining and enhancing the best of the Victorian heritage, particularly within the Woodgrange Estate and Forest Gate Town Centre Conservation Areas;
- raising the quality and inclusiveness of building design including incorporating sustainable construction methods;
• providing development solutions to address the local problem of anti-social behaviour;
• encouraging an evening economy to provide a vibrant and safer town centre;
• retaining the level of community facilities and services, to meet the needs of all people within the area;
• upgrading the public realm and provide new public open space;
• providing for a mix of affordable housing, in size (including family housing) and tenure;
• improving the quality of existing residential accommodation;
• ensuring environmental issues are addressed, by improving air quality, reducing flood risk, noise, waste and energy use;
• addressing traffic congestion and parking issues in Forest Gate; and
• embracing the opportunities arising from the area’s positive location in relation to Crossrail, Stratford City and the Olympic and Paralympic Games.
Forest Gate - Into the Future

The vision for the future for Forest Gate is an attractive neighbourhood with local shopping and leisure opportunities in a safe and vibrant ‘urban village’, which is well used by the diverse local community.

The following objectives will underpin Forest Gate’s future:

- create a relaxed ‘urban village’ feel away from the major centres of Stratford and Ilford;
- ensure all development will be socially inclusive and increase the quality of life for the local community;
- encourage a dynamic evening economy with cafés, bars and restaurants in an attractive, safe neighbourhood;
- increase quality, size and quantity of retail offer with a medium-sized new food store, a mix of smaller shop units, providing a balance between independent and high street retailers;
- provide a mix of uses within the town centre, and encourage high quality design and architectural style, which both enhances local distinctiveness and is well integrated with the existing Victorian heritage;
- improve housing quality and quantity; improve employment opportunities; reduce anti-social behaviour; enhance the public realm and improve community facilities;
- maximise the benefits from new public transport and embracing the opportunities offered by Crossrail; and
- ensure all development maximises opportunities for sustainable construction.
Part B
Development Principles
Development Principles

General and Site Specific

In order to address the challenges that Forest Gate faces and contribute to delivering the vision, development principles and guidance are required. These principles relate to Forest Gate as a whole and to specific sites within the area. The next two sections of the Supplementary Planning Document (SPD) provide development principles and area specific guidance:

Part B - Development principles

- Part B sets out general development principles for all new development within the SPD regeneration area on a topic basis.

Part C - Area specific guidance

- Part C focuses on the town centre and other specific regeneration sites in Forest Gate;
- It also provides advice on the interpretation of policy, sets out area-specific development principles and the contribution these should make towards meeting the regeneration objectives for Forest Gate.

Development proposals in Forest Gate will be expected to adhere to these principles and contribute to meeting wider regeneration objectives.
Development Principle 1
Ensuring High Quality Design

Retaining and enhancing the quality of the best of the built environment in Forest Gate is a major aspiration for this SPD. All development should complement and enhance the existing historic character, taking into account the Council’s Conservation Area Character Appraisal and Management Proposals and developers should liaise with the Council’s Urban Design and Conservation Team, to ensure that the historic environment is integrated into future proposals. The Conservation Area Character Appraisal and Management Proposals can be found on the Council’s website. Those sections that are directly relevant to potential regeneration sites are identified in Part C of this SPD and are reproduced in Appendix C.

Any proposals that include taller buildings will be properly assessed against the Conservation Area Appraisal and the English Heritage / CABE document Tall Buildings Guidance.

All development proposals should meet the following design standards, which should be demonstrated within a Design and Access Statement:

• use high quality materials and design to create attractive buildings and spaces (including landscaping);
• adopt inclusive design principles where practicable so that buildings and environments can be accessed equally by all members of the community including disabled people;
• ensure the density, scale, height, bulk and massing of buildings is appropriate to the site;
• ensure that the street and block pattern, building proportion and form of the public spaces are appropriate to the surrounding historic environment;
• enhance the historic character of the town centre and surrounding residential areas, as well as reflect local identity and current culture;
• retain or enhance views from key viewpoints;
• integrate nature conservation and wildlife into open spaces;
• protect the amenity, privacy and daylight of the surrounding residential properties;
• incorporate the provision of outdoor amenity space and maximise the potential for gardens, courtyards, roof terraces and balconies within residential developments;
• development should provide animated frontages (active uses, front doors, etc) on ground floor facades;

• development should create dual aspect flats, as much as possible, and in particular should exclude any north facing single aspect flats;

• maximise energy conservation through design, by using sustainable materials and ensuring the most efficient use of natural resources; and ensure effective and continuous maintenance and management is set up for spaces and places;

• provide a mix of uses and tenures to strengthen and build upon the area’s local identity.
The following plan is taken from the Forest Gate Town Centre Conservation Area Appraisal and Management Proposals (March 2009) and provides an analysis of the key heritage buildings and areas, within Forest Gate town centre. These must be taken into account so that all new development enhances the quality of the built environment of Forest Gate.

Forest Gate Town Centre Conservation Area Townscape Appraisal
Residential densities

Finding the balance between making the most efficient use of previously developed land (and so ensuring viability through higher density development) against maintaining and enhancing the existing low density historic character is a major challenge for the future of Forest Gate.

Development proposals should maximise intensity of use compatible with the local historic context and with public transport capacity. The London Plan identifies preferred housing density ranges depending on how accessible the area is to public transport, by mapping its Public Transport Accessibility Level (PTAL).

Predictions for Forest Gate in 2026 range from a PTAL of 3 to a PTAL of 6, with 6 applying to very accessible locations in the town centre. This provides for up to 260 units (700 habitable rooms) per hectare in these more accessible town centre locations. Less accessible areas are located furthest from the town centre, and are therefore suitable for lower housing densities. The current and future PTAL ratings and London Plan density range are provided for each site identified in Section C.

The value created by maximising housing densities in the town centre area, potentially supports the viability of proposals and enables the regeneration of some key sites in Forest Gate to come forward. A comprehensive approach to redevelopment is welcomed as this will support greater efficiencies in the use of the land, maximising value and therefore enabling wider regeneration benefits to be secured. This creates an opportunity to provide new retail space, improve facilities and services, as well as contributing to meeting housing targets and affordable housing provision.

The area-specific guidance in Part C identifies ranges for appropriate densities and scale of development for the key sites in Forest Gate.

Shopfronts

Attractive and well designed shopfronts will help to attract trade as well as reinforcing the historic and distinctive character of the area. To assist shop owners, advice on this subject (including Do’s and Don’ts of Shopfront Design) is given in Appendix D.
Development Principle 2
Creating Attractive Streets and Public Spaces

The existing road layout and other public spaces are a legacy of the area’s Victorian heritage. The distinctive form and layout of the historic street pattern should be reflected within development proposals. Streets and public spaces provide the space in which different modes of transport operate: cars, buses, trains, cyclists and pedestrians. New proposals should take into account the needs of pedestrians, cyclists and public transport users to provide a safe and attractive environment to move around in.

