Local Plan Review

Proposed Submission Draft

November 2017
(as consolidated with Proposed Minor Amendments February 2018)
About Newham’s Local Plan Review (LPR) & Proposed Submission Consultation

To maintain up to date and robust planning policy, a review of the main components of Newham’s Local Plan, the Core Strategy (2012), Detailed Sites and Policies DPD (2016) and Policies Map (2016) is being undertaken. The Proposed Submission Draft is the second main stage of the review comprising a complete revised draft of the plan arrived at through appraisal of evidence including the Issues and Options consultation feedback, Impact Assessment, and further technical studies. This document contains the revised draft objectives, vision-based spatial policies, thematic policies (covering Successful Places, Jobs, Homes, Sustainability and Infrastructure) and associated site allocations and designations to facilitate Newham’s future development to best effect.

This document was published on 28th November 2017 for a 7 week consultation period. Comments should be made by midnight on 16th January 2018, following which the document, including any minor amendments proposed as a result of consultation, will be submitted to the Planning Inspectorate for Examination on behalf of the Secretary of State.

Consultation Documents and How to Comment
The consultation documents are as follows:
- Proposed Submission Draft Revised Local Plan
- Appendix 1: Sites Schedule
- Infrastructure Delivery Plan (IDP)
- Integrated Impact Assessment (IIA)

Accompanying Documents include:
- Options Appraisal (OA)
- Statement of Consultation (SoC)
- Technical Evidence Base (various documents)

Documents can be viewed on the Council’s consultation page [www.newham.gov.uk.planningconsultations](http://www.newham.gov.uk.planningconsultations) and evidence base page [www.newham.gov.uk/planningpolicy](http://www.newham.gov.uk/planningpolicy).

Paper copies of the Issues and Options document and key accompanying documents will be available to view at East Ham Library and Customer Service Centre (328 Barking Road, E6 2RT – 9am-8pm Monday to Friday and 9.30am-8pm Saturdays) and by appointment only at Newham Dockside (1000 Dockside Road, E16 2QU – please call 020 3373 8300 between 9 and 12, Monday to Friday to arrange). The documents can also be accessed electronically at all Newham libraries.

The Council are seeking views on the document in relation to ‘soundness’ (whether the plan is positively prepared, justified, effective, consistent with national policy and in conformity with the London Plan) and legal matters (Duty to Co-operate and compliance with legal and procedural requirements). For further explanation, please refer to the NPPF. You can comment by emailing the Council at localplan@newham.gov.uk.
Reading the Document

As it is a review, the document is formatted to track the changes being proposed:

- **Blue text** is new wording that has been added to the existing text of either the Core Strategy or DSPDPD.
- **Blue strikethroughs** show redactions to adopted text.
- Text already within either of the Core Strategy or DSPDPD and that has **not** been moved from another location (within the document) remains in black font.
- **Green text** presents copy that is not new, but that has been moved **from another location** within the document.
- **Green strikethroughs** demonstrate where text has been moved **to another location**, rather than simply deleted.
- Policies are displayed in **BOLD** and may appear in any colour.

Proposed Minor Amendments following consultation have been inserted in this consolidated version in February 2018, and follow the formatting above and are highlighted **yellow**.

In a number of cases, in order to streamline the framework, policies that were originally separate within the DSPDPD, have been combined with those of the Core Strategy, thus the number of policies within the Local Plan has been reduced, although content has not been lost. For the purposes of consultation, the two documents' policies have been merged, with the introductory sections completed re-visited, and struck through and presented at the end of this document.

The Plan no longer has a standalone Vision, as this has been incorporated into the spatial policies S1-6. However, it is translated into how people might experience it on pages 11 and 12, as well as the ‘birds eye’ Key Diagram on PAGE 13

Policies are structured in a two or three part format, clearly setting out which are the strategic aspects – note in some cases this includes the spatial strategy, and which are detailed, design, technical or management criteria. The policies, and the plan as a whole, are designed to be read and used in the round.

At this stage, proposed Policies Map changes (including new and altered site boundaries) are illustrated in the supporting ‘Policies Map Changes’ document (refer to [Consultation Page](#)). Ultimately upon adoption, changes will be incorporated into an updated Policies Map.
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Introduction

The Newham of today is almost unrecognisable from the Newham of 20 years ago.

Since the adoption of the Local Plan Core Strategy (2012), which is our blueprint for regeneration in the borough, Newham has undergone a huge transformation. We have seen the success of the greatest ever Olympic and Paralympic Games spurring on the creation of the Queen Elizabeth Olympic Park, its fantastic sporting and leisure facilities and burgeoning residential community. The borough has also seen the introduction of the Enterprise Zone in the Royal Docks and the £3.7billion Canning Town and Custom House regeneration programme delivering much needed new homes and job opportunities.

Newham has always been the place that welcomes new arrivals to the UK, wanting to settle in London, making us the most diverse place in the UK.

With an abundance of development land, excellent transport links and an energetic and increasingly skilled workforce, the borough is well placed to accommodate London’s eastwards growth in the 21st century.

We must keep pace with the changes afoot and continue to harness this massive physical change to maximise the benefits for all of Newham’s residents, a task that Newham’s Local Plan Review seeks to achieve through ensuring the continued provision of jobs, homes and the infrastructure needed to support them.

We thank those of you who have taken part in our plan-making process previously. Please continue to let us know what you think. It is important that we keep on working together in shaping our borough for the benefit of us all.

Deputy Mayor (statutory) Ken Clark
Cabinet member for regeneration, planning, public affairs and community neighbourhoods
The Plan needs to be read as a whole: vision-based spatial policies and associated Strategic Site allocations together with thematic policies and related designations and complementary non-strategic site allocations (smaller sites), and alongside other Local Plan, London Plan and National Policy documents. In doing so it sets out the framework for how homes, jobs and infrastructure will be delivered to create successful places that are sustainable, particularly in light of climate change.
1 | Introduction - SWOTS

**Strengths**
- Road, rail, tube, river and air connections with the rest of London and beyond
- Newham is now ‘on the map’ post 2012 with world class sporting, office, parkland, conference, industrial, airport, retail and housing developments
- Youthfulness, diversity and degree to which people get on well
- Strong Entrepreneurial culture
- Improving rates of educational attainment and economic activity with successful mechanisms connecting people with jobs and business opportunities

**Weaknesses**
- High rate of population churn and net out migration
- High levels of multiple deprivation with knock on effects for the local economy and support resources
- Employment continues to be dominated by lower paid jobs
- Flood risk and legacy of contamination
- Barriers to connectivity: rivers and infrastructure

**Opportunities**
- Extent of assembled development land, infrastructure investment and design scrutiny: scope to transform places and life chances
- Attractive riverfront and dockside locations and new Crossrail stations, Enterprise Zone subsidies
- City moving East as connections improve and inner London becomes less affordable

**Threats**
- Scale and speed of growth compared with employment and infrastructure lead in times and constrained public service resources
- Loss of family sized homes to conversions, new supply dominated by smaller units
- Affordability reducing for housing and small business
- National emphasis on house building and green belt protection displacing jobs and forcing up densities
- Congestion and air quality impacts of growth

**Statistics**
- 2000+ new businesses each year
- 47.6% of population under 30
- 80+ languages spoken
- 40% of Wards are in the top 10% most deprived in England
- 14.9% population migrated either into or out of the Borough in 2016
- 492ha of allocated development sites
- 30.5 km of riverfront and dockside
- 12.09 ratio of house price to (lower quartile) gross earnings
- 4 months exceeded average NO2 limits in 2016
<table>
<thead>
<tr>
<th>Overarching objective</th>
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| **1. Optimise development opportunities in ways that benefit new and existing communities - achieving convergence and resilience** | - Activating and otherwise realising or reinforcing the value of assets to best effect at various scales - this is distinct from ‘maximising development’  
- Using development to address existing weaknesses and threats to communities (examples include flood risk, poor employment prospects, lack of affordable housing and infrastructure deficits)  
- Harnessing growth and connecting people to opportunities arising from development in ways that ensure residents across Newham enjoy the same opportunities, access, health, prosperity and quality of life as other parts of London and the UK and individuals, communities and places can better weather hard times and change | S1-6  
J1-3  
H2  
SC3  
INF1-9 |
| **2. Create high quality places and stable, mixed and balanced communities where people choose to live, work and stay** | - Delivering high quality safe and secure places that offer people choice to meet their needs over the course of their lifetime and changing circumstances, while preserving and enhancing Newham’s distinctiveness  
- Reducing population churn and creating cohesive communities where people have a stake in the future of the borough | S1-6  
SP1-9  
H1-4 |
| **3. Deliver good growth – through mixed use, sustainable development that provides for quality housing, jobs and physical, green and social infrastructure** | - Ensuring that growth (i.e. in housing numbers and population) is supported by sufficient infrastructure and jobs  
- Ensuring growth is not at the expense of the environment and resources and achieves changes in behaviour which are more sustainable, addressing cumulative impacts  
- Ensuring homes are not delivered at the expense of jobs and that quantity does not compromise quality | S1-6  
SP1-9  
SC1-5  
INF1-9 |
| **4. Balance Newham’s local and strategic roles in meeting jobs, business, infrastructure and housing needs** | - Whilst recognising the strategic roles Newham plays within London, it is important that the full range of local needs and issues are addressed as well as an element of strategic need  
- Acknowledging that certain strategic roles can have local benefits and help meet local needs, but that sometimes, local needs have to be prioritised | S1-6  
J1, J2  
H1, H2, H3  
INF1-5, INF8 |
There’s a wide choice of shops on my doorstep, great bars and restaurants and all sorts of events throughout the year. I used to go to Oxford Street and the West End, but now I don’t need to.

