3.1 Overall Vision: Are the overall strategic principles and vision-based spatial strategy of the Plan, including the focus on the Arc of Opportunity, and overall design criteria, as set out in policy S1 and the supporting text, based on a sound assessment of Newham’s demographic and socio-economic needs, environmental characteristics, existing and proposed infrastructure and relationships with neighbouring areas, in accordance with national planning policy and the London Plan?

The framework of strategic principles and vision-based spatial strategy set out in policy S1, provides a sound basis for future growth in the borough that will ensure transformational change whilst maximising social, environmental and economic opportunities and benefits, in accordance with the NPPF.

In undertaking a review of the policies in the Core Strategy (2012) and more recently adopted Detailed Sites and Policies DPD (2016), the Local Plan retains and develops many of the existing broad policy parameters. This approach is supported by the findings of the evidence base, including extensive engagement work (as detailed in the table at the end of this statement) which demonstrates the persistence of key issues such as population growth coupled with deprivation and population churn, displacement of jobs due to residential development and values, infrastructure investment not keeping up with population growth, and continued need to manage vitality and viability of the town centre networks. Additionally, there is a great degree of continuity in matters addressed by past and emerging iterations of national and regional policy. All this indicates that continuity of the strategic principles and much of the vision expressed in the Core Strategy is appropriate.

As a result, revised Policy S1 provides additional detail, with vision statements taken from the Core Strategy opening chapter updated and brought into policy, and more clarity and consistency. It is important to note that Policy S1 also pulls together and builds on the thematic policies of the Plan, setting out the key board matters that all developments must address, and should therefore not be considered in isolation, as stated in Implementation paragraph 5.9.

Arrived at through extensive evidence base work¹, tested through Integrated Impact Assessment (IIA, SD4) and explained through the accompanying Options Appraisal (OA, SD06), the revised policy presents an accurate representation of, and an appropriate response to, additional

¹ Signposted and summarised on the spatial portrait and SWOT diagrams p. 8-9
matters identified at the Issues and Options (Reg.18) stage. The Spatial Portrait diagram on page 8 of the draft Local Plan highlights key sources of evidence by theme. For clarity, these are digested in summary form in the SWOT diagram on page 9 of the draft Local Plan².

The policy in summary sets out a revised spatial vision and in doing so responds to:

- implementation monitoring, with transformational regeneration well in train³;
- environmental characteristics) and new strategic land becoming available for (re)development (e.g. Beckton Riverside, Parcelforce);
- changing socio-economic context as well as persistent issues (see table);
- political and policy context (e.g. LLDC being the LPA for parts of Stratford area; emerging policy from the Mayor of London and the Government pushing for significant residential intensification and higher delivery rates; emergence of ‘good growth’ principles; and a corporate-wide focus in Newham on building personal and community resilience);
- the need to clarify intentions on certain points by restructuring the document to include key principles and objectives in the policy text itself (e.g. ‘convergence’ ‘stable, mixed and balanced communities’, ‘homes not at the expense of jobs’); and
- the need to ensure consistency with thematic policies as amended or updated by the DSPDPD (e.g. spatial representations of the principles of ‘Managed Intensification’, Agent of Change’, promoting local energy generation opportunities).

Outlining the Council’s relationship with the neighbouring Local Planning Authorities of London Legacy Development Corporation, Waltham Forest, Redbridge, Barking and Dagenham, Tower Hamlets and Greenwich, the Key Diagram sets out cross-border integration matters to be addressed, such as new connections, or integration with neighbouring growth areas as set out in Local Plans and further scoped through Duty to Cooperate engagement (see Duty to Co-operate Statement, SD08).

² [https://www.newham.gov.uk/Pages/ServiceChild/Recent-planning-consultations.aspx#LocalPlanReviewIssuesandOptions](https://www.newham.gov.uk/Pages/ServiceChild/Recent-planning-consultations.aspx#LocalPlanReviewIssuesandOptions)
³ Spatial AMR (EB17)
The Arc of Opportunity (the Arc) as a concept has been employed for many years in local spatial planning to reflect the area of the borough to the west and the south that hosts the highest concentration of developable land, not least the Lower Lea Valley and the Royal Docks and Beckton Opportunity Areas (see also Matter 3.2iii). The Arc’s boundaries have been adjusted marginally over time to reflect changing local development opportunities, of which the most notable under the Plan is the emergence of Beckton Riverside as a deliverable strategic site – see Spatial Portrait on page 8. Although, the Arc will be the most visible area of transformational change (Policy S1 para 2a), the Plan gives equal weight to optimising opportunities presented within Urban Newham, particularly in town centres, presented in the Plan as the ‘Web of Opportunity’ (see proposed post-submission amendment to Policy S1 para 2b to align it with S6).

The vision based spatial strategy seeks to optimise the use of land by balancing competing needs through employing a good growth approach (see Policy S1 para 1.b and 1.c, and justification para 5.b). The conclusions to the Local Plan and Community Infrastructure Levy Viability Assessment indicate that the strategy is deliverable. Further detail is set out in the Council’s statements on Matter 6.1 regarding the identified housing target in the Plan, Matter 5.1 in relation to identified jobs growth, and Matter 4 regarding the preferred Tall Buildings Strategy.

The Council are confident that the spatial strategy and strategic principles, as revised and strengthened in the Plan, are based on a sound assessment of the evidence base and on the results of effective engagement. Policy S1 is also in conformity with the NPPF by being positively prepared, setting out an ambitious strategy to increase housing delivery (with a minimum target) and enable economic growth, by safeguarding key assets such as employment land, green and open spaces, community facilities and heritage assets, by strengthening the town centres network, and by promoting sustainable travel, principles of good design and sustainable development. Further, the Council consider the changes and additions to the strategic principles and vision-based spatial strategy to be in conformity with the London Plan, having been arrived at following extensive engagement with the GLA through Duty to Cooperate, as confirmed by the Mayor’s response to the pre-submission consultation and further addressed through Statements Of Common Ground in relation to Strategic Sites S01-Beckton Riverside and S09-Silvertown Landing (SOCG1&SOCG2). Additional information on conformity with the London Plan is included in the Council’s statement on Matter 1.2 and Matter 3.2.iii, a.
### Table 3.1 – Thematic correlation of Policy S1 with the Evidence Base including engagement

<table>
<thead>
<tr>
<th>Theme</th>
<th>Evidence Base (Examination Ref)</th>
<th>Stakeholder Engagement</th>
<th>Translation into Policy S1 (and other Policies where effective and consistent)</th>
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<tbody>
<tr>
<td>Demographic profile</td>
<td><strong>IIA Scoping Report</strong>&lt;br&gt;IIA (SD04), Appendix 5: Equalities Impact Assessment (EqIA)&lt;br&gt;Outer North East London SHMA (EB03)&lt;br&gt;Spatial and Strategic Monitoring Bulletin (AMR) 2013/14 to 2017/18 (Spatial AMR, EB17)&lt;br&gt;Housing Monitoring Bulleting (AMR) 2017/18 (EB18)&lt;br&gt;Pan-London SHLAA (2017)**</td>
<td>Duty to Cooperate Statement (SD08), GLA: Housing sub-chapter (pg.6-7) and Neighbouring Planning Authorities section (pg.10-14), particularly LLDC subsection</td>
<td>The evidence shows that Newham will be hosting considerable increase in population, as part of its wider role in providing for London’s growth by virtue of its land capacity (SHLAA) – see justification paragraph 5.2. In support of this, policy S1 provides for this growth with an ambitious new housing target of at least 43,000 homes (para 1.b). See also Council’s statement on Matter 6.1. While the population continues to be primarily young, there is a growing need to accommodate the older population (SHMA, EB03; EqIA, SD04) – see justification Paragraph 52b. See also Council’s statement on Matter 6.6 (i). In spite of significant infrastructure investment and overall economic growth in recent years, the Borough continues to struggle with multiple depravation affecting significant sections of the community, with persistently lower life outcomes for Newham’s</td>
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While the population continues to be primarily young, there is a growing need to accommodate the older population (SHMA, EB03; EqIA, SD04) – see justification Paragraph 52b. See also Council’s statement on Matter 6.6 (i).

In spite of significant infrastructure investment and overall economic growth in recent years, the Borough continues to struggle with multiple depravation affecting significant sections of the community, with persistently lower life outcomes for Newham’s
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<tr>
<td>Environmental characteristics</td>
<td>Character Study (EB07)</td>
<td>Engagement Audit Trail (EB01)</td>
<td>residents compared to London average (EqIA, SD04) – see justification paragraph 5.2c. Furthermore, the Borough continues to experience significant population churn, and net out migration, particularly of families with dependent children (Spatial AMR, EB17, indicator S-OUT1a) – see justification paragraphs 5.2b and 5.2c. Therefore, while transformational change is bringing new socio-economic opportunities as well as environmental benefits to many parts of Newham, more needs to be done to promote convergence, personal and community resilience, and the creation of stable, mixed and balanced communities, as supported through Policy S1 para 1.a.</td>
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<td></td>
<td>Tall Buildings Evidence Base (EB08)</td>
<td>Duty to Cooperate Statement (SD08), Environment Agency (pg.5), Historic England (pg.5-6),</td>
<td>Newham sits within the Thames Basin, bound on three sides by navigable waters – the River Lea to the west, the River Thames and docks to the south, and the River Roding to the east. While these are important natural assists providing opportunities for transport, leisure and access to nature, it also means</td>
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As set out in the Character Study, Newham is a diverse borough, with a mix of Edwardian/Victorian neighbourhoods and post-war estates and modern/contemporary mixed use developments, supported by a diverse web of town centres and historic trade routes, and juxtaposed with traditional as well as modern industrial estates. This diversity of uses as well as local character is one of the key assets of the Borough. However, many aspects of its character are poor when assessed against key design principles, such as connectivity, integration and coherence – see justification para 5.2d and 5.4. To address this, policy S1 reiterates the need for context sensitive, comprehensive development that is masterplanned in a way that ensures integration (including through creating new connections and addressing constraints of existing nearby uses), consideration of the appropriateness of tall buildings, coordination, and timely delivery of infrastructure – Policy...
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|       |                                |                        | S1 para 1.c, 2.i, 3.a and 3.b. Policy para 1.c also provides continued support for the principle of a mixed use borough, building on existing strengths and new opportunities, that makes the best use of Newham’s land, as further detailed through the vision based spatial strategy (para 2.a-i).  
Furthermore, in being historically located outside the City’s jurisdiction, the area was also a logical place for more noxious industries and infrastructure to locate, creating a mixed use borough with good access to employment and strategic infrastructure, but also a legacy of environmental deprivation (Character Study) – see justification para 5.2a. To address the challenges of this, policy S1 sets out a spatial strategy for consolidation and intensification of employment uses (para 2.d and 2.e), and managing the growth-enabling potential and impact of utilities infrastructure (para 2.f).  
In recognition that cumulatively developments can have an important spatial impact on the |
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<tbody>
<tr>
<td>Socio-economic needs</td>
<td>IIA (SD04)</td>
<td>Engagement Audit Trail (EB01)</td>
<td>environment, beyond site by site considerations (e.g. through supporting wider modal shift, delivering and enhancing an interconnected network of ecosystems, promoting district/local energy production, supporting a circular economy), Policy S1 now addresses sustainability principles through para 1.d and 1.e. These principles, when applied in conjunction with the other spatial and thematic policies, also address and mitigate any potential impact on the Epping Forest SAC, as scoped through the HRA.</td>
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<td></td>
<td>Employment Land Review Part 1 (EB10)</td>
<td>Consultation Statement (SD07)</td>
<td>The IIA has also stressed the importance of balancing housing growth demands with other needs (business floorspace, infrastructure, affordability, access to green space etc.), and the application of good design principles and standards.</td>
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<td></td>
<td>Employment Land Review Part 2 (EB11)</td>
<td>Duty to Cooperate Statement (SD08), GLA (pg.6-8), NCCG (pg.9) and TfL (pg.9) subsections, and Neighbouring Planning Authorities section (pg.10-)</td>
<td>The Employment Land Review has highlighted that locational advantages mean that industrial and business operations perform well, with strong demand for employment land of various types and sizes, but that the</td>
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<tr>
<td>EB22)</td>
<td>Infrastructure Delivery Plan (SD09)</td>
<td>14).</td>
<td>employment property market is seriously stressed due to residential hope values. This is supported by feedback received from businesses and DtC partners (particularly the GLA) as part of the consultation process. The SHMA indicates that 3 bed family housing need represents the borough’s greatest overall housing need (64%), as well as the largest need (in terms of unit size) within both the market and affordable housing sectors. Members have made clear the need for continued support for family homes (3 bed plus) particularly as larger units are harder to achieve as part of the mix within new builds. Whilst the need to deliver and protect family homes is apparent, this has to be balanced against the need to substantially increase housing supply, and to take advantage of development opportunities as they arise. The SHMA also identifies a need to plan for older peoples housing and specialist accommodation, with feedback from Councillors and residents highlighting a</td>
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<tr>
<td>Outer North East London SHMA (EB03)</td>
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<td>Pan-London SHLAA(2017)</td>
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<td>Local Plan and CIL Viability Assessment (EB02)</td>
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<tr>
<td>Theme</td>
<td>Evidence Base (Examination Ref)</td>
<td>Stakeholder Engagement</td>
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- concern that the quality of accommodation is generally poor within specialist housing (Use Class C2) and HMOs.

- Residents and Councillors have also shown concern that the benefits of development are not reaching existing communities and that infrastructure is not keeping pace with growth. The IDP accompanying the Plan has highlighted significant infrastructure needs and extensive funding gaps, sometimes compounded by incompatibilities and lack of coordination in planning for growth between providers. Additionally, the Town Centre and Retail Study has identified areas in the borough that have poor access to retail and services, while engagement feedback has highlighted a need to better recognise the value of cultural, evening/night-time and the visitor economy as a key component of economic growth and town centre vitality and viability.

- Therefore, the strategic principles of ‘good growth’ is employed by policy S1 (para 1.c,
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<tr>
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<td>detailed through the vision based spatial strategy para 2a-i), and supported by strengthening of existing principles of ‘genuine mixed use’ and ‘mixed and balanced communities’, to ensure that quality housing of the right mix is delivered alongside jobs and appropriate supporting infrastructure, in order to meet the needs of the population – see justification para 5.2a to 5.2d and implementation para 5.9. Thematic policies addressing town centres (SP6 and INF5), jobs and employment land (J1-3), homes (H1-4), Transport (INF1-2), utilities infrastructure (INF4), green infrastructure and outdoor recreation (INF6-7) and community facilities (INF8) provide further detail regarding specific socio-economic needs and how they should be addressed. See also Infrastructure section below. The IIA has also highlighted the scale of the opportunity, not just in terms of numeric outputs (SHLAA, ELR Part 2, IDP), but in the contribution that strategic development is expected to have on enhancing local character</td>
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<tr>
<td>Theme</td>
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<tr>
<td>Infrastructure</td>
<td>Infrastructure Delivery Plan (SD09)</td>
<td>Engagement Audit Trail (EB01)</td>
<td>and promoting heritage and other assets (e.g. green space, access to water) – reflected in policy para 1.b. As the Character Study and engagement feedback show, supporting these as part and parcel of ‘good growth’ presents additional socio-economic benefits (e.g. heritage buildings often house community facilities or services, and create a sense of identity that can foster convergence and population stability; enhancing the green and blue ribbon network supports healthy lifestyles).</td>
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<td></td>
<td>Strategic Leisure Needs Assessment (EB05)</td>
<td>Consultation Statement (SD07), particularly reps from infrastructure providers, residents and local community group(s)</td>
<td>Engagement with residents and Councillors has frequently highlighted a concern that infrastructure delivery is not keeping up with growth, resulting in cumulative deficits and funding gaps. This is supported by the findings of the IDP. Additionally, engagement with Newham’s Pupil Place Planning and the NCCG as part of the Plan review has identified difficulties in securing appropriate sites to deliver new schools and health facilities. Policy S1 addresses this by introducing the principle of ‘good growth’ (para 1.c) as the</td>
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<td></td>
<td>Playing Pitch Strategy (EB06)</td>
<td>Duty to Cooperate Statement (SD08), GLA: Social Infrastructure, Waste</td>
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</table>
LBN Matter 3 (Vision and Spatial Strategy)

| Theme | Evidence Base (Examination Ref) | Stakeholder Engagement and Area Specific Spatial Planning (Royal Docks & Beckton) subsections (pg.7-8), NCCG (pg.9) and TfL (pg.9) subsections, and Neighbouring Planning Authorities section (pg.10-14). | Translation into Policy S1 (and other Policies where effective and consistent) basis for optimising rather than maximising development opportunities at all scales, balancing a variety of needs and long term sustainability requirements with short term gains – see justification para 5.2b and 5.2d, and implementation paragraph 5.9. More specific requirements for infrastructure are set out though the spatial strategy of Policies S2-6 and INF1-7, including through a series of non-strategic community facilities allocations (policy INF8) and specific requirements from some Strategic Sites (Appendix 1) for delivery of schools (S23, S08, S06, S01), healthcare (S27, S03) or community facilities more generally (S10, S29, S21, S09, S23, S04, S08, S13, S14, S15, S28, S06, S19, S01, S24, S26, S03, S27) and in some cases for new local centres (S29, S21, S22, S20, S08, S11, S19) or town centre (S01). |
3.2 Spatial policies:

(i) In the light of the requirements in the Framework for clear policies on what will be permitted and where (paragraph 154), is the level of detail shown on the Policies Map and the Maps for each of the main areas (Stratford and West Ham; Royal Docks; Canning Town; Beckton; and Urban Newham, including the Arc of Opportunity), appropriate?

The Policies Map and associated spatial policies inset maps, provide a visual representation of the Local Plan’s policy framework, setting out:

- main development opportunities, including strategic and non-strategic site allocations, identified employment land, town centre designations etc.;
- areas of sensitivity to development where specific policies apply i.e. conservation areas, areas of townscape value, green infrastructure, MOL etc.;
- connectivity opportunities and required improvements, for example Key Movement Corridors, the Leaway etc.; and
- other matters of strategic importance e.g. wharf/ bridge safeguarding, planned transport improvements etc.

Where further detail has been deemed necessary to provide clarity to the spatial policies, further inset maps are included (the wharf consolidation strategy inset map for Policy S3, and the Leaway, Tall Buildings Policy Area and Regeneration Programme Area inset map for Policy S4).

Whilst the Policies Map given its OS base will provides greater boundary detail than the associated spatial policies maps inserts, the Council are confident that both offer a clear indication as to the policy implications for decision makers, and strike an appropriate balance in terms of detail for their size, scope and scale. The role that thematic maps play in providing clarity in the development management process should also be noted. These maps, accompanying thematic policy on topics such as areas of cumulative impact or of deficiencies, employment designations, strategic transport projects, local energy network and waste sites, town centres network etc., provide further borough-wide detail on constraints, designations, key projects and safeguarded land. Strategic elements of the thematic policies maps are then transposed into the spatial maps, bringing together a clear visual of key policy implications and opportunities in that specific area.

That said, whilst maps help to facilitate the decision making process providing clarity over where and when policy implications exist, the Council notes that to allow for legibility and flexibility as proposals are worked up, it is not possible to translate all requirements/ information
onto a map. Identifying boundaries for the proposed centres or schools on Strategic Sites for example, would be premature at this stage given the complexity of matters that need to be masterplanned and delivered in conjunction with them.