Forest Gate has relatively easy access to Wanstead Flats and West Ham Park - although the majority of the SPD area is more than 400m from a park over 2 hectares. There are also only a few small pockets of open space within the SPD area, such as the play area on Odessa Road and the park just north of Forest Lane. However, these two green spaces are close to each other and only serve the local residents immediately to the north and west of Forest Gate Station.

Significant improvements to the public realm in the town centre have taken place in recent years but there is scope for further enhancement. Existing open areas need retaining and / or improving - these include the area around and to the north of Forest Gate Station including connections from the school and the Methodist Church garden. There is also the potential to create a new public open space resulting from the closure of the eastern section of Earlham Grove. Further detail on these areas is provided in Part C of this SPD.

Proposals should:

• meet the open space, play space and amenity requirements of the area, to provide high quality spaces for people to use;
• reflect historic street patterns and seek to protect and enhance the historic environment;
• incorporate landscaping within developments to its full potential, to increase the amount of green space and biodiversity in Forest Gate;
• ensure spaces and places are attractive and accessible to all in the community, who live, work or come to visit the area, and are not exclusive, ‘gated’ communities;
• provide public and private space and reflect the need for safe and well-functioning spaces and public realm;
• consider the layout, form and function of the spaces between buildings and their contribution to creating places for people, as well as providing a desirable pattern of movement (including servicing) and activity;
• give priority for those with mobility difficulties, and for pedestrians, cyclists, and public transport users; and
• maximise opportunities for inclusion of local artwork to enhance the distinctive character of the public realm.
Development Principle 3
Providing Housing for all in the Community

Demographic trends show an increasing requirement for smaller household sizes nationally. However, providing for smaller households should be balanced against the need to address an under-provision in family accommodation across London and specifically the larger average household size within this area. Therefore, increased priority should be placed on meeting this important local demand for family housing whilst also responding to the requirements of the private market sector.

The London Plan requires 50% of new housing to be affordable. However, in view of the characteristics of Forest Gate (including the existing tenure and the need for family housing) as well as the need to prioritise housing type rather than housing quantity, the Council would prefer a figure of 35% affordable housing within the area, with this split between social rented provision and intermediate provision, at a ratio of 60:40.

Affordable housing should be located throughout the scheme and integrated into the area, to meet the aspirations of a mixed-community. However, in some locations, it may not be possible to provide suitable affordable housing on-site. It is therefore proposed that in these cases an equivalent commuted sum is sought, ring-fenced towards meeting these needs within the wider SPD area.

All residential development should be built to the latest ‘Lifetime Homes’ standards and 10% of new housing should be designed to be wheelchair accessible, or easily adaptable for wheelchair users. Wheelchair units should be spread equally across social and private housing. It is anticipated that all residential proposals will meet design standards set out in the Mayor of London’s London Housing Design Guide (consultation draft, July 2009).

The type and form of new housing must respond to each specific site, its context and local needs. In line with the UDP, proposals within Forest Gate should:

- provide for a mix of housing tenure, household size and type, to increase residents’ choice and enable people to remain in the area as their housing needs and circumstances change;
- ensure, for larger development sites, with potential for higher densities, that a mix of household tenure and sizes is provided;
- aim to improve the quality of housing stock, particularly private rented, across the area;
- increase the amount of social rented dwellings and intermediate housing (shared ownership / shared equity etc) in a tenure blind format; and
- encourage additional open market units, preferably aimed at owner-occupiers rather than buy-to-rent investors.
Development Principle 4

Creating a Vibrant Town Centre through Mixed Use Development

Providing for a mix of uses within developments can help create a vibrant town centre, which is a key factor in achieving many of the regeneration objectives for Forest Gate - such as ensuring retail and community service needs are met, capturing and retaining expenditure within the local economy, improving night-time vitality and increasing the feeling of community safety.

The Council will do what it can to preserve local businesses that are valued by the local community. Where appropriate it will also work with businesses to investigate opportunities for maintenance and upgrades to premises and to provide business support for marginal businesses.

Public opinion strongly recognises the over-dominance of hot food takeaways and betting shops which can displace other uses, generate problems of litter and can detract from the evening atmosphere of the town centre.

People who live or work in the area are very supportive of the range of community services and facilities in the area such as schools, The Gate (library and local service centre), health centre, youth club, children’s centre, religious meeting places and a number of community meeting spaces. However, there are a number of issues which need to be addressed to ensure these needs are met into the future.

Proposals within the town centre should:

• provide for an appropriate mix of uses, to enable people to meet their day-to-day needs in an accessible location;

• encourage restaurants, cafés, bars and pubs, rather than hot food takeaways and betting shops, ensuring the evening economy is managed carefully;

• retain a vibrant mix of uses, particularly at ground floor level - local opinion suggested shops providing fresh food, specialist shops and those which reflect the multi-cultural character of the area;

• make provision for local businesses and community facilities to be retained through a robust relocation strategy, where they contribute to the vitality of the area and provide essential services to the local community;

• ensure that community facilities and services are located within or adjacent to the town centre;

• consider how any gaps in current provision of services or facilities could be filled through their proposals; and

• provide adaptable ground floor units for easier conversion of uses.
Development Principle 5

Reducing Crime and Improving Safety

Previous public consultation identified that the majority of local residents do not use shopping or leisure provision in Forest Gate. This is partly due to the town centre not providing the right type of retail and leisure facilities but the town centre is also perceived as an unsafe place, especially in the evenings and at night.

The backland areas and alleyways in the town centre are considered as hotspots for crime and suffer from anti-social behaviour and from enviro-crime, such as fly-tipping. These problems have been identified by the Metropolitan Police and by the local community. These areas also contain the lower quality housing stock.

Significant work is currently being undertaken to address these issues through increased neighbourhood policing (including community support officers), installation of security gates, lighting and CCTV, clearing up sites and removing fly-tipping.

All development proposals will be expected to adhere to ‘Secured By Design’ principles and early pre-application advice can be sought from the Metropolitan Police Architectural Liaison Officer, as well as the Council’s Development Control service.

All developments will be expected to:

- ensure the layout, form and function of the spaces, created between buildings, creates a safe environment and contributes to reducing the perception of crime, but avoids creating exclusive, ‘gated’ communities;
- seek informal surveillance through active uses, particularly along frontages on main roads, overlooking, and avoiding creation of secluded areas;
- ensure spaces and places are well-used, enclosed and encourage natural surveillance;
- use robust and durable materials;
- encourage a variety of bars, cafés and restaurants in the town centre to cater for all in the community, to increase the vitality of the centre and encourage a wider range of people to use the town centre in the evenings; and
- use good design to reinforce the creation of safe, comfortable and visually appealing environments.
Development Principle 6
Improving Movement and Access

Provision for pedestrians, cyclists and public transport users will be prioritised within the form and layout of development proposals to improve accessibility to facilities and services. Development proposals will enhance the public realm and give priority to people walking and cycling over other forms of transport. Inclusive design will improve accessibility for disabled people.

Pavements, crossings, bus stops, etc should meet the standards set out in the Department for Transport publication Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure 2002.

