Matter 4 – Successful Places

4.1 Quality of design: Are the Successful Places policies (SP1-6) justified and sufficiently robust to meet not only existing challenges but those which could arise from the likely intensification of development over the plan period? Do they accord with the national core planning principles, as expressed in paragraph 17 of the Framework?

TfL welcomes paragraph 6.30 which ensures that car parking and road traffic does not dominate the public realm. To meet future challenges arising from the likely intensification of development, we request that the car parking standards be amended to reflect the draft London Plan Policy T6. To manage London’s road network, new parking provision must be carefully controlled. The dominance of vehicles on streets is a significant barrier to walking and cycling and reduces the appeal of streets as public places. Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. As development is intensified and the population grows, a fixed road network cannot absorb the additional cars that would result from a continuation of current levels of car ownership and use. Implementing the draft London Plan parking standards will support the delivery of new housing within the borough and elsewhere and ensure that people and businesses can move about the city as the population grows.

The draft London Plan policy T2 outlines the Healthy Streets Approach, an evidence-based approach to improve health and reduce health inequalities, which will help Londoners use cars less, walk, cycle and use public transport more. It supports the delivery of the Mayor’s aim for all Londoners to be able to undertake at least the 20 minutes of active travel each day needed to stay healthy. TfL encourages promotion of high density development and the adoption of the Healthy Streets Approach in Newham’s new Local Plan as part of its vision and spatial strategy in prioritising people walking and cycling.

4.2 Tall buildings: Is policy SP4 justified, in particular?

No TfL statement on questions (i) (iv) (v) or (vi)
(ii) Is the general focus of the Plan to enable the highest buildings in certain town centre locations, such as parts of Stratford Metropolitan Town Centre, the Arc of Opportunity and Urban Newham, appropriate?

TfL welcomes the approach of designating town centre locations as appropriate for tall buildings. Tall buildings enable a higher density of development, which is appropriate in locations that are well connected by public transport. The approach taken in the draft Local Plan is appropriate given that it links tall building development with Public Transport Access Levels (PTAL), so that tall buildings are located in the most well-connected areas.

(iii) Should the policy be extended to other places with good public transport access?

Tall buildings have a role to play in helping London accommodate its expected growth as well as supporting legibility across the city to enable people to navigate to key destinations. Tall buildings should be part of a plan-led approach to changing or developing an area. TfL suggests that other locations that are well connected by public transport may be appropriate for tall buildings, as part of delivering good growth and reaching housing and employment targets.

4.3 Successful Town and Local Centres

No TfL statement on questions (iii) (iv) or (v)

(i) Is there a need for greater locational and/or qualitative guidance for retail development within or adjacent to town centre or elsewhere?

TfL supports a sequential approach to accommodating town centre uses, including retail in line with the adopted and draft London Plan because this will help to minimise the number of trips generated and help to achieve mode shift. This town centre first approach favours that new development of retail use is focused on sites with town centres or on sites on the edges of centres if no sites are available, suitable or viable within a town centre. Such edge of centre locations should still be well integrated with the existing centre, local walking and cycle networks, and public transport.

(ii) Should the Plan provide more detail on the quantum and location(s) of comparative and convenience retail provision for the plan period, eg for the Gallions Reach Shopping Park (Policy INF5.2.i)? Should the Plan set any quantitative parameters for the growth/consolidation of Stratford town centre?

Please see TfL’s response under matter 4.3(i) in relation to quantum and location of retail provision.