The new development in the area has been great for my business. The town centre now has an environment to match its stylish shops and more places people want to visit, stay for longer and spend more. It’s allowed me to improve my shopfront and renovate our home.

I feel like Newham used to get a lot of bad press, particularly in terms of housing. But these days people move here from all over London, including those who are coming back to where they grew up. I’m proud to say I live in Newham.

I recently downsized. Luckily, I didn’t have to move far, so I’m still close to friends and family. My new home was wheelchair accessible so I didn’t have to make any adjustments. I can easily move around outside too – there are now lifts at every station and less clutter, traffic and pollution on the streets.

I live in the north of the borough, and all the stuff going on in the south seemed so far away from me. But now transport links have been improved, everything seems so much closer. I’ve just got a job in one of the new offices with the help of Workplace and travelling to work is easy.

You can really see the benefits of the investment in making it easier and more pleasant to walk and cycle. I used to drive to work, but now I cycle. I’m fitter and the air quality seems to be improving.

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I’m doing my A levels at a local college. It has great links to big and small local employers to help give me the relevant experience needed to get a job. I’m ambitious but also want to stay close to my family. The fact that I can easily access work and save to buy my own home in the local area is very important to me.

We don’t need our own car anymore; our garage is now a play space for the kids and we’ve turned the front garden back into a garden.

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What’s great is the choice, there’s something for everyone. Whether you’re talking homes, jobs, entertainment or sport, I like that there’s something different to do and see in every direction and you’re always meeting different people and learning new things.

Our toilet is flushed with rainwater and the sun makes the lights work. My school has a playground up high on the roof and on the way home I can go to three parks with different things in them.

There is so much on our doorstep. It’s amazing to have a park that links to Stratford and Queen Elizabeth Olympic Park all the way down to the Royal Docks and Thames, with loads of interesting things to see on the way. There are iconic buildings old and new, wildlife, and plenty of things for the kids to enjoy.

I’ve been told this area was a barren wasteland until ten years ago. Now it’s turning into a piece of city bit by bit, with everything you need including a new town centre, parks and station. – I feel like it’s finally a place in its own right as well as part of something bigger.

I am opening our new manufacturing plant in the Royal Docks. Our investors can see it has accessibility, connectivity, and is part of a growing cluster of similar businesses, services, higher education and research that will make it a success.

My son’s school is nearby and provides a great environment for him to fulfil his potential. I can also get support at the local community centre, which shares a building with the GP and library – all really modern and inviting.

Our small firm provides services across London so it made perfect sense to take advantage of Crossrail, more affordable rent and new business space and move to the edge of the town centre. We’ve cut back on the number of vans we use, while our business has grown.

All this space between here and the North Circular used to be totally inaccessible, now it’s like we’ve got a giant back garden to enjoy.

Having a fast, reliable and well designed bus network is a great help for me going about my day. It makes it easier for me to drop my toddler off at nursery, get to work, do my shopping, get to college in the evening and go to parks and events at the weekend.

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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 60000 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 creatingion 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 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, 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 Map below. The map below identifies the Community Neighbourhoods and their respective S2-6 policy.
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 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 60,000 jobs between 2017 and 2032, 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 and elsewhere 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, 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)
S2 Stratford and West Ham

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 an 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;

5e. 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. Improvements to local 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. 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.
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 railway 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 exception is the landmark Norman church of All Saints and its Church Road ATU 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 enhancements. Major investment in the development of the Olympic Park and the delivery of legacy sites, will have 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 Leawey-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 Road. 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 providing 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

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 (Appendix 3). 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 combined 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:

1c. 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, 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 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 in line with Policies SP5 and INF7;

i. Local energy generation and district heating will to-be typical 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.
Map Amendment
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.

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.

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.

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. With its presence 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 will 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 2017-2018.

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 allow 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\(^1\) 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\(^2\). Airport safeguarding information and mapping can also be viewed on the council’s GIS system\(^3\).

**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**

There 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 at 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), 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 consolidation on 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 an 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. 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:

S08 Thames Wharf
S11 Parcelforce
S13 Manor Road
S14 Canning Town Central
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.
5.47 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.

5.47a 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.

5.48 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, whilst 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

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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 2016⁷ 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 safeguarded wharf, Mayer Parry, this has not been in operation for a long time and there are significant operational constraints that would need to be overcome to bring it back into use. Pending the GLA’s Safeguarded Wharfs Review, it is expected that this wharf 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.

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⁷ 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\(^3\), 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\(^4\) 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\(^5\). Airport safeguarding information and mapping can also be viewed on the council’s GIS system\(^6\). 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 nonstrategic 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 and Thames Wharf. Consultation with the PLA required in

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\(^3\) Lea River Park Constituent Authorities (2008), [Lea River Park Primer, Design Manual, and Curatorial Approach](#)

\(^4\) GLA, [London Heat Map](#)

\(^5\) LB Newham (2017), [Local Plan development and review](#)

\(^6\) LBN, [GIS mapping](#)
relation 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.

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.

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, 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. 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 [on and off site] mitigation of environmental and spatial impact at the sewage treatment works 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 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.
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.

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.

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.

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.
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 location’s proximity to UEL and the University Technical College (UTC).

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.

Beckton nonetheless continues to have also has 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\(^1\) 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\(^2\). Airport safeguarding information and mapping can also be viewed on the council’s GIS system\(^3\).

**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, to 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 mew 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 LILs 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
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 website. Airport safeguarding information and mapping can also be viewed on the council’s GIS system.

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
SP1 Borough-wide Place-making

Objective

6.1 Secure a well-connected and integrated series of successful and distinctive places, where people will choose to live, work and stay, helping to transform the borough as a whole.

Policy

Development Proposals, including proposals for meanwhile uses which address respond to the following strategic criteria and spatial strategy will be supported:

1. Strategic principles

a. High quality development will be expected, which respects, takes advantage of, and enhances the positive elements and distinctive features of the borough, contributing to a well-connected and integrated series of successful and distinctive mixed use places, that together help to transform the borough and its attractiveness as somewhere to live, work and stay.

b. Development should help deliver the Council’s duty to promote community safety

2. Spatial strategy

a. The following spatial features should elicit a design response in the creation of mixed use places:

i. Topography, landforms, river corridors, green networks, important habitats, waterways, woodlands, other natural features and open spaces;

ii. Views and vistas to landmarks and skylines both within and outside the borough and including the River Thames and from and to new buildings and places;

iii. Heritage, cultural and infrastructural assets in line with Policy SP5;

iv. the need to reduce ‘Edges’ and severance between different parts of the borough and neighbouring areas;

v. Other local features that can contribute to the creation of successful distinctive places, or the absence of them and the need to create them.

place-making visions for new and rejuvenated communities expressed in Policies S1-6, reinforcing or creating local distinctiveness as appropriate.

The (positive and negative) character of the borough’s districts, neighbourhoods and quarters;

The strategic approach to tall buildings expressed in Policy SP4;

The Council’s duty to promote community safety;
The facets of healthy, stable, mixed and balanced communities, quality urban design, successful centres, quality corridors and sustainable development expressed in Policies SP2, SP3, SP6, SP7, SP8, SP9, & SP10, INF2, H1-4 and SC1-4;

The desirability of achieving a balance between jobs, homes and infrastructure, ensuring new and existing community needs are met, in line with the more detailed thematic policies in the plan.
Creating successful places is the lynchpin of the Plan’s Council’s and its strategic partners’ key objective to create a borough where people choose to live, work and stay, as well as being identified as important at a London-wide and national level. This policy and definition of place-making defines the macro-level ingredients of that successful places relating to how a place looks, feels and works for day-to-day personal, social and economic activity, together creating viability, flexibility, stability, safety and security, sociability, inclusivity, healthiness and environmental sustainability. It is applicable as much to proposals for ‘meanwhile’ uses, as more permanent ones; as such uses often prevail, and therefore have a significant impact in relation to the realisation of wider community visions. The policy thus supports the other objectives of the plan to optimise development and to deliver growth in cooperation with Newham’s strategic partners most notably the Greater London Authority.

