Local Plan Review

Issues and Options

Part 2: Sites

February 2017
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Site Allocations by Community Neighbourhood

New and changed only. Note that changes in the Minor Boundary Updates section are not listed in this area guide. While the sites are grouped by likely allocation, most have multiple options.

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**Canning Town Riverside**

**Opportunities**
- Key part of Lea River Park – opportunities to provide green grid and active travel links to the north west, west and south, extending the site in both directions *(yellow arrows)* addressing area deficits.
- Very close to Canning Town station and town centre.
- Appropriate housing mix and density, with higher density towards the DLR station/Canning Town Town Centre.
- Employment uses to buffer neighbouring SIL and wharf
- Creation of district heating network

**Constraints**
- Flood risk zone 2/3 and 16m (TE2100) flood defence area.
- Pylons.
- A13 requires buffering.
- Poor connectivity – A13 barrier.
- Likely contamination; air quality and noise pollution.
- Managed release/transition of employment land and safeguarded wharf including re-location strategy and wharf viability assessment
- Mix to include appropriate community facilities to meet local need, in a manner well-connected with the town centre.
- Protection of neighbouring SINC (River Lea), mature trees and APA Tier 1

**Options**
1. Mixed use strategic site including key Lea River Park connections, with consequent amendments to LMUA and SIL.
2. No allocation – retain present LMUA & SIL allocation on part of the site.

**Option 1 Height & Density**
High Density
8-12 storeys.
Up to 19 storeys closest to the station, taller in ‘tallest building’ area subject to masterplanning.
Opportunities

- Encourage master-planning and enhanced permeability and connectivity
- Delivery of a linear green route, improving connectivity east-west between Custom House & Canning Town (an ‘Activity Street’) with north/south spurs to other green infrastructure.
- Site could be expanded west (blue arrow) to enhance connections through Keir Hardie Recreation Ground to Canning Town centre and beyond (LeaWay / Lea River Park) or eastwards (green arrow) to reflect further opportunities here (linking to proposed non-strategic housing sites and to Prince Regent Lane)
- Close to public transport interchange and enhanced local centre at Customhouse with scope to include new facilities.
- Appropriate housing mix and density, with higher density towards the Custom House local centre and transport interchange.
- Mix to include a new all through school with flexible community spaces (including open spaces).
- Potential district heating network

Constraints

- Re-provision of housing; integration with some recent developments in the vicinity.
- Re-provision of school
- Protection or re-provision of mature trees
- Flood risk (zone 2/3)

Options

1. Mixed use strategic site incorporating school and linear green route (with consequent deletion of 2 non-strategic sites)
2. No new allocation – retain non-strategic site allocations (as per DSPDPD).

Option 1 Height & Density

Medium Density,

6-8 storeys.
Up to around 12 storeys at key locations points, notably along Freemasons Rd subject to masterplanning.
## Silvertown Landing

### Opportunities
- Station (to the North West) to be brought into use.
- Close to Royal Victoria DLR (and through this, Crossrail) plus walking distance to Canning Town tube station.
- Planned local centre to east and West, 10 min walk to Canning Town centre
- Large scale site.
- Riverside location/access and links to the Thames Path and Lea River Park.
- Water or at least visual connection along former dock access channel from the Thames.
- Meanwhile uses activating the site.

### Constraints
- Silvertown Tunnel portal (if consented) and safeguarding; cable car alignment; protected mooring point.
- Managed release required.
- Contamination, flood risk, (including TE2100 strip) noise pollution and air quality issues, buffering neighbouring SIL.
- Improvements to local connectivity needed
- Protection of neighbouring SINC, (R. Thames) protection or re-provision of mature trees where possible
- Mix to include appropriate community facilities to meet local need.
- APA Tier 3

### Options
1. Mixed use strategic site.
2. No allocation – retain present SIL protection.

#### Option 1 Height & Density High Density
- 6-8 storeys.
- Up to 12 storeys at key locations subject to masterplanning.
Lyle Park West

Opportunities
- Adjacent DLR station.
- Riverside views, access and activation.
- Intensification of the site.
- Inclusion of Lyle Park to ensure better use/access/green grid connectivity (blue circle)
- Potential for wharf consolidation on adjacent site
- Connectivity with DLR station at the north point of the site and the new Local Centre in the Minoco Wharf development to the east (could be a smaller local centre around West Silvertown station).
- Connection to district heating network

Constraints
- Managed release of SIL and safeguarded wharves
- Existing employment uses and proposed activated and consolidated wharf require buffering/mitigation including resolution of access conflicts along Knights Road.
- Air quality, flood risk (TE2100, zone 3) and contamination issues.
- Adjoining SINC’s (Thames, Lyle Park)
- Mix to include appropriate community facilities where a local need exists close to the DLR.