Given the scope of the Plan (i.e. a review), all changes to the Policies Map have been clearly set out in the Policies Map Amendments, Proposed Submission (SO02A) and Submission (SD02B) versions, for ease of reference and legibility. Further changes undertaken through the Schedule of Minor Amendments (SD03) include correction points (e.g. repositioning of proposed Thames West DLR station on policy S3 and S4 maps; altered outline of Thames Gateway Bridge Safeguarding on policy S5 map) and legibility amendments (e.g. restacking layers, revised marks for ‘new local centre’ and ‘local shopping parade’). In addition, the Council proposes the following post-submission minor amendment to the maps (and inset maps) in policies S2-6 clarifying the relationship with the Policies Map: Note: the boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc) will be replicated on the Policies Map. Post adoption, it is the Council’s intention to introduce an online interactive Policies Map through AGOL (or equivalent) to further aid the Development Management process.
(ii) Are policies S2-S6, justified, effective and consistent with national policy?

The Council consider that policies S2-6 provide a sound basis for optimising the growth potential of each Community Neighbourhood\(^4\) area, in line with their specific aspirations, opportunities and challenges, in accordance with the NPPF. It should be noted that the Royal Docks and Beckton Community Neighbourhood area (and ward) is separated in two in order to reflect the significant scale of opportunities but different spatial contexts in these area, and that the historic neighbourhoods of Forest Gate, Manor Park, East Ham, Green Street and Plaistow are pulled together under S6 reflecting the commonalities associated with the established largely residential Victorian/Edwardian urban fabric.

Policies S2-6 represent the translation at Community Neighbourhood (area) level of the strategic framework set out under Policy S1 and the strategic spatial elements of thematic policies (see Policy S1 implementation paragraph 5.9). As addressed by the Council’s statement on Matter 3.1, the spatial strategy, further detailed through policies S2-6, is consistent with the NPPF and has been arrived at through a comprehensive assessment of implementation monitoring and the extensive evidence base, though consideration of key messages derived from stakeholder engagement, though Integrated Impact Assessment (IIA, SD04) testing, and explained through the accompanying Options Appraisal (OA, SD06).

Therefore, this statement only considers further matters of local (Community Neighbourhood area) relevance which are addressed by theme in the table at the end of this statement. It sets out the evidence base and engagement feedback that has been pulled together and tested to formulate the revised vision-based spatial strategy for each area. The table also exemplifies how the Policies are consistent with themes addressed by the policies of the NPPF (housing delivery, sustainable transport, town centres, protection of heritage assets etc.). While Strategic Sites sit under policies S2-6, site-specific matters on which the Council has further comments are addressed in more detail in the Council’s Statement on Matter 12.2.

The Council consider Policies 2-6 to be effective, by providing the framework in which strategic allocations, major infrastructure projects town and local centres sit, alongside smaller scale opportunities. This

\(^4\) A council administrative area comprised of 2 to 3 wards with similar characteristics.
ensures that development opportunities consider wider area matters beyond the site itself, in order to spread the benefits of development more widely in line with Policy’s S1 strategic principles of achieving convergence, integration and in-combination additional benefits. The policies are also effective by virtue of providing a good balance of detail on a wide array of matters (homes, economic development, sustainable transport, connectivity and integration, site-specific expectations etc.) without being overly prescriptive.
Table 3.2.ii – Thematic correlation of Policies S2-6 with the Evidence Base including engagement

<table>
<thead>
<tr>
<th>Theme</th>
<th>Evidence Base (Examination Ref)</th>
<th>Stakeholder engagement</th>
<th>Translation into Policies S2-6 (and other Policies where effective and consistent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing delivery</td>
<td>Outer North East London SHMA (EB03); IIA(SD04);</td>
<td>Engagement Audit Trail (EB01), Borough Wide -sub-theme ‘Spatial Strategy: Growth parameters - total outputs updated’; Statement of Consultation (SD07), including reps. 25.1 and 31.12; Duty to Cooperate Statement (SD08), GLA: Housing sub-section (pg.6-7) and Neighbouring Planning Authorities section (pg.11-14);</td>
<td>Housing capacity estimates included in the ‘Strategic Criteria’ policy sections (Para’s 1) are based on an assessment of Strategic Sites against SHLAA methodology, and consented schemes or pre-application engagement where relevant. Expected housing numbers are expressed as a minimum, allowing for additional capacity to be identified through innovation and masterplanning at planning application stage, supported also through the proposed minor amendment to the implementation sections of all spatial policies. The Council considers this to be an appropriate strategy to enabling further housing delivery while also providing for other identified needs (e.g. jobs, green space, community facilities). See Matter 6 statements for further detail on the Council’s position.</td>
</tr>
<tr>
<td>Vision-based strategy for town centres and their</td>
<td>Town Centre and Retail Study (EB04 and EB23);</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation</td>
<td>The Policies address the individual character, opportunities and challenges of the town centres and their role in the wider town centres network, as scoped through the technical and</td>
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<td>Theme</td>
<td>Evidence Base (Examination Ref)</td>
<td>Stakeholder engagement</td>
<td>Translation into Policies S2-6 (and other Policies where effective and consistent)</td>
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<td>network</td>
<td>GLA, 2017 London Town Centre Health Check Analysis Report (2018) (EB29) Character Study (EB07);</td>
<td>(SD07), including reps. 21.4 Duty to Cooperate Statement (SD08), GLA: Town Centres sub-section (pg. 7) and Neighbouring Planning Authorities section (pg.11-14);</td>
<td>engagement evidence base (see Policy S2 para 1.a, 1.b, 2.a, 2.b, justification para 5.12, 5.16, 5.18; Policy S3 para 2.a, 2.b, justification para 5.40b; Policy S4 para 1.a, 1.b, 2.a, 2.b, 2.d, justification para 5.48; Policy S5 para 2.b, 2.d, justification para 5.54; Policy S6 para 1.b, 1.f, 2.a.i, 2.b.i, 2.c.1, 2.d.i, 2.e.i, justification para 5.67, 5.68 and 5.69 ). Policies also address gaps in provision that have been identified through the Town Centre Retail Study, by setting out preferred locations for a new town centre as part of the transformation of Gallions Reach Shopping Park (see Policy S5 para 2.a, justification para 5.58a) and a series of local centres (see Policy S2 para 2.c, justification para 5.21; Policy S3 para 2.b, justification para 5.35; Policy S4 para 2.c, justification para 5.49; Policy S5 para 2.b, justification para 5.56). Strategic Site allocations within the boundary of existing town centres will play an essential contribution towards achieving that town centre’s vitality and viability in line with</td>
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<td>Theme</td>
<td>Evidence Base (Examination Ref)</td>
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<td>Tall Buildings Strategy, including Tall Building Area designations for Stratford and Canning Town town centres</td>
<td>Character Study (EB07); Tall Buildings Evidence Base (EN08); Tall Buildings Study (EB09);</td>
<td>Engagement Audit Trail (EB01); Duty to Cooperate Statement (SD08), GLA: Tall Buildings sub-section (pg. 7) and GLA: Area Specific Spatial Planning (Royal Docks &amp; Beckton) subsection (pg. 8);</td>
<td>identified aspirations. Elsewhere, Strategic Sites provide the framework for delivering the new centres. Through the Character Study and associated engagement, places of sensitivity to change and places that can accommodate transformational innovation have been identified. The broad parameters of Policy S4 (key aspects of its spatial strategy derived from the Character Study and Tall Buildings Evidence base/Study) are reflected in policies S2-6 as part of the broader context of spatial change and character in the area, reflective of the character and aspirations of various town centres and neighbourhoods, and their relationship as part of a network of high quality, unique places (see Policy S2 para 2.a, 2.c; Policy S3 post-submission minor amendment to para 2.h⁵; Policy S4 para 2.a, 2.c, 2.h; Policy S5 para 2.a; Policy S6 para 1.a;</td>
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⁵ See Post-Submission Minor Amendments Schedule, setting out that tall buildings are expected to mark the riverside, but decrease from Canning Town towards the east.
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<th>Theme</th>
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<tr>
<td>Re-valuation of heritage assets</td>
<td>Character Study (EB07); IIA(SD04);</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation (SD07), including rep. 23 Duty to Cooperate Statement (SD08), Historic England subsection</td>
<td>as further supported by Policy S1 para 2.a and 2.b). Key elements of this strategy are the Tall Building Policy Area designations for Stratford Metropolitan, and for Canning Town Town Centre and environs. Additionally, indicative building heights have been identified for all strategic sites that involve delivery of housing as part of the mix of uses. See also Matter 4.2 statements. The Character Study and associated engagement have identified that the boroughs’ varied, though sometimes dispersed, heritage assets are highly valued by their community and contribute significantly to placemaking and neighbourhood identity. The revised community neighbourhood spatial policies address any previous policy gaps in identifying key heritage/character assets for each area, particularly conservation areas (policy S2 para 2.a, 2.g, justification para 5.12, 5.18, 5.21; Policy S3 para 2.h, justification para 5.35; Policy S4 para 2.a, 2.j, justification para 5.47a;</td>
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<td>Promoting sustainable travel, including through connectivity improvements</td>
<td>Character Study (EB07); Mayor’s Transport Strategy (EB14); European Grid Modelling (EB15);</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation (SD07), including rep. 26.2 Duty to Cooperate Statement (SD08), GLA:</td>
<td>Policy S5 para 2.j, justification para 5.54; and policy S6 para 1.h, 2.a.ii, 2.b.ii, 2.c, 2.d.i, 2.e.i., justification para 5.66, 5.67; further supported through Policy S1 para 1.b, 2.b, 2.d and 2.g), and ensure their protection and re-valuation through application of Policy SP5 (including a clarification of what re-valuation means, as further explained through the Character Study. Particularly new to the spatial policy is the protection afforded to the setting of historic green spaces such as West Ham Park (see Policy S2 para 2.e, justification para 5.12); and Policy S6 para 2.a.ii, 2.e.i, justification para 5.66) and Wanstead Flats (see policy S6 para 2.a.ii and 2.b.ii, justification para 5.66).</td>
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<td>IIA(SD04); IDP (SD09);</td>
<td>Area Specific Spatial Planning (Royal Docks &amp; Beckton) subsection (pg. 8) TFL sub-section (pg.9), and Neighbouring Planning Authorities section (pg.11-14);</td>
<td>2.i, justification para 5.16, 5.21; S4 para 2.f, justification para 5.49), Greenway (Policy S2, para 2.i, justification para 5.16; Policy S4 para 2.f, justification para 5.49; Policy S5 para 2.f, justification para 5.61; Policy S6 para 2.c(ii, 2.e.i), North Woolwich Road (Policy S3 para 2.c, justification para 5.36), and delivery of two new streets in Canning Town and Custom House (Policy S4 para 2.e, justification para 5.48), and enhancements to Key Movement Corridors more widely, in line with policy SP7 (Policy S2 para 2.d; Policy S3 para 2.f; Policy S4 para 2.j; Policy S6 para 1.e, 2.a.ii, 2.b.ii, 2.c.ii, 2.d.ii). Moreover, the expansion of the DLR network east and south, including new stations at Thames Wharf and Beckton Riverside are embedded into policies S3 (para 2.b, justification para 5.36), S4 (2.c, justification para 5.49) and S5 (para 2.a, 2.g, justification para 5.58a) and supporting Strategic Sites S08-Thames Wharf and S01-Beckton Riverside. Additional enhancements to existing rail and bus networks and stations, as identified in the IDP, are also supported</td>
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<tr>
<td>Employment land and promoting economic transformation</td>
<td>ELR Part 1 (EB10); ELR Part 2 (EB11);</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation</td>
<td>through the spatial strategy (Policy S2 para 2.h, justification para 5.16; Policy S3 para 2.f, justification para 5.36; Policy S4 para 2.f, justification para 5.48; Policy S5 para 2.g, justification para 5.56; and Policy S6 para 2.d.i, 2.e.i, justification para 5.67, 5.68). The aspiration to enhance river transport capacity and reliability, for freight as well as passengers, is supported through Policy S3 (para 2.d, justification para 5.36 and 5.40b), including through the strategy for consolidation and activation of four Thameside West wharves (para 2.g, justification para 5.38), and detailed through policies SC5, INF1, INF7. Spatial policies also seek to optimise interchange opportunities provided by Crossrail stations and related investment (Policy S2 para 2.b; Policy S3 para 2.f; Policy S4 para 1.b, 2.b; Policy S5 para 2.c; Policy S6 para 2.a.i, 2.a.ii, 2.b.i).</td>
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<td>and growth</td>
<td>London Industrial Land Demand Study (EB12);</td>
<td>(SD07), including reps 27.1, 26.1; Duty to Cooperate Statement (SD08), GLA: Area Specific Spatial Planning (Royal Docks &amp; Beckton) subsection (pg. 8) and Neighbouring Planning Authorities section (pg.11-14);</td>
<td>residents and members. An in depth analysis of the borough’s employment offer has been undertaken through the Employment Land Review Part 1, while demand for additional employment land has been assessed through Part 2 of the study. Regional studies also forecast substantial jobs growth demand in the area. Bringing together the outcomes of engagement and the evidence based policy J1 provides clear guidance on the vision for and character of Newham’s Employment Hubs, while policy J2 provides several new employment designations (tested through the IIA) and clarification of the economic role of LMUAs (i.e. employment-led mixed use) and MBOAs (i.e. support for small businesses). All the employment designations are then transposed into spatial policies and supporting strategic sites. For example, Policy S2 recognises the role of Stratford Metropolitan Centre as a hub for tourism, evening and night-time economy, creative and cultural industries, further and higher education and associated supply chain (para 1.b and 2.a,</td>
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<td>justification para 5.18). The role of the established conference, business and visitor economy hub of the ExCel centre is reflected in policies S3 (para 2.a and 2.f, justification para 5.32) and S4 (para 2.b, 2.f, justification para 5.47). The strategic importance of SIL at Cody Road and the Prologis Industrial Estate is supported through policy S4, including through the recognition of the important buffering role that adjacent strategic sites and Bidder Street LMUA will need play (S4 para 2.g and justification para 5.47, strategic allocations S11-Parcelforce and S12-Canning Town Riverside). The emerging ABP international business park at Royal Albert North focused on high-tech, knowledge and the cultural economy, building on the success of the educational cluster of the UEL and UTC, is supported through policy S5 (para 1.a and 2.c, justification para 5.58) and the retained S31-Royal Albert North strategic allocation. The opportunity of the Enterprise Zone to catalyse significant investment in jobs and infrastructure is reflected in Policies S3 (para</td>
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<tr>
<td>Safeguarded Wharves strategy</td>
<td>Mayor’s Safeguarded Wharves Review: Implementation Report (EB24)</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation (SD07), including reps 20.7;</td>
<td>The wharf consolidation strategy for Thameside West wharves has been arrived at through extensive engagement with the GLA and PLA and is supported by both partners, and is set out in Policy S3 para 2.e (see also justification 27)</td>
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Additionally post-submission minor amendments are proposed to clarify that the opportunities presented by Enterprise Zone extend to the emerging business district at Royal Albert North (Policy S5 para 1.a, justification para 5.58, and Strategic Site S31-Royal Albert North, ‘Constraints and Other Advisory information’ section), to Albert Island (Policy S3, para 2.d), and to the Strategic Sites of S21-Silvertown Quays, S30-Royal Victoria West and S19-Albert Basin (under ‘Constraints and Other Advisory information’ section).

See also Matter 5 statements and Jobs Options Appraisal (SD06, pg.18-30).
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<tr>
<td>Role of utilities infrastructure</td>
<td>IDP (SD09)</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation (SD07), including reps 39.8, 39.11, 39.9; Duty to Cooperate Statement (SD08), GLA: Area Specific Spatial Planning (Royal Docks &amp; Beckton) subsection (pg. 8)</td>
<td>A series of strategic utility infrastructure are safeguarded under the Plan through SIL or LIL designations (Policy J2), including Jubilee Line Depot in West Ham, The Beckton Sewage Treatment Works and Beckton DLR depot. Thus, the Plan recognises their important role in supporting good growth within Newham and the wider London sub-region, as highlighted by engagement feedback from utilities providers and the infrastructure needs set out through the IDP. Nevertheless, given significant pressure for development, particularly residential, and the need to make the best use</td>
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<td>of available land, the environmental and spatial impacts of utilities infrastructure need to be carefully managed in a way that balances current and future operational functionality with adjacent development opportunities, as set out in Policy S1 (para 1.b and 2.f, justification 5.2a) and through ‘Agent of Change’ of Policy SP8. Given that Beckton area hosts two major pieces of utilities infrastructure (the DLR depot and the Sewage Treatment Works) adjacent one of the most important development opportunities in Newham, at Beckton Riverside, policy S5 provides further steer through para 2.i, supported by justification para 5.58a and 5.59 and implementation para 5.62 and 5.63 – additional information on how the preferred strategy was developed is included in the OA(SD06) sections on Jobs (pg.21), Sustainability, Climate Change &amp; Associated Infrastructure (pg.54), Infrastructure: Transport (pg.65-66 and pg.73) and Proposed Strategic Site Allocations: Beckton Riverside (pg.95-99). See also Matter 12.2 which details post-submission changes to</td>
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<tr>
<td>Community facilities</td>
<td>Strategic Leisure Facilities Needs Assessment (EB05); Character Study (EB07) IDP (SD09)</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation (SD07), including reps Duty to Cooperate Statement (SD08), GLA: Social Infrastructure subsection (pg. 7) NCCG subsection (pg.6), LBTH subsection (pg.13-14) and LLDC subsection (pg.14)</td>
<td>The Character Study update and engagement with members and resident have identified that community facilities are highly valued by their communities, and when located in town centres, contribute to footfall and linked trips that support their vitality and viability. Furthermore, the Equalities Impact Assessment has identified that community facilities play an essential role in supporting vulnerable groups and promoting convergence. Additionally, the Council is a major provider for community facilities, through provision of community centres, libraries, leisure centres, and schools and nurseries (including a statutory duty to ensure adequate school places provision in the borough from nursery through to 6th grade). Moreover, under the duty to cooperate, the Council has identified a need for new and upgraded healthcare facilities. This has translated into non-strategic community facility allocations under policy INF8 that are</td>
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<td>supported through inclusion on the maps of spatial policies, and requirements from some Strategic Sites to provide for specific key services (e.g. school facility on S01-Beckton Riverside, S08-Thames Wharf, S23-Connaught Riverside; health facility on S27-Queens Market; community facilities focus for S03-East Ham Western Gateway). Additionally, policy S2 further recognises the need to expand education and healthcare provision in Stratford (para 1.b, justification para 5.18), and policy S5 recognises the important role that UEL and UTC play in facilitating a cluster of innovation at Royal Albert North (para 2.c, justification para 5.58).</td>
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<tr>
<td>The Lea River park and Leaway</td>
<td>IDP(SD09), green infrastructure; Engagement Audit Trail (EB01); Statement of Consultation (SD07), including reps 14.1-3, 31.26 Duty to Cooperate Statement (SD08), para 5.1</td>
<td></td>
<td>The Lea River Park has been the subject of ongoing investment through sub-regional cooperation, with residents and members keen to enhance and expand access to the riverside. The spatial strategy, building on policies INF6 and INF7, provides extensive support for the Lea River Park vision and its associated network of waking and cycling links, the Leaway – see Policy S2 para 2.i (justification</td>
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<tr>
<td>Green Infrastructure and the Blue Ribbon Network</td>
<td>Playing Pitch Strategy (EB06); Character Study (EB07); IIA (SD04); IDP (SD09);</td>
<td>Engagement Audit Trail (EB01); Statement of Consultation (SD07), including reps Duty to Cooperate Statement (SD08);</td>
<td>The Character Study and engagement with residents and members, as well as studies into their health benefits, highlight the importance of accessible and connected network of green spaces, and making best use of access to waterfronts. While Core Strategy policies S2-6 already address this, the draft policy further strengthens the spatial vision for these, in line with Policies INF6-7. Additional support is given to the Greenway (see sustainable transport section above), the Lea River Park (see section above), bringing MOL in the east of the borough into use (Policy S5 para 2.a, justification para 5.61; Policy S6 para 2.c.ii) and to creation of network of open spaces in the Royal Docks (Policy S3 para 2.a, justifications not provided).</td>
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<td>justification para 5.35).</td>
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(iii) Does policy S1 address or build on the concept of Opportunity Areas, and tie in closely with the GLA’s vision for these areas?