Building on the existing built environmental assets in the borough, the policy brings together all the different layers of a place which together are agreed to form the basis of lasting regeneration, with the principle of mixed use across an area at its heart. While there are many existing strengths, many of these components (or the relationship of development to them) are in need of improvement or adjustment according to local people and other stakeholders.

Within a sizeable borough such as Newham, it is reasonable to expect a number of places of a scale that people can easily relate to and interact with in their day-to-day lives, that should be integrated and connected in a manner which recognises that one place is unlikely to fulfil a person’s needs in their entirety, and that people expect to be able to move freely and easily within an extended area. This is a key issue in the borough due to physical barriers and poorly conceived urban structure and street networks, contributing to the creation of harsh ‘edges’ rather than smooth transitions between areas.

The distinctiveness of these places matters: positive distinctive identities are not only generally pleasing and conducive to creating a sense of somewhere people value and can feel they belong to, but also aid navigation across the wider area, and more fundamentally, boost economic competitiveness and robustness. It ensures places have a unique offer so that they draw on a particular segment of the market and locally-specific strengths and opportunities, whilst addressing locally-specific weaknesses and threats, creating a borough that is stronger as a whole. This is why clear visions for places based on an analysis of character are important, recognising the need to address their coherence with a view to reinforcing or creating positive identities – again a key issue in Newham.

This policy therefore directly relates back to the Vision - that Newham should be covered by a more coherent and comprehensive range of readily identifiable, connected and integrated successful places. Place-making is consequently equally applicable to existing Urban Newham as to the urbanising Arc of Opportunity.

Implementation

Place-making is equally applicable to existing Urban Newham as to the urbanising Arc of Opportunity. Developers will be expected to demonstrate that the composition of their...
The proposal is worked up to incorporate the above ingredients of successful, connected and distinctive places in Design and Access Statements. The starting point for these should be the latest Character Study as well as more detailed site context analysis, and any other area-specific guidance.

6.7a Expert advice will be taken to support assessment of these, from Design Review Panel, Environmental Health, Community Safety and Design Officers as well as external partners such as the Metropolitan Police and London Fire Brigade.

6.8 The Council and its partners will demonstrate leadership to this end in the conception and implementation of major regeneration and redevelopment projects co-ordinating development on as large a scale as possible, where appropriate, issuing place-making design guidance (e.g. that relating to the Lea River Park) and developing projects that deliver complementary measures.

6.9 Comprehensive development and masterplanning as per S1 will help achieve large scale successful place-making that delivers new distinctive but integrated and well-connected places. Masterplans and Supplementary Planning Documents for larger sites should give more detailed analysis and guidance as to how high quality and inclusive place-making can be. The Newham Character Study (2010) will be an important starting point.

Monitoring

6.9a The monitoring framework set out in the Local Plan includes specific performance indicators relating to place-making upon which the relevance and efficacy of Policy SP1 will be assessed. Outputs relate to place-making support in planning, regeneration and through complementary measures and will be drawn from general activity reporting (e.g. S106 monitoring) and should be monitored annually. Place-making is difficult to measure, so outcomes are necessarily proxies monitored through corporate surveys which take place on a regular cycle. Ongoing informal engagement with residents and elected members also provides useful feedback on place-making issues, and has been used for instance to inform the updated Character Study.

6.9b Indicators:

i. SP-OP1 Place-making support
   
   a. Up to date Character Study and other extant locally-specific place-making guidance where relevant. (up to 5 years old)
   b. Environmental Improvement schemes implemented (No specific target)
   c. Developer contributions for environmental improvement schemes [no specific targets, monitor for ongoing commitment to improvements and adequate mitigation]

ii. SP-OP8 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]
iii. SP-OUT1 Successful Place-making:

a. Crime and fear of crime (No specific target, should be improving);

b. Satisfaction with the area (No specific target, should be improving).
SP2 Healthy Neighbourhoods

Objective

6.10 Promote healthy lifestyles, reduce health inequalities, and create healthier neighbourhoods.

Policy

To this end, development proposals which address the following strategic principles and spatial strategy, and technical criteria contributing to health and well-being will be supported:

1. Strategic Principles and Spatial Strategy:

   a. The Council supports health care partners’ efforts to promote healthy lifestyles and reduce health inequalities and recognises the role of planning in doing so through the creation of healthy neighbourhoods and places. In Newham, this will be achieved through responding to the following contributors to health and well-being:

   i. The need to promote healthy eating through taking into consideration the cumulative impact of A5 uses (hot food takeaways) as per SP9;

   ii. The need to improve Newham’s air quality, reduce exposure to airborne pollutants and secure the implementation of the Air Quality Action Plan, having regard to national and international obligations as per SP9 and SC5.

   iii. The need to improve employment levels and reduce poverty, whilst attending to the environmental impacts of economic development including community/public safety, noise, vibrations and odour and the legacy of contaminated land as per SP8 and SC1;

   iv. The need to improve housing quality and reduce crime, insecurity and stress and improve inclusion through better urban design and housing mix as per H1-4, SC1 and SP3;

   v. The need for new or improved health facilities, (as per INF8) and importance of protection and promotion of local access to health and other community facilities and employment, including sources of fresh, healthy food in line with Policies SP6, SC1, INF8 and INF5;

   vi. The importance of facilitating and promoting walking and cycling to increase people’s activity rates as per INF2;

   vii. The need for new or improved inclusive open space and sports facilities, including good quality, secure and stimulating playspace and informal recreation provision for young people and accessible natural greenspace and bluespace to encourage greater participation in physical activity and provide relief from urban intensity, as per INF6 & 7;
viii. The role of Newham University Hospital as a key provider of clinical care and expertise, employment and training provision.

3. Management/technical criterion:

a. The requirement for major development proposals to be accompanied by a health impact assessment detailing how they respond to the above contributors to health and well-being, including details of ongoing management or mitigation of issues where necessary.
6.11 Improving health and well-being is one of the main priorities identified in Newham’s Sustainable Community Strategy, and national and London-wide planning policies, which recognise the relationship with socio-economic and environmental factors. This policy therefore has an important role in achieving the Plan’s overarching objective of creating high quality places and delivery of resilience and convergence of outcomes. The health status of Newham’s residents is, in general, worse than the London average due to a higher mortality rate from circulatory diseases and diabetes, lower than London average life expectancy, poor cancer survival rates and high incidence of respiratory illnesses and mental health problems. Newham suffers from poor air quality and fails to meet national air quality standards, which impacts on human health particularly the old, the young and those with existing lung and heart conditions. Newham also has one of the highest rates of physically-inactive adults and one of the highest rates of obese children in London. Limiting long-term illnesses are also prominent within the population. There is an urgent need to improve people’s diets and physical activity rates, reduce stress levels, exposure to environmental pollutants and ensure that everyone can enjoy opportunities on offer, whatever their ability.

6.12 Planning by delivering growth and optimising development in accordance with the overarching objectives of the Plan can play a crucial role in addressing these issues, and Newham has a unique opportunity in terms of the development land opportunities in the borough, enabling the principles of healthy neighbourhoods to be incorporated in new neighbourhoods from the start, clean-up of contaminated land and a shift to cleaner, greener industries and logistics, and getting more people into work, which have a crucial link to ill health. However, it will also be important to improve existing neighbourhoods, where much of the population will continue to live, as these are progressively re-shaped over time. This policy is over-arching, drawing together the elements of healthy neighbourhoods promoted across the Plan, and the importance of taking a proactive and holistic approach to health impacts, seeking to maximise the impact of interventions of other partners where possible.

6.13 Across much of the borough the number of hot food takeaways and relatively poor availability of healthy food remains a cause of significant public concern, with key links made with children’s and adult health, as well as wider amenity issues. The cumulative impact map of the borough in respect of hot food takeaways shows extensive areas of saturation (see SP9 and associated evidence base). Planning has come forward as an important agent in tackling the number of hot food takeaways in Newham by controlling their spatial distribution so minimising their impact on public health particularly in relation to schoolchildren. Young people’s access to such food, and the dietary patterns with health consequences that are established at a young age are an acknowledged concern at national level. A recent study suggests that given the spatial distribution of hot food takeaways in Newham, planning has an important role in a multi-disciplinary range of actions to tackle their number and impacts. It recommends that a 400m exclusion zone around the boundary of existing or proposed secondary schools (to be applied to new takeaways) would help to influence young people’s access to such food, and the dietary patterns with health consequences that are established at a young age, which many people acknowledge to be of concern. The logic of targeting secondary schools is that their pupils have greater mobility and independence compared to primary school pupils, whilst 400m is
considered to strike a reasonable balance between control, impact and economic development considerations. Other policies focused on cumulative impact will also help to limit further take-away development, and people’s ease of access to cheap, unhealthy foods.