Options
1. Mixed use strategic site, with consequent amendments to S22 (Minoco Wharf).
2. No allocation — northern area remains part of Minoco strategic site and remainder part of SIL.

Option 1 Height & Density
High Density
6-8 storeys
Up to 18 storeys adjacent DLR station.
### Connaught Riverside

**Opportunities**
- Improvement in local connectivity, particularly North South (i.e. to Crossrail and across Connaught Road) and to DLR stations and green grid connections to Barrier Park and other new provision in the area.
- To direct predominantly residential to the south of the area, and employment uses to the north.
- Riverfront activation
- Heritage asset enhancement (St Mark’s Church)
- Some limited local retail provision in prominent locations may be appropriate to meet local need.
- Potential district heating network.

**Constraints**
- Existing & neighbouring employment uses (require buffering/managed release/transition).
- Listed Building (St Marks Church) - community facility (music hall)
- Contamination, flood risk, (zone 3, TE2100 strip) noise pollution and air quality issues
- Out of centre location as regards town centre uses
- Mix to include appropriate community facilities where a local need exists that cannot be provided for in more policy compliant locations.
- Protection of neighbouring SINC (Thames); protection or re-provision of mature trees

**Options**
1. Mixed use strategic site.
2. No allocation - retain as SIL and unallocated sites

**Option 1 Height & Density**
High Density

6-8 storeys.
Up to 12 storeys at key locations subject to masterplanning. Sensitive development around Brick Lane Music Hall.
North Woolwich Gateway

**Opportunities**

- Intensification and enhancement through comprehensive masterplanning cognisant of the need to secure viable futures of heritage assets (notably the ‘at risk’ station building and tunnel portal) and riverside/gateway location, and new investment attention.
- Benefits for nearby local centre and existing local residents by consolidating uses in-centre and bringing new consumers to the area.
- Planning ahead for cessation of ferry service in 15 years’ time, reduction of impact of ferry access traffic meanwhile.
- Non-town centre employment-generating uses (e.g. small business space, cultural economy).
- Connection to potential district heating network

**Constraints**

- Thames Water pumping station.
- Managed release (though employment uses on site are limited at present due to Crossrail works)
- Listed station building & foot tunnel portal and associated Area of Townscape Value; APA Tier 3
- Adjacent SINCs (Thames and Royal Victoria Gardens); protection or re-provision of mature trees on site
- Land contamination, flood risk, (zone 3, TE2100 zone) and air quality (associated with ferry access) issues
- Not an ‘in centre’ location as regards town centre uses.
- Barrier effects of Crossrail line
- Mix to include appropriate community facilities where a local need exists, in a manner well-connected with the local centre.

**Options**

1. Mixed use strategic site, with consequent amendments to SIL and HSG sites.
2. No new allocation – retain smaller non-strategic site allocation and SIL.

**Option 1 Height & Density**

High Density, 6-8 storeys.
Up to 18 storeys on the Royal Pavilion site (Royal Victoria Gardens). Up to 12 storeys at other key locations subject to masterplanning.
Beckton Riverside

Opportunities
- Major scale of development - new neighbourhood(s) and employment-generating uses in a riverside location.
- Significantly improve the character of the area through masterplanning including transformation of Gallions Reach and reducing spatial impacts of the DLR depot, preferably relocating it off site, consolidation of employment provision away from DLR, linkage with the Greenway, increase of MOL and riverside access.
- New river crossing links.
- New DLR station(s) and extension(s).
- Inclusion of allocated waste site (with adequate mitigation i.e. alternative provision or enclosure) (yellow hashing)
- Creation of district heating network