As a local planning document, the draft Local Plan has a locally-determined way of presenting the opportunities within Newham – that is, through the ‘Arc of Opportunity’ (Policies S1-5) and the ‘Web of Opportunity’ Policy S6 and minor post-submission amendment to Policy S1). The Arc aligns with two Opportunity Areas (OAs) set out in the London Plan – Lower Lea Valley, and Royal Docks and Beckton – and the Council are content that the vision set out in the relevant spatial policies (S3, S4, S5), Strategic Sites and infrastructure projects (also detailed in the IDP, SD09), reflect the OAs’ framework set out in the London Plan, and indeed, the Draft London Plan.

Notwithstanding the above, it should be noted that there are currently no up to date Opportunity Area Planning Frameworks (OAPFs) that further elaborate the London Plan vision for the two OAs relevant to Newham. Nevertheless, the Council continues to work closely with the GLA and other stakeholders so as to align visions as these emerge, and as set out in the Duty to Co-operate Statement (SD08). In addition, the Draft London Plan, at paragraph 2.1.4, contains useful clarification that OAPFs are not the only way of planning for OAs, with acknowledgement also of Local Plans, which is relevant here given the Council’s commitment to keep its Local Plan up to date, providing a comprehensive planning framework for these areas that in fact has more material weight than an OAPF which is only supplementary guidance.

Much of the Lower Lea Valley OA, as detailed through the 2007 OAPF and partially updated through the 2012 Olympic Legacy SPG, is outside of Newham’s Local Plan scope, given its particular focus on the LLDC area. Furthermore, the OAPF is now a decade old and no longer reflects the current context, which has evolved rapidly through the Olympics and other investment in the area. Nevertheless, key concepts that form part of the London Plan (2016) vision for this OA are reflected in the Plan, such as:

- the need to integrate the facilities and infrastructure of the LLDC area with the surrounding areas, centres and communities (see Policy S2 para 2.a and Strategic Site S05-Stratford Metropolitan); and
- delivery of high quality, sustainable mixed-use developments within an unrivalled landscape of high quality parkland and water features (see Policy S4 para
The Royal Docks and Beckton OA does not have an adopted OAPF, in part reflecting the fast changing development context in the area over the years, as well as the complexity of issues such as management of SIL release, and planning for large scale, long term infrastructure investment. Again however, key vision concepts for this area contained within the London Plan (2016) are reflected in the Plan such as:

- the creation of a world class destination focused around the Enterprise Zone (see Policy S3 para 1c, and 2.d as proposed to be amended post-submission; Policy S5 para 1a as amended post-submission; and ‘Constraints and Other Advisory information’ section of Strategic Sites Strategic S21-Silvertown Quays, S30-Royal Victoria West and S19-Albert Basin and S31-Royal Albert North);
- promotion of river-related industries (see Policy S3 para 2.d and Policy S5 para 2.i), including the management of safeguarded wharves and their potential consolidation (see Policy S3 para 2.e and Strategic Sites S07-Central Thameside West, S20-Lyle Park West and S08-Thames Wharf); and
- making the most of opportunities presented by the Crossrail Station at Custom House (see Policy S3 para 2.f and S4 para 2.b), the success of the ExCel centre (see Policy S3 para 2.f and S4 para 2.b), and the growth of operational capacity at London City Airport (see Policy S3 para 2.g).

Moreover, OA boundaries have tended to change with every iteration of the London Plan, often involving overlaps, as in the case of the Lower Lea Valley OA and the Royal Docks and Beckton OA. The emerging Draft London Plan is similarly fluid in terms of the spatial scope of the OAs, particularly in the Lower Lea Valley, which is suggested may form part of a Poplar Riverside OA.

Overall, the draft Local Plan is consistent with the London Plan approach to development of the Lower Lea Valley and the Royal Docks and Beckton Opportunity Areas, without the need to explicitly refer to these by name (especially given their somewhat fluid and sub-regional nature) and instead uses terminology that is relevant to the local context.
3.3 **Neighbourhood Plans: Should the Plan provide strategic guidance on the preparation and content of Neighbourhood Plans in Newham?**