6.13a The converse of this, more positive planning for local and inclusive accessibility to quality facilities and amenities, providing for physical activity, access to nature, healthy food, healthcare, not only increases the likelihood of people benefiting from such facilities with indirect and direct health consequences by reducing psychological barriers to access, but also increases the likelihood they will use them by fitness-contributing, and pollution-reducing active travel modes. It can also help address people’s work/life balance by reducing the time needed to access essential goods and services.

6.13b In the context of the need to increase employment in Newham, greener industries, and measures to address noise, air and odour pollution and other environmental impacts of economic development are particularly important. This is because the area has long been a favoured location for ‘dirty’ industries and utilities, due to originally being outside the City of London’s stricter jurisdictions. These continue to impact on the local environment and people’s health, both directly (contributing to environmental pollutants and stress) and indirectly (e.g. preventing people’s enjoyment of stress-alleviating open space).

6.13c This is also the case in respect of a legacy of relatively poor quality housing, or management or unmitigated local environments that have resulted in it becoming so, together with poor design or wider neighbourhoods. Housing quality is known to have direct and indirect effects on physical and mental health and well-being through impacts on temperature, exposure to mould and pollutants, security, ability to meet changing household needs, and the ability to provide stress alleviation (spaces of retreat and safety). Appropriate housing mix, including specialist housing, a range of sizes and tenures will also be important to address these contributors to health.

Implementation

6.13d This policy is over-arched, drawing together the elements of healthy neighbourhoods promoted across the Plan, and the importance of taking a proactive and holistic approach to health impacts, seeking to maximise the impact of interventions of other partners where possible. As such, implementation is generally through the deployment of other policies signposted, notably SP9 for management of cumulative impacts, and SP8 for management of externalities.

6.14 Conversely Access to healthy food may be promoted through planning by protecting the viability, vitality and diversity of Town and Local Centres, isolated shops, or clusters of shops which fill in gaps between designated centres, ensuring most people are within a 5 minute walk of a shop in line with Policies SP6 and INF5. Allotments and community food growing projects on opportunity sites (sites awaiting development, and Strategic Sites) may also contribute to this agenda (see Policies INF7 and SC1 and the Infrastructure Delivery Plan (IDP) INF6). These principles, and access to other community facilities (e.g. shops, schools, health care, community meeting places, open space, playspace and parks) and employment defined as ideally within a 400-800m distance of people’s homes (a 5-10 minute walk) are also taken forward by INF8, INF7 and spatial and jobs
policies which promote mixed use areas and INF8, which promotes co-location of facilities and prioritises accessible locations.

6.15 Local and inclusive accessibility not only increases the likelihood of people benefiting from such facilities with indirect and direct health consequences by reducing psychological barriers to access, but also increases the likelihood they will use them by fitness-contributing, and pollution-reducing active travel modes. It can also help address people’s work/life balance by reducing the time needed to access essential goods and services. For this reason, the trade-offs between the provision of more centralised, economically efficient, modern and specialist facilities, and retention of local facilities, need to be carefully considered. Equally however, attention to the quality of walking and cycling links between housing and facilities is important, as distance is not the only factor in encouraging active travel. This includes providing for quieter routes that are less exposed to high traffic levels and hence air pollutants, though also trying to reduce polluting travel modes on all roads through encouraging sustainable freight and cleaner engine technologies, as per INF1,2 & SP7.

6.16 In the context of the need to increase employment in Newham, greener industries, and measures to address noise, air and odour pollution and other environmental impacts of economic development, including appropriate separation of uses, restrictions on further intensification of uses, and retrospective mitigation, are particularly important. This is because the area has long been a favoured location for ‘dirty’ industries and utilities, due to originally being outside the City of London’s stricter jurisdictions. These continue to impact on the local environment and people’s health, both directly (contributing to environmental pollutants and stress) and indirectly (e.g. preventing people’s enjoyment of stress-alleviating open space).

6.17 Housing and design quality are also important contributors to health. Quality housing in health terms means minimising exposure to pollutants by adequate spacing from main roads and dual aspect ventilation; providing for good insulation to tackle warmth and damp issues; good space standards (internal and amenity) to reduce stress, with the particular implications this has for housing density; flexibility to respond to changes in household circumstances (children, ill health and disability) and climate change (appropriate temperature management and protection from extreme weather); and safe and secure design – also in the wider neighbourhood (as per SP3, H1, H4, H3, SC1). A certain proportion of specialist units to meet particular healthcare needs will also be important, with inclusion more generally promoted through an appropriate housing mix as per H3, H2, H4 & H1).

6.18 Beyond the home itself, in addition to those already discussed, health contributors will include designing out crime, better design of mixed use areas to minimise and mitigate externalities of economic activity including appropriate separation and buffering of uses, restrictions on further intensification of uses, and [retrospective] mitigation to provide relief from urban intensity, reduce stress, and encourage physical activity, with further detail set out in SP8, SP9, and SC policies. This will be particularly relevant in the consideration of any further airport expansion as per Policy INF1. The current Air Quality Action Plan and Public Safety/Health and Safety Zones around the airport and hazardous installations should also be complied with or addressed as appropriate as per SP9 and SC5.

6.19 The process of Health Impact Assessment (HIA) can help to scope and address health
impacts in a systematic way for larger developments. Developers will be expected to conduct an HIA for Major residential /mixed use proposals, or address its scope in their Design and Access Statements and Environmental Impact Assessments.

6.20 Health care and community partners and the Council will promote complementary lifestyle and business measures, to ensure people benefit as much as possible from changes to their environment.

6.21 Implementation of the Air Quality Action Plan by the Council and relevant partners, reviewing and updating it as necessary.

6.22 The Infrastructure Delivery Plan and ongoing needs assessments will ensure that health infrastructure needs are addressed through new and improved health infrastructure, as per INF8.

6.23 Further expert advice is available from health care partners (currently Newham CCG, NHS Newham who are a statutory consultee in planning) and the Council’s Public Health Partnerships Team as well as the guidance from the London Healthy Urban Development Unit (HUDU) and updates as appropriate. This will also be drawn upon in the assessment of planning applications, alongside input from environmental health and design colleagues.

Monitoring

6.23a The monitoring framework includes specific performance indicators relating to Healthy Neighbourhoods upon which the relevance and efficacy of Policy SP2 will be assessed. The outputs for the Healthy Neighbourhoods policy will be extracted mainly from decision making and statutory procedures in planning development management and enforcement, licencing and environmental health. The outcomes will be assessed in the Joint Strategic Needs Assessment, the Newham Survey and Newham Health Team reports.

6.23b Indicators

i. SP-OP2 Healthy Urban Planning
   a. No. of new takeaways permitted [no specific target: monitor for evidence of downward trend or sustained low levels]
   b. Unresolved public health/environmental health objections (No specific target: should be minimal).

ii. SP-OP3 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny]

iii. SP-Out-2 Healthy Urban Planning
   a. Mortality rate
   b. Rates of physical activity, childhood obesity and mortality linked to circulatory diseases

1 https://www.healthyurbandevelopment.nhs.uk/
c. Air Quality Exceedences

(All to be monitored against London average where possible; otherwise monitor for appropriate trends in line with IIA objectives.)
SP3 Quality Urban Design within Places

Objective

6.24 secure a high quality of urban design in new buildings and spaces created, contributing to safe, sociable and inclusive mixed and balanced communities and places that people feel proud of.

Policy

Proposals which address the following strategic principles and spatial strategy and technical criteria will be supported:

1. Strategic principles and spatial strategy

a. All development proposals will be expected to realise a high quality of urban design in the new buildings and spaces they created, helping to engender safe, sociable and inclusive mixed and balanced communities and places that people feel proud of.

b. The importance of contributing to the creation of, and continued support for, genuinely mixed use areas with an integrated range of high quality accommodation for living, community facilities and work places, ensuring easy and inclusive access to these and associated walking, cycling and public transport links;

c. The need to avoid problems related to ‘bad neighbour’ uses, (including hot food takeaways) vacant premises and inactive frontage, flood risk and cumulative impact;

d. The importance of minimising environmental impact, with sustainability features incorporated into buildings, spaces and neighbourhoods at an early stage of the design process in line with Policies SC1-45;

e. The importance of an analysis of local character and the specific attributes of the site, seeking to reinforce or create positive local distinctiveness, whilst securing integration and coherence with the local context including character assets in line with Policy SP5;

f. Respect for sensitivity to and capacity for innovation in different parts of the borough, and the need for appropriate stakeholder and community engagement to help direct responsive design;

g. The desirability of making the public realm attractive as a social meeting place to be enjoyed by the whole community, and of creating a sense of safety and security and helping to prevent crime and antisocial behaviour inside and outside buildings and in public spaces; and

h. The importance of providing legible, connected networks of streets, spaces and parks conducive to travel on foot or by bike;
2. **Design, technical and Management Criteria**

The need to attend to more detailed requirements in relation to centres and corridors expressed in Policies SP6 and SP7.

a. Any new development, town centres, public spaces, transport hubs and streets should incorporate the principles of and achieve Secured By Design (SBD) accreditation; and

b. Designs should be accompanied by sufficient technical and financial detail to demonstrate that a satisfactory design quality will be realised and sustained, including provision for continuity of the project architect to completion stage, and details of proposed public realm and open space management and maintenance.