Constraints
- Multiple ownership.
- Thames Gateway Crossing safeguarding
- DLR depot in the middle of the site.
- Extant waste allocation to the east of the site.
- Managed release, including relocation of industrial units (blue circles) buffering remaining SIL
- Appropriately address contamination, flood risk – zone 3, (including TE2100 strip) and air quality issues (including odour).
- Significant infrastructure investment required.
- Need for significant improvements to connectivity.
- Greenspace along the Thames (MOL)
- SINCs (Thames and Greenway)

Options
1. Mixed use strategic site, with consequent amendments to S19 (Albert Basin).
2. No allocation – retain present SIL protection and existing strategic site allocation to the south.

Option 1 Height & Density
Medium Density
5-8 storeys datum.
Up to 12 storeys at key locations subject to masterplanning, key aviation constraints and improved PTAL; scope to increase up to 19 storey subject to substantial PTAL improvements.
Alpine Way

Opportunities
- Underuse of site including underperforming Retail Park.
- Sizeable site, opportunity to create new neighbourhood including employment generating uses.
- Close to DLR station and district centre.
- Inclusion of Travelodge (1), Beckton Alp (2), and Solar House (3) for larger scale site (blue circles).
- Scope for increase in density, especially towards the DLR.
- Local landmark - Beckton Alp and green corridor adjacent.

Constraints
- Connectivity improvements needed.
- Buffering of SIL and road.
- Managed transition required.
- Contamination, flood risk (includes zones 2 & 3).
- Mix to include appropriate community facilities to meet local need, in a manner well-connected with the town centre.
- DLR/bus capacity.
- Protected green infrastructure including mature trees, Beckton Alp (SINC, local landmark).
- APA tier 2 and Winsor Terrace ATV.

Options
1. Mixed use strategic site.
2. No allocation.
3. Larger site with northern, eastern and/or southern additions.

Option 1 Height & Density
Medium Density
Up to 5 storeys towards the east (3 storey homes adjacent).
Up to 7 storeys towards Woolwich Manor Way.
East Ham Western Gateway

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<tr>
<td>• Uplift the western gateway to East Ham Town Centre to create a pleasant,</td>
<td>• Locally-listed building (former cinema); APA Tier 2; Conservation Area</td>
<td>1. Residential-led strategic site, incorporating community uses.</td>
<td>Medium density</td>
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<tr>
<td>more coherent environment embedding new fit for purpose community facilities</td>
<td>within 400m</td>
<td>2. No allocation (maintain existing CFOA designation).</td>
<td>4-8 storeys, subject to context (stepping down to the rear and west of the site).</td>
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<tr>
<td>meeting local need and consolidating commercial uses within the town centre.</td>
<td>Managed transition if loss of above threshold employment-generating space.</td>
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<td>• Intensify development in an accessible location (e.g. reducing surface</td>
<td>Congestion hotspot</td>
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<td>level car parking) helping to enclose Ron Leighton Way and Barking Road.</td>
<td>Air quality and noise issues</td>
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<td>Appropriately address air quality and noise issues</td>
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<td>Mix to include appropriate community facilities to address local need, in</td>
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<td>a manner well-connected with the town centre.</td>
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<td>Not an ‘in centre’ location as regards town centre.</td>
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East Ham Northern Gateway

Opportunities
- Intensification, regeneration and enhancement of northern East Ham TC area around station with greater opportunity if site assembly or planning beyond individual site ownerships occurs.
- Excellent public transport accessibility by tube/bus

Constraints
- Listed & locally listed buildings.
- APA tier 2
- Adjacent SINC (railway corridor)
- Building above station likely to impact viability.
- Managed transition if loss of above threshold employment-generating space.
- Congestion hotspot.
- Mix to include appropriate community facilities where a local need exists.

Options
1. Mixed use (town centre*) strategic site.
2. No allocation (normal town centre sites).

*retail, residential, community facilities, business uses.

Option 1 Height & Density
Medium-high Density
3-6 storeys, subject to context.
Up to 8 storeys adjacent to station
Changes to Existing Strategic Sites

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**Proposals**

- Draw in the site at the western boundary to match the extent of the LLDC boundary (where their Local Plan applies).
- Add in reference to the night-time economy and cultural quarter.