The Crossrail service will result in more people travelling to and from Forest Gate Station and will act as a catalyst for the regeneration of Forest Gate town centre. As more people use the station there will be a need to improve station facilities, the public realm around the station and access to it. This could include improvements to the junction of Forest Lane and Woodgrange Road to improve accessibility and safety for the increased number of pedestrians accessing the station from the north. Planning obligations will be sought in relation to the proposed Crossrail service (including contextual works, as discussed above) as well as for other modes of transport. This is referred to further in the section on Delivery (Part D).

Parking provision should not be above the maximum standards set out in Annex 4 of the London Plan, and should be informed and determined through the Transport Assessment process. The specific parking needs of disabled people should be met, including those set out in British Standard BS8300:2009.

Development close to the railway station should minimise car parking provision (except for provision for blue badge holders), reflecting the high levels of accessibility at this location.

Development proposals should include adequate provision of safe and secure cycle parking, particularly at transport interchanges. Provision will be concentrated outside Forest Gate Station, Wanstead Park Station, outside community facilities and in retail locations, for example along Woodgrange Road.

Transport Assessments and Travel Plans should be prepared for significant proposals in Forest Gate. Thresholds and further guidance are provided by Transport for London in ‘Guidance for Residential Travel Planning’, ‘Guidance for Workplace Travel Planning for Development’ and ‘Guidance on Transport Assessments’. 
Development Principle 7
Ensuring Sustainable Construction

All development proposals will be expected to demonstrate how they minimise use of resources and meet the requirements of the Government’s ‘Code for Sustainable Homes’ and the London Plan.

Climate Change
Mitigation of, and adaptation to, climate change should be integrated into the designs of future developments in Forest Gate. Buildings should be designed for the climate they will experience over their whole lifetime. New planting will help urban spaces to adapt to climate change.

Energy
The London Plan provides targets for the reduction of carbon dioxide by 15% by 2010 rising to 60% by 2050. New developments can achieve this with energy efficient and renewable energy technology and design, and facilitate the use of all forms of renewable energy.

Major developments will be required to show how they would generate 20% of the site’s electricity or heat from renewable sources to meet the target for major developments within the ‘Climate Change Mitigation and Energy Strategy for London’.

Proposals for micro-renewable technologies will be acceptable where they do not detract from the context of the Conservation Area.

Water
Development proposals will be required to demonstrate how they have incorporated measures to minimise water use in line with the London Plan policy 4A.

Development proposals will need to consider the potential impacts of flood risk and should have regard to the Borough’s Strategic Flood Risk Assessment (SFRA). Whilst the risk of tidal and fluvial flooding in Forest Gate may be lower than in other parts of the Borough, surface water management will decrease the risk of flooding. Sustainable urban drainage schemes (SUDS) should be incorporated into developments as a means of decreasing flood risk.

Utilities Provision
Development proposals should secure confirmation that utilities infrastructure and their providers are able to supply the proposed development at an early stage and confirm this as part of their planning application.
Waste Management

All development proposals should make adequate provision for storage of waste and recycling facilities on site as outlined in the London Plan Policy 4A.22. London Plan Policy 4A.21 sets out the targets for the reuse of construction and demolition waste. The Mayor’s ‘Sustainable Design and Construction SPG’ (2006) sets out principles for the need for development to minimise waste.

All developments should reduce the amount of waste create on site. Demolition waste should be carefully managed and reused on site.
Part C
Area Specific Guidance
Providing a New Focus for Forest Gate Town Centre

Forest Gate town centre will be regenerated to become a vibrant and lively urban hub used by the diverse local community living and working in the area. It will comprise a mix of uses, which are actively used both in the day and in the evening.

Development in the town centre should:

- comprise uses such as retail (including a high quality medium sized food store), community facilities, food and drink, entertainment, residential and businesses;
- accommodate higher densities of housing in the local area;
- respect the historic character of the town centre, particularly the Conservation Areas and retain buildings of merit;
- be improved and enhanced by the declutter of street furniture and signage in the public realm, particularly along Woodgrange Road;
- provide improved and safe access for all in the local community;
- provide active retail frontages at a ground floor level and allow flexibility for professional uses or other activity generating frontages, where these are compatible; and
- be undertaken, where possible, in a comprehensive manner, to generate wider regeneration benefits, including a ‘step change’ in the quality of the built environment, and local economy.

The redeveloped town centre will act as a focus for regeneration of Forest Gate. It will provide a new medium size supermarket and small shop units, allowing for a good balance of independent and high street retailers. Developers will be required to produce a business relocation strategy as part of their proposals to retain existing local businesses, where feasible.

Key to creating a relaxed urban ‘village’ feel and encouraging a more dynamic evening economy will be through providing for cafés, bars and restaurants in an attractive environment.

The development of Crossrail will bring extra people travelling to and from Forest Gate Station, will include some reconstruction of the station and will act as a catalyst for the regeneration of the area. Priority will be given to managing parking and traffic, and providing safe and easy access to pedestrians and cyclists. Emphasis will be placed on upgrading the public realm, particularly around the station and Woodgrange Road area.
This section provides site specific guidance on how planning policies should be implemented to support the regeneration of the town centre. It falls into two categories:

- **Site summaries** - these set out the key principles and planning policy parameters for each of the key areas required to deliver the Forest Gate vision and to meet the objectives for the regeneration of the area.

- **Enhancement sites** - these identify existing community facilities and spaces that will not necessarily be redeveloped, but have potential to upgrade and enhance their existing provision, to contribute to the regeneration of Forest Gate.

The sites referred to are shown on the map opposite.
Plan of regeneration and enhancement areas:

Key:
- Green areas 1-5: Potential regeneration areas
- Enhancement areas:
  - Red: Methodist Church garden
  - Blue: Public realm around station
  - Orange: Channel Tunnel access shaft
  - Yellow: Lanes and alleyways
- Light blue: Potential new partnership scheme
**Area 1**

**North of Forest Gate Station**

**Ownership:** Private landowners  
**Current Accessibility:** PTAL 3 – 4  
**Anticipated Future (2026) Accessibility:** PTAL 3 - 6  
**London Plan Density Guidelines:** 45 - 260 units/ha (200 - 700 habitable rooms/ha)

Site description:

The area comprises a number of smaller retail units (and two public houses) centred around the junction of three roads. A secondary school is also situated close by, as is Forest Gate Station which is identified as a Building of Local Interest. The area was originally the centre of Forest Gate but the focus of activity has now moved south along Woodgrange Road.

The overall area comprises two different sites:

**Site a** - Properties at 169-180 Forest Lane, comprise a terrace which is identified within the Townscape Appraisal, undertaken for the Conservation Area Appraisal and Management Proposals, as being of heritage value and was refurbished in a
recent Partnership Scheme; along with the former chapel at 79 Woodgrange Road, which is of significant historical and townscape value.