**Reasoned justification**

6.25 Quality urban design is a crucial component of creating successful places and communities in terms of their popularity and stability, healthiness, safety and security, sociability, inclusivity, cohesion and economic viability. This is one of the overarching objectives of the Local Plan, in addition good design supports the other objectives of optimising development and delivering growth. It is widely acknowledged that good design is at the basis of successful regeneration initiatives. A robust, comprehensive and locally-specific design policy which applies to all scales and types of applications (including advertisements, telecoms, and householders) is vital in this context given that despite support for good design at national, London-wide and local policy level, amongst some better and award-winning schemes in Newham, poorly conceived ones also continue to be put forward built. Moreover, research\(^1\) shows that the cost of good design is minimal compared to the financial and other benefits that can be achieved through it. Importantly, good urban design comprises attention to a number of components: not just individual buildings, but also the spaces around them, the relationship with the surrounding area and connections between them, and the mix of uses provided for (which in turn impacts on those spaces). As such the policy emphasises that it is insufficient to address only certain aspects of design: it is expected that all aspects will be addressed, and carried through into credible plans for implementation and management.

6.26 Analysing the components of design that local residents raise most concerns about in relation to their communities and neighbourhoods, and the equivalent quality criteria in Building for Life 12 created by CABE results in the first 3 matters for consideration. Good design must encompass the balance and configuration of uses and connections in an area that have implications for accessibility and travel time, road safety and efficiency, efficiency of land use and management of flood risk, flexibility over time, activation of spaces, safety and security, legibility, amenity and attractiveness. It is thus vital that design initiatives this are considered on an area basis rather than a singular building or plot basis, in order that cumulative impact on these matters are properly considered, and that land uses are configured to best strategic effect. Failure to do so can erode legibility and is often unsuccessful, as reflected in the numerous poorly located and frequently vacant ground floor commercial premises in Newham, creating inactive frontage and hostile street level environments, and concern about congregations of unmitigated ‘bad neighbour’ uses,

\(^1\) The Value of Good Design CABE; The Cost of Bad Design CABE
notably takeaways and bars (See SP9). Good design requires careful strategic planning is also required in order to balance noise-sensitive uses and viable but noisy industry, and to address flood risk – so that responses (e.g. elevated ground floors) do not cause problems of their own (e.g. inactive frontage). Temporal considerations may also apply – ensuring that development plots or premises that are vacant awaiting construction or occupation are activated through ‘meanwhile’ uses that bridge the gap to longer-term visions.

6.27 However, also important is the range, quality, sustainability, accessibility and integration of premises design responses provided in an area, ensuring that there are choices available that reflect diverse and changing needs and aspirations, whilst avoiding social segregation, contributing to community inclusivity, mix and stability which are key Council priorities. Design quality considerations include the durability of materials and the appropriate scaling and configuration of circulation and communal space; features relating to fitness for purpose including adequate living, storage and amenity space and privacy, the ability to alter and extend internal spaces, natural lighting and ventilation; and the extent to which buildings and spaces ‘delight’ - e.g. are pleasing to the eye. Environmental sustainability considerations include energy and water efficiency, waste management and incorporation of green infrastructure, including sustainable urban drainage and tree planting.

6.28 The design of individual buildings and spaces is a vital part of successful place-making. Design should not be ‘off the shelf’, but respond to an analysis of the local context so that it has the best impact, responding to the positives and negatives of local character (natural, physical, social and cultural) and addressing the specific constraints and opportunities of the site. It should resolve rather than repeat past mistakes, whilst accentuating and integrating with the positive without simply replicating it. This process includes consideration of aspects of sensitivity which must be attended to (e.g. historic assets and their settings, whether the location is an important local meeting place) and capacity to absorb innovation. The latter is generally greater in the Arc of Opportunity on larger sites, but is also relevant in relation to under-performing assets. For larger sites and/or those that are more sensitive, a proportionate amount of community and stakeholder engagement should be undertaken, ensuring that the design responds to the needs and wishes of those who use or will use the environments created, and expert advice. It will also be important to establish design credibility by incorporating technical and financial details and provision for continuity of the project architect into the assessment remit given experience, particularly of third party implementation by ‘design and build’ firms, of value engineering and other imperatives which have diluted the design quality that has in part justified the scheme in the first place.

6.29 Spaces around buildings, including streets, parks, squares and so on are as important as buildings themselves in contributing to people’s experience of the built environment. Safety and security considerations are paramount for local people, and can deter people from using the public realm, public transport and particular buildings, as well as affecting how comfortable they feel in their own homes and places of work and some groups are particularly affected (see IIA). In fact, most people have a low chance of being victims of crime but the numbers of people that are afraid or worried about something happening to them are relatively high. Increasingly, anti-terrorist measures\(^2\) and in some places, and in

\(^2\) Letter from the Chief Planning Officer (DCLG) emphasised the important role the planning system plays in ensuring appropriate measures are in place in relation to counter-terrorist and crime prevention security.
relation to some uses (e.g. large leisure venues, stations) measures to manage large volumes of people (crowd safety) will be important. As well as activation, diversion/dispersal, and surveillance provided by the arrangement of uses, provision of good lighting and sight-lines, a choice of routes in, out and across spaces, clear delineation of public and private space, and durability and maintenance are also important. Embedding Secured by Design principles fits with the obligation referred to in SP1 (Section 17 of the Crime and Disorder Act 1998, duty to prevent crime and disorder). The scheme has proven results in reducing crime and the fear of crime, with up to 75% decreased chance of being burgled and a 25% reduction in criminal damage. The scheme is also successful at reducing anti-social behaviour, through a raft of measures including robust communal door standards, access control and careful design/layout of new homes. High crime can be a factor in why people move home and in the Newham context implementation of the scheme will have a role to play in reducing population churn. As are considerations such as ease of access for all, features of interest and flexibility of use, including playability, de-cluttering and shelter. Natural greenspace or views of it will also add to sustainability and health benefits.

6.30 The public realm has multiple roles, including as incidental social and play space and as such, considerations such as ease of access for all, features of interest and flexibility of use, including playability, de-cluttering and shelter will be important. Natural greenspace or views of it will also add to sustainability and health benefits. In addition, as incidental social and play space, a key use of public space may be as a route between destinations, which requires public spaces and streets to provide logical, clear, pleasant, safe and interesting connections between places for use by pedestrians and cyclists with a range of abilities, encouraging these more active and sociable travel modes. This will also require the relationship of such spaces to the car to be managed, ensuring that car parking and road traffic does not dominate. For larger sites, the implication is that connected streets and spaces should be provided that allow the wider public access through and around the development.

Implementation

6.31 Developers should explain and justify their response to the components of good design set out in this policy and reasoned justification within the mandatory Design and Access Statement. The submission of a Building for Life assessment is encouraged. The London Plan Housing SPG, London Housing Design Guide, and the East Thames High Density Toolkit and Building for Life 12 criteria may help structure are valuable in structuring such statements, and guide the applicant to how the policy criteria can be met. Building for Life assessments, taking into account London-specific advice in these other documents, with a minimum benchmark score of 14 (‘good’) may be used to help evaluate design proposals in schemes containing 10 or more residential units. Expert advice will be taken within the Council to support assessment of Design and Access Statements from environmental health and design officers and from the independent Design Review Panel. The Newham

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3 Secured by Design website
4 http://www.builtforlifehomes.org/
5 https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/housing-supplementary
6 https://www.east-thames.co.uk/content/high-density-toolkit
Character Study should be a starting point in identifying aspects to address in scheme design. However, more detailed site based analysis will also be required including design credibility by incorporating technical and financial details and provision for continuity of the project architect into the proposal.

6.32 Strategic Planning and managed change in the borough is to be supported by good design of this kind is to be supported by emphasising strategic planning of infrastructure, destinations, bad neighbour uses and appropriate spacing and buffering for example on an area basis, led by this Core Strategy Local Plan and more detailed masterplans; where possible such masterplans should be accompanied by implementation plans that include consideration of the management of change, such as the provision of ‘meanwhile’ uses and marketing strategies/market testing in the interest of avoiding inactive voids. Public sector land-holdings offer the opportunity to present design exemplars as they come forward for redevelopment.

6.33 Public sector land-holdings – offer the opportunity to present design exemplars as they come forward for redevelopment.

6.34 Further guidance – is to found in the sources referenced (and updates as appropriate), together with Conservation Area Appraisals, Supplementary Planning Documents, advice from experts such as Police Architectural Liaison Officers, English Heritage Historic England, Design Council CABE and the Council’s Strategic Design Manager Design and Conservation Officers, Design Review Panel, and Community Neighbourhoods Team. Supplementary Planning Documents on an area or thematic basis may will be prepared where gaps are found.