**Height & Density**

High density; some 20+ towers may be acceptable subject to masterplanning principles and consideration of cumulative impacts.

**Existing Plan Wording**

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.
S08 - Thames Wharf / S18 – Limmo / S30 – Royal Victoria West

Proposals
- S30, identify as the terminus to the Lea River Park in Strategic Site description (see associated green infrastructure amendments); specify importance of walking and cycling connections to Tower Hamlets and the Station.
- S08, Specify connection across the River Lea (as per Lea River Park vision, red lines) and creation of a new local centre around DLR station.
- S18, Clarify that it is not the terminus of the Lea River Park but that a significant public open space continues to be expected. Give clearer specification regarding connections.

Height & Density
All high density, S30 up to 19 storeys; S08 6-10 storeys, up to 15 at key locations subject to masterplanning and aviation constraints; S18 up to 19 storeys within ‘tallest buildings area’ subject to masterplanning and improved connectivity over the DLR line / Lea River.

Existing Plan Wording
S8 –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.
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.

**S18** - 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.

**S30** - 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.
Proposals
- Include Channelsea House in S10 (marked ‘a’) (with consequent amendments to LMUA 9)
- Include gasholders and part of LIL1 to south in S11, with clearer specification regarding expected open space delivery and future of the gasholders

Height & Density
S10  High density; 6-8 storeys; up to 12 storeys at key locations subject to masterplanning.
S11  High density; 8-12 storeys; lower development towards the west of the site, unless considerable improvement in PTAL and connectivity, sensitive development along Manor Road. Scope to increase density to around 19 storeys around the station subject to masterplanning.

Existing Plan Wording

S10 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.

S11 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.
Proposals
- Re-focus S15 to exclude “Area 3” due to build out. Express a greater ambition for open space provision within the specification.
- Amend S13 specification to reflect expectation of a high quality central green square as well as other open spaces and green grid links to Star Park, and an appropriate design response for land alongside the railway and pylons.

Height & Density
**S15** high density, 6-10 storeys; up to around 15 towards Newham Way at key locations subject to masterplanning, sensitive development towards Vincent Street

**S13** medium to high density, 5 to 8 storeys; increasing towards the town centre and station where it is likely that 8-12 storeys may be accommodated, subject to masterplanning and sensitivity to heritage assets, taller in key locations within the ‘tallest building area’.

Existing Plan Wording
**S15** 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.

**S13** 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.
S27 - Queens Market

Proposals

Expand boundary as indicated above, adjust specification to be clear that a viable market should be made more prominent on the site as part of a mixed use development (as presently specified), and that densities should reflect the prime location next to a London Underground station, facilitating step-free access where possible.

Height & Density

High Density, 4-6 storeys; up to 14 adjacent to the Underground station

Existing Plan Wording

Mixed use comprising retail including retention of market use, residential, and community uses.
S29 – Plaistow North

Proposals
Expand boundary as indicated above to include DSPDPD site HSG14 London Road Car Park, same

Height & Density
Medium to high density, 4 to 7 storeys; up to 15 storeys adjacent to station to the north stepping down to address the Victorian terraced context, and around 18 to the south, stepping down to the high street scale.

Existing Plan Wording
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.
## Remaining Sites: Schedule of Height & Density Specification

This table sets out proposed height and density specifications for the rest of the Strategic Sites identified by the Core Strategy; the information is still undergoing technical assessment and will be confirmed by the Proposed Submission version of Local Plan Review.