**Site b** - Properties at 81-119 Woodgrange Road, comprise a terrace which is identified within the Townscape Appraisal, undertaken for the Conservation Area Appraisal and Management Proposals, as being of negative value and failing to enhance the key focal point of the junction of Woodgrange Road and Sebert Road.

The area falls within the Conservation Area and the majority of retail units along Woodgrange Road are protected secondary retail frontage. Although the quality of the built environment is poor in the northern part of this area the variety of businesses, particularly the presence of specialist shops, is highly valued by the local community. The retention of these uses will be encouraged as far as possible.

**Key principles:**

- Reinforce the role of this area as a gateway and improve links between the station and the heart of the Woodgrange Road;
- Retain and enhance all buildings of historic merit along Forest Lane and 79 Woodgrange Road (site a);
- Development proposals should follow the strong pattern and rhythm established through terraced retail frontages, as demonstrated by the Partnership Scheme opposite, at the junction of Woodgrange Road and Sebert Road;
- Heights of buildings should reflect existing built context but could increase towards Brooking Road;
- Retail uses along Woodgrange Road and the junction of Sebert Road should be retained with residential or commercial uses promoted on upper floors;
- Development proposals should provide robust arrangements to safeguard and retain existing businesses and community facilities, where appropriate;
- Streets and spaces should be enhanced through a programme of works to encourage use by pedestrians and cyclists;
- Focus should be placed upon increasing the movement of pedestrians and safety of routes - this could be through lighting, informal surveillance, widening routes or significantly increasing patronage; and
- All development proposals will be required to demonstrate how they can contribute towards creating a street between Brooking Road and Forest Lane.

**Implementation:**

By a private developer, with support and facilitation by the Council.
Area 2

West of Woodgrange Road

Ownership: Private landowners and London Borough of Newham
Current Accessibility: PTAL 3 - 4
Anticipated Future (2026) Accessibility: PTAL 5 - 6
London Plan density guidelines: 45 - 260 units/ha (200 - 700 Habitable rooms/ha)

Site description:
The area comprises a lively multicultural shopping frontage with community uses and a series of cleared redevelopment sites located behind Woodgrange Road. The area is bounded by the Forest Gate Station (and future Crossrail services) to the north, Woodgrange Road retail frontage to the east, established residential streets to the west and Channel Tunnel Rail shaft to the south.
The overall area comprises three different sites:

**Site a**
Retail frontage along Woodgrange Road (with upper storey in commercial and residential use) north of junction with Earlham Grove, plus Durning Hall Community Centre, Post Office Sorting Office and residential properties on Earlham Grove. Crossrail works to Forest Gate Station Worksite East will take place to the north of site a, and will be a temporary constraint to new development.

**Site b**
The retail frontage along 39b-49a Woodgrange Road (with upper storeys in residential use), south of junction with Earlham Grove, has been identified, within the Townscape Appraisal of the Conservation Area Appraisal and Management Proposals, as being of heritage value although of poor maintenance. There are also issues around access arrangements and the back condition.

**Site c**
Comprises vacant development sites (currently being used for informal storage) and residential units on Earlham Grove and Sprowston Road.

Much of the residential accommodation comprises poor quality housing stock with inadequate rear access. Hot food takeaways, betting shops and low quality retail offer currently dominate Woodgrange Road. Community safety and servicing via the back alleys is currently a major issue for much of the area.

Approximately two-thirds of the area is within the Forest Gate Town Centre Conservation Area with a series of façades of merit, particularly on Woodgrange Road.

**Key principles:**
- Residential uses with active ground floors (excluding hot food takeaways and betting shops) and primary retail frontage along Woodgrange Road;
- Proposals to make provision for a new medium sized retail foodstore;
- North of Earlham Grove (site a), there is potential for higher residential densities closer to Forest Gate Station and opportunities for taller buildings when brought forward as part of a wider comprehensive redevelopment. Any proposals that include tall buildings will be assessed against the Conservation Area Appraisal and the English Heritage / CABE document Tall Buildings Guidance;
- Retain Earlham Grove but consider pedestrianising the eastern end to create a new public space, to be of high quality design and landscaping;
- The Council’s preference is for the retention of the terrace at 39b-49a Woodgrange Road (site b) along with a programme of renovation and
refurbishment works to deal with the poor maintenance. It is recognised however that there may be practical issues in implementing this which mean that the terrace could be considered for redevelopment within the context of a wider comprehensive scheme which should enhance the Conservation Area;

- Residential development to ensure adequate amenity space (shared gardens, roof terraces etc) to respond to an under provision of open space in the locality;
- Development to incorporate larger family residential units within lower floors of proposals;
- Design standards for residential accommodation should promote the use of dual aspect residential units;
- Permeability should be increased throughout the site, however the existing street pattern should be retained;
- New development to integrate with the existing character and respect the historic context and Conservation Area designation;
- Development proposals should provide arrangements to retain or replace the Community Police Facility and other key businesses and community facilities in the local area, where appropriate;
- Step heights across the site and scale down heights at the fringes to respect adjoining lower-scale historic properties;
- Servicing for retail units on Woodgrange Road should be provided from the rear but from a road which has frontage, rather than a backland area;
- Larger developments should seek to minimise the levels of car parking provision and should not exceed a provision of 0.5 spaces per residential unit, with undercroft car parking incorporated, where possible;
- Retain building lines and use historic street patterns to define perimeter blocks and linear routes;
- Development should provide animated frontages (active uses, front doors, etc) on ground floor façades;
- Development should create dual aspect flats as much as possible, and in particular should exclude any north facing single aspect flats;
- Consider community safety and take every opportunity to secure informal surveillance with development proposals; and
- The redevelopment proposals should include a relocation strategy for displaced local businesses, and community facilities as part of the S106 agreement.

**Implementation:**

By a private developers, with support and facilitation by the Council.
The scale of redevelopment and market factors mean that sites are likely to come forward in a number of phases. The first phase is likely to be site c, responding to the availability of the cleared development sites, and lower land assembly costs. Site a is considered to be a more medium term development opportunity in the context of an improved market situation.

Similarly it is recognised that there are viability issues in bringing forward Site b, due to high land assembly costs. However it may well become deliverable in the medium term in line with improved market conditions. It would, however, be preferable for the development of Sites b and c to be brought forward together as this would allow greater efficiencies in the use of the land, value maximisation and therefore increase the ability to secure wider regeneration benefits.
Area 3

Nursery Lane

Ownership: Various private landowners
Current Accessibility: PTAL 3 - 4
Anticipated Future (2026) Accessibility: PTAL 4 - 5
London Plan density guidelines: 45 - 260 units/ha (200 - 700 habitable rooms/ha)

Site description:

Nursery Lane is a dead-end road which runs from Woodgrange Road, parallel and south of Romford Road. Buildings are in various uses, mainly employment and open spaces relating to employment properties fronting Romford Road. The lane is within a mainly employment and commercial area (with many informal uses such as car repair or storage) although a number of residential properties also exist.

The condition of the lane, buildings and land is very poor and provide concerns relating to unauthorised uses of premises, noise, fly-tipping and other environmental and anti-social behaviour issues.