The Council proposes to replace the bullet point at the bottom of the Introduction – How the Plan Works diagram (pg.7) with more detailed guidance at the end of each policy setting out which policy paragraphs denote strategic components that are outside the scope of Neighbourhood Planning – predominantly the Strategic Principles sections, but sometimes including Spatial Strategy policy points or some Technical Criteria. This clarification is set out in the Post-submission Minor Amendments Schedule and is considered sufficient guidance on the preparation and content of Neighbourhood Plans in Newham. For example, for policy J2, the following box will be introduced:

```
For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform:
1. Strategic Principles; 2. Spatial Strategy paragraphs 2.a, 2.b, 2.c, 2.f and 2.g.
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Additional guidance is available on the Council’s Neighbourhood Planning web page[^6], as well as through the NPPF (as detailed in the NPPG), and the London Plan. The Council is of the view that any further detail within the Plan would mean imposing a top-down approach that is against the spirit of Localism. As stated on the website, officers will be available as appropriate to support Neighbourhood Forums with the preparation of any Neighbourhood Plans within Newham.

S1 Spatial Strategy and Strategic Framework

Objective

5.1 Focus major development opportunities within the Arc of Opportunity to secure transformational change for the borough and its residents and integrate the Arc with the existing urban neighbourhoods elsewhere in the borough and beyond.

Policy

Proposals that address and where appropriate accord with the following overarching strategic principles, vision based spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles**

   a. Securing transformational change for the borough and its residents with the **Our** overriding priority is to build and reinforce communities and places that work and to ensure that growth contributes to achieving convergence and personal and community resilience, with new and existing communities, jobs, homes, services, spaces and facilities well integrated in connected, distinctive, successful, quality places.

   b. Realising the potential and making best use of Newham’s land, green space, and blue ribbon network and heritage assets, connectivity, existing and emerging economic strengths. We will working with our delivery partners to provide of at least 37,500 43,000 homes and 39,000-60,000 jobs between 2012 2018 and 2027 2033 to place Newham at the heart of London’s march eastward and its global presence.

   c. Higher density, genuinely mixed use, context sensitive development will achieve Delivery of these homes relies on a number of factors and must not be at the expense of creating new jobs for our residents good growth, and the creation of and sustaining new and rejuvenated inclusive, stable, healthy, mixed and balanced communities where people choose to live, work and stay and a borough where homes are not created at the expense of jobs, environmental and housing quality, provision and protection of family housing, or liveable scales of development, where employment uses can sit comfortably with housing and supporting services and do not undermine town and local centres and where We need to ensure population growth new housing development is accompanied by jobs growth and timely delivery of supporting physical, social and green infrastructure, including that to address existing deficits and cumulative impacts.

   d. Keeping Newham Moving through promoting a significant modal shift
towards active modes of travel and public transport and ensuring appropriate investment in the quality and connectivity of its strategic and local route and communications network (road based and otherwise).

e. Enabling Newham to become cleaner and greener, achieving sustainable development through all scales of development by maximising integration of green infrastructure, and other sustainable design, technologies and management techniques, including innovative approaches to energy requirements, air quality and flood risk and waste management.

2. **Vision based spatial strategy**

a. The greatest opportunities for change will come forward within the Arc of Opportunity which will be the primary focus for new job creation, infrastructure development, new town and local centres, carefully located tall buildings at public transport nodes, and the vast majority of new housing on large sites in Beckton, the Royal Docks, Canning Town and Custom House, West Ham and Stratford over the plan period, reconnecting residents with the rivers and docks.

b. Urban Newham will see more incremental and smaller scale change in a 'Web of Opportunity' including carefully placed taller buildings focused on Town and Local Centres and Crossrail stations but will benefit from new development in the Arc and elsewhere through investment and improved connectivity within the borough (notably north-south) and beyond (notably across the Thames and across London) and comparable attention to design quality, including carefully placed taller buildings, with wider neighbourhoods strengthened according to their particular character, assets and opportunities, making creative use of small spaces, redevelopment opportunities and retrofitting access to jobs, business opportunities, homes and services.

c. Successful mixed use areas will emerge and be sustained, notably in town centres, LMUAs and on Strategic Sites, and at a smaller scale particularly associated with social infrastructure investment.

The creation of new and rejuvenated communities across the borough and ensuring that new development in the Arc of Opportunity benefits residents in Urban Newham, through investment and improved access to jobs, business opportunities, homes and services.

Achieve a lasting Olympic Legacy benefiting local residents by providing new jobs, homes, services and facilities which are well integrated with the surrounding neighbourhoods.
d. **Achieve** A major but managed shift from traditional industrial activity will be achieved on Strategic Sites and LMUAs and more broadly along the Lower Lea Valley and in the Royal Docks Enterprise Zone towards higher value employment uses in emerging growth sectors such as high technology and green creative industries, night time, visitor, retail, leisure and cultural economy, business and financial services, and retail, making best use of heritage and other assets in the area;

e. **Concentrate** Heavier industrial uses, warehouses and utilities will continue to be concentrated, but will evolve and intensify in the Strategic Industrial Locations (SIL) in Beckton, Thameside East and West and Cody Road and smaller locally significant industrial areas (LILs) elsewhere, supported by appropriate environmental enhancements, buffering and active but consolidated wharves;

f. Whilst utilities infrastructure including transport depots, ferry access, sewage works and electricity pylons will continue to be present, supporting growth and investment, its spatial impact will be minimised to help secure compatibility with other uses as these come closer; new utilities infrastructure will be particularly related to the requirements of modern sustainable living and environmental resilience.

Promote genuinely mixed use areas where employment uses can sit comfortably with housing and supporting services and do not undermine

g. **Focused, vibrant, accessible and multi-functional** Town and Local Centres which will, together with wider neighbourhoods, be strengthened according to their particular character, and assets and opportunities as vital hearts to local neighbourhoods, with a clear hierarchy evident in function and form, from the Metropolitan Centre of Stratford, through to Major Centres at East Ham, Beckton Riverside and Canning Town, and District Centres at Green Street, Forest Gate and East Beckton, and local centres at other key transport nodes; and

Prioritise quality new family housing over smaller residential units to rebalance the borough’s housing stock;

Provide new or enhanced social and green infrastructure where these are required to support new housing and address existing deficits

h. **Promoting** New and or enhanced open spaces and walking and cycling routes will be created throughout the borough, making best use of the borough’s waterways and green spaces, including along the Lower Lea Valley, and other Blue Ribbon corridors, thereby better connecting residents to the River Thames, Olympic Park and Lee Valley Regional Park and making best use of the borough’s waterways and green spaces securing the delivery of optimal route and nodal frequency, missing
links and view corridors, to support the realisation of a connected, continuous permeable and legible movement and green space network;

i. All new development will be well-integrated with its surroundings to create successful high quality and well connected areas, including the limitation of tall buildings to identified suitable locations.

improve connectivity both within the borough and to areas beyond it through strategic and local transport investment including new river crossings, improvements and extensions to the existing route network, and safeguarding and promoting facilities for the use of waterways for the transport of freight; and

Support the development of a decentralised energy network across the borough and promote opportunities for retrofitting existing properties;

3. Design and technical criteria

a. Sites should be designed and developed comprehensively: The Council will resist the development of any sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals.

b. The expectation that sites should be masterplanned, particularly Strategic Sites that should contribute to the delivery of key strategic links and connections set out in Policies S2-6 and INF2, of new local/town centres, or to accommodate tall buildings as per Policy SP4.

Strategic Sites have been identified which will contribute to the delivery of these objectives. These are allocated by listed in Policies S2-6, detailed in Appendix 1, and shown on the Policies Mmap below. The map below identifies the Community Neighbourhoods and their respective S2-6 policy.

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy; 3. Design and Technical Criteria.
Insert full page map identifying community neighbourhoods and the S2-6 policies
The London Plan identifies two Opportunity Areas covering the ‘Arc of Opportunity’, stretching from Stratford and the Olympic Park, down the Lea Valley and east through the Royal Docks. The London Plan states that such areas can typically each accommodate at least 5,000 jobs and 2,500 homes or a mix of the two. Newham has a vital role in the continuing development of London as a World City. It is a vibrant, dynamic and ambitious Borough that seeks to continue to maximise the opportunities for transformation and regeneration catalysed through the 2012 Olympic and Paralympic Games wider sub-regional growth and other work by public agencies, and derived from excellent transport connections, a wealth of development land, established and emerging growth sectors, and a young, diverse and increasingly skilled population. Overall, the Local Plan seeks to deliver 43,000 homes and 39,000 to 60,000 jobs between 2017 and 2033, as part of a series of new, genuinely mixed use places acting as a series of beacons across the whole area, woven into a fabric of equivalent quality and diversity.

This vision relates to the need to tackle the legacy of Newham’s historic position in London whereby in being outside the more restrictive city boundaries, it became the disproportionately-favoured location for dirty, malodorous and noisy industry and infrastructure, and in turn suffered significantly from the demise of the docks and decline of certain traditional industries, and poorly designed social housing estates. While access to a wide range of infrastructure and employment uses is acknowledged as an engine for growth that the Local Plan seeks to reinforce, achieving transformational change requires significant improvements in the quality of design and overall offer of development, including a more balanced mix of uses, greater attention to local as well as strategic needs, better integration between and across sites and neighbourhoods, and more consideration of opportunity costs and externalities as well as benefits. In some cases this is about new types and forms of development; in others however, it is about providing adequate protection for industry and logistics (some of London-wide significance) and opportunities to work locally, breathing and social spaces and the settings of places and particular assets.

Successful place-making and the creation and sustenance of sustainable communities in Newham therefore require careful management of development: optimising it in relation to strengths and opportunities - ranging from large scale vacant sites to small scale infill/intensification and transition - rather than maximising it or pursuing singular agendas. This means pursuing quality, diversity and inclusivity not just quantity, long term sustainability as well as short term gains, balance in the provision of [types of] homes, jobs and physical, social and green infrastructure, addressing deficits as well as new needs arising, and ensuring investment in the Arc of Opportunity (the Arc) and elsewhere the Web of Opportunity (the Web) provides opportunities for all of Newham’s residents. Optimising
development also means addressing the factors that have more traditionally meant Newham has been a ‘port of entry’ that people quickly move on from, (e.g. lack of housing choice, or quality schools) as well as new quality of life impacts arising from the scale and pace of development, together with issues relating to demographic and economic change in Newham and elsewhere. The latter includes for instance, an increase in older people requiring different types of housing; rising housing costs generating affordable housing needs; and continued relatively cheap rents drawing in disproportionate demand for certain types of space from outside of Newham which needs to be balanced against local need.

5.2c In turn, these considerations are important components of the Convergence and Resilience agendas pursued by the Council (and Growth Boroughs in the case of Convergence). This is about acknowledging the gaps in outcomes (such as health and life expectancy) within Newham and between Newham and boroughs further west, tackling causes and ensuring residents and businesses build resilience so they can weather more challenging times personally and through being part of a cohesive community and support networks. Population stability furthers this by ensuring that public and private investment in people is retained locally and generates local benefits, and by helping to foster strong local networks that pervade. Similarly, planning for mixed and balanced communities, and diversity of economic opportunity makes for more resilient neighbourhoods and places, as it spreads risk and reduces vulnerability, making it less likely that they will suffer spirals of decline.

5.2d The spatial strategy sets out how this optimisation and good growth will be achieved across the borough, acknowledging the different types of opportunities in different parts of Newham, conceptually represented by the Arc and the Web, drawing together more detailed positions set out in subsequent spatial and thematic policies and associated Strategic and Non-strategic Site allocations and designations. In doing so, and in interacting with the strategic principles, it also recognises that the relative scale of opportunity in the Arc is such that as well as meeting needs arising from new growth, development there (often across several Strategic Sites which act in concert across community neighbourhood and borough boundaries) will have an important role in addressing existing deficits in Urban Newham, a role requiring further attention to connection/barriers between Urban Newham and the Arc.

5.3 Developing the extensive land available in the Arc of Opportunity provides the greatest scope to achieve transformational change in the lives of Newham’s residents by providing high quality homes, employment and services and, helping to achieve convergence with other neighbourhoods across London.

5.4 However this must take place in a comprehensive, rather than piecemeal
manner, in order to ensure that new housing areas are not gated communities, isolated from the rest of the borough, and that new employment uses can sit comfortably alongside residential areas and vice versa. Strategic Sites have therefore been proposed, setting out the mix of appropriate uses and key development principles for each, to address the issues identified in the evidence base. Some Strategic Sites have also been identified in Urban Newham, in Town Centres, which provide most scope for change. Policies S2-S6 describe the opportunities for development for each of these sites, alongside other factors to be taken into account in creating and enhancing communities in those areas both on the sites and beyond them (e.g. heritage and other assets to be conserved and enhanced) as informed by the wide-ranging evidence base. Of additional over-arching significance is the need for comprehensive development and masterplanning, particularly of large scale Strategic Sites in order to help them achieve multiple objectives, but also where several sites/interventions/developments in close proximity need to work together to achieve desired outcomes, and more broadly to support integration of new and existing development, and neighbourliness which becomes evermore important as competition for land increases and uses must necessarily co-exist closer together.

5.5 Over time, changes in the economy including the closure of the Docks have meant that certain industries declined, vacating or less intensively using their sites. The changes in the structure of the London economy mean there is a reduced need for the large supply of existing employment land, justifying some release for alternative uses. The area has also benefited from decades of public investment in land assembly, remediation, and infrastructure development, shifting industry to modern estates particularly at Beckton, and is on the cusp of transformation. Newham is described in the London Plan as a borough where a ‘managed transfer of industrial land to other uses’ is required.

5.6 To deliver this spatial strategy it is proposed that approximately 80 hectares of employment land is released to other uses. Policy J2 sets out the proposed land use change.

5.7 The development of completely new neighbourhoods will require new and enhanced physical, social and green infrastructure (e.g. new highway access, bridges, schools and open space). The Infrastructure Study also found that there were existing infrastructure deficits within Urban Newham, principally relating to education and health facilities and open spaces, that need to be addressed.

5.8 The infrastructure requirements arising from new development and to deal with existing deficits are detailed in the Infrastructure Delivery Plan (Appendix 3).
Implementation

5.9 This policy sets out the over-arching vision for the borough, explaining the Key Diagram and providing the strategic framework that other policies cascade from and connect into. Policies S2-6 set out how the Strategic Principles and Spatial Strategy will be delivered at the community neighbourhood level, including phasing. The Annual Monitoring Report will monitor housing delivery for the borough as a whole, and by Community Forum Area. Policies S2-6 therefore set out the Strategic Sites and other local designations which will make a contribution to the delivery of housing, jobs, services and infrastructure within each of the Community Forum areas, building on thematic spatial policies and other thematic criteria set out in policies SP1-9, J1-3, H1-4, SC1-5 and INF1-9, which should be referred to for more implementation detail. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council. However, there are also a number of significant sites close to the Community Forum boundaries. Where these have an influence on other Community Forum Areas, for example in terms of facilities, or connections, they have also been included in the policy for the adjacent area, to recognise the wider regeneration context.

5.10 The Council will make the best use of public assets by working with other public agencies, including the use of Compulsory Purchase (CPO) powers and land assembly.

5.11 The use of local tax incentives (e.g. TIFs and BIDs) to deliver infrastructure improvements will be examined.

5.11a In order to enable development of Strategic Sites and the Arc more generally, the Council will proactively engage with Duty to Cooperate partners and other stakeholders, including infrastructure and utility providers, developers and private landowners, and interested community groups, to remove barriers to delivery. This will include investigating a variety of means of funding and otherwise supporting, infrastructure and other development-enabling interventions, (e.g. land assembly, decontamination, decking and undergrounding), ensuring that these occur prior to development occurring or in a way that adequately future proofs.

Monitoring

5.11a Output monitoring will look at policy use in practice and progress on Key Strategic Sites and headline IDP planning and project milestones achieved via
in-house monitoring, given these are vital to achieve the transformation of places in line with the vision. Outcome-relevant principles such as ‘good growth’, and ‘community cohesion’ and ‘resilience’ are more difficult to quantify, though can be assessed through qualitative data gathered through regular Council-commissioned survey questions concerning satisfaction with the area and different aspects of life, the personal ability to ‘bounce back’ and perceptions about the extent people feel comfortable living amidst others who live locally, though these are clearly only partly influenced by planning. Others, such as achieving a more stable community are more easily associated with existing, widely available indicators, and can be compared with other authorities to help measure convergence, though Council Tax records will be used to look more closely at internal churn.

However, it is noted that the delivery of the policy vision and objectives is also reliant on the support of partner public sector agencies, members and residents, as well as the collaboration of private landowners, developers and organisations, and wider market forces will also have a significant impact delivery. As such, continued liaison and discussion to ensure that such stakeholders buy into the vision and strategic principles will be important, pre-empting any problems or seeking to secure early solutions.

Success, particularly regarding convergence will also be reliant on the application of all other thematic and spatial policies, hence monitoring should take place in the round as far as possible.

5.11b Indicators:

i. S-OP1 Strategic Sites Progress [Target: progress in line with the criteria and delivery timeline set out in Appendix 1];

ii. S-OP2 Headline IDP milestones achieved [No specific targets, see IDP for timescales/key deliverables]

iii. S-OP3 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal]

iv. S-OUT1- A Place People Choose to Live, Work and Stay:

a. S-Out1a Population Change through Migration [No specific target: churn should be reducing towards pan-London levels though in-migration likely to continue to be high due to strategic housing growth]

b. S-OUT1b: Satisfaction with the Area [Maintain above 75%, should be improving]

v. S-OUT2 Resilience:
a. S-OUT2a: Local Area Cohesion [No specific target, should be improving]

b. S-OUT1b: Personal Resilience [No specific target, should be improving]

c. S-OUT2c: Life Satisfaction (No specific target, should be improving)
Objective

5.12a The area plays a central role in the delivery of the Olympic Legacy by developing Stratford as a thriving Metropolitan Centre that acts as a hub for new and rejuvenated communities, employment and education; that makes strong connections between the existing town centre and surrounding areas; finer-grain retail, office, and workspace/cultural activities and Stratford City, and becomes a vibrant piece of new city supported by heritage assets, waterways and green space that will serve an international and regional community, whilst retaining the distinct heritage and character of this part of London’s East End. New Local Centres at Maryland and West Ham will meet local community infrastructure needs and respond to development opportunities in these sustainable locations.

Policy

Proposals that address the following over-arching strategic criteria and spatial strategy will be supported:

1. **Strategic Criteria:**

   New and rejuvenated communities providing approximately 19,700 new additional homes will be developed in Stratford and West Ham Community Forum Area. The majority of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1. (For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraphs 6.116–6.118)

   - S01 Stratford North
   - S02 Stratford Waterfront
   - S03 Olympic Quarter
   - S04 Chobham Village
   - S05 Stratford Central
   - S06 Carpenters District
   - S07 Sugar House Lane and Three Mills
   - S09 Pudding Mill Lane
   - S10 Abbey Mills
   - S29 Plaistow North

   Adjacent Sites:
   - S11 Parcelforce

   a. Achieve a distinctive, varied and thriving Metropolitan centre, together with secondary intensification and regeneration focused around Plaistow, Maryland and West Ham stations, providing investment and carefully
managed development, to drive delivery of new and rejuvenated communities and significant economic growth.

b. The regionally significant economic role of the area will be centred on Stratford which will provide be regarded as a major employment hub and business opportunities derived from its international, regional and local connectivity, quality of environment and strategic retail growth, focusing office and the borough’s tallest building development in the area (including a significant amount of higher order comparison goods), tourism and visitor economy including food, drink, arts and cultural, quality leisure and evening and night-time activity, and significant healthcare and education facilities (including higher and further education), together with the extensive service sector supporting these. The Council will pursue, and expect developments to contribute to measures to integrate the existing town centre with Stratford City, investment in its regeneration, and the creation of a vibrant Metropolitan Centre, including the aim to create two-way vehicle movement around the existing shopping centre.

Proposals which address, and where appropriate accord with, the following vision-based policies for the wider area will be supported:

c. Major new housing (approximately at least 4286 units) and accompanying jobs growth and infrastructure provision will be delivered primarily on 3 Strategic Sites, acting in concert with those in adjoining neighbouring areas and well integrated with their surroundings, with non-strategic opportunities, including through Managed Transition and sensitive infill also being identifiable at locations close to other transport hubs and within the wider area.

2. Vision-based Spatial Strategy

The orchestration of investment and development to create at Stratford a Metropolitan Centre of a quality and magnitude that makes the most of its international links, heritage, its diverse community and prime position in terms of the Olympic Legacy, contributing to the eastward expansion of London’s core. It will accommodate a wide spectrum of uses which will include retail (with a significant amount of high order comparison goods), arts and cultural, urban and green (and blue) spaces, market facilities, hotels, business and commerce (including major public offices), community, health, tourism, quality leisure and entertainment, education (including higher education and further education expansion and relocation) linked to new and rejuvenated neighbourhoods within and beyond the borough;

a. Stratford will maintain and extend its success as a town centre, becoming more integrated through physical linkages, improvements to legibility and parity of design and public realm quality with Stratford City and the
International Quarter, with a significant reduction in the dominance of traffic and comfortable, convenient pedestrian and cycling movement, and with its Metropolitan status and unrivalled transport connectivity marked by careful distribution of the tallest buildings in the borough. Variety and distinctiveness will be fostered by the range of uses in the centre; a mix of unit types and scales including market facilities; local, wider London and international customers, visitors and businesses; and re-valuation of its heritage and character assets notably the St Johns Conservation area and listed buildings and proximity to the Queen Elizabeth Olympic Park and local waterways.

b. Investment opportunities brought by Crossrail and associated public realm and interchange enhancements will improve the retail and service offer at Maryland local centre to better reflect its role as a gateway to Metropolitan Stratford and Urban Newham;

c. Employment and residential growth supported by the creation of New Local Centres at and community uses focused around West Ham and Plaistow near the stations will become resource hubs for surrounding neighbourhoods including significant new areas of housing, marked by new tall buildings and well-used by new and existing residents, local workers and others passing through the area;

Intensified development and designation of a new local centre around Maryland Crossrail station;

d. Outside of the Abbey Mills and Plaistow North Strategic Sites, which will see comprehensive development, residential hinterlands will undergo gradual renewal brought about by the cumulative impact of small scale changes, including public realm and smaller scale infrastructure improvements particularly focused on the Key Corridors of Romford Road, Leyton Road/ Angel Lane, Manor Road and West Ham Lane/New Plaistow Road;

e. The area’s other heritage and character assets, notably University Conservation Area, Church Street North ATV, West Ham Park and its setting and view towards St John’s Church in Stratford, views from and access to the Greenway, and access to waterways, will be enhanced, ensuring that they form an integral part of the area’s future through sensitive integration in line with Policies SP5, J1, INF6 and INF7. Recognition and re-appraisal of local heritage through potential new/extended Conservation Areas, and sensitive integration of heritage assets within new areas of development to enhance the built environment;

To ensure all new development is closely integrated with its surroundings to create successful high quality and well-connected areas, including the limitation of tall buildings to identified suitable location;
To ensure all new development is supported by timely delivery of infrastructure;

f. Improved permeability and connectivity, notably east-west south of the High Street, and across the High Street will overcome barriers to movement caused by railways, busy or disconnected roads, waterways, and key development sites to increase integration with surrounding areas and between new and existing communities;

g. Industry and transport facilities, notably the Jubilee Line engineering depots and smaller local businesses will continue to be present in the southern part of the area close to Abbey Road DLR station, but with LMUA sites at Maryland Industrial Estate, Grove Crescent, Canning Road West and Bridge Road Depot and additional micro-opportunities between Stratford and Maryland, will be moving towards lighter, cultural, creative and service uses more compatible with residential and other contexts, including the presence and adjacency of the Abbey Gardens and West Ham Pumping Station heritage assets;

h. Public transport access will be further enhanced, with significant improvements to interchange capacity in and around Stratford and West Ham Stations, step-free access improvements at Plaistow Station, and the development of new and improved services along the associated rail, tube, DLR and bus corridors;

i. Improve the provision, quality and access to open space will be improved, including extending green grid links to the Greenway, helping to establish the Lea River Park and Queen Elizabeth Olympic Park and improving access to the Abbey Creek, and waterways, and other measures to improve the activation of parks and open spaces. improve the Lee Valley Regional Park, recognising its London-wide role as a Strategic Cultural Area; and

j. New schools, further and higher education provision and healthcare together with flexible community spaces will develop at accessible sites in or well-related to centres and key Movement Corridors, notably the Romford Road;

k. Local energy generation and district heating will be typical throughout the area with major developments being required to enable linkage to networks; and

l. In order to deliver the above vision-based spatial strategy, the following Strategic Sites sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:

   S05 Stratford Central
   S10 Abbey Mills
S29 Plaistow North

The retention of the employment cluster at Rick Roberts Way until such time that the Detailed Sites and Policies DPD is able to determine local employment designations

The Council will resist the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals.

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy.
Updated S2 map
5.12 This Community Neighbourhood Forum Area is made up of several distinctive and related parts. It has two wards: Stratford and Newtown and West Ham. Stratford town centre stands at the gateway to Newham, and is characterised by rail lands, the High Street and historic buildings in the old centre, including the major landmark of St John’s Church, and the new green and sports infrastructure that form part of the Queen Elizabeth Olympic Park. Stratford is one of London’s major transport interchanges with excellent accessibility to Central London and the wider region and international destinations. It has a large indoor shopping centre and cultural quarter, including the Theatre Royal, Stratford Picture House and Stratford Circus. However, since the 1960s the town centre has become dominated by traffic with the shopping mall surrounded by busy roads. Most of the village of West Ham was redeveloped for social housing during the 1960s-70s and few original buildings survive. One notable exceptions is include the landmark Norman church of All Saints and its Church Road ATV setting, and West Ham Park with its remnant 19th Century setting and views out of the park towards Stratford Church and Canary Wharf. The area also includes Abbey Mills pumping station, a major listed industrial building forming part of the setting of Abbey Mills strategic site. To the west and north of the present town centre is a massive building site with the Olympic Park and Stratford City under construction, with many other large sites earmarked for Olympic Legacy development. Reducing barriers to movement and integrating these areas to create a cohesive new Metropolitan Centre is a key objective for the Strategy.

5.16 The area is subject to major infrastructure investment including key transport projects such as Stratford International Station, Crossrail, and DLR extensions. Major investment in the development of the Olympic Park and the delivery of legacy sites, will has already resulted in transformational major changes to Stratford and West Ham, bringing major development and investment in the quality of the environment and lifting Stratford to an international role. Significant changes and challenges remain in integrating the new with the old, including equalising environmental quality and widening access to the new opportunities provided by major development. Not only in how the area interacts with existing developed areas in the borough and neighbouring boroughs, but also the future role the area plays in the wider London context. Further reducing barriers to movement and integrating these areas is a key objective for the Local Plan, as set out in more detail in policy INF2, the IDP and the Character Study; in principle, enhancements and new connections to Key Movement Corridors, the Greenway and the Leaway/Lea River Park, will play a special role in realising this objective.

5.18 A masterplan has been prepared for the Stratford area. The vision for Stratford Central is for it to be an integral part of a thriving Metropolitan...
Centre, which will be a hub for surrounding communities; a gateway to the Olympics and Olympic Legacy Newham; and a destination in its own right. A strong connection will be formed between the existing town centre with finer grain retail, workspace and cultural assets, and Stratford City, with large scale new shopping and leisure facilities. This will create a vibrant place that will serve an international and regional community, given strategic transport connections already in place, whilst retaining a distinctive East End character. The town centre boundary will be maintained to support the prioritisation of development in this area, to be reviewed in a subsequent DPD as discussed in Policy INF5. However, it is expected the wider area encompassing Stratford City and Stratford town centre will operate as an Employment Hub (see Policy J1), incorporating office, cultural, educational and community uses, as well as opportunities for high density residential development sensitively integrating with and enhancing the historic setting of the listed buildings and Conservation Areas. Further transformation in the quality of Stratford as an attractive and vibrant place will be sought, along with the implementation of specific public realm improvements. Improved links will also be created with surrounding neighbourhoods.

5.13 Moving south along the High Street and to the west is the Carpenters Estate comprising social housing in a number of low and high rise blocks with some commercial uses at the northern end including the Building Crafts College. To the south of this is Pudding Mill Lane industrial estate and a number of river tributaries: the ‘Bow Backs’. Beyond this and to the west is land that is part of the Olympic Park and associated venues. The High Street itself is a busy main road undergoing rapid change. It is made up of large plot commercial uses and a growing number are undergoing development for high rise residential.

5.14 On the eastern side of the High Street is Rick Roberts Way, which is primarily commercial industrial with some large vacant sites. The Greenway runs perpendicularly across the site in the southern portion of the Community Forum Area. To the south-east are Sugar House Lane and Three Mills employment uses many of which are creative, including film studios.

5.15 The village of West Ham still retains much of its old street pattern, but other than some Victorian terraces few original buildings survive. One exception is the landmark Norman church of All Saints. The area following the war, with slums and war-damaged homes replaced by new social housing – including 1960s-70s residential towers, walk-up blocks of up to five storeys, and 1970s terraced housing. The Lea Valley, on the other side of the railway, is characterised by industrial buildings, including some high quality industrial estates and large scale uses such as the underground and bus garage complex. However, some industrial land stands vacant. The area includes major listed industrial buildings such as gas holders and Abbey Mills pumping station.

5.19 Opportunities for reinforcing Stratford as an office hub will be pursued, as
well as opportunities for high density residential development and cultural, educational and community uses. Stratford town centre is the principal transport node in Newham and the main arrival point into the borough. A transformation in the quality of Stratford as an attractive and vibrant place will be sought, along with the implementation of specific public realm improvements. Improved links will be created with the greater Carpenters to the south of the town centre and this area will be regenerated to provide new and improved homes with the potential for some mix of uses (for example education or office).

5.20 Pudding Mill Lane, Sugar House Lane and Three Mills sites together have the critical mass to create a successful new neighbourhood for homes and businesses. The area could include businesses and attractions, community facilities, restaurants and cafés in a superb waterside setting. It could become a hub for innovation and for experimental businesses. It will be important to connect Pudding Mill Lane and Sugar House Lane via a link over the High Street. More information is available in the Stratford Metropolitan Masterplan.

5.21 Further south, in West Ham Abbey Mills and Plaistow North Strategic Site the Lower Lea Valley, the Olympic Park and Stratford City will help to stimulate will bring forward new, high quality mixed use development will bring forward with continued support for existing industries in areas such as Cody Read. New development—Plaistow North will create a new focus for the local community through creation of a new local centre around the station. Abbey Mills will support the development of a new local centre at West Ham and will be set within the context of the River Lea, where new public open spaces and pedestrian and cycling routes extending north and south will be opened up, taking in heritage attractions such as Sugar House Lane, Abbey Mills, the listed gas holders and river heritage (the Lea River Park). New streets will cross river crossings over the River Lea to Tower Hamlets will provideing the links that will finally overcome the major barriers that have separated the borough from the rest of London for almost two centuries.

5.22 As described elsewhere the Olympic Park and Stratford City are under construction; Stratford International Station will open soon. New housing is also being built on various sites in the area under the remit of the Mayor’s London Legacy Development Corporation, and overall the Stratford and West Ham area will deliver the most homes out of all the nine Community Forum Areas (approximately 19,700). This will largely come from the developments associated with the Olympic Legacy, large housing developments by the private sector and public bodies and the regeneration of the Carpenters Estate.

5.17 The Strategic Sites of Stratford North, Stratford Waterfront, Olympic Quarter and Chobham Village share a vision to transform the area to become a vibrant, high quality and sustainable mixed use city district that is fully
integrated into the urban fabric of London and is set within an unrivalled landscape that contains new high quality parkland and water spaces. It will be a world class leisure and lifestyle destination in a superlative natural environment with transformative impacts for the area and local people, a place which is both unique and special whilst rooted in the traditions and diverse character of this part of East London. This will be enabled by the significant investment that has already occurred in the area in advance of the Olympics, overcoming environmental constraints and enhancing natural and infrastructural assets, to create a platform where investment will go directly towards creating a high quality of development. Newham is committed to retaining and developing the sport and recreational infrastructure inherited from the 2012 Games and supporting the role of the Lee Valley Regional Park, including as a Strategic Cultural Area (see London Plan Policy 4.5).

Implementation

5.23 The Stratford Metropolitan Masterplan may be taken forward as a Supplementary Planning Document in order to provide further guidance on the detailed implementation of this policy. Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs. The delivery of the three Strategic Sites will be key in the future development of the area, alongside continued cooperation with the LLDC to ensure that development either side of the border supports integration and cohesion. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

5.24 To address delivery, rather than focusing on a single delivery vehicle, the Stratford Metropolitan Masterplan has established a number of projects, under an overarching Masterplan/SPD umbrella, that can come forward over time in a flexible way to make the most of market opportunities as they arise. For example the Northern and Southern Parallels shown on the map above can be detailed in the Supplementary Planning Document. Each project will involve partnership working with other public sector entities, landowners, developers, communities and others to make them work successfully. Some projects can be delivered in the short term. Others will take 20 years or more to deliver. With regard to those sites that lie within the ODA boundary consideration will be given to small changes to their final configuration once the OPLC’s broad development proposals have become clear. The Council is a major landowner in Stratford and its land will be used to encourage development and lever value. Compulsory Purchase Orders that may be required to deliver schemes in line with this policy will be supported.

5.25 There are a number of physical development projects on major sites where
Newham Council and other public sector bodies have an interest and can take a leading role in delivery within the next five to ten years. These include the regeneration of the Carpenters Estate, and transformation of Stratford Town Centre, and regeneration at Chobham Farm and Sugar House Lane. Open space projects are referred to in Policy INF6 and associated spatial designations in Appendix 1.

5.26 The Council is a major landowner in Stratford and its land will be used to encourage development and lever value. Compulsory Purchase Orders that may be required to deliver schemes in line with this policy will be supported.

5.27 The delivery of the Olympic Legacy sites and a small number of other Strategic Sites will also be key in the future development of the area. Further guidance to aid comprehensive development and regeneration in line with the visions will be set out in the Mayor of London’s Olympic Legacy Supplementary Planning Guidance, Legacy Masterplan Framework, and subsequent Development Plan Documents (DPDs) and SPDs as capacity allows. The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance and advisory information is available as part of the Town Centre and Retail Study; Employment Land Review; Character Study; the Strategic Flood Risk Assessment, and IDP. All these documents can be accessed on the Council’s website. Airport safeguarding information and mapping can also be viewed on the council’s GIS system. The London Heat Map provides further detail with regards to the opportunities of delivering decentralised energy in the Stratford and West Ham area.

5.28 The major areas of change in Stratford and West Ham comprise ten strategic sites as set out in the Schedule of Strategic Sites which are crucial in achieving the vision and objective for Stratford and West Ham Community Forum area.

5.29 The Strategic Sites that will deliver this policy are set out below and in Appendix 1.

Monitoring

5.29a See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

**S01 Stratford North**
A new residential neighbourhood including supporting community and retail uses. The site will have enhanced connections to the wider area, particularly Chobham Village and beyond. It will include a significant area of

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1 LB Newham, [Local Plan development and review](#)
2 LBN, [GIS mapping](#)
3 GLA, [London Heat Map](#)
open space and it will be supported by new education and health provision at Chobham Academy and the adjacent Olympic Polyclinic. Indicative residential typology — low density, high family.

**S02 Stratford Waterfront**
This site includes Zones 2 and 7 of the Stratford City development, and the Aquatics Centre and the planned mixed use area to the north of this facility. A mix of residential, offices, and ground floor community facilities, leisure, and bars, cafés and hotels taking advantage of the waterfront location. This area will be connected to Stratford City and the Olympic Park as well as back into the old town via the Greater Carpenters Neighbourhood. Indicative residential typology — high density, low family.

**S03 Olympic Quarter**
This site includes the Olympic Stadium and adjacent sites. Future development should contribute to convergence in terms of jobs, access to sporting facilities and events for local people especially schools and disadvantaged groups. The end user of the Stadium will affect the appropriate mix of uses and the need for enhanced public transport and other related permanent infrastructure. This site requires improved connections to Pudding Mill and north-east to Stratford City. Indicative residential typology — medium density, medium family.

**S04 Chobham Village**
This site will become a residential neighbourhood with an emphasis on low density family housing, but with higher densities near the station, that will form part of the wider Chobham Neighbourhood creating a transition between the high density Athletes’ Village and the lower density of Stratford New Town. This site will form a critical link between the proposed new Olympic Village (and Stratford North) to the west and north-west, and the existing neighbourhoods to the east at South Leyton. Development should make provision for a new urban park in the south to also serve the north of the Old Town and a new community hub centre with local shops and facilities to the north of the area. Development should seek to integrate both sides of Leyton Road. Indicative residential typology — low density, high family.

**S05 Stratford Central**
Renewal and significant expansion of retail floor space (mainly comparison) in line with the requirements of Policy INF5 together with other town centre uses, residential and public realm and permeability improvements. The key aim is to integrate the area with Stratford City and Olympic Legacy sites, ensuring a complementary offer is developed, and investment momentum catches up. Indicative residential typology — medium / high density, low family.

**S06 Carpenters District**
Extensive redevelopment to create a more mixed-use area across Carpenters District. This includes Carpenters Greater Neighbourhood as referred to in the Stratford Metropolitan Masterplan as well as a residential area lying to the east of the Olympic Stadium between Waterworks River and City Mill River.

The development will include more extensive business/commercial uses, education and community uses where this would be well-connected with the town centre, alongside better quality housing in the rest of the area. The Council supports a southern entrance to Stratford station, which is seen as integral to the regeneration of Carpenters Estate and the wider Stratford High Street area. Indicative residential typology—medium density, medium family.

Where this does not conflict with wider regeneration aspirations set out in Policy S2 the Council will support the retention of existing low-rise family housing on the estate in accordance with Policy H4. The reference to education in this location has the potential to accommodate Newham College of Further Education’s proposals to establish a Skills and Enterprise Campus within the site as referred to in the Infrastructure Delivery Plan (Appendix3). This will be further assessed as part of the Detailed Sites and Policies Development Plan Document process as more detailed proposals emerge.

S07 Sugar House Lane and Three Mills
Mixed-use to include creative and cultural employment uses, residential development, community uses, supporting services and local amenity space. Cultural and creative industries are to be retained at Three Mills which has the largest surviving tidal mill in the world and is an important part of the area’s historic environment. Improved connections to Pudding Mill, Bromley-by-Bow and Bisson Road will be made. The site includes part of the proposed Lea River Park. Indicative residential typology—medium density, high family.

S09 Pudding Mill Lane
The site will be de-designated from a Strategic Industrial Location in order to realise its regeneration potential and ensure good relationship with surrounding new and rejuvenated areas in line with Policy J2. Bearing in mind levels of accessibility and availability of planned and existing supporting facilities the site is to be developed for mixed use comprising employment uses (including the retention of an employment buffer zone adjacent to the A12 and Crossrail portal), residential and community uses with a new local centre focused around Pudding Mill Lane DLR station, and improved links north—south through the site to Stratford High Street. Primary education and health facilities are likely to be provided. Indicative residential typology—medium density, high family.

S10 Abbey Mills
The site will be developed for a mix of residential and employment uses
and contribute to the creation of a new local centre in the station vicinity. Site access improvements will be required including a link to West Ham Station. This mix may include an element of community uses (including faith based) of a scale which is proportionate and which does not dominate the overall mix of uses in respect of land take, scale and traffic generation, located either within the local centre or so as to be well connected with the local centre and the station. Site access improvements will be required including a link to West Ham Station and facilitation of a possible future link to S11 Parcelforce. Indicative residential typology—medium density, medium family.

S29 Plaistow North

This is a site on the south-east edge of the Community Forum area, and in terms of character is more a part of Urban Newham, though will still benefit residents in the south of the area.

A new local centre incorporating retail and community use frontage to both sides of Plaistow Road and step-free access to Plaistow station. On the triangle site to the west of Plaistow Road, a mix of residential accommodation, open space with connections to the Greenway, and business space. Indicative residential typology—medium density, medium family.

Adjacent Sites

S11 Parcelforce

Employment-led mixed use linked to Cody Road industrial area that contributes to the creation of a new local centre in the station vicinity and facilitation of a possible future link to S10 Abbey Mills. Site access improvements will be required, including a link to West Ham station. Indicative residential typology—medium density, medium family.
S3 Royal Docks

Objective

5.30 The Royal Docks will be developed as a World Class business destination within the knowledge economy, and a focus for investment on a world stage, building on opportunities presented by the Olympics. The area will develop a nationally significant niche in low carbon and high technology industries, and will have a significantly expanded visitor and tourist economy, becoming a thriving leisure destination for Londoners and visitors alike, and cross-river and local connectivity will be improved to enhance the links between the Royal Docks and the surrounding areas.

5.31 The Royal Docks will become a unique and high quality waterfront urban quarter; today’s fragmented residential development will become consolidated into a number of distinct neighbourhoods. The predominantly industrial nature of the docks will shift over the plan period to a more balanced and higher value employment offer, well-integrated with the existing and emerging neighbourhoods, which opens up the waterfront with increased access to the River Thames and dock water spaces.

Policy

Proposals that address the following over-arching strategic principles and spatial strategy will be supported:

1. Strategic Principles:

a. The Royal Docks will become a unique and high quality waterfront mixed use urban quarter realising the value of its many locational advantages and limited, plan-led, carefully Managed Release of employment land in combination with co-location, intensification and sensitive infill, and innovative responses to flood risk.

b. Delivery of approximately at least 8404 new additional dwellings homes and significant numbers of the borough’s targeted jobs growth will add to existing employment and communities and create new neighbourhoods in the Royal Docks Community Forum Area. The majority of these will come forward on identified 7 Strategic Sites, acting together with those in neighbouring areas, with non-strategic infill and activation opportunities identified at scattered locations within the wider area as shown on the Proposals Map and included in Appendix 1. (For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118)

Sites:
S21 Silvertown Quays
**S22 Minoco Wharf**

**Adjacent Sites:**
- S08 Thames Wharf
- S19 Albert Basin
- S28 Custom House/Freemasons
- S30 Royal Victoria West
- S31 Royal Albert North

Proposals which address, and where appropriate accord with, the following vision-based policies for the wider area will be supported:

c. The Royal Docks will continue to perform a growing economic role in the production, conference, tourism and leisure, and increasingly higher education, social enterprise life sciences and green industry sectors, and incubation across a range of sectors including digital and creative, focused on the Enterprise Zone, which will be a world class business centre and an international forum for the exchange of knowledge and ideas;

2. **Spatial Strategy:**

a. Today’s fragmented residential development will become consolidated into distinct but interconnected neighbourhoods, and benefiting from a network of new and enhanced green and open spaces and continuous waterfront access, and good access to stations, buses (including riverbuses) and an enhanced walking and cycling network. New neighbourhoods, at West Silvertown, Silvertown, North Woolwich, Royal Victoria Dock and Albert Basin, will each offer a range of quality community and social infrastructure including new schools, health care facilities, community meeting places and local retail and services, with further connections to facilities on the ExCeL estate and at Custom House/Freemasons local centre, and Canning Town, East Beckton, Beckton Riverside and Woolwich town centres;

b. New street-based local centres will be developed at Thames Wharf and West Silvertown focused around North Woolwich Road and the West Silvertown and Pontoon Dock DLR stations, and North Woolwich local centre will be enhanced in terms of the quality and diversity of offer (including public realm) and nearby well connected complementary uses, including an upgrading of public realm, infill and other new residential development and retail uses with all centres benefiting from pedestrian and cycle links to neighbouring residential areas, and public realm improvements to reduce the barrier effect of the road;

c. The sections of North Woolwich Road between Tidal Basin roundabout and North Woolwich Roundabout, and longer term, Albert Road between North Woolwich and Albert Island, will be reconfigured to provide high quality, active pedestrian environments at a human scale, and increased cycle and...
public transport network accessibility, in line with Policies SP7, INF2 and having regard to Policies INF6 and INF7.

d. Industrial areas will re-vitalise in consolidated form at Thameside East and West, and in the Albert Island (benefiting from Enterprise Zone status) and St Marks LILs, anchored by successful businesses committed to the area, and new wharf and boatyard facilities, and buffered by modern industrial, flexible business and warehouse buildings that are configured to provide the necessary transition to neighbouring residential environments, achieving waterside access, separation of industrial and residential traffic and making use of and river based transport, where possible, and market sensitive diversification of the accommodation offer, which will be further complemented by mixed use cultural and creative hubs around North Woolwich Station and in the Silvertown Arches LMUA.

Rationalisation of employment land to achieve considerably higher value employment uses and jobs density than currently exist, including a phased release of Strategic Industrial Locations (SIL) over the plan period (as set out in Policy J2);

e. Consolidation and/or relocation of the four safeguarded wharves in the Royal Docks (Thames, Peruvian, Manhattan, and Sunshine) at Central Thameside West on Peruvian and Royal Primrose Wharves will achieve subject to locational criteria set out in the in Paragraph 7.77 of the 2011 London Plan and there being no net loss of functionality or wharf capacity and integrate with surrounding uses with additional development conforming with the associated SIL designation and complementing the wharves, including through maintaining access to them;

f. A package of river crossings, accessible bridges over the docks to the ExCel Centre and over the rail corridor between London City airport and Connaught Riverside, new riverboat services, improvements to the DLR and bus services (which will have evolved to address [new] desired patterns of movement) and access to Crossrail services will to provide strategic and local access for residents and visitors;

g. London City Airport will continue to perform an important role in the area’s international business and visitor connectivity and as the focus to an employment hub with measures implemented to support the optimisation of existing capacity and further mitigation of its environmental impacts at London City Airport, including improvements to public transport access with any proposals for further growth at the airport to be considered in line with the latest Airports National Policy Statement, the London Plan and Policy INF1.

h. The area’s key character assets, namely the open water and remaining historic buildings and structures of the docks, river/dockside views and
access, and Victorian heritage of North Woolwich around the station, Woolwich Manor Way Area of Townscape Value, Lyle Park and Royal Victoria Gardens, will be re-valued and enhanced, whilst achieving appropriate mitigation of flood risk, ensuring that they form an integral part of the area’s future, with building heights decreasing with distance from Canning Town towards the east; in line with Policies SP5 and INF7;

i. Local energy generation and district heating will be encouraged throughout the area with major developments being required to link and/or add to existing networks in addition to the provision of significant new energy transmission and ICT infrastructure to meet business, residential and transport needs or demonstrate how the design makes provision for future connection;

j. In order to deliver the above vision-based spatial strategy, the following Strategic Sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:
   - S21 Silvertown Quays
   - S22 Minoco Wharf
   - S09 Silvertown Landing
   - S07 Central Thameside West
   - S20 Lyle Park West
   - S23 Connaught Riverside
   - S04 North Woolwich Gateway

The Council will not support the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy.
Updated Map
New DLR Station (passive provision) Safeguarding
New map: Thamside West Wharves Strategy
5.32 The Royal Docks extend from Royal Victoria Dock and West Silvertown at the western end, through King George V Dock and Royal Albert Dock, London City Airport to Albert Basin, Albert Island and North Woolwich to the east, connecting and providing a relationship between areas across several Community Neighbourhood Forum Areas. Almost half of the area is water. Much of the area is industrial, particularly south of the docks, with extensive areas of vacant or underused land. However, the Royal Docks also contain a number of key with important economic drivers in these areas and around, within Newham, including the ExCel conference centre, Tate and Lyle, University of East London, London City Airport, and more recently the London Borough of Newham’s offices at Dockside. The Docks have benefited from hundreds of millions of pounds of £500m investment in recent years and the pace of change is becoming rapid, with new neighbourhoods emerging at Royal [Minoco] Wharf and an increase in planning applications coming forward on smaller sites, as well as infrastructure and social and economic regeneration projects underway partly under the auspices of the only Enterprise Zone in London. The Local Plan therefore needs to bring these opportunities together in a managed and coordinated way to maximise the long term benefits, acknowledging the opportunities for transformational regeneration, with potential to make a significant contribution to the borough’s objectives for providing new homes, jobs and services complementing and where relevant, spatially referencing the ongoing joint-working between in line with the agreed vision for the future role of the Royal Docks, which is being worked upon by the GLA and the Council on the Enterprise Zone’s Detailed Delivery Plan and its financing, which will be further recognised in the evolving IDP.

5.33 There are significant public land holdings within the Royal Docks providing opportunities for transformational regeneration, with potential to make a significant contribution to the borough’s objectives for providing new homes, jobs and services in line with the agreed vision for the future role of the Royal Docks.

5.34 The Vision for the Royal Docks forms part of a wider strategy to create a Green Enterprise District across East London along the north bank of the Thames.

5.35 In terms of design, some earlier development schemes were poorly integrated with each other and existing neighbourhoods, there is currently a lack of coherence to some recent development and the communities/neighbourhoods to the south of the Docks have lacked local facilities and defined Local Centres, as well as connections to nearby alternatives. The general quality of the urban environment continues to be a challenge with high levels of traffic, aircraft noise and heavy industrial activity, together with a lack of investment and legacy of poor post-war
design in some areas, is very poor, and some parts of the area are isolated from the rest of Newham. The area’s relatively dispersed historic assets, including the Millennium Mills and Silo D, Former St Mark’s Church (Brick Lane Music Hall), and Victorian heritage of North Woolwich around the station and Woolwich Manor Way Area of Townscape Value, could also be better integrated and activated, and many form part of strategic allocations in the area that should help achieve this. Other important character assets include structures of the docks, river/dockside views and access, Lyle Park and Royal Victoria Gardens, as well as the more recent Thames Barrier Park.

5.36 With a proposed Crossrail station opening at Custom House by 2018, reconfigured bus routes, enhanced DLR services, reactivating wharf operations and in the longer term, public transport links to the east and further river crossings, wharf consolidation and riverbus services (East London Transit and DLR extension to Dagenham Dock), the strategic transport connections are improving. Two potential river crossings are currently safeguarded by the Secretary of State (see Key Diagram), although these are under review by the Mayor of London. Other transport improvements such as a re-location of the Woolwich Ferry to Beckton, cable car from Royal Victoria to the Greenwich Peninsula and new Thames Clipper moorings are also proposed, providing additional links to the wider area. However, at a local level, finer grain connections for walking and cycling are still poor for local residents both within the Docks and from the surrounding area, and need to be improved, addressing key dock and rail corridor barriers, as well as the quality and comfort of the pedestrian and cycling experience, riverside and dockside access. Achieving the transformation of North Woolwich Road and Albert Road to pedestrian and cycle friendly activity streets, including through the activation of Silvertown Arches LMUA as a cultural hub, will be key to improving the connectivity and quality of the local environment.

5.37 London City Airport is a major employer and a catalyst for investment within the area, supporting London’s international role. Its presence is being consolidated by the City Airport Development Plan (CADP) development to help optimise its capacity, further mitigate impacts and improve public transport access. Further into the future, there could also be an opportunity to bring forward an additional Crossrail station at London City Airport, should impact tests be overcome but the operation of the airport has impacts on the local environment and also could constrain some types of development in the Public Safety Zone to the east and west of the runway. Any proposals for future expansion will need to be carefully considered in light of these impacts, and the objective to attract people to the new neighbourhoods being planned in the Docks (see Policy INF1). The London Plan (Policy 6.6) emphasises the importance of optimising existing airport capacity for example, improving access and other passenger facilities, and the Council supports this in line with the airport’s acknowledged economic role.
5.38 A number of wharves on Thameside are safeguarded in the London Plan (and by a Direction from the Secretary of State), protecting them from development which could prejudice their future use for transporting goods by river. However, the wharves are spaced out across the river frontage and the land is in many cases underused, as such it makes sense to consolidate, reactivate and relocate wharf facilities— at Central Thameside West, subject to no loss of functionality or wharf capacity, which would free up part of the river frontage for, and further enable, mixed use development at Lyle Park West and Thames Wharf. This would need careful phasing, management and design on the part of these Strategic Site developments to ensure neighbourliness and transition between uses, ensuring the remaining SIL remains functional and, reflecting its regional economic role. The safeguarded wharf at Tate & Lyle’s Thames Refinery remains operational and is not affected by the consolidation strategy. A London-wide review of safeguarded wharves has been commissioned, and the report will be published as part of the New London Plan Review in 2017.

5.39 Consolidation or relocation of wharf facilities would free up part of the river frontage for development. This could include residential, community or other employment uses. This would need careful management to ensure that residential areas can be compatible with the remaining industrial areas. A London-wide review of safeguarded wharves has been commissioned, and the draft report published in 2011.

5.40 Given the importance of the Royal Docks to the regeneration of Newham and development of London, and investment in strategic infrastructure capacity it is proposed to release a further part of Thameside West from its designation of Strategic Industrial Location at the eastern end to Lyle Park West and the western side of Silvertown Landing, adding to release already in train at Minoco Wharf. Similarly, partial managed release of SIL from Thameside East at the western side will allows for the delivery of a new riverside neighbourhood at Connaught Riverside, whilst sustaining the regional economic role of Thameside East, anchored by the Tate and Lyle sugar refinery. In addition release of Thames Wharf from the Strategic Industrial Location designation is also proposed. This release is subject to the ability to provide a viable, usable wharf on the adjacent Carlsberg Tetley site. The safeguarded wharf at Thames Wharf can be removed from wharf safeguarding if it can be relocated and satisfactorily accommodated on the adjacent Carlsberg Tetley site, whilst allowing for the proposed Silvertown tunnel and cable car, or alternatively, relocated/consolidated elsewhere in the Royal Docks. In either case there should be no loss of functionality or wharf capacity. Policy J2 sets out the proposed Strategic Industrial Location release in the borough in more detail.

5.40b Woolwich Ferry and the foot tunnel are an important gateways to the Royal Docks and Newham, and bringing together various smaller scale opportunity sites as part of North Woolwich Gateway Strategic Site provides an
opportunity to secure transformational change, including activating and enhancing heritage and character assets and deliver additional cultural, community and creative uses, focused around North Woolwich Station, to complement the local centre adjacent, as well as significant new SIL capacity, to complement that further West.

5.40c Waterside sites, together with the scale of development afford the opportunity to support more sustainable forms of energy generation and distribution, reducing the strain on the traditional grid, and to taking advantage of existing network feasibility work, and projects planned and emerging, in line with policy INF4.

Implementation

5.41 While the potential for transformation is huge, there is a need to take a co-ordinated, managed transition approach which considers the most appropriate locations for new and expanding neighbourhoods, to manage the change from the traditional ‘heavy’ industrial character of the past to a more efficient use of the land resources for employment uses, including emerging economic sectors such as wharves, modern warehousing and industry, research and technology, tourism, leisure and culture, media and service industries, and to ensure the Docks are better connected with the rest of the borough and beyond, as well as significantly improved local connectivity and permeability, walkability and cycling facilities. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

5.42 The Council will undertake further feasibility and legal work with its partners including the PLA and GLA, including the development and implementation of an appropriate funding and co-ordinating mechanism to secure the release of the currently safeguarded Sunshine Manhattan Wharf in the Royal Docks, and Thames Wharf in adjacent Canning Town and Custom House the wharves in the Royal Docks that are currently safeguarded, upon and their consolidation/ relocation within the borough Central Thameside West; PLA are a consultee for any proposal affecting these wharves. London Plan policies, and the Mayor’s Safeguarded Wharves Review when published, will also be relevant to assessment of proposals. In order to allow for the full range of river uses to continue, especially large sea-going vessels, PLA are also a consultee for any river crossing proposals.

5.43 The Council is only a modest landowner within the Royal Docks; however, there are other significant public sector land holdings in the area, predominantly the GLA, and the Council will work with other public sector agencies to assess the need for supporting infrastructure and where
appropriate manage site assembly and delivery.

5.44 Further guidance will be required through masterplanning and associated work (e.g. Conservation Area Appraisals) and/or Supplementary Planning Documents to aid comprehensive development and regeneration in line with the visions. Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs. The Strategic Sites that will deliver this policy are: The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it, along with associated technical studies (including the Character Study, the Strategic Flood Risk Assessment, Employment Land Review, and Retail and Town Centre Study) and the IDP. The Local Heat Network LDO (2013) and London Heat Map provides further detail with regards to the opportunities of delivering decentralised energy in the Royal Docks. All these documents can be accessed on the Council’s website. Airport safeguarding information and mapping can also be viewed on the council’s GIS system.

Monitoring

5.44a See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

S21 Silvertown Quays
Residential-led mixed use with potential for leisure and hospitality and green industries including research and development, building on the visitor attraction cluster at the western end of the docks (ExCel, Siemens building). New residential development on this site will form part of the wider neighbourhood at Silvertown, supported by local shopping and community uses (a new local centre) focused around North Woolwich Road, including use of space under the DLR viaduct. Leisure uses should relate to the water space, with clear pedestrian and cycle connections through to the new local centre and across North Woolwich Road. Public access to the dock edge should be provided. Indicative residential typology - medium density, medium family.

S22 Minoco Wharf
The lease of land designated as a Strategic Industrial Location at Thameside West up to the eastern boundary of Lyle Park, and west of Lyle Park adjacent to North Woolwich Road, (18 hectares) will assist in the development of a new neighbourhood at West Silvertown. A new local centre should address North Woolwich Road providing a focus to the new neighbourhood as a whole and provide connections to both DLR stations, and pedestrian and cycle links to Silvertown Quays. Development should

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1. GLA, London Heat Map
2. LB Newham, Local Plan development and review
3. LBN, GIS mapping
include pedestrian and cycle access to the river. Indicative residential typology—medium density, medium family.

Adjacent Sites

S08 Thames Wharf
Proposed release from Strategic Industrial Location (see Policy J2). There is scope to reconfigure the safeguarded wharf on the site to the adjacent site (Carlsberg-Tetley) or to remove the wharf safeguarding at Thames Wharf if a consolidated wharf can be delivered at Thameside West subject to there being no net loss of functionality or wharf capacity. If it can be demonstrated that either scheme can be delivered, this could provide the opportunity to develop new employment, leisure/tourism and residential uses grouped around a potential new DLR station where passive provision is in place, subject to addressing the constraints on the site, including the Silvertown Crossing safeguarding area, and the removal of the wharf safeguarding by the Secretary of State. Indicative residential typology—medium density, medium family.

The Council will work together with other public sector agencies and developers to further investigate proposals for relocating or consolidating the four individual safeguarded wharves at Thameside West, to facilitate a more efficient use of land, and support the growing neighbourhood at Silvertown. See Policies INF1 and J2 for details.

S19 Albert Basin
New housing around Albert Basin will consolidate existing residential development, with a new local centre focused around Gallions Reach DLR station, providing day-to-day shopping, health, education and community uses. North of Armada Way new development will be employment-led and consistent with Strategic Industrial Locations (SIL). Residential development to be focused around southern end of the site, with some B1 business space, building on links with UEL and Royal Albert North. Legible walking and cycling routes should be provided through the site from the DLR station to the waterfront. Indicative residential typology—medium density, medium family.

S28 Custom House/Freemasons
Intensified residential/commercial/business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre with improved physical and functional links to ExCeL, and open space linking to the proposed ‘Activity Street’ to the north-west, and through a series of open spaces to Cundy Park to the south-west. Indicative residential typology—medium to high density, medium family.

S30 Royal Victoria West
New residential, leisure and cultural uses will be supported at this gateway site to the Royal Docks. The Siemens building and cable car link to
Greenwich Peninsula are due to be completed in 2012 providing new visitor attractions. Public realm improvements, including an enhanced pedestrian and cycle link to Canning Town, and active water space, are key priorities in this location. Indicative residential typology—medium density, low family.

S31 Royal Albert North
This site straddles both Canning Town and Custom House and Beckton Community Forum Areas. Promotion of business and education uses, building on the strengths of the University of East London and land availability for innovative high-tech manufacturing and research and development. A link will be created from Beckton Park, bringing the park into the dock and enhancing access for local residents to new employment and training opportunities.
S4 Canning Town and Custom House

Objective

5.45 Canning Town will undergo a comprehensive programme of regeneration and renewal, to provide an enhanced neighbourhood delivering new homes, with an expanded town centre and carefully-placed taller buildings at its heart. There will be an improvement in the quality of Custom House/Freemasons local centre, with an intensification of uses around the station, building on the opportunities offered by Crossrail. New connections will be created through the area, including two new streets, and the local environment, including open space, considerably enhanced.

5.46 The Cody Road employment area will be strengthened, including the definition of Strategic Industrial Location (SIL) boundaries to incorporate the Prologis Industrial Estate. There will be scope for other traditional employment areas on the fringes of Canning Town to diversify, including emerging business sectors and other supporting uses.

Policy

Proposals which address, and where appropriate accord with the following overarching strategic principles and vision-based spatial strategy will be supported:

1. Strategic Criteria:

   a. Achieve an enhanced, integrated, mixed and balanced neighbourhood including new waterside quarters, with and an expanded successful town centre at its heart and secondary focuses and intensification at Thames Wharf, West Ham and Custom House/Freemasons Local Centres, together with strengthened employment areas.

      Approximately 7,950 new additional dwellings will be developed in Canning Town and Custom House Community Forum. The majority of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1. (For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118)

   b. The area’s regionally-significant economic role will be reinforced through further development of the existing warehousing, engineering and green industry, and visitor economy, business and conference clusters with good access to the Strategic Road Network, complemented by town centre growth and change towards Major Centre status, and bolstered by the new Crossrail station.
c. Major new housing (approximately at least 15,608 additional units), jobs growth and infrastructure provision will be delivered through a comprehensive programme of regeneration and renewal and managed release of SIL and associated wharf consolidation primarily on 12 Strategic Sites, acting in concert with those in adjoining neighbouring areas and well integrated with their surroundings, with non-strategic opportunities, including through managed transition, activation and sensitive infill also being identifiable at locations within the wider area.

- S08 Thames Wharf
- S11 Parcelforce
- S13 Manor Road
- S14 Canning Town Central
- S15 Canning Town East
- S16 Silvertown Way East
- S17 Silvertown Way West
- S18 Limmo
- S28 Custom House/ Freemasons
- S30 Royal Victoria West

Adjacent Sites:
- S10 Abbey Mills
- Silvertown Landing

Proposals which address, and where appropriate accord with, the following vision-based policies for the wider area will be supported:

2. **Spatial Strategy:**

Unsatisfactory housing and other surplus sites in the area will be replaced and around 7,950 new additional with homes of a wider variety of sizes and tenures in line with Policies H1 and H2 in a series of well-connected, safe and sustainable neighbourhoods which have easy access to community infrastructure. Abbey Arms, Freemasons Road, and West Ham will be key Local Centre with further local shopping protected at Cundy Road. New and improved open spaces will be provided through the Lea River Park and other opportunities as they arise.

a. Canning Town town centre will be a revitalised, intensified and expanded, and re-oriented town centre, growing in status – marked by some of the tallest buildings in the borough - as well as physical extent, benefiting from a re-modelled high quality junction and public realm, a new foodstore south of the Barking Road, a modernised renewed market space better links to the station and bus station, and a better quality and mix of shops and other uses including leisure and workspace that improve activation, trade draw and dwell time, and improved east-west links to the station interchange and to adjacent residential neighbourhoods, functioning will be a new heart for the area, as an employment hub and
broader focus for activity and facilities both during the day and into the evening. Variety and distinctiveness will be fostered by the range of uses in the centre; a mix of unit types and scales; and effective integration with the existing high street part of the town centre, surrounding neighbourhoods and heritage assets, including development of attractive gateway sites with complementary uses and settings and a careful distribution and composition of tall buildings that protect views and make appropriate transitions.

b. Custom House will become the primary gateway to south Newham and the Royal Docks with the opening of Crossrail. Custom House station will become the centre of an effective transport interchange that connects with Freemasons Local centre and through to the ExCeL Centre, London City Airport and beyond, supporting a renewal and expansion of the centre welcoming both local residents and visitors to ExCeL and other dockside destinations. As the main north-south connection, Freemasons Road will become a place where people choose to walk, cycle and use public transport as well as stop and rest. Development will be intensified in the vicinity of the most accessible locations (Canning Town and Custom House and Royal Victoria stations) making best use of land, including undergrounding of pylons should opportunities arise, whilst not contravening sustainable community and design quality objectives, achieving coherence and integration with other development in the area. Canning Town town centre will be a minor hub for some of the tallest buildings in the borough, contributing to its identity as a key town centre for the borough;

c. New local centres and community uses focused around West Ham and Thames Wharf stations will become resource hubs for new neighbourhoods and surrounding areas, marked by new tall buildings and well-used by new and existing residents, local workers and others passing through the area, with visitors drawn into the sites, towards the rivers by attractive parkland routes and onward connections.

d. Elsewhere, Abbey Arms, will be a key Local Centre and resource hub, with further local shopping protected at Cundy Road, Fife Road and Western Gateway.

e. Two new streets will be created across the area: one residential in character, one more activity-based and including green infrastructure. These will provide important connections between the town centre, surrounding neighbourhoods, important and improving community facilities and open space, and the other key node of Freemasons/ Custom House.

f. Links will also be improved with surrounding areas including to the district centres at Bromley-by-Bow and East Beckton, to stations, the town centre from the south, the Lea River Park and Greenway, the docks and
ExCel/Royal Victoria and Royal Albert employment hubs, and the Thames with new accessible bridges put in place and re-opened over rivers and other barriers, connect with neighbouring communities in Tower Hamlets amongst others, along the Leaway (see Canning Town and Custom House Inset map) facilitated by the release of Mayer Parry and Priors Wharves, at Ailsa Street, Poplar Reach, Oban Street, Leamouth, Customhouse, over the dock to Silvertown Quays, as well as through general increased pedestrian and cycling permeability and comfort, (notably along North Woolwich Road) interchange improvements, and bus routes that have evolved to address [new] desired patterns of movement better connections to the new local centre around West Ham station, new district centre at Bromley-by-Bow to the north and the Lee Valley Regional Park.

The public realm, environmental quality and overall standard of design will be considerably upgraded, ensuring everyone can enjoy the area’s offer in full, particularly on foot and by bike. As well as improvements to connectivity, making better use of the area’s public transport access, better design will bring safety and security, ease of navigation, mitigation of utilities infrastructure, and a revaluation of the area’s natural and heritage assets (notably Victorian buildings Barking Road, Bevan houses in Canning Town, and the Bow Creek Ecology Park);

g. Cody Road together with Prologis Industrial Estate will continue to be an important employment location, focused particularly on heavier industry, (include waste processing and engineering) warehousing and distribution, with Strategic Sites at Canning Town Riverside and Parcelforce, and the LMUA at Bidder Street managing the transition to residential to the north and south; Managed Release of SIL and the associated Safeguarded Wharf at Thames Wharf will occur in the context of wider industrial opportunities in the Royal Docks, allowing for re-location and re-provision/consolidation off site.

h. The dockside mixed use leisure, convention, recreation and business district focused around the ExCel Centre, Crystal Building and Cable Car, will be a further employment hub, with a focus on consolidation and integration within the area, addressing deficiencies such as lack of green space, poor pedestrian environment along Seagull Lane, the cumulative impact of tall buildings, and the barrier effect of the Crossrail line and of long linear development, developing new links with the complementary evolving employment hub at Royal Albert.

i. LMUAs at Bidder Street, Silvertown Arches, Esk Road and Beeby Road and additional micro-opportunities to the east of Canning Town Centre, will complement and further diversify the employment offer moving towards lighter, cultural, creative and service uses more compatible with residential and other contexts; smaller scale industrial opportunities will also be available at Butchers Road LIL.
j. Outside of the Strategic Sites - which will see comprehensive development replacing underused employment land and lower quality or poorly laid out housing and commercial uses with a wider variety of sizes and tenures in a series of high quality, well-connected, safe and sustainable neighbourhoods which have easy access to employment and new and enhanced community facilities - residential hinterlands will undergo more gradual renewal brought about by the cumulative impact of small scale changes and character sensitive infill including public realm and smaller scale infrastructure improvements particularly focused on the Key Corridors of Barking Road, North Woolwich Road, Victoria Dock Road, Silvertown Way, Manor Road, Freemasons Road /New Barn Street/Butchers Road/Munday Road, Hermit Road/Grange Road/Upper Road, and Balaam Street.

k. New and improved open space connecting with the green grid and integrating and re-valuing heritage assets will be provided amidst large scale residential development and through the ongoing evolution of the Lea River Park linking the Queen Elizabeth Olympic Park to the Royal Docks and Thames and across to communities in Tower Hamlets, with continuous linear greenspace broadening out at Cody Dock and Royal Victoria West and into parks at Bow Creek Ecology park which will be enhanced, and on the Limmo Peninsula and at the Bromley by Bow gasholders, which will be made publicly accessible and will make substantial contributions to district and local park deficits in the wider area.

*Custom House station will connect with the existing Freemasons local centre to become a enhanced local centre, with an offer directed at and welcoming to both local residents and visitors to ExCel and other dockside destinations;*

*Better links between the consolidating dockside mixed use leisure, convention, recreation and business district and the wider area will help spread the benefits of the New Economy, recognised around ExCel as an employment hub;*

*Cody Road together with Prologis Industrial Estate will continue to be an important employment location, focused particularly on heavier industry, recognised as an employment hub and Strategic Industrial Location.*

l. Local energy generation and district heating will be extended in the area with Major developments being required to enable linkage to networks; and

m. In order to deliver the above vision-based spatial strategy, the following Strategic Sites sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:
The Council will not support the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy.
Canning Town and Custom House is an historic East End neighbourhood that has been in existence since the mid-1800s, when poor quality workers’ slum dwellings were built to support heavy industry around the Royal Victoria Dock. Following extensive war damage and waves of regeneration in the early 20th Century and post-war period, today’s Canning Town and Custom House is mainly a residential neighbourhood, with development including terraced houses, walk-up maisonette blocks and point tower blocks. It incorporates a district centre and important tube, DLR and bus connections at Canning Town station, as well as significant areas of industrial and commercial units around Cody Road and a strongly emerging visitor economy focused around the international conference and events centre, ExCeL.

Whilst the area has no Conservation Areas, fragments of important historic development are pepper-potted throughout the area. Examples include the Grade II listed churches of Roman Catholic Chapel of St Margaret, Memorial Baptist Church, and Chapel of St George and St Helena, Grade II listed pubs Fairbairn Hall and the Connaught Tavern, and seven Grade II listed gasholders at the former Bromley-by-Bow gasworks site in the north, and industrial heritage such as warehouses and cranes alongside Royal Victoria Dock. The Victorian Church of St Luke in Canning Town has a spectacular spire, visible from the 1930s Silvertown Way viaduct, (in itself notable for being the first ‘flyover’ in Britain) though it is surrounded on all sides by industrial development, post-war housing and contemporary flats. Parts of Barking Road in this area are also distinguished by a small number of buildings of local historic interest, forming the Barking Road (West) Area of Townscape Value that includes the former Canning Town library, one of a number of buildings established by John Passmore Edwards (a wealthy philanthropist) in the late 19th Century, and the adjacent Public Hall.

However, the area has declined in the 1970s and 80s, since its post-war reconstruction, its residents suffering from the demise of dock-related industry by the late 1970s and a legacy of poor urban design (including poor connectivity), poor quality, monotonous housing and intrusive infrastructure which create significant barriers and visual impacts. Today, while investment, redevelopment and other regeneration initiatives spanning over a decade have helped improve the outcomes for local residents, much of the area still falls within the top 10% most deprived areas in England and Wales, with a significant number of older, unemployed, and disabled residents, and little private housing. The need to turn this around, together with the area’s excellent potential given its existing and improving connections – with a Crossrail station proposed at Custom House, proximity to Canary Wharf and waterside sites – has been the impetus behind the £3.7 billion Canning Town regeneration programme.

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1 DCLG (2015), *English indices of deprivation 2015*
and Custom House Regeneration Programme, which has identified the scope for comprehensive redevelopment on a number of key sites to make the significant changes to the area that this ‘turnaround’ requires. Whilst this is in train, it is a long term project. For example, the Town Centre Study 2016\(^2\) recognises that, with significant changes having taken place since 2010 and more occurring and planned, Canning Town town centre is still in transition. As such this requires a continued emphasis on curation and management of it as an evolving place, employment hub and town centre with Major centre potential. This includes fostering a range of uses, and unit types and scales, including affordable workspace and ensuring the quality and diversity of the offer is well anchored by uses that are likely to pervade, and contribute to an expanded trade draw, dwell time and activation into the evening as well as during the day.

5.49 However, the area’s spatial planning needs extend beyond the Canning Town and Custom House Regeneration Programme area (see Spatial Policies Map), to the Royal Docks and up the Lower Lea Valley to West Ham. The strategy for the wider area includes activation of the Lea River by delivering the Lea River Park vision, including through appropriately sized and designed green spaces, revaluation of heritage assets, new walking and cycling routes and new bridge links to address both its continuity and connectivity to adjacent neighbourhoods. The masterplanning of Strategic Sites at West Ham and Thames Wharf, (as well as those in between) have key roles to play in this vision, as well as providing new foci for the communities to be created around them at their respective stations via, at Thames Wharf, managed release of the SIL and transfer of wharf safeguarding to the proposed consolidated wharf at Central Thameside West. While Canning Town Riverside also includes a two safeguarded wharves, Mayer Parry and adjacent Priors, these have not been in operation for a long time and there are significant operational constraints that would need to be overcome to bring them back into use. Pending the GLA’s Safeguarded Wharfs Review, it is expected that these wharves will be released from safeguarding. In the northeast of the area, the Greenway provides important connections as part of the wider green grid to Stratford, Plaistow, East Ham and Beckton, and its enhancement and further connectivity are important strategic objectives. Elsewhere, LMUAs will also provide an important opportunity to diversify and intensify the range of local employment opportunities beyond the main industrial areas and smaller LILs.

5.49a There are also significant developments planned at Bromley-by-Bow, and a greater emphasis on residential development in the Tower Hamlets localities bordering the area, particularly at Leamouth Peninsula, Housing Zone at Poplar and Greenwich Peninsula, which may be mutually beneficial if appropriately integrated.

\(^2\) LB Newham (2016), *London Borough of Newham Town Centre & Retail Study Update 2016*
Implementation

5.50 The Canning Town and Custom House Regeneration Programme will deliver the majority of new homes, mostly on publicly owned sites, including substantive Council and GLA owned sites, and the remainder will be delivered through a combination of large and medium sized schemes outside the programme area, though again with substantial public sector land ownership (notably by the GLA), together with other small sites in a mixture of ownerships. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council. The area’s many and increasing benefits, notably the arrival of Crossrail and scope for a new DLR station at Thames Wharf, together with wharf consolidation elsewhere, planned public realm, transport interchange, walking and cycling and social infrastructure investment, changes to the town centre to future proof it, and a buoyant industrial market and visitor economy linked to ExCeL, should help provide continued development momentum.

5.51 The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance and advisory information is also available in relation to the Lea River Park concerning the vision, design codes, and potential connectivity projects, and in the Character Study, Town Centre and Retail Study, the Strategic Flood Risk Assessment, Employment Land Review and Infrastructure Delivery Plan. The Local Heat Network LDO (2013) and London Heat Map provide further detail with regards to the opportunities of delivering decentralised energy in Canning Town area. All these documents can be accessed on the Council’s website. Airport safeguarding information and mapping can also be viewed on the council’s GIS system. The Canning Town and Custom House Masterplan and Supplementary Planning Document widely consulted on and adopted in 2008, guide development and investment in the area towards a sustainable community vision, to be updated and supplemented as necessary. Open space projects are referred to in Policy INF6 and associated spatial designations in Appendix 1. Where appropriate, area and site specific policies (including additional non strategic sites) will also be detailed further through subsequent DPDs.

5.51a London Plan policies, and the Mayor’s Safeguarded Wharves Review when published, will also be relevant to assessment of proposals relating to the Mayer Parry Wharf, Priors Wharf and Thames Wharf. Consultation with the

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3 Lea River Park Constituent Authorities (2008), Lea River Park Primer, Design Manual, and Curatorial Approach
2 GLA, London Heat Map
5 LB Newham (2017), Local Plan development and review
6 LBN, GIS mapping
PLA is required in relation to proposals for Thames Wharf and any river crossings up to the PLA's navigational limits at the A13.

5.52 Improvements to environmental quality will include a continuing commitment to pursue less intrusive infrastructure, subject to viability and established national protocols (e.g., the mitigation of, and/or the undergrounding of high-voltage overhead transmission cables). The Strategic Sites that will deliver this policy are:

Monitoring

5.52a See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

S08 Thames Wharf
Proposed release from Strategic Industrial Location (see Policy J2). There is scope to reconfigure the safeguarded wharf on the site to the adjacent site (Carlsberg-Tetley) or to remove the wharf safeguarding at Thames Wharf if a consolidated wharf can be delivered at Thameside West, subject to there being no net loss of functionality or wharf capacity. If it can be demonstrated that either scheme can be delivered, this could provide the opportunity to develop new employment, leisure/tourism and residential uses grouped around a potential new DLR station, where passive provision is in place, subject to addressing the constraints on the site, including the Silvertown Crossing safeguarding area, and the removal of the wharf safeguarding by the Secretary of State. Indicative residential typology—medium density, medium family.

The Council will work together with other public sector agencies and developers to further investigate proposals for relocating or consolidating the four individual safeguarded wharves at Thameside West, to facilitate a more efficient use of land, and support the growing neighbourhood at Silvertown. See Policies INF1 and J2 for details.

S11 Parcelforce
Employment-led mixed use linked to Cody Road industrial area that contributes to the creation of a new local centre in the station vicinity and facilitation of a possible future link to S10 Abbey Mills. Site access improvements will be required, including a link to West Ham station. Indicative residential typology—medium density, medium family.

S13 Manor Road
Residential-led mixed use scheme incorporating open space with green grid links to Star Park; commercial frontage (including B1) to Barking Road section east of Manor Road which will be the only part of the site to remain in the town centre boundary, and business use alongside the railway. Indicative residential typology—medium density, medium family.
S14 Canning Town Central
Expanded District Centre abutting a transport hub, moving towards a Major Centre in composition and scale, within a revised boundary to comprise retail (to include anchor food store of up to 6,500 sq m net, and significant comparison floorspace—up to 25,000 sq m net)—leisure and civic space making use of the more pleasant street environment created by the re-modelling of the junction and public realm, residential, and community uses. Connections to the Activity Street to the south/south-east, and residential street to the east/north-east, and through to the station will be important, together with an integrated town centre that links with existing retail frontages and the market. Indicative residential typology—medium density, medium family.

S15 Canning Town East
Residential with supporting community uses, notably a school to the west, and other multi-use facilities easily accessible from the town centre to the east, and green space of at least the existing quantum, linking to the residential street abutting the street to the south. Connections also need to be made across the site between uses, avoiding blocking effects. Indicative residential typology—medium density, medium family.

S16 Silvertown Way East
Mixed use comprising residential and business use fronting Caxton Street North opposite existing units, and public open space within the urban structure making green grid connections to Keir Hardie recreation ground and dealing with the amenity impacts of traffic. Connections to be made with Activity Street to the north-east, north to the town centre and north-west to the station. Indicative residential typology—medium density, medium family.

S17 Silvertown Way West
Mixed use comprising residential, and business, with commercial units and higher density residential facing the street within the town centre boundary, and business uses extending to face units under arches in Peto Street North. Connectivity to the main town centre and the rest of Canning Town needs to be addressed, together with amenity impacts of traffic. Indicative residential typology—medium density, medium family.

S18 Limmo
Open space forming appropriate connections and terminus to Lea River Park, with enabling residential use should access and environmental constraints be overcome. Connections need to be made to Canning Town station/town centre and neighbourhoods, and to the Leamouth peninsula. Indicative residential typology—medium density, medium family.

S20 Royal Victoria West
New residential, leisure and cultural uses will be supported at this gateway
site to the Royal Docks. The Siemens building and Cable Car link to Greenwich Peninsula are due to be completed in 2012, providing new visitor attractions. Public realm improvements, including an enhanced pedestrian and cycle link to Canning Town, and active water space are key priorities in this location. Indicative residential typology—medium density, low family.

S28 Custom House/Freemasons Road
Intensified residential and commercial/business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre with improved physical and functional links to ExCeL, and open space linking to the proposed Activity Street to the north-west, and through a series of open spaces to Cundy Park to the south-west. Indicative residential typology—medium to high density, medium family.

S31 Royal Albert North
This site straddles both Canning Town & Custom House and Beckton Community Forum Areas. Promotion of business and education uses, building on the strengths of the University of East London and land availability for innovative high-tech manufacturing and research and development. A link will be created from Beckton Park, bringing the park into the Dock and enhancing access for local residents to new employment and training opportunities.

Adjacent Sites

S10 Abbey Mills
The site will be developed for a mix of residential and employment uses and contribute to the creation of a new local centre in the station vicinity. Site access improvements will be required including a link to West Ham Station. This mix may include an element of community uses (including faith based) of a scale which is proportionate and which does not dominate the overall mix of uses in respect of land take, scale and traffic generation, located either within the local centre or so as to be well connected with the local centre and the station. Site access improvements will be required including a link to West Ham Station and facilitation of a possible future link to S11 Parcelforce. Indicative residential typology—medium density, medium family.
S5 Beckton

Objective

5.53 With its suburban low-density houses and large areas of green and water space, Beckton is an excellent location for families. The area will become increasingly well-connected, building on the recent expansion of the DLR network to Stratford and efforts to reduce the barrier effects of the A13 and the area’s disconnected street pattern. Local shopping areas will strengthen to provide a greater diversity and range of local services, with a new local centre supporting new homes at Albert Basin. People will feel safer in the area’s parks as measures are taken to help to provide natural surveillance. Beckton Riverside and London Industrial Park will support the continuing shift of industrial activity eastwards in the borough to become a cohesive, safe and permeable industrial area and together with new employment development in the Royal Docks will help to raise people’s average incomes.

Policy

Proposals which address—and where appropriate accord with the following overarching strategic principles and vision-based spatial strategy will be supported:

1. Strategic Criteria:

a. Deliver a new well-integrated new piece of city whilst accommodating significant transport depot and waste and utilities infrastructure needs, a new internationally oriented hi-tech, knowledge-intensive business district benefiting from Enterprise Zone status, and renewal and improvements to the existing residential and industrial areas, focusing on their strengths as a green, family-oriented neighbourhood and a regionally significant centre for green industry, engineering, warehousing and logistics.

b. In Major new housing (approximately at least 5278 units) and infrastructure provision and significant numbers of the borough’s targeted jobs growth will be delivered primarily on 4 Strategic Sites through partial Managed Release of SIL, acting in concert with those in adjoining neighbouring areas and well integrated with their surroundings, with non-strategic opportunities, including through Managed Intensification, and sensitive infill also being identifiable at locations within the wider area.

Approximately 1,600 new additional dwellings will be developed in Beckton Community Forum Area. The majority of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1. For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118.
Proposals which address, and where appropriate accord with, the following vision-based policies for the wider area will be supported:

2. Spatial Strategy:

a. **Beckton Riverside** will provide a new hallmark mixed use area, building on the strengths of the riverside location, good strategic road network access, [further] scope to extend MOL, continuous riverside access and optimal pedestrian and cycling permeability, and the established retailer commitment to the location, as well as extensive infrastructure investment yielding new connections including river crossings and station(s) and accessible community facilities commensurate with the scale of development. **Gallions Reach Shopping the retail Park** will co-evolve and intensify over the plan period to become more like a Major town centre for the area focused around a transport hub, in the mix of shops and wider offer services provided, the variety of unit sizes, the connections with local residential areas— including new housing in vertical mixed use formats within it—and public transport nodes, and reduction in the dominance of car parking, with its economic importance recognised as part of the East Beckton Employment Hub.

b. Other new residential development, community facilities and small scale business use and a local centre at the station will consolidate the new community developing around Albert Basin, ensuring it is safe, with good connections to East Beckton District Centre, neighbouring UEL and the new neighbourhoods and town centre at Beckton Riverside,—and convivial, continuous public space alongside the docks and river.

_Around 1,600 New homes of a variety of sizes and tenures neighbourhoods will be developed in the area to the west of Royal Docks Road and south-west of the Thames Gateway Bridge safeguarding, around the at Albert Basin, ensuring that this New and other neighbourhoods are will be safe, well-connected and sustainable, with also have easy access to community infrastructure, services, leisure uses and a diverse range of shops in East Beckton, North Woolwich, the UEL campus, and new local centres next to Gallions Reach Station. Isolated shops elsewhere in the area that fill in gaps in the network will also be protected;_

c. **Royal Albert North** will become a new state-of-the-art business quarter of international importance for high-tech, knowledge and cultural driven industries, benefiting from enhanced DLR access connecting with Crossrail, proximity to UEL and the University Technical College, greengrid connections to openspace and continuous dockside routes.
d. The East Beckton District Centre will be consolidated at the eastern end close to public transport links, and become less island-based and inward-looking, with an improved public realm, and renewal of the convenience offer and a wider array of town centre uses, and better linkages between the precinct and other shops and services in the area, as well as local neighbourhoods; redevelopment of the adjacent Alpine Way retail park will enhance the centre’s vitality and viability ensuring it is more clearly the commercial and community hub for the area, and better manage its integration with the residential development to the east, and successfully manage the transition to SIL to the north.

e. London Industrial Park and Gemini Business Park will continue to act as a significant component of the borough’s industrial offer, reflecting emerging growth sectors notably warehousing and logistics and taking advantage of links to road and river transport and SIL protection requiring their appropriate buffering, whilst through better integration with neighbouring areas, improving their comfort, convenience and permeability for pedestrians and cyclists with onward connection to public transport links and the river; Strategic Sites and to some extent unallocated retail parks offer some potential to relieve pressure on SIL, through the development of modern workspace that is more compatible (than core SIL uses) with other uses.

In Gallions Reach the retail Park will evolve over the plan period to become more like a Major town centre in the mix of shops and services provided, the variety of unit sizes, the connections with local residential areas and public transport nodes, and reduction in the dominance of car parking, with its economic importance recognised as part of the East Beckton Employment Hub.

f. The 1980/90s suburban estate, with its good access to large areas of green and water space, and community facilities, will continue to provide an excellent location for families, with enhanced and expanded schools and healthcare provision. The area will become increasingly well-connected and legible, through improvements to bus and DLR services and efforts to reduce the barrier effects of the A13, Royal Albert Way, Royal Docks Road and the area’s disconnected street pattern together with public realm and natural surveillance improvements, along these and Woolwich Manor Way and in the local parks, securing improved routes to the town centre and the other retail parks in the area, DLR stations, Greenway, and the riverside/dockside and employment areas in between.

Improvements will be made to the connectivity of existing streets and routes through the area, in particular between: the Savage Gardens and the Tollgate Road areas; the Tollgate Road area and Stansfeld Road; the Richard House Road area and Leyes Road and King George’s Avenue; East Beckton District Centre and the other retail parks in the area; across Beckton Park;
and between the residential area and the riverside/dockside and employment areas in between;

**g.** Links will also be improved with surrounding areas, with the extension of the DLR network and station capacity enhancements (including platform lengthening), and other new river crossings, and a reduction through design and masterplanning of to Dagenham Dock in the long term, and through the barrier effects of the surrounding roads, rivers, docks, railways, industrial areas and retail parks, the A13, and Royal Docks Road and being addressed to connect with neighbouring communities and employment in Barking and Dagenham, East Ham and the Royal Docks and across the River Thames.

Beckton District Park will be made safer with an increase in natural surveillance from new development and improvements to local paths and alleyways that increase usage, with a new shared pedestrian and cycle connection between Beckton Park and the Royal Albert Dock via Beckton Park station. New public open space will be provided at Beckton Riverside, and within the Albert Basin development. Public access along the dock edge and improved walking and cycling connections to the Greenway into Beckton Park will be required;

The public realm and overall standard of design will be considerably upgraded, ensuring everyone can enjoy the area's offer in full, particularly on foot and by bike. As well as improvements to connectivity, better design will bring safety and security and enclosure, ease of navigation and improved community foci.

**h.** Heritage assets will be better recognised including gas workers’ cottages at Winsor Terrace, and remnants of dock-related buildings, whilst views from the Greenway, to and along the rivers, and to Shooters Hill will be enhanced;

Supporting the shift of industrial activity from the Lower Lea Valley, higher value employment development will be sought for Beckton Riverside which can sit comfortably with the new residential community at Albert Basin, and contribute to the overall cohesion and permeability of the area, including access to the river;

London Industrial Park and Gemini Business Park will continue to act as a significant component of the borough's industrial offer, reflecting emerging growth sectors and taking advantage of links to road and river transport.

**i.** The area will continue to be important for utilities infrastructure, with ongoing investment in the capacity, efficiency and mitigation of environmental and spatial impact at the sewage treatment works, former gasworks, and DLR depot, ensuring that these adjoining overall development capacity including, in the immediate vicinity, is
maximised. Modern waste processing and recycling is also compatible with industrial permissions, and should make use of river transport where feasible;

Additional B1 employment floorspace will be created at Albert Basin, clustered to relate to the wider Royal Albert North employment hub incorporating the UEL campus and the Council’s Dockside offices, whilst contributing to improved connections and definition of the area;

j. Low carbon local energy generation and district heating will be typical throughout the area with major developments being required to provide for connection and/or add to existing networks in addition to the provision of significant new energy transmission and ICT infrastructure to meet business, residential and transport needs

k. In order to deliver the above vision-based spatial strategy, the following Strategic Sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:
S19 Albert Basin
S31 Royal Albert North
S01 Beckton Riverside
S02 Alpine Way

Sustainability and efficiency will be facilitated by the Thames Gateway Heat Network, a local heat network and associated centralised low carbon local energy generation within the area, to which major development will be expected to provide connections.

The Council will not support the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Vision Based Spatial Strategy.
5.54  Beckton is a large Community Forum area, but currently has a relatively low population density due to large extents of land being in retail, warehousing, utilities and industrial use, and a deliberate 1980s London Docklands Development Corporation policy of developing newly-drained land for low-rise, family-oriented housing. Flat topography allows for views through to south of the river and Shooters Hill from taller structures. The housing, built to the south of the A13 and north of the Royal Albert Dock, was constructed in four distinct small ‘communities’, around Savage Gardens, Winsor Terrace and Tollgate Road and to the west of Stansfeld Road, with only remnants of earlier development (e.g. Winsor Terrace and a few Dock-related buildings) remaining. A series of local distributor roads and culs-de-sac serve the houses and flats, and Beckton District Park provides a defining feature which separates three of the communities. A purpose-built District Centre was provided at East Beckton, anchored by a major superstore, whilst further out-of-town retail was subsequently developed in a series of retail parks, the largest being Gallions Reach.

5.55  Beckton suffers from a lack of connected streets and severance caused by the park, the A13 corridor and other barriers to the edge of the area including the extensive industrial and retail parks and utilities infrastructure, and the lack of natural surveillance of the district park. North-south pedestrian routes link residential areas with the Triangle Retail Park, but crucial east-west connections between residential areas and the major amenities of Gallions Retail Park and Showcase Cinema, and future access to the Roding and Thames riverfronts are lacking. Given its proximity to the Royal Docks, a lack of public access, use and connection to the dockside is also surprising.

5.56  The District Centre provides for little community focus, given that it is primarily based in an indoor precinct and surrounded by a large car park, with a poor relationship with Beckton DLR Station, and the area lacks any Local Centres, with only scattered isolated shops. Gallions Reach, whilst employing significant numbers of people, fails to perform the function of a local high street, and instead provides a wider sub-regional shopping function attracting predominantly car-borne customers. For these reasons, and given further new housing development at Albert Basin, a new local centre is proposed in the south, together with consolidation and improvements to the connection, integration and overall design of other retail provision in the area, which will benefit from Strategic Site development in their vicinity.

5.57  More broadly, the area has a high level of social rented housing, and lower than average household incomes, hence the continued importance of securing a housing mix and promoting economic development potential to the south and east, and links to it from the residential area.
5.58 Beckton has cemented its position as the borough’s premier industrial location, most recently with the Olympic relocations and investment by existing businesses at London Industrial Park, and development of Gemini Business Park. It is well served by the strategic road network which connects to the M25 via the A13 to the east, Canary Wharf and the City to the west and the A406/M11 to the north. As well as the well-established London Industrial Park, this area comprises 52 ha of former gasworks land, the redevelopment of which is provided for by a 1992 permission, and two phases of which are for B Class uses. Phase 2 is the Gemini Business Park which is already complete and the location of many Olympic relocations, with Phase 3 incorporating some 55,000 sq m of B Class floorspace awaiting implementation. The Council wishes to see this or a similar proposal implemented at Beckton Riverside to further reinforce this industrial location, given redevelopment of other industrial land elsewhere in the borough. Additionally, the development of Royal Albert North is bringing forward a new business district of international importance, diversifying the employment offer available and stimulating further growth and investment, with further opportunities to capitalise on the Enterprise Zone status and the location’s proximity to UEL and the University Technical College (UTC).

5.58a The recent decommissioning of the expansive gasworks provides a unique opportunity to deliver a new piece of city in conjunction with the redevelopment and remodelling of Gallions Reach retail park into a town centre to service the growing local population, as part of Beckton Riverside Strategic Site. Substantial constraints remain to be addressed, including contamination, Thames Gateway Bridge Safeguarding, DLR depot growth needs, poor PTAL and connectivity to neighbouring areas, opening up and delivering additional green spaces and riverside access. The delivery of the site will require careful coordination of private and public sector stakeholders, careful phasing in the expansion of the retail park to a town centre in order to retain a balanced town centre network, and timely delivery of extensive infrastructure, including new bus links, a new station, and bridging over the River Roding.

5.59 Beckton nonetheless continues to have a significant role as a utilities infrastructure provider for the region, with a major sewage treatment works serving a large part of London, desalination and power plants, waste processing facilities at Jenkins Lane and nearly 10 ha of land remaining in gas works operational use, the DLR depot providing for important strategic transport capacity. The sewage treatment works have undergone improvements recently to tackle odour issues, as part of the Lee Tunnel Project and Beckton Sewage Treatment Works Extension project and other investment continues to reinforce its strategic importance. These include the Thames Tideway Tunnel project, which is proposed to connect to Beckton Sewage Treatment Works by 2018 and a desalination plant. The sewage treatment works’ built form includes a visually dominant sludge-powered generator building and a number of large concrete sludge storage tanks.
Whilst these uses are not going to disappear, it is the inevitable consequence of land becoming more scarce and development moving east that such utilities should work harder to ensure their environmental impacts are compatible with closer neighbours, and land take is minimised (see 5.63). The plan also signals via INF3 and S01 Beckton Riverside Strategic Site allocation the need to review waste capacity planning going forward, in light of the New London Plan and evolving development context. Implementation para 5.63 below provides more detail.

5.60 Previous UDP designations for the area included four Major Opportunity Zones that have mostly failed to be realised, not least due to the considerable remediation of contamination from former industrial uses and landfill needed in this area, and issues with transport capacity. A shift in Council thinking toward an industrial hub in this location is therefore seen to be more deliverable, fitting well with the area’s strategic importance for infrastructure and the constraints this brings.

5.61 Partly as a consequence of the utilities works, and due to large sites awaiting development, the area contains large areas of open land that attract birds and other wildlife, meaning it has various Sites of Interest for Nature Conservation (SINCs), and Metropolitan Open Land designations. However, much of this has limited public access and use, with scope for this situation to be improved with additional green space and connectivity work being undertaken through the masterplanning of Strategic Sites and complementary enhancements of the Greenway. Given operational health and safety requirements which limit public access to sewage works land, and an extant permission for 4 ha of new open space adjacent to the river, it is proposed that the Metropolitan Open Land designation should be removed from operational land and extended to Beckton Riverside.

5.61a Existing energy plants, waste resources and waterside sites, together with the scale of development afford the opportunity to support more sustainable forms of energy generation and distribution, reducing the strain on the traditional grid, and taking advantage of existing network feasibility work, and projects planned and emerging, in line with policy INF4.

Implementation

5.62 Delivery of most of the 1,600 dwellings the spatial vision for Beckton will be through the development of the Strategic Sites at Albert Basin, which is largely including land in public ownership at Albert Basin. The large Strategic Site at Beckton Riverside will require joint working with TfL on developing options for DLR extensions and a new station, DLR depot and river crossings; and with ELWA constituent boroughs on review of the Joint Waste Plan (see INF3). The Council is also a significant landowner in Beckton and will make best use of its property assets to support the Core Strategy Local Plan objectives for Beckton. Whilst an approximate housing delivery has been
calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that development opportunities here mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

5.63 Other works, including sewage treatment works expansion and mitigation are the responsibility of statutory undertakers, whilst employment and open space development at East Beckton is provided by extant planning permission. Spatial designations support this prioritisation to the east of Royal Docks Road, with new adjacent development subject to Agent of Change principles set out in policy SP8, J1 and J2. Reducing spatial impacts of utilities and transport infrastructure more broadly will involve use of innovative technologies and formats, including provision for decking and over-development where appropriate.

5.64 To aid comprehensive development and regeneration in line with the visions, the Council will produce further, and update, Supplementary Planning Documents—covering significant areas of change—incorporating masterplanning and associated work (e.g. Conservation Area Appraisals). Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs. The Strategic Sites that will deliver this policy are. The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance is available as part of the technical evidence base that supports these studies including the Town Centre and Retail Study, Strategic Flood Risk Assessment, Employment Land Review, Character Study and the IDP. The Local Heat Network LDO (2013) and London Heat Map provide further detail with regards to the opportunities of delivering decentralised energy [connections] in Beckton. All these documents can be accessed on the Council’s website. Airport safeguarding information and mapping can also be viewed on the council’s GIS system.

Monitoring

5.64a See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

S19 Albert Basin

New housing around Albert Dock Basin will consolidate existing residential development, with a new local centre focused around Gallions Reach DLR station, providing day-to-day shopping, health, education and community

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1 GLA, London Heat Map
2 LB Newham, Local Plan development and review
3 LBN, GIS mapping
uses. North of Armada Way new development will be employment-led and consistent with Strategic Industrial Locations (SIL). Residential development will be focused around the southern end of the site, with some B1 business space, building on links with UEL and Royal Albert North. Legible walking and cycling routes should be provided through the site from the DLR station to the waterfront. Indicative residential typology—medium density medium family.

S31 Royal Albert North
This site straddles both Canning Town & Custom House and Beckton Community Forum Areas. Promotion of business and education uses, building on the strengths of the University of East London and land availability for innovative high-tech manufacturing and research and development. A link will be created from Beckton Park, bringing the park into the Dock and enhancing access for local residents to new employment and training opportunities.

Adjacent Sites

S28 Custom House/Freemasons
Intensified residential-commercial/business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre with improved physical and functional links to ExCeL, and open space, linking to the proposed Activity Street to the north-west, and through a series of open spaces to Cundy Park to the south-west. Indicative residential typology—medium to high density/medium family housing.
S6 Urban Newham

Objective

5.65 To improve the quality and distinctive identity of places, contributing to their success and the area’s popularity as somewhere to live, work and stay, strengthening the roles of existing centres and providing better connections within and across the area.

Policy

Approximately 3,000 new additional dwellings will be developed in Urban Newham. Around half of these will come forward on identified Strategic Sites as listed below, shown on the proposals Map and included in Appendix 1. (For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118)

- S24 Woodgrange Road West
- S25 East Ham Market
- S26 East Ham Town Hall Campus
- S27 Queen’s Market

Adjacent Sites:
- S29 Plaistow North

Proposals which address, and where appropriate accord with, the following vision-based policy will be supported.

Proposals that address the following over-arching strategic criteria and spatial strategy will be supported:

Across the area:

1. Strategic Criteria:

   a. Achieve a stable, cohesive Web of Opportunity through place curation and improved housing and infrastructure investment, diversification of local employment opportunities, revived town centres and new cultural offers: a place of many places, including gateways, centres, hubs and connections, and large and small breathing spaces.

   b. The economic role of the area will be based on its town and local centres, as well as local entrepreneurship, with LMUAs and MBOAs offering a wide choice of workspace options, particularly for the growing cultural and creative sector.

   c. New housing (approximately at least 7856 new units) and accompanying jobs growth and infrastructure provision will be delivered across the area, partly on Strategic Sites well integrated with their surrounding communities and acting in concert with those in adjoining areas, but increasingly through non-strategic opportunities, including through Managed Transition and sensitive infill close to centres and key corridors.
d. Population will be stabilised, with a greater focus on improving housing quality, protecting and increasing family housing, and restricting Houses in Multiple Occupation (HMOs) and flat conversions, encouraging de-conversion of family-sized Victorian and Edwardian homes that have been subdivided in the past;

e. People’s experience of moving through the area, particularly North-South will be enhanced through improvements to connectivity, and concerted efforts to upgrade the design and environment of key corridors in line with Policy SP7, further supported by and supporting a shift to more sustainable travel patterns;

f. Employment will be increased through improvements to town centre vitality and viability, with a focus on accommodating new innovative forms of mixed use development where appropriate, and continuing support for local employment as part of existing successful mixed use areas in line with Policies J1 and SP3;

g. Infrastructure will be better aligned with community needs in line with Policy INF8, particularly addressing existing deficiencies and capacity issues in relation to schools, health centres and open space, with innovative responses to limited resources and sites; and

h. Innovation will be called upon to develop new and viable uses for key heritage assets which will be re-integrated with their surroundings and neighbourhoods.

Urban Newham

Character will be enhanced through greater attention to heritage and other place-making assets, and more careful siting of tall buildings in line with Policies SP4 and SP5; and

The Council will not support the development of sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing or delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

2. Spatial Strategy:

a. Forest Gate

i. Forest Gate town centre will become an attractive and vibrant centre, retaining its urban village feel founded on established independent shops, arts and cultural activity and revitalised heritage assets. with Further cafes and restaurants, community and cultural facilities, and retail variety, including independent shops, together with a small to medium-sized foodstore, will add to the mix and quality of offer. Alongside commercial uses, new town centre housing will extend safer, more convivial activity into the evening. The town centre environment and new development will complement, integrate with and reinforce its attractive heritage identity and popularity of local neighbourhoods, and facilitate a better north-south integration of the centre across Romford Road, building on the opportunity presented by Crossrail and identified development sites; and
ii. Elsewhere in Forest Gate, town centre and Crossrail regeneration benefits will be spread beyond the centre into local neighbourhoods, with new development driving an upgrade to the public realm, and better management of traffic and congestion, particularly to transform the environment of key movement corridors of Romford Road and Woodgrange Road/Upton Lane; conservation and enhancement of its heritage assets including Victorian and Edwardian housing; and the provision of new open space. Accessibility to local employment will be further improved through intensification and small scale change at the town centre fringes and nearby mews and railway arches in areas identified as MBOAs, LMUAs and LILs. Most change, with the capacity for innovation, is likely to be focused on sites near the station, within tired post-war estates, and on parts of major routes, particularly Romford Road. Development within the setting of West Ham Park and Wanstead Flats will complement and enhance views from these spaces, and promote access to them.

b. Manor Park

i. Manor Park will see most change around the new Crossrail station which will gradually redefine and reinvigorate Manor Park local centre, creating a more significant focus to the area for the local community; and

ii. Associated regeneration benefits and smaller ‘windfall’ sites will contribute to improvements in the public realm, including open space provision and conservation and enhancement of heritage assets, both along key movement corridors of Forest Drive/Station Road/High Street North, Romford Road, and Plashet Grove/East Avenue/Browning Road/Church Road/Little Ilford Lane routes where they can contribute to legibility, and within residential areas where they can contribute to the desirability of the area to live in. Accessibility to local employment will be further improved through new development in MBOAs, LMUAs and LILs identified along Romford Road and High Street North, and improved access to opportunities in Ilford and Barking. Most change and innovation will be focused along key routes where character and enclosure has been eroded. Development in the vicinity of Manor Park’s cemeteries and Wanstead Flats will complement and enhance these spaces, promoting access to them.

c. East Ham

i. East Ham town centre will continue to be important within the borough as a whole, with recognised heritage assets, employment, civic and community spaces, good accessibility by bus, foot and tube, and vibrancy and popularity added by its independent shops as well as a range of multiples. Through new development particularly in the southern part of the centre, as well as renewal of existing floorspace, the centre will be seen to provide a better quality and mix of offer during the day and into the evening within an improved public realm that better manages pedestrian flows, has attractive gateways and revitalised and enhanced heritage assets. Complementary high density residential development will make use of the public transport accessibility, which will be enhanced with step-free station access. The town centre will be less linear, with primary activity spreading out towards its wider boundaries including an enhanced street environment at Ron Leighton Way, at the southern end, and clearer delineation of its boundaries north of the tube station; and
ii. Elsewhere in East Ham, most change will be focused on opportunity windfall sites along main roads, particularly Barking Road and High Street North and South, contributing to their improvement as movement corridors. With there will be a more general emphasis on conservation and enhancement of the residential environment and valued open space, attending to open space deficiencies in the centre of the area through green grid connections to existing spaces and opening up and activating Metropolitan Open Land in the east. Development within the setting of the Greenway will complement and enhance views from, and promote access to it. Local employment will be further improved through new development at and improved access to the LiIs in Jenkins Lane and Folkestone Road and MBOAs near the town centre, as well as employment areas in neighbouring Barking and Ilford.

d. Green Street

i. Green Street town centre will maintain its specialist ethnic retail identity with a local to international draw, popular market place and independent shops and quality evening offer that continues to evolve. This will demand innovation in design and formats, a better—overall consistently high quality environment and the development of complementary employment to help reinforce its distinctive character, with a mix of quality shops and services that meets both local and specialist needs. Queen’s Market will continue to be an important meeting place for the local community as at present, reinforced through co-location of other community uses, and with development densities commensurate with its public transport accessibility that will be enhanced through step-free access to the station; and

ii. Elsewhere in Green Street, most change with scope for innovation will be focused along the key routes movement corridors of Barking Road, Plashet Road/Plashet Grove, Kathrine Road, Green Street/Central Park Road and Romford Road, and in tired post-war estates, with a more general emphasis on the enhancement of legibility, movement experience and the residential environment, including the provision of new open space and protection of key Local Shopping Parades. The redevelopment of Upton Park football ground will significantly boost the southern part of the area providing new housing choice, modern flexible community facilities and renewed public spaces. Longer term, the West Ham United FC site presents the opportunity to create an exemplar urban village development, incorporating high—quality housing, community uses, and community green space linked to Priory Park. Development within the setting of West Ham Park will complement and enhance views from the park, and promote access to it.

e. Plaistow

i. Plaistow will gain a new focus through the development of a local centre around the natural attraction of the station, complementing that at Greengate, with consolidation of other Local Centres as necessary, continuing to protect other key local shops and services as, and extending protection of some shops as part of Local Shopping Parades. Most of the limited new development will be in the vicinity of the station and main roads, including LMUAs at Dulcia Mills and Ashburton Terrace, with good public transport accessibility (enhanced by step-free station access) and the need for enclosure reflected in appropriate densities and building heights; however, most post-war estates
also present opportunities for change, incorporating improvements to connectivity. Innovation will be called upon to develop new and viable uses for key heritage assets which will be re-integrated with their surroundings and neighbourhoods, with development within the setting of West Ham Park and the Greenway complementing and enhancing views from these, and promoting access to them. Newham University Hospital will be an important employment hub in the health, community and education sectors.

f. Strategic Sites
In order to deliver the above vision-based spatial strategy, the following Strategic Sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:

S24 Woodgrange Road West
S25 East Ham Market
S26 East Ham Town Hall Campus
S03 East Ham Western Gateway
S27 Queen’s Market

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy.
5.66 Urban Newham was built largely at the end of the 19th century and beginning of the 20th century as a neighbourhood for city workers, with access to central London via the rapidly expanding railway and horse tram network. The area is characterised predominantly by its rows of densely packed terraced dwellings. The area also contains a number of important parks, including West Ham Park, Central Park and Manor Park Cemetery and the City of London Cemetery (a grade I Historic Park) which fit into the urban structure. During the war, bombing raids created large gaps in the urban fabric, which were subsequently redeveloped for social housing in the 60s and 70s. Recent change has included estate-based renewal, redeveloping high rise point blocks and other problematic post-war housing to lower rise, high density housing. Other change has tended to be incremental – making the most of infill opportunities as they have arisen, (e.g. on surplus railway land and former small scale industrial sites) often increasing local densities due to an increase in taller, flatted development.

5.67 The issues and opportunities described in the introduction to this plan are writ large over this existing built up area. In brief, the quality of development in much of the area is reflected in the proportion of the borough’s Conservation Areas and areas of townscape value and the potential for further designations. Public transport accessibility is generally good, with excellent tube connections with central London, Stratford and Barking. The coming of Crossrail in 2018/19 will open up more opportunities for development in Forest Gate, Manor Park and Maryland. This development will in turn enable the strengthening of the associated Town and Local Centres. These already exhibit local entrepreneurialism – as evidenced by activity in the centres and their fringes – and ethnic diversity, and the borough’s most popular parks (Central Park, West Ham Park) are in this area or at its edge. Most development opportunity is focused in Town and Local Centres as retail and local infrastructure requirements change, and through redevelopment of other non-strategic and windfall surplus sites, notably in LMUAs where managed transition to employment-led development more compatible with their residential contexts is expected, providing finer grained local employment as well as new homes.

5.68 However, north-south public transport connections are comparatively poor, with problems of congestion in particular. Likewise, features of design quality evident in earlier development were not carried through into the quality of post-war, notably 1960s and 70s development, which is particularly affected by substandard housing and a lack of permeability. The quality of the public realm and movement corridors more generally in much of the area is also poor, affecting people’s enjoyment of the pedestrian environment, levels of cycling and their overall impression of the borough. Town Centres have been adversely affected by a proliferation of takeaways and betting shops, changes in shopping habits and the sub-regional offer, and general low levels of affluence, which in turn reflect high unemployment and inactivity rates. These factors, together with concerns over crime and grime, real and perceived deficits in the quantity and quality of community infrastructure including open space, high levels of subdivision of larger, more desirable properties, and significant proportions of new developments comprising smaller flats have contributed to high levels of population churn.

5.69 This policy seeks to address these issues and opportunities – in line with the Economic Development Strategy and Town Centre and Retail Study whilst using the Character Study
analysis—to help direct change to contribute to and reinforce the distinctive identities of different places. While the size and density of development land in Urban Newham is more limited than in the Arc of Opportunity, the strategic and non-strategic sites identified, together with other designations, create a web of opportunity to cumulatively deliver transformative change in this part of the borough.

Implementation

5.70 The Council is a significant landowner in Urban Newham and will look to work with partners, adjoining landowners, local businesses and business groups and developers to bring regeneration and renewal to centres at East Ham, Green Street and Forest Gate, and where other opportunities arise to provide new/improved schools, community space facilities or open space. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

5.71 The Local Implementation Plan sets out the Council’s programme for investment in highways and public space to support its regeneration objectives for Urban Newham. See also Policy SP7.

5.72 The Council will use its other powers of enforcement, environmental health and town centre management to raise the quality of centres and manage the built environment in accordance with this policy.

5.73 To aid comprehensive development and regeneration in line with the visions, the Council will produce further, and update, Supplementary Planning Documents covering significant areas of change incorporating masterplanning and associated work (e.g. Conservation Area Appraisals). The Forest Gate Supplementary Planning Document was widely consulted on and was adopted in 2010. It will continue as a guide for development and investment in the Forest Gate area of Urban Newham and will be updated and supplemented as necessary. Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs. This includes a review of town centre boundaries as indicated in INF5 paragraph 6.253. The Strategic Sites that will deliver this policy are: The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance and advisory information is available as part of the associated technical evidence base including the Town Centre and Retail Study; the Employment Land Review; the Strategic Flood Risk Assessment, the Character Study and the IDP. All these documents can be accessed on the Council’s website1. Airport safeguarding information and mapping can also be viewed on the council’s GIS system2.

Monitoring

5.73a See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

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1 LB Newham, Local Plan development and review
2 LBN, GIS mapping
Forest Gate

S24 Woodgrange Road-West
Mixed use comprising retail, residential, community and business; limited intensification to take advantage of opportunities afforded by Crossrail. North of Earlham Grove there is potential for higher residential densities closer to Forest Gate Station. Development proposals should demonstrate a clear strategy for sensitively enhancing and regenerating the town centre, with the design of contemporary buildings and new public spaces responding positively to their built heritage and conservation area context. North of Earlham Grove there is potential for higher residential densities closer to Forest Gate Station. Indicative residential typology—medium density, medium family.

East Ham

S25 East Ham Market
Mixed use including retail and residential, together with civic space, with scope to incorporate other land in the vicinity to produce a more comprehensive scheme. Indicative residential typology—medium density, low family.

S26 East Ham Town Hall Campus
Mixed use comprising retail, incorporating residential, office and community uses, in a scheme sensitive to important heritage and civic assets on the site. Indicative residential typology—medium density, low family.

Green Street

S27 Queen’s Market
Mixed use comprising retail including retention of market use, residential, and community uses. Indicative typology—medium density, low family.

Plaistow

S29 Plaistow North
This site is the north-west of the Community Forum area, technically in Stratford and West Ham, but of greater relevance to Urban Newham, especially Plaistow. New local centre incorporating retail and community use frontage to both sides of Plaistow Road and step-free access to Plaistow station. On the triangle site to the west of Plaistow Road, a mix of residential accommodation, open space with connections to the Greenway, and business space will be supported. Indicative residential typology—medium density, medium family.

Spatial Policies—References
2. DCLG (2005) PPS1 Delivering Sustainable Development
3. DCLG (2008) PPS12 Local Spatial Planning
6. GLA (2011) London Plan
8. GVA Grimley (2010) Newham Retail and Town Centre Study
15. LB Newham Liveability Survey 2010
16. LB Newham (2011) Newham Character Study

2. LB Tower Hamlets (2010) Core Strategy
3. LTGDC (2005) Regeneration and Physical Development Framework Study
4. National Grid (various) Undergrounding Policy; National Grid (undated) A Sense of Place