Monitoring

6.34a The monitoring framework includes specific performance indicators relating to Quality Urban Design upon which the relevance and efficacy of Policy SP3 will be assessed. Outputs relating to Quality Urban Design in planning, regeneration and through complementary measures will be drawn from general activity reporting (e.g. Design Review Panel activity). Design outcomes are difficult to measure so outcomes are necessarily proxies monitored through corporate surveys. Ongoing informal engagement with residents and elected members also provides useful feedback on design issues and has been used for instance to inform the updated Character Study.

6.34b Indicators

i. SP-OP3 Securing Quality Urban Design:

a. Design Panel activity [No specific target; monitor for effectiveness];

b. Building for Life Assessments [Majority good or excellent];

c. Inclusive access improvements [No specific target: monitor for indication of ongoing commitment to improvements];

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ii. SP-OP8 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];

iii. SP-OUT1 Successful Place-making and Design:

   a. Crime and fear of crime

   b. Satisfaction with the area [Maintain above 75%, should be improving]

iv. See also infrastructure monitoring, plus SP-OP1.
SP4 Tall Buildings

Objective

6.35 Control the location and form of new tall buildings in the borough on a strategic basis to ensure they contribute to best effect in signifying regeneration and creating successful places.

Policy

In order for tall buildings to contribute to best effect in creating successful places and signifying regeneration and economic success in Newham, a strategic approach to their location and design is necessary.

Proposals comprising tall buildings (of 6 or more storeys) that address the following strategic principles and spatial strategy, and design, management and technical criteria will be supported:

1. Strategic Principles

   a. Tall buildings will, through their controlled managed location, height, design, form and impact of new tall buildings in the borough on a strategic basis to ensure they contribute to best effect in promoting regeneration and creating successful places.

   b. Increased densities in the right locations will generally be encouraged, however, the appropriateness, added value and positive contribution of tall elements, particularly standalone tall towers will require robust justification and demonstration in relation to successful place-making and sustainable, mixed and balanced communities principles.

2. Spatial Strategy

   In order for tall buildings to contribute to best effect in creating successful places and signifying regeneration and economic success in Newham, a strategic approach to their location and design is necessary.

To this end proposals comprising tall buildings (as defined at Paragraph 6.36) which address the following will be supported:

   a. Parts of Stratford Metropolitan town centre will be the key location for the tallest buildings in the borough (20 storeys plus on to mark key locations on landmark the Strategic Sites S05, but typically less) with the Canning Town ‘tallest buildings area’ Strategic Sites as a secondary focus, as a component of transformation plans for these centres (maps setting boundaries for Stratford ‘Tall Buildings Policy Area’ and Canning Town ‘Tall Buildings Policy
b. Other locations on Strategic Sites with good public transport access within both the Arc of Opportunity and Urban Newham may be are regarded as suitable locations in principle for tall buildings with scale reflecting place hierarchy and where they will contribute to legibility, place-making, and sustainable communities objectives, ensuring sufficient space between clusters, as indicated in site allocations;

c. Elsewhere, new tall buildings will generally be inappropriate and opportunities to increase densities without tall buildings should be explored, with sensitively scaled tall buildings the possible exceptions rather than the norm and only in circumstances where there is good public transport access of at least a PTAL score of 4 and the opportunity to create generous public realm. An Indicative Heights Matrix for proposals outside strategic sites forms part of this policy and where they will contribute to legibility, place-making and sustainable communities, and are sensitively scaled according to local and historic context.

3. Design, Management and Technical Criteria

a. Notwithstanding the above, in all cases the need for additional work, including the use of wire frames and 3D modelling to refine suitable locations and formations within this spatial framework with particular regard to the degree of public transport accessibility, local height context, heritage and other character assets and their settings and other sensitivities including cumulative impacts, in line with Policies SP1, SP3, SP5 and SP9, drawing on the Newham Character Study; and

b. In all cases the expectation that all tall buildings schemes will through masterplanning, detailed designs, modelling and expert and independent design scrutiny demonstrate appropriateness, added value and positive contributions relative to lower-rise alternatives, and meet exemplary design, execution and management standards (as per Policy SP3, SP5, and SP8) having regard to the initial screening and scoping reflected in Strategic Site allocation indicative height specifications and Indicative Height Matrix elsewhere, in respect of the paying particular attention to local context, the strengths and weaknesses of tall buildings, and the importance of integration with, and positive contribution to, their surroundings, the following considerations:

i. Scale;

ii. Form and massing, including cluster formation/extension and spacing;

iii. Proportion and silhouette;
iv. Facing materials and detailed surface design;

v. Integration with local and historic context;

vi. Impact on streetscape including surrounding public realm and near views and Key Corridor objectives as per INF7;

vii. Impact on cityscape, distant views and skyline;

viii. Microclimate including daylight/sunlight, wind, and pollution dispersal impacts;

ix. Contribution to legibility, successful place-making and sustainable, mixed and balanced communities principles;

x. Management of communal spaces, inside and outside the building;

xi. Credibility of design from a technical and financial perspective including continuity of the project architect;

xii. Safety, including fire prevention and safe evacuation;

xiii. Impact on ecology and amenity of a watercourse.
**Reasoned Justification**

6.36 Tall buildings are defined in the London Plan as those that are noticeably taller than their immediate surroundings, and/or have a significant impact on the skyline. Tall buildings in Newham can therefore mean anything up to and beyond 25 storeys – buildings of this height are to be found in Stratford and Canning Town town centre. Elsewhere, in much of established Urban Newham, 5 storeys may be considered tall, though in most cases in the Arc of Opportunity 8-12 storeys would be the typical established height limit in newer development. To ensure the application of this policy to all tall building proposals in Newham, however, a tall building is considered to be six or more storeys and all proposals containing buildings of this height should be assessed against it. More detail on benchmark numbers of storeys is available in the Community Neighbourhood Forum analysis of the Character Study, with a typical storey height being 3.1–4m, although ground floor heights may desirably exceed this. Contextual analysis of this type will be an important part of any Design and Access Statement. This policy will therefore apply across the borough where schemes exceed this typical height limit, and is a clear statement that just because one or two buildings in the vicinity of a site are taller than the prevailing building height locally, this does not mean that further tall buildings will be acceptable. The table below above helps clarify the application of the policy.

6.37 Tall buildings offer the opportunity to build to higher densities around public transport nodes/key routes and Town Centres, helping to support their viability and the viability of wider regeneration schemes, responding to small redevelopment sites with high land values. Tall buildings can also be iconic buildings that define a strong sense of regeneration, economic vitality and status of place, creating new views and landmarks to navigate by. Importantly however, many of these benefits can be achieved in buildings that are ‘taller’ (by a few storeys) than the prevailing height locally, but not necessarily ‘tall’ in the increasingly common sense of the word – 18-20 storeys plus. Moreover, tall buildings in the wrong context or that are poorly designed can also negatively impact on the character of a local area. In such situations, they can not only appear out of context, but can also impact on neighbouring properties through overshadowing and over-dominance, and the creation of inhospitable places at ground level due to downdraughts. There are also concerns that tall buildings have not in the past adequately provided for the needs of families, or more generally, adequately compensated for the residential densities they create with additional private and public amenity space.

6.37a There are many positive aspects to tall buildings which make them an attractive development from several perspectives. Tall buildings can help create and distinguish high quality place-making which is one of the overarching objectives of the Local Plan: they can be excellent works of architecture, and some of the best post-war examples are now statutorily
The introduction of a prominent visual feature into an existing townscape can change its character and appearance and present a better perceived ‘offer’ for the area to the rest of the borough and London: Tall buildings can thus be iconic buildings that define a strong sense of regeneration, economic vitality and status of place, creating new views and landmarks and helping to improve legibility by marking for instance, town centres and transport hubs.

6.37b Tall buildings also offer the opportunity to build to higher densities around public transport nodes/key routes and in town centres, helping to support their viability and vitality. They may accommodate significant numbers of new homes, and cross subsidise affordable housing, and employment-generating uses/community facilities in an intensely used and vibrant development that activates the surrounding area and makes new infrastructure viable. A tall building can offer flexibility between office, hotel and residential and other appropriate uses. They can also help secure the redevelopment of small sites with high land values, or sites which need to ‘give’ land to open space, view or route corridors or buffer industrial uses, roads and rail infrastructure. This form of development therefore can help promote mixed use areas and mixed communities and aids growth, optimising development potential in light of local and strategic needs.

6.37c Conversely, a poorly designed tall building may create an isolated mono-community with little social interaction within the building and with the wider community in the area. The economics of building a taller building with its higher service charges may not necessarily optimise the housing opportunities available to residents in the borough. There may also be problems of ‘ownership’ and intensity of use of communal areas if not designed in such as way as to secure communal responsibility and ensure durability.