There is likely to be contamination from previous uses, and proposals should provide mitigation measures.

The entrance to Nursery Lane is opposite the listed Emmanuel Church.
Key principles:

- Uses will comprise mixed uses of residential, live/work and business compatible with an existing residential area;
- Employment uses will be restricted to Class B1: offices, research, light industrial, studios;
- Amenity, privacy and daylight of the surrounding residential properties should be safeguarded;
- Development should be no more than 3 - 4 storeys in height in mews format, and lower when in proximity of existing housing;
- Buildings should be of high quality and innovative design to accommodate a mixed use area;
- Development will need to enhance the setting of the adjacent listed Emmanuel Church;
- Development will incorporate balconies or roof gardens to provide outside space for residential development;
- All development will be designed to provide natural surveillance over the lane; and
- The highway layout must be improved as new development is permitted, and constructed to adoptable standard. The pedestrian environment must be improved with any redevelopment. Pedestrians will share space with vehicles, but should have priority.

Implementation:

While progress has been made on a small number of individual sites, the Council’s preference for future development is for a comprehensive redevelopment scheme which includes the creation of a Home Zone, with a one-way route through the site from Upton Lane to Romford Road.
Area 4

Sprowston Mews

Ownership: Various landowners
Accessibility: PTAL 4
Anticipated Future (2026) Accessibility: PTAL 4 - 5
London Plan density guidelines: 45 - 260 units/ha (200 - 700 habitable rooms/ha)

Site description:

Sprowston Mews is an unadopted lane which runs between Norwich Road and Sprowston Road. The lane is within a mainly residential area and the western entrance is adjacent to the listed former Congregational Church (currently Azhar Academy Girl’s School). Buildings are in various uses, mainly employment (particularly car repair) and open spaces relating to gardens of residential properties.

The condition of the mews, buildings and land provide concerns relating to unauthorised uses of premises, pollution, noise, traffic congestion, fly-tipping, drainage and other anti-social behaviour issues.

Sprowston Mews is an allocated site with the Newham UDP (m2) as a mixed-use development including residential, live/work and employment uses suitable for a residential area. There is guidance provided in the Sprowston Mews Supplementary Planning Guidance (SPG).
Key principles:

- Uses will comprise mixed uses of residential, live/work and business compatible with an existing residential area;
- Employment uses will be restricted to Class B1: offices, research, light industrial, studios;
- Amenity, privacy and daylight of the surrounding residential properties should be safeguarded, including properties on Romford Road and Clova Road;
- Development should be no more than three storeys in height;
- Buildings should be of high quality and innovative design to fit into the historic residential area;
- Development will incorporate balconies or roof gardens to provide outside space for residential development and natural surveillance over the lane;
- All development should be designed to provide natural surveillance over the street;
- Development will need to enhance the setting of the adjacent listed building;
- The highway should be replaced with new development and treated as a Home Zone. Pedestrians will share space with vehicles, but will have priority. It should be constructed to adoptable standards; and
- Protect biodiversity currently on site, which could be lost through multiple loss of back garden land to alternative uses.

Implementation:

Land assembly issues, due to multiple ownership of the area, present the major constraint. However the Council’s preference is for a comprehensive redevelopment scheme to be implemented by a private developer, with support and facilitation by the Council.

Planning applications will be assessed against the Council’s planning guidance, Sprowston Mews Supplementary Planning Guidance (April 2005).
Area 5

55 – 59 Upton Lane

Ownership: Private Landowner
Current Accessibility: PTAL 3
Anticipated Future (2026) Accessibility: PTAL 3
London Plan density guidelines: 45 - 170 units/ha (200 - 450 habitable rooms/ha)

Site description:
The site is currently in use as a car wash and valet centre. It has a prominent location in the retail frontage on Upton Lane and is surrounded by retail and residential uses, including a local authority tower block to the rear. The site is in a location identified by English Heritage as an ‘archaeological priority area’.

Key principles:

- Provide for a high quality building which fits in with the surrounding historic area in scale, massing, height and design;
- Provide active ground floor uses and frontages onto Upton Lane to retain and enhance the vitality of the main road;
- Access to upper floors should be provided from existing roads;
- Development should be no more than 2 - 3 storeys in height; and
- The amenity of surrounding residential properties will be protected.

Implementation:
By private developer. Discussions will need to be held with Newham conservation officers and English Heritage to discuss any potential archaeological assets.
**Enhancement Areas**

In addition to the key sites identified in the previous section, there are also a number of other areas identified for enhancement, upgrading and investment. These areas are predominately community facilities or public spaces which offer a significant opportunity to improve community facility provision and enhance the quality and accessibility of buildings and spaces within the area.

The table below sets out a schedule of the enhancement sites, the potential opportunities and any progress to date. Consideration of the future role of these areas is particularly important given the increasing number of people who will live in Forest Gate, use facilities or access public transport via Crossrail services.

It is anticipated that Section 106 contributions from key areas will contribute towards the upgrading and improvement of enhancement areas.
### Area 6
#### Methodist Church Garden
- Church garden and open space at the front of the church hall.
- Retain the existing church.
- Support Methodist Church and congregation to consider the future role of the church hall and opportunity to provide wider services on-site.
- Open out space on Woodgrange Road to become public space and wider community garden.

### Area 7
#### Forest Gate Station Environs
- Public realm.
- Improve and enhance the public realm outside the station (taking forward improvements to date), including improving pedestrian crossing facilities at the junction of Forest Lane and Woodgrange Road.
- Implement improvements proposed as a result of Crossrail facilities (such as drop-off points) in a manner which reflects the importance of the public realm in this area.
- Work to ensure step free access from street level to platform level.
- Provide cycle park facilities sufficient for increase in passengers using station.

### Area 8
#### Channel Tunnel Rail Shaft
- Blank wall of Channel Tunnel Rail Shaft is bland and uninviting.
- Public art proposals for Channel Tunnel Rail Shaft developed in partnership with a community art project.

### Area 9
#### Backlands and alleys
- Various locations within the SPD area, with a particular concentration and associated problems in the town centre.
- New development should not create backland or alleyways.
- Developments backing onto backland and alleyways should:
  - close or widen existing backland / alleys.
  - maximise natural surveillance through frontages facing alleys and active uses.
  - ensure lit and safe access through backland or alley areas.
- All developments should contribute to an area wide environmental improvement programme (such as removal of fly-tipping, making safe back alleys and making the most of development potential of these areas).
Part D
Delivery
Delivery

Progress towards the regeneration of Forest Gate has already been made by various stakeholders in defining the issues, establishing a vision and developing projects across a range of economic, environmental and social themes such as the installation of CCTV and the employment of a town centre manager.

The Council is working to bring regeneration forward through a variety of mechanisms ranging from policy development, investment in measures to combat anti-social behaviour, renewal of housing stock, funding community-led projects, Conservation Area Character Appraisal and Management Proposals together with facilitating development via land ownership, and engagement with the private sector.

The Council is also working in partnership with the voluntary, public and private sectors to consider how services are delivered in the area and how investment can best be captured to benefit Forest Gate.

The Council positively encourage a comprehensive approach to regeneration and redevelopment in Forest Gate town centre. Combining sites and adopting a comprehensive masterplan approach will better enable a viable development to be created and delivered. Such an approach will allow more efficient land use of land, flexibility of design, and greater economies of scale. This in turn creates the value needed to deliver the range of regeneration objectives identified for Forest Gate.
Section 106 Obligations

Planning obligations (also known as developer contributions) will be sought by the Council from appropriate new developments, such as residential and commercial development (office, industrial, retail etc) coming forward in Forest Gate. These will be secured via the use of legal agreements pursuant to Section 106 of the Town and Country Planning Act.

Planning obligations secured from sites will be ring-fenced for the Forest Gate area, for the provision of infrastructure and community facilities on-site, off-site or where appropriate by way of a commuted sum. In some instances, infrastructure provision may be required ahead of development, and planning conditions or planning obligations on this matter may be set out, where appropriate.

Key local issues likely to be addressed through planning obligations include:

- **Education** - local education provision is a major local constraint as demand for school places in Forest Gate is already extremely high and many primary schools in the area are currently over-subscribed. Developers will therefore be expected to consult with the local education authority regarding education facilities within the area and large developments are likely to be expected to make provision or contribution towards additional school places in order to be considered acceptable in planning terms.

- **Health** - developers will be expected to consult with Newham PCT regarding the provision of healthcare facilities in Forest Gate. Existing General Practitioner facilities in the local area are at capacity and therefore any significant development is likely to be expected to make provision or contribution towards the creation of additional General Practitioner space and expanded community service facilities.

- **Community facilities** - community facilities within the town centre are both heavily utilised and highly valued by the local community. Developers are likely to be expected to make appropriate provision of community facilities within any comprehensive redevelopment scheme.

Other issues likely to be addressed by planning obligations include:

- Affordable housing;
- Transport and other infrastructure (including Crossrail);
- Policing;
- Public realm (including heritage and way-finding) and open space;
- Improved accessibility to sites by all modes, with the emphasis on public transport, walking and cycling;
• Traffic and parking management;
• Skills and training (including local labour schemes);
• Environmental improvements;
• Public Art;
• Leisure facilities;
• Community use and business relocation strategy;
• Building Phasing Strategy;
• Scheme management strategy for different uses;
• Management strategy in respect of private rented housing;
• Consultation Strategy;
• Retail Strategy; and
• Overage / Clawback Strategy / Provisions.

The Council may also be collecting developer contributions for Crossrail on behalf of the Mayor of London, following the GLA’s Proposed Alterations to the London Plan (and its related SPD on the Use of Planning Obligations in the Funding of Crossrail). Planning applications that fall within 960m of the proposed Forest Gate Crossrail Station will be assessed for their impact upon crowding on the rail network and this may lead towards the collection of developer contributions on behalf of the Mayor of London.

The Mayor of London has also announced that in the future the GLA will be implementing the Community Infrastructure Levy (CIL) when it comes into force; and using this charge to collect contributions for Crossrail. CIL will apply to certain developments in Forest Gate although the CIL regulations are yet to be finalised.
Part E
Review and Monitoring
Review and Monitoring

The SPD is planning guidance intended to help shape the development of the regeneration area, whilst the emerging policy framework is bought forward through the Local Development Framework, particularly the Core Strategy.

The Core Strategy also provides the opportunity to strengthen local policies on the basis of the most up-to-date evidence base. Once this evidence becomes available, it may be necessary to review parts of the SPD, such as housing requirements, community infrastructure and Section 106/Community Infrastructure Levy elements.

The LDF Annual Monitoring Report will continue to be an important monitoring tool to review how the principles within this SPD are implemented in practice. The AMR currently monitors housing mix and choice, design quality and environmental performance of major schemes and equalities impacts. It will be subject to review as the Core Strategy progresses and monitoring systems improve, which may enable greater focus on smaller areas such as Forest Gate.
Part F
Engaging Communities
Engaging Communities in Development Proposals

Proper engagement with residents, businesses and other stakeholders is an essential part of the regeneration of this area. The Council’s approach to engaging communities is set out in the London Borough of Newham Statement of Community Involvement (SCI).

In accordance with these community involvement requirements, developers are encouraged to liaise with the Council at an early stage when preparing their development proposals, particularly for larger schemes. Larger applications submitted to Newham can raise very complex issues and the Council wants to be able to assist developers through the planning process in order to deliver high quality schemes.

Pre-application discussions with the Council will help assess the level of consultation considered appropriate for the proposal and to agree a Consultation Strategy. The Council will help pull together the results of previous consultations and established site issues from the outset and will identify key community stakeholders.

A range of methodologies will be employed for community engagement around major development (for example, over 10 dwellings). In deciding the appropriate approaches consideration will be given to the scale of the proposal and any previous consultation carried out.

Suggested methodologies in the SCI include:

- area-based meetings or community advisory panels;
- public exhibitions or drop-in opportunities;
- workshops or focus groups;
- promotion through local media, community newsletters and websites; and

Developers are encouraged to work with established community, voluntary or statutory agencies. The Forest Gate Lead Councillor and local ward Councillors should be the main point of contact with the local area.

Additional support may also be available to the community through advisory services such as Planning Aid.
Appendix A

Newham UDP Policies Relevant to Forest Gate

Some policies in the 2001 UDP have been deleted - the remaining policies (technically known as saved policies) that are relevant to Forest Gate include:

- Policy S3: Regeneration and urban design
- Policy S5: Priority development
- Policy S6: Mixed use
- Policy S7: Urban regeneration
- Policy S8: Strategic policies for urban regeneration
- Policy S9 - S16: Strategic policies for environmental quality
- Policy S19: Extending the Range of Housing Choice
- Policy S20: Inclusion of Affordable Housing in New Housing Schemes
- Policy S21: Special Needs
- Policy S22: Mix and Density
- Policy S23: Improvement of Public and Private Dwellings and Residential Environment
- Policy S27: Employment: Restrictions on Change of Use of Land and Premises
- Policy S28: Employment: Quality of Development
- Policy S31: Town Centre Regeneration Strategies
- Policy S32: Location of Major Retail Development
- Policies S33 - S38: Strategic policies for transport
- Policies S39: Leisure, Recreation and Open Space: Reducing Overall Deficiency in Open Space
- Policy S40: Leisure, Recreation and Open Space: New Children’s Play Areas
- Policy S45: Community Services: Ensuring Adequate Supply of Land
- Policy S46: Community Services: Accessibility
- Policy S47: Community Services: Provision of Services in Conjunction with Major New Development
• Environmental Quality Policies EQ1 - EQ64 (including map EQ6)
• Housing Policies H2 - H21
• Employment Policies EMP1 - EMP17
• Shopping and Town Centre Policies SH8 - SH23
• Transport Policies T1 - T26
• Leisure and Indoor Recreation Policies LR1 - LR8
• Open Space and Outdoor Recreation Policies OS1 - OS13
• Community Services Policies CS1 - CS18
• Sprowston Mews SPG

Plus non-statutory advice:
• Forest Gate Conservation Area Appraisal and Management Plan
Appendix B

London Plan Policies Relevant to Forest Gate

- Policy 2A.2: The spatial strategy for development
- Policy 3A.2: Borough housing targets
- Policy 3A.3: Maximising the potential of sites
- Policy 3A.5: Housing choice
- Policy 3A.6: Quality of new housing provision
- Policy 3A.9: Affordable housing targets
- Policy 3A.18: Protection and enhancement of social infrastructure and community facilities
- Policy 3C.2: Matching development to transport capacity
- Policy 3C.12: New cross-London links with an enhanced London National Rail Network
- Policy 3C12.A: Funding of Crossrail
- Policy 3C.23: Parking strategy
- Policy 4A.1 - 11: Climate change
- Policy 4A.2: Mitigating climate change
- Policy 4A.6: Decentralised energy: heating cooling and power
- Policy 4A.7: Renewable energy
- Policy 4A.11: Living roofs and walls
- Policy 4A.14: Sustainable drainage
- Policy 4A.17: Water quality
- Policy 4A.18: Water and sewerage infrastructure
- Policy 4A.16: Water supplies and resources
- Policy 4A.33: Bringing contaminated land into beneficial use
- Policy 4B.9: Tall buildings – location
- Policy 4B.10: Large scale buildings - design and impact
- Policy 6A.4: Priorities in planning obligations
- Policy 6A.5: Planning obligations
- Annex 4: Parking standards

Relevant Supplementary Planning Documents include:

- Housing (2005)
- Use of planning obligations in the funding of Crossrail (Draft) (2009).
Appendix C

Extracts from Conservation Appraisal

AREA 1 - North of Forest Gate Station

Parts of Area 1 have been identified as being the oldest part of Forest Gate - a small row of cottages just to the south of the original 'Forest Gate', the tollgate across Woodgrange Road between 1851-1881. The age and history of the Chapel at the southern end of that terrace and its similarity to the row of small cottages that were extended to the front to supply retail space is evident in historical records. An Ordnance Survey map of 1867 shows both the Eagle and Child pub and cottages in existence at a time when very little of present day Forest Gate has been built. The scale and form of these buildings is a present reminder of these early beginnings although the area as a whole has been subject to some negative alterations and demolition. However, the properties house a variety of businesses that provide valued local services and opportunities for community engagement.

The north side of the Forest Lane/Woodgrange Road has considerable historic character resulting from the variety of traditional building forms that have evolved here. Number 79 Woodgrange Road is notably unusual in that it has a steeply pitched roof with the gable end facing the road and is only single storey. This is the former chapel, built in 1831, one of the oldest buildings in Forest Gate. Inside, the original roof beams can still be seen. It is of significant historical and townscape value. A suitable use and sensitive works to the front facade would create an attractive, distinctive landmark.

This area is one of the first seen by passengers arriving at Forest Gate. Given this and its historic and townscape merit, all development here, or affecting its setting, should be sensitively designed to conserve and enhance its qualities.
The early importance of this area was confirmed by the opening of the station, shops, school, brewery, pubs and steam laundry. Despite change, the character of the area remains in its variety of forms, scale and styles. The Fox and Hounds and the Railway Tavern, although rebuilt 1925, remain prominent buildings. The Halifax offices also occupy an early, if altered building. In the nineteenth century it was occupied by Vadanelli and Agostini, as the Broadway Stores. Ethnic diversity remains a feature of today’s centre.

The Railway Tavern and the Fox and Hounds PH after enhancements under a Heritage Regeneration Scheme in 2005. The scheme included surrounding buildings.

This was traditionally a busy junction, but safety and traffic flow inform its layout with visual noise from street signs, lights, posts, clutter and dominant road markings. Pedestrian flow is confined by extensive guard railing.
AREA 2 - West of Woodgrange Road (Site a)

The grand Victorian properties that once stood here were destroyed by wartime bombing. The replacement development is distinctly post-war in form and style in contrast to its dominant Victorian surroundings. It houses Durning Hall community centre, designed with much public participation, to create a strong visual presence as a beacon of the revival of the local community. Its slab block of six storeys is taller and more bulky than surrounding development. It sits upon a lower podium of one and two storeys, a jumble of horizontal and vertical forms housing a wide supermarket and smaller commercial units. It is in concrete, cheap brick and panel materials. Whilst the commercial frontages face onto Woodgrange Road, the taller block, Durning Hall, is accessed from an open car park space facing onto Earlham Grove.

Whilst it is in a style distinctly identified with its period, the foregoing features combine to produce an overly dominant structure which adds little to, and lacks harmony with its traditional setting. A mass of masts and antennae on the roof add to its unattractive impact.

The Forest Gate Town Centre Planning Brief identifies the block for possible redevelopment. As well as regeneration benefits, redevelopment should improve upon past mistakes; secure new buildings of quality which, though contemporary, pay reference to the traditional contextual character and materials; create coherent townscape enhancing the character of the conservation area; better enclose blocks with direct interaction on all frontages; reduce the impact of a tall building on longer views and create an attractive landmark with clean, distinctive skyline.
AREA 2 - West of Woodgrange Road (Site b)

Earlham Grove links the centre with a hinterland of grand Victorian houses. Lines of mature trees create a very attractive long view.

However, the immediate return in Earlham Grove is unattractive with blank sides to buildings and unsecured, vacant land on the south side. On the north side are the open boundaries of Durning Hall and Royal Mail. The latter, dating from 1939, has an interesting architectural style typical of its period and function. Some mosaic and detailed designs on the wall to Durning Hall are also attractive and of historic interest.

The creation of continuous boundary enclosure, active frontages, and natural overlooking and surveillance, as well as improved rear access to Woodgrange Road shops and to residential units above, and additional greenery and improvement to the public realm would enhance Earlham Grove and the setting of, and views into and out of the conservation area.

South of Earlham Grove are three pairs of semi-detached villas. As the oldest buildings on Woodgrange Road, south of the station, they are of local historic interest. Early photographs show they were originally houses with long front gardens and trees. Their original form and features are still visible above the shops built over their gardens. Their present form and scale contrasts with the taller terraces along Woodgrange Road, reducing the feeling of enclosure. Repair and restoration would be required to enhance their qualities. A small house, No 39A, now also a shop, separates this row from the next terrace, illustrating the quirky evolution of the centre.
Appendix D

Shopfront Design Guidance

Key principles of shopfront design:

Shopfronts convey a strong message to the outside world. They can help to attract new customers, or they can deter people from entering. An individual shopfront can have a big impact on the character and quality of a shopping street, and together, the design and quality of shopfronts on a shopping street can create a strong image for the area.

The purpose of this note is to help improve the appearance of shopfronts in the Forest Gate area by setting out the principles of good shopfront design. These principles draw on the main elements found in traditional shopfronts.

However, the same basic principles apply to shopfronts in contemporary buildings.

This note identifies some of the key issues that need to be considered when applying for planning permission to alter shopfronts. More detailed design guidance can be found within the Council’s Shopfront Design Guide SPG (April 2002) and in the more recent Approved Document to Part M of the Building Regulations (2004). This guidance also should be applied in conjunction with the development principles set out elsewhere in this SPD.

Key principles of shopfront design:

- **Respond to context**: consider the age and design of the building and the street within which the shop sits. Contemporary designs are appropriate on modern buildings but on older buildings (particularly listed buildings and those in the Conservation Area) a more traditional approach is needed, which also meets the criteria set out in this SPD and the Forest Gate Town Centre Conservation Area Character Appraisal and Management Plan.

- **Structure and proportion**: the main elements of a traditional shopfront are identified below. Each element should respect the scale of the building and be in proportion.

- **Signage**: should not dominate the building due to its size, colour or design. Signs should be made of materials appropriate to the age of the building (i.e. traditional materials for older buildings) and it is recommended that colours used should reflect the historic context of the area. Colours from the Victorian era include dark blue, dark green, dark red and cream.

- **Shutters**: should allow visibility into the shop at all times of the day and shutter boxes should be integral to the shop frontage rather than installed on the exterior, to promote a co-ordinated street appearance.

- **Access for all**: entrances should be of an appropriate width, and flat or ramped rather than stepped to ease access for wheelchairs, pushchairs and people who are less mobile.

- **Upper floor access**: entrances to upper floors should be integrated into the shopfront rather than provided at the rear of the building.
Do's and Don'ts of Shopfront Design

Do consider the ‘rhythm’ and uniformity of the terrace: where the upper floors are of a similar appearance, the ground floor shopfronts should contribute to this impact.

Don’t remove stallrisers and pilasters - this creates a top heavy effect and gives the impression that the upper floors are unsupported. Stallrisers provide added security.
**Do** ensure that shop signs are contained within the ‘frame’ of the cornices above and the pilasters either side.

**Don’t** use inappropriate colours that are garish or clash with the tones of the building or its neighbours.

**Do** provide access to flats above the shop. This means that occupiers do not need to negotiate back lanes to reach their home, making access safer.

**Don’t** include signs that reach up to the first floor windows and across the pilasters - dominating the entire building.

**Do** provide level access to the shop. This makes entry easier for all.

**Don’t** use plastic, internally illuminated or projecting box signs on traditional shopfronts.

**Do** use internal shutters. They allow window shopping out of hours, provide the possibility of lighting the street and generally give a welcoming appearance at all times of the day.

**Don’t** use external shutters - they make shopping streets feel unwelcome and unsafe after hours.
## Appendix E

### Glossary

<table>
<thead>
<tr>
<th><strong>Conservation Area</strong></th>
<th>An area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Equalities Impact Assessment</strong></td>
<td>An examination of the impact of policies on various groups in the community. It involves consideration of available data and research, consideration of measures which might mitigate any adverse impact, formal consultation and monitoring for adverse impact in the future.</td>
</tr>
<tr>
<td><strong>Partnership Schemes</strong></td>
<td>Projects for the refurbishment and renovation of historic façades to support the regeneration of commercial and mixed-use areas of heritage value. These schemes are part funded by English Heritage through their ‘Partnership Schemes in Conservation Areas’ scheme (PSiCA), previously known as Heritage Economic Regeneration Schemes (HERS).</td>
</tr>
<tr>
<td><strong>Listed Building</strong></td>
<td>A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. walls within its curtilage). English Heritage is responsible for designating buildings for listing in England.</td>
</tr>
<tr>
<td><strong>Local Development Framework (LDF)</strong></td>
<td>The Local Development Framework (LDF) is a statutory term used to describe a folder of documents, which includes all the local planning authority’s Local Development Documents. An LDF comprises:</td>
</tr>
<tr>
<td></td>
<td>• Development Plan Documents (which form part of the statutory development plan)</td>
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<tr>
<td></td>
<td>• Supplementary Planning Documents</td>
</tr>
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<td></td>
<td>• the Statement of Community Involvement</td>
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<td></td>
<td>• the Local Development Scheme</td>
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<td>• the Annual Monitoring Report</td>
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<td></td>
<td>• any Local Development Orders or Simplified Planning Zones that may have been added</td>
</tr>
<tr>
<td><strong>Public Transport Accessibility Level (PTAL)</strong></td>
<td>PTALs hinge on the distance from any given point to the nearest public transport stops and the frequency of the service from those stops. The final result is a grade from 1-6, where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.</td>
</tr>
<tr>
<td><strong>Registered Social Landlord (RSL)</strong></td>
<td>Technical name for a body registered with the Housing Corporation. Most Housing Associations are RSLs. They own or manage some 1.4 million affordable homes nationally, both social rented and intermediate.</td>
</tr>
<tr>
<td><strong>Saved Policies / Saved Plan</strong></td>
<td>Policies within Unitary Development Plans, Local Plans and Structure Plans that are saved for a time period during replacement production of Local Development Documents</td>
</tr>
<tr>
<td><strong>Section 106 Agreement</strong></td>
<td>A legal agreement under section 106 of the 1990 Town &amp; Country Planning Act between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.</td>
</tr>
<tr>
<td><strong>Statement of Community Involvement (SCI)</strong></td>
<td>The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and development control decisions. The Statement of Community Involvement is an essential part of the Local Development Framework.</td>
</tr>
<tr>
<td><strong>Supplementary Planning Document (SPD)</strong></td>
<td>A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a ‘parent’ Development Plan Document</td>
</tr>
<tr>
<td><strong>Supplementary Planning Guidance (SPG)</strong></td>
<td>Additional advice issued by a local planning authority expanding upon its statutory policies with the Local Plan or Unitary Development Plan. This form of document has now been replaced by SPD.</td>
</tr>
<tr>
<td><strong>Sustainability Appraisal (including Strategic Environmental Appraisal)</strong></td>
<td>An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.</td>
</tr>
<tr>
<td><strong>Unitary Development Plan</strong></td>
<td>An development plan prepared by a London Borough, metropolitan district and some unitary local authorities, which contains policies equivalent to those in both a structure plan and local plan. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.</td>
</tr>
</tbody>
</table>
Appendix F

References

• By Design, CABE (2000)
• Draft Urban Design SPD, LB Newham (2009)
• Code for Sustainable Homes, Building Research Establishment (BRE)
• Forest Gate Retail Results, (2007)
• Forest Gate Town Centre Conservation Area Character Appraisal and Management Proposals, London Borough of Newham (March 2009)
• Forest Gate Town Centre Planning Brief, London Borough of Newham (May 2007)
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• Secured By Design - Various documents available on www.securedbydesign.com
• Sprowston Mews SPG London Borough of Newham (April 2005)
• Sustainable Design and Construction Supplementary Planning Guidance (SPG), London Borough of Newham (2006)
• Unitary Development Plan (saved policies), London Borough of Newham (2007)
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