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<thead>
<tr>
<th>Strategic Site</th>
<th>Site Description</th>
<th>Proposed Height &amp; Density Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>S14: Canning Town Central</td>
<td>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 floor-space - 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.</td>
<td>Medium to high density 6-10 storeys; subject to masterplanning and sensitivity to heritage assets and surrounding residential, up to 22 in key locations.</td>
</tr>
<tr>
<td>S16: Silvertown Way East</td>
<td>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.</td>
<td>High Density 6-8 storeys; up to 16 subject to masterplanning and stepping down to lower rise residential context to the east, rising towards town centre and Royal Victoria Station.</td>
</tr>
<tr>
<td>S17: Silvertown Way West</td>
<td>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.</td>
<td>High Density 6 to 8 storeys; taller subject to masterplanning, including 20 storeys plus in ‘tallest building area’, in the town centre rising to mark station location and key locations.</td>
</tr>
<tr>
<td>S19: Albert Basin</td>
<td>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 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. [NB Wording and boundaries will be amended if new Beckton Riverside site goes forward as proposed.]</td>
<td>High density Up to 12 storeys towards Gallions Roundabout/Royal Docks Road, subject to aviation constraints. Some taller buildings may be acceptable along the riverfront to activate points of interest, subject to masterplanning.</td>
</tr>
<tr>
<td>Site</td>
<td>Description</td>
<td>Density and Sensitivity</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>S21: Silvertown Quays</td>
<td>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.</td>
<td>High Density 8 to 12 storeys; up to 16 in key locations subject to masterplanning and sensitivity to heritage assets.</td>
</tr>
<tr>
<td>S22: Minoco Wharf</td>
<td>The release 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 include pedestrian and cycle access to the river. [NB Wording and boundaries will be amended if new Lyle Park West site goes forward as proposed.</td>
<td>High density 8 to 12 storeys; up to 19 storeys at key locations (planning permission being implemented).</td>
</tr>
<tr>
<td>S28: Custom House/Freemasons</td>
<td>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.</td>
<td>High Density 6 to 8 storeys; a higher element close to the station up to around 15 storeys, stepping down to integrate with low rise residential context</td>
</tr>
<tr>
<td>S31: Royal Albert North</td>
<td>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.</td>
<td>Medium to High Density 7 to 8 storeys; up to 12 storeys at key locations subject to masterplanned sensitivity to heritage assets and dockside views.</td>
</tr>
<tr>
<td>S24: Woodgrange Road</td>
<td>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.</td>
<td>Medium Density 4 to 6 storeys; up to 10 near the station subject to sensitivity to heritage assets.</td>
</tr>
</tbody>
</table>
| 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. | Medium to high density
4 to 6 storeys; up to 12 subject to masterplanning and sensitivity to heritage assets. Stepping down to these and adjoining residential area. |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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. | Medium density
5 storeys on the eastern side of the High Street South, 6 to 8 on the western side subject to sensitivity to heritage assets and surrounding residential context. |
Canning Town ‘Tallest Building Area’

As referenced in height specifications for newly proposed and existing strategic sites in Canning Town, the area shown green below denotes the ‘Tallest Buildings Area’ within which the taller buildings within each site should be focussed. This proposal excludes the remainder of Canning Town town centre from this category, refer to thematic section Successful Places within Part 1 for more information (specifically option 2.c.i)
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Housing Sites

See Homes thematic section within Part 1 for more information. Whilst these sites have been grouped under housing, many of them have multiple allocation options.

MANOR PARK

Rosebery Avenue

<table>
<thead>
<tr>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Housing delivery and intensification of site.</td>
</tr>
<tr>
<td>• Residential surrounds.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Constraints</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Appropriately address contamination issues.</td>
</tr>
<tr>
<td>• Address narrow access and backland position of the site.</td>
</tr>
<tr>
<td>• Managed transition requirement applies</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Non-strategic residential.</td>
</tr>
<tr>
<td>2. No allocation.</td>
</tr>
</tbody>
</table>
Kudhail Industrial Complex

Opportunities
- Housing delivery and intensification of site.
- Residential surrounds.

Constraints
- Appropriately address contamination and noise issues.
- Low PTAL
- Manages transition requirement would apply

Options
1. Non-strategic residential.
2. LMUA
3. No allocation.
PLAISTOW

Prince Regent Lane (Falcon Carriage)

Opportunities
- Housing delivery and intensification of site.
- Local Centre access.
- Good PTAL/ accessible location.

Constraints
- Appropriately address contamination, noise, flood risk, air quality issues.

Options
5. No allocation.
STRATFORD & WEST HAM

Abbey House

Opportunities
- Areas of good PTAL/ proximity to DLR station.
- Significant improvement to status quo, providing better integration to the existing residential.
- Could be masterplanned with Bridge Road depot if released to residential.

Constraints
- Appropriately address contamination, noise, flood risk, air quality issues.
- Railway track adjacent.
- Appropriately consider Scheduled Ancient Monument (within community garden) and APA.

Options
1. Non-strategic Residential-led Mixed Use
2. Non-strategic Residential
3. No allocation
15-21 Leytonstone Road

Opportunities
- Housing delivery and intensification of site.
- Local centre and residential surrounds.

Constraints
- Appropriately address noise, air quality issues.

Options
1. Non-strategic residential with scope to include B1 micro business and D1 (pending needs based justification)
2. No allocation (retain existing CFOA/MBOA designations)
Opportunities

- Housing delivery and intensification of site.
- Residential surrounds.
- Potential to be part of wider strategic site (Coolfin North) further extending east-west connections.

Constraints

- Appropriately address flood risk issues.
- Appropriately address greenspace.

Options

1. Non-strategic housing site
2. No allocation
Balaam St Garage

Opportunities
- Housing delivery and intensification of site.
- In close proximity to Balaam Leisure centre site – could be masterplanned together.

Constraints
- Appropriately address flood risk issues.

Options
1. Non-strategic housing site
2. No allocation
**BECKTON & ROYAL DOCKS**

**Gallions Lock**

**Opportunities**
- Housing delivery and intensification of site.

**Constraints**
- Appropriately address flood risk, contamination and noise issues.
- Poor PTAL

**Options**
1. Non-strategic housing site
2. No allocation
Local Mixed Use Areas (LMUAs)

See Jobs & Skills thematic section within Part 1 for more information. Whilst these sites have been grouped under the Local Mixed Use Area heading, many of them have multiple allocation options.

CUSTOM HOUSE & CANNING TOWN

Beeby Road

**Opportunities**

- Significant improvement to status quo, providing better integration to the existing residential.
- Scope for intensification/diversification of a mixed use typology.

**Constraints**

- Appropriately address contamination, noise, flood risk, air quality issues.
- Managed transition.

**Options**

1. Non-strategic LMUA
2. No allocation
FOREST GATE

Atherton Mews

Opportunities

- Areas of good PTAL/proximity to town centre.
- Significant improvement to status quo, providing better integration to the existing residential.
- Scope for intensification/diversification of a mixed use typology.

Constraints

- Appropriately address contamination, noise, air quality issues.
- Managed transition.

Options

1. Non-strategic LMUA
2. No allocation
Nursery Lane Amendment

The purple section shows LMUA3 as designated by the Detailed Sites and Policies DPD, whilst the red line shows a new proposal to extend the designation.

Opportunities
- Areas of good PTAL/proximity to town centre.
- Allowing further scope for intensification/diversification of a mixed use typology.

Constraints
- Appropriately address contamination, noise, air quality issues.

Options
1. Extension of (non-strategic LMUA)
2. Retain existing LMUA
STRATFORD & WEST HAM

Bridge Road Depot

Opportunities
- Areas of good PTAL/proximity to DLR station – could be masterplanned with Abbey House site to the south.
- Significant improvement to status quo, providing better integration to the existing residential.
- Scope for intensification/diversification of a mixed use typology.
- Green Space adjacent.

Constraints
- Appropriate address contamination, noise, flood risk, air quality issue.
- Active industrial uses on site.
- Managed transition.

Options
1. Non-strategic LMUA
2. Non-strategic Residential
3. Retain LIL
PLAISTOW

Esk Road

**Opportunities**
- Significant improvement to status quo, providing better integration the surrounds.
- Scope for intensification/diversification of a mixed use typology.

**Constraints**
- Appropriately address noise, contamination and air quality issues.
- Managed transition.
- Listed building opposite the site.
- Need to incorporate police parking/storage/access requirements.

**Options**
1. Non-strategic LMUA
2. No allocation
Social Infrastructure Sites

See Social Infrastructure thematic section within Part 1 for more information. Whilst these sites have been grouped under the Social Infrastructure heading, many of them have multiple allocation options.

BECKTON & ROYAL DOCKS

Tollgate Medical Centre

Opportunities

Re-development (particularly given current single-storey nature) would provide scope for intensification of use and updated facilities.

Located within Beckton District Centre

Constraints

- Flood Zone 2 & 3
- Metropolitan and Local Parks deficiency

Options

1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
Opportunities

Re-development would provide scope for intensification of use and updated facilities.

Constraints

- Flood Zone 2
- Metropolitan Parks deficiency

Options

1. Allocate for modernisation/enhancement/expansion of existing social infrastructure use.
2. No allocation
Scott Wilkie Primary School

Opportunities
- To provide temporary decant accommodation, to re-dev of Hallsville Primary.

Constraints
- Metropolitan Park Deficiency
- Tier 3 APA
- Flood Zone 2 covers the southern-most part of site

Options
1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
Eleanor Smith Lawson Close

Opportunities
Re-development would provide scope for intensification of use and updated facilities.

Constraints
- Flood Zone 2
- Metropolitan Park deficiency

Options
1. Allocate for modernisation/enhancement/expansion of existing social infrastructure use.
2. No allocation
Opportunities

- Two schools could be considered together for expansion and/or development of residential component
- Ensure secured community access to leisure facilities

Constraints

- Flood Zone 3.
- Poor PTAL 2.

Options

1. Allocate for modernisation/enhancement/expansion of existing social infrastructure use.
2. No allocation
Balaam Leisure Centre

Opportunities
- Good PTAL/ accessible location.
- Scope for intensification/diversification of floorspace.
- Housing delivery.

Constraints
- APA

Options
1. LMUA (non-strategic)
2. Residential (non-strategic)
3. No allocation (retain existing leisure centre)
Opportunities

Allocation for educational use to meet pupil place planning requirements supporting projected population growth partly derived from new development

Constraints

- Appropriately investigate and address surface water runoff, noise exposure and air quality issues
- Low PTAL.

Options

1. Social infrastructure (education)
2. Social Infrastructure (education) and residential.
3. No allocation.
EAST HAM

Brampton Manor Academy

Opportunities
- Expansion to provide scope for intensification of facilities.

Constraints
- Metropolitan and Local Park Deficiency

Options
1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
Opportunities
- Expansion to provide scope for intensification of facilities - Langdon.
- Potential for more intensified mixed use development of Lansbury Site than current permission.
- Ensure public access to riverside and E-W linkage

Constraints
- Flood Zone 2 & 3
- Local and District Park Deficiency
- Tier 3 APA

Options
1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
Former Rainbow Centre

Opportunities
Housing delivery and continuation of community facility floorspace.

Constraints
- Appropriately address flood risk issues.
- Poor PTAL/ accessibility.

Options
1. Community facility and Residential (non-strategic)
2. No allocation
FOREST GATE

Bow County Court

Opportunities

- Good PTAL and key corridor location.
- Housing delivery and continuation of community facility floorspace.

Constraints

- Appropriately address flood risk and air quality issues.
- Appropriately consider heritage: CA, APA, locally listed building.

Options

1. Community facility and Residential (non-strategic)
2. No allocation
Forest Gate Community School

Opportunities
- Re-development of the site would provide scope for intensification/expansion of use and updated facilities.
- Proximity to Forest Gate town centre and Crossrail station
- Ensure public access to riverside and E-W linkage

Constraints
- Access to parks/ nature deficiency

Options
1. Allocate for modernisation/enhancement/expansion of existing social infrastructure use.
2. No allocation
Hibiscus Caribbean Elderly Association

Opportunities
- Housing delivery and continuation of community facility function.

Constraints
- Poor PTAL/ accessibility.
- Appropriately address flood risk issues.

Options
1. Community facility and Residential (non-strategic)
2. Residential only (non-strategic)
3. No allocation
Lord Lister Health Centre

Opportunities
- Access to Forest Gate Crossrail station
- PTAL 4
- Town Centre adjacent
- CFOA

Constraints
- Access to parks/ nature deficiency

Options
1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
MANOR PARK

East Ham Memorial Hospital & Shrewsbury Road Medical Centre

Opportunities
- Large site in residential area
- Well placed for access to town centres.
- Good PTAL 4

Constraints
- Access to parks/ nature deficiency
- Locally listed building
- APA

Options
1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
Opportunities
Housing delivery and continuation of community facility function.

Constraints
- Appropriately address flood risk and air quality issues.
- Appropriately address heritage considerations.

Options
1. Community facility and Residential (non-strategic)
2. Residential only (non-strategic)
3. No allocation
Katherine Road Community Centre

Opportunities
Housing delivery and continuation of community facility function.

Constraints
- Appropriately address flood risk issues.

Options
1. Community facility and residential (non-strategic)
2. Residential only (non-strategic)
3. No allocation
Balaam Street Practice

Opportunities
Re-development of the site would provide scope for intensification of use and updated facilities.

Constraints
- Tier 2 APA
- District Park Deficiency

Options
1. Allocate for social infrastructure
2. No allocation
Former Upton Centre / One Love Site

Opportunities
- Housing delivery and continuation of community facility floorspace.

Constraints
- Appropriately address noise issues.

Options
1. Community facility and Residential (non-strategic)
2. No allocation
Newham Leisure Centre

Opportunities
- Scope for intensification of use and updated facilities.
- Housing delivery.

Constraints
- Appropriately address flood risk, contamination and air quality issues.
- Appropriately consider greenspace, SINC, biodiversity.

Options
1. Leisure centre (non-strategic)
2. Leisure centre and residential (non-strategic)
3. No allocation
Barking Road Centre

**Opportunities**
- Good PTAL and key corridor location.
- Housing delivery and continuation of community facility floorspace.

**Constraints**
- Appropriately address air quality issues.

**Options**
1. Community facility and Residential (non-strategic)
2. No allocation
Eleanor Smith Primary School (North Road)

Opportunities
- Redevelop site with residential and educational component

Constraints
- Tier 2 APA.

Options
1. Allocate for modernisation/enhancement/expansion of existing social infrastructure use.
2. No allocation
Opportunities

- Housing delivery and continuation of community facility (education) floorspace.
- Good PTAL/ accessible location.

Constraints

- Appropriately address greenspace.

Options

1. Community facility and Residential (non-strategic)
2. No allocation
STRATFORD & WEST HAM

Colegrave Primary School

Opportunities
- For rebuild and expansion of school.
- Incorporation of residential.
- Excellent PTAL 6b

Constraints
- Flood Zone 3.

Options
1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
NCFE Welfare Road

Opportunities
- Housing delivery and continuation of community facility (education) floorspace.
- Good PTAL/accessible location.

Constraints
- Appropriately address flood risk issues.

Options
1. Community facility and Residential (non-strategic)
2. No allocation
Ranelagh Primary School

Opportunities
- For rebuild or expansion
- Possibility for residential component
- Excellent PTAL 6b

Constraints
- Flood Zone 3.

Options
1. Allocate for modernisation/ enhancement/ expansion of existing social infrastructure use.
2. No allocation
Sarah Bonnell School

Opportunities
- For rebuild or expansion
- Possibility of residential component
- Good PTAL 4

Constraints
- APA

Options
1. Allocate for modernisation/enhancement/expansion of existing social infrastructure use.
2. No allocation
Minor Boundary Updates

Green Infrastructure Additions

- Alfred’s Way Roundabout
- Beaconsfield Walk
- Cody Road & Leaway
- Lynx Way
- Royal Docks Road
- Royal Victoria Square
- The Crystal

MOL Addition / Removal

- Beckton Sewage Works

Town Centre Correction

- East Ham

Employment Land

- Stephenson Street
Green Infrastructure Additions

See Option 10 (a) of the Sustainability and Climate Change Theme.

Alfred’s Way Roundabout

Beaconsfield Walk
The Crystal
MOL Addition / Removal

Beckton Sewage Works

See Option 10 (b) of the Sustainability and Climate Change Theme.
Town Centre Correction

East Ham

The section indicated below was mapped into East Ham Town Centre boundary in error during the DSP DPD review, proposes correction shown.
Employment Land

Stephenson Street

Given the conformity with Strategic Industrial Land, an opportunity to add part of existing LIL1 to the SIL designation:

**Opportunities**
- The site houses a high-quality / fit-for-purpose business park and is largely within single ownership / management
- Good vehicular access
- Good pedestrian access to DLR station (Star Lane)
- Good green-space access

**Constraints**
- Some vacancies
- Quality of units deteriorates towards the south
- Within AQMA
- Small Open Space / Pocket Park Deficiency

**Options**
1. Non-strategic residential.
2. LMUA
3. No allocation.