6.37d A principal failing with tall buildings can be a lack of understanding of the nature of the area around them, and failure to demonstrate neighbourliness (see SP8). Issues of local wind flow disruption, temperature reductions at pedestrian level around tall buildings, over-shadowing and street pollution flushing effects will have implications for the amenity of those living or working in or around the buildings. Perhaps most importantly, a tall building if not in the right place and if not well designed including treatment of the surrounding public realm, will by virtue of its size and widespread visibility, seriously harm the qualities that people value about a place, disrupting rather than enhancing place character.

6.37e Further work should also Importantly however, many of these benefits can be achieved in buildings that are ‘taller’ by just a few storeys than the prevailing height locally, but not necessarily ‘tall’ in the increasingly common sense of the word – 18-20 storeys plus. In addition, mid-rise development has less impact on surrounding dwellings, less overshadowing, and offers more
opportunities for social interaction. As such, it is worthwhile to consider alternative ways of providing high density development, given that 2 to 4 storey combinations of mews housing and flats and maisonettes can yield densities of up to 120 dwellings per hectare. This is particularly relevant in relation to the qualitative criteria specified, notably sustainable community objectives described in more detail in the Homes Section, where housing mix and choice including a greater proportion of family housing, and overall high quality housing with appropriate amenity space, are prominent themes. This is significant because research has shown that tall buildings with high child densities, but also conversely, where social housing forms a significant proportion of units, are more intensively used, and hence unless very carefully designed and managed, potentially less successful. Another consideration is that service charges in tall buildings, when not capitalised, can reduce affordability, particularly for shared ownership units. The emphasis in the local plan on mid-rise development as the preferred form for tall buildings in the borough is based on these considerations, requiring specific demonstration of their added value.

6.37f The design and management specifications for tall buildings are high, reflecting the particular effort needed to overcome the disadvantages of tall buildings and their potential negative impacts locally, to ensure their strengths are more prominent. Moreover, good practice has established that family housing is best focused on the first four storeys of a block, enabling easiest access to the block and open space. This specification extends to the procurement process – designs must be credible, technically and financially, as design excellence is easily disrupted by the standard of execution. Amenity, communal and circulation space, the ground level environment created, the design of the top of the building, public access and site permeability, sustainability, and the relationship with transport infrastructure will need particularly careful treatment. Likewise, it is essential to ensure that evacuation times are as speedy as possible, to improve fire resistance, and to ensure that future changes and alterations do not have an adverse affect on safety.

6.38 The current situation in Newham is that tall buildings in recent years have been constructed without strategic direction, tending to accentuate their negatives and undermine the coherence of places, despite some positive aspects. The increasing pressures of recent years for tall buildings have been guided to appropriate locations by Policy SP4. Although there have been some cases where buildings have been constructed at greater heights than would have been indicated by the policy, these approvals were justified by criteria also referred to by the policy: tall buildings already present in the locality setting a local character which accommodated the height of the proposal; proximity to public transport nodes; and design excellence as certified by the Design Review Panel.
6.38a This policy therefore continues to advance a more strategic, plan-led approach to the placing of tall buildings in the urban context, as required by national and London-wide policy. Spatially, this is based on an analysis of sensitivity and capacity, including the overall spatial vision for the borough, and an understanding of the strengths and weaknesses of tall buildings including those already in place. To this end, subject to locational and formational refinement work concerning sensitivities as specified below, Stratford Metropolitan and Canning Town town centres are highlighted as priority locations, given the transformations of borough-wide significance to take that are taking place in these centres, and the resultant importance of them.

6.38b The Local Plan emphasises the management of the borough’s six town centres and their hinterlands as part of a clearly defined place hierarchy within the borough, encouraging consolidation of town centre uses within their boundaries. The town centres are characterised by high PTAL ratings and ready availability of services making them appropriate locations for high density development. Tall buildings have the potential to deliver quality place-making with associated socio-economic benefits by providing buildings of high architectural quality as well as improvements to the public realm. The spatial benefits of guiding tall buildings to town centres include enhancement of the centre’s vitality and viability and have also the potential to enhance its identity. In the best cases, an appropriately sited tall building of superior design can provide a marker for a town centre which enhances its identity.

6.38c In line with this policy approach to a hierarchy of places in the borough as such, these two centres Stratford Metropolitan and Canning Town town centre are therefore distinguished by their being the only acceptable areas in the borough where for new tall buildings over 20 storeys should be focused, supported by additional tall buildings of lesser height. The particular formations of these centres should be clearly related to the place-making transformation plans for these centres articulated in spatial policies and site allocations more detailed work, and subject to the further policy tests of bullet point 6 discussed below set out in this policy, and the wider design policies of SP1, SP3, SP5, SP7 and SP8. The remaining town centres may also be appropriate for tall buildings as identified by the strategic sites allocations.

6.39 In the remainder of the Arc, particularly south of Canning Town town centre there is capacity for tall buildings due to the large development sites which can absorb carefully planned innovative schemes, though the Airport’s safeguarding Area compulsorily restrains affects development heights over much of the area. However, tall buildings these need to be deployed more strategically, in relation to locations that are immediately accessible by high volume public transport links (DLR, Crossrail, tube) and to help mark the centres or other foci of new places, which will typically be around such stations. 6.39a It is also important that significant views within the
borough are protected. Although the lie of the land in Newham is flat and very gently rises from the river there are nevertheless views through to the rivers Thames, Lea and Roding and parks from public open space including Key Corridors which are worthy of protection. The importance of maintenance of a coherent and legible skyline through position, height, form and materiality across the borough is therefore an important consideration in the appropriate location of tall buildings. In the strategic sites allocations, views of particular importance are identified.

6.39b Each of these Strategic Sites is therefore accorded an indicative height and other formational specifications. In arriving at these indications, other existing tall buildings and concurrent proposals for tall buildings at adjoining and nearby sites with particular reference to impacts arising from creation of a cluster of tall buildings or an addition to an existing cluster have been taken into consideration. A similar approach is taken to the Strategic Sites in Urban Newham where there will be more limited opportunity for tall buildings given the more tightly woven, lower rise existing urban grain and heritage assets, which will need to be reflected in their scale. As in the Arc of Opportunity, strategic sites appropriate for tall buildings are allocated in Urban Newham with an indication of an acceptable height for each site. This has already occurred in the area as part of the master-planning and almost complete development of the ExCeL estate, with its high density form establishing a new development context that marks its status as an important employment hub, (see Policy J1) and block heights generally increasing around stations; this policy allows for its completion as a planned tall buildings cluster in a carefully managed way.

6.39c Elsewhere, the Strategic Sites within the Arc are starting points for the planning for such places, affording This approach delivers a scale of individual sites and clusters of sites which allow for appropriate master planning and the specific siting and formation of tall buildings and/or other forms of higher density development to best effect. Ensuring that scale is appropriate as part of place-making means sensitivity to local and historic context and character as per Policies SP1, SP3, and SP5, but also the degree of public transport accessibility, place hierarchy (distinguishing between town and local centres and their hinterlands, and reflecting the town centre hierarchy set out in INF5), and enclosure and integration objectives for Key Corridors and linear gateways. This also means attending to townscape and heritage aspects of character as part of place-making, as per Policies SP1, SP3, and SP5 and ensuring that these clusters and locations remain distinct, rather than joined by long lines of tall buildings. In this regard, an emphasis on stepping down and transition in scale are important to establish satisfactory relations with surrounding development, and in some cases stepping back (above a certain height may help in more low rise areas/smaller sites) will also be important. The Airport’s Safeguarding Area will however also affect development heights in the southern part of the area (see Policies SP2 and INF1).
6.40 Elsewhere in Urban Newham, there will be more limited opportunity for tall buildings given the more tightly woven, lower rise existing urban grain and heritage assets, which will need to be reflected in their scale. Outside the strategic sites referred to above, only in exceptional cases may it be unusual for tall buildings to be supported particularly in Urban Newham, and even then this is likely to be principally in the form of marginal increases in heights (by 1-2 storeys, possibly up to about 8 storeys). The integration of the tall building with the local and historic context will be fundamental considerations. Public transport accessibility, (including key bus routes) legibility and their contribution to improvement schemes as part of wider place-making particularly with regard to public realm enhancements (e.g. improvements to development coherence, or town centre improvements – see Policies SP1, 3, 6 and 7) will, however, also be important locational considerations. Elsewhere in the borough outside the Strategic Sites there will be limited opportunities for the development of tall buildings. A minimum PTAL level 4 is expected at tall building developments outside the allocated Strategic Sites, and scope to create generous public realm. This again will usually imply location adjacent to key transport nodes, (bus stations, train and underground stations) and sites size and location that affords significant public realm opportunities and schemes on associated Strategic Sites, and not extended linear formations. Along key corridors however, (see Policy SP7) marginal increases in height (by 1 or 2 storeys) may nonetheless be acceptable to help improve enclosure and integration of existing buildings and public realm, with scope for possible mid-rise developments in town centres and adjacent key transport nodes. This is reflected in the Indicative Heights Matrix below.

6.41 Additional, more detailed work concerning location and formation within this spatial framework will be necessary to ensure such buildings contribute positively as envisaged. The policy establishes new strategic parameters as the basis for such refinement work in different parts of the borough, drawing extensively on Historic England’s Tall Buildings guidance.

6.42 Further work should also consider alternative ways of providing high density development, given that 2 to 4 storey combinations of mews housing and flats and maisonettes can yield densities of up to 120 dwellings per hectare. This is particularly relevant in relation to the qualitative criteria specified, notably sustainable community objectives described in more detail in the Homes Section, where housing mix and choice including a greater proportion of family housing, and overall high quality housing with appropriate amenity space, are prominent themes. This is significant because research has shown that tall buildings with high child densities, but also conversely, where social housing forms a significant proportion of units, are more intensively used, and hence less successful. Another consideration is that service charges in tall buildings, when not capitalised, can reduce affordability, particularly for shared ownership units. Moreover, good practice has established that family housing is best focused on the first four storeys of a block, enabling easiest
access to the block and open space. All these factors are relevant in determining the acceptability of a tall building in principle in relation to target occupiers, and in relation to acceptable arrangements of units.

6.43 If tall buildings are nonetheless justified in their accommodation of sustainable community objectives, the design and management specifications are high, reflecting the particular effort needed to overcome the disadvantages of tall buildings and their potential negative impacts locally, to ensure their strengths are more prominent. This specification extends to the procurement process – designs must be credible, technically and financially, as design excellence is easily disrupted by the standard of execution. Amenity, communal and circulation space, the ground level environment created, the design of the top of the building, public access and site permeability, sustainability, and the relationship with transport infrastructure will need particularly careful treatment.
Table SP.A  Indicative appropriateness of tall buildings across different parts of the borough outside Strategic Sites (for Strategic Sites, see Site Allocations in Appendix 1)

<table>
<thead>
<tr>
<th>Area</th>
<th>20 plus storeys</th>
<th>8-12 storeys (only in exceptional cases 13-19 storeys)</th>
<th>5-8 storeys (mid rise development)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford Metropolitan town centre</td>
<td>Appropriate on parts – as per the Stratford-Central Strategic Site site allocation and as demonstrated by technical criteria.</td>
<td>Appropriate on parts – refined as per Stratford Metropolitan Masterplan tall buildings study, and subject to policy tests.</td>
<td>Appropriate on parts refined as per Stratford Metropolitan Masterplan Tall Buildings Study, and subject to policy tests.</td>
</tr>
<tr>
<td>Canning Town tallest building area</td>
<td>Appropriate on parts to be refined via revised SPD, and as per Strategic Site allocations or as demonstrated by technical criteria</td>
<td>Appropriate on parts to be refined via revised SPD, and subject to policy tests.</td>
<td>Appropriate on parts to be refined via revised SPD, and subject to policy tests.</td>
</tr>
<tr>
<td>Other Arc Strategic Sites</td>
<td>Inappropriate unlikely that exception and other tests will be passed; should be uncommon compared to numbers in Stratford Metropolitan and Canning Town as per bullet point 1 of the policy.</td>
<td>Appropriate on parts, as per Strategic Site Allocation where adjacent to high volume transport nodes, subject to policy tests including refinement work and master-planning</td>
<td>Appropriate on parts adjacent to high volume transport nodes, and subject to policy tests including the need for refinement work and master-planning</td>
</tr>
<tr>
<td>Urban Newham Strategic Sites</td>
<td>Inappropriate</td>
<td>Inappropriate unlikely that exception and other tests will be passed</td>
<td>Inappropriate possible exception for sensitively scaled and designed schemes where adjacent to high-volume public transport nodes subject to policy tests including the need for further refinement work and master-planning.</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------</td>
<td>-------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Arc of Opportunity outside Strategic Sites, Stratford Metropolitan and Canning Town Tall Buildings Areas.</td>
<td>Inappropriate</td>
<td>Inappropriate unlikely that exception and other tests will be passed</td>
<td>Inappropriate - exception and other tests will be very difficult to pass; along Key Corridors only, a marginal (1-2 storey) increase in height related to policy objectives of SP7 (enclosure, integration) may be acceptable. Appropriate on parts subject to policy tests.</td>
</tr>
<tr>
<td>Urban Newham outside Strategic Sites</td>
<td>Inappropriate.</td>
<td>Inappropriate unlikely that exception and other tests will be passed</td>
<td>Inappropriate - exception and other tests will be very difficult to pass; along Key Corridors only, a marginal (1-2 storey) increase in height related to policy objectives of SP7 (enclosure, integration) may be acceptable. Generally inappropriate as policy tests will be difficult to pass but there may be opportunities on...</td>
</tr>
</tbody>
</table>
the borough’s Key Corridors close to transport nodes where the objectives of Policy SP7 for high quality urban design (including enclosure, integration) and public realm improvements can be achieved.
Implementation

6.44 Further detailed work required concerning location and formation within this spatial framework will be local planning authority initiated masterplanning and Conservation Area Appraisals (including Management Plans), or in the absence of this, a tall buildings study relevant to the scheme in question, which developers will be expected to respond to in their Design and Access Statements. Such studies, which to date include a study (as referenced) completed for the Stratford Metropolitan Masterplan (which has been adopted as a strategic statement for the regeneration of the Stratford area and is therefore a material consideration in planning decisions for development control purposes) will be translated into subsequent DPDs and SPDs as appropriate.

6.44a A typical storey height being 3.1 - 4m although ground floor heights may desirably exceed this at 4.65 metres. A tall building in the context of Newham is therefore an excess of 17.05 metres. This policy will therefore apply across the borough where schemes exceed the typical height limit 5 storeys or less if they nonetheless exceed this height. and is a clear statement that

6.44b This approach emphasises that just because one or two buildings in the vicinity of a site are taller than the prevailing building height locally, this does not mean that further tall buildings will be acceptable. In particular, the local authority tower blocks that were erected as part of a national housing program in the 1960s and 70s without reference to spatial planning or local character and which dominate some parts of the borough should be discounted as precedents.

6.44c The indicative heights as part of Strategic Site allocations and Indicative Heights Matrix for sites elsewhere help clarify the application and expectations of the policy, presenting an initial screening and scoping. More detail on height contexts benchmark numbers of storeys is available in the Community Neighbourhood Forum analysis of the Character Study. Further detailed work required concerning location and formation within this spatial framework will be local planning authority initiated masterplanning and Conservation Area Appraisals (including Management Plans), or in the absence of this, a tall buildings study relevant to the scheme in question, which developers will be expected to respond to in their Design and Access Statements. Such studies, which to date include a study (as referenced) completed for the Stratford Metropolitan Masterplan (which has been adopted as a strategic statement for the regeneration of the Stratford area and is therefore a material consideration in planning decisions for
development control purposes) will be translated into subsequent DPDs and SPDs as appropriate.

6.44d At the planning application level which it is expected will have been preceded by an extensive pre-application process including supervision by the Design Review Panel, proposals will be expected to fulfil the following requirements as a minimum, typically requiring detailed designs, accurate and realistic representations of the proposal including 3D modelling of the scheme and its surroundings, and for all tall buildings:

1. Alternative ways of providing high density development in this location and the specific added value that the tall building(s) bring to the scheme in comparison.

2. Justification of any deviation from site allocation height indications, given that these have been based on an initial screening of constraints and acceptability in the area, with specific reference to:
   i. the character of surrounding areas and the settings of heritage assets
   ii. impact on significant views
   iii. impact on townscape and public realm including open spaces and blue ribbon infrastructure
   iv. cumulative impacts of tall buildings

3. Consideration of impact on microclimate and local environment

4. Consideration of distribution of unit sizes, and tenures, particularly 3 bed units, and management, including fire safety and evacuation measures and affordability of service charges

6.45 Further guidance may be appropriate to fill in identified gaps in existing guidance (and updates as appropriate) and Specialist advice available from the Council, Historic England English Heritage and Design Council CABE will assist in the consideration of tall building proposals. CABE’s Building for Life 12 criteria and/or positive reviews from the independent Design Review Panel may be used to evaluate design excellence. Historic England note no. 4 ‘Tall Buildings’ will be a material consideration.

6.45a Airport considerations Development proposals above specified heights within set distances of the airport and all development immediately adjacent to it will require referral to the Civil Aviation Authority for scrutiny of flight path, visibility and safety implications. These compulsory aerodrome safeguarding measures will of themselves restrain building height over a substantial area.

6.45b Where reference is made to successful-place making and sustainable communities objectives, further detail are set out in other SP policies, H1-3 and spatial policies. Place-hierarchy, distinguishing between town and local
centres and their hinterlands is further elaborated in SP6 and INF5.

6.46 Site assembly - given that tall buildings are best planned and designed on larger sites which gives maximum flexibility to their formation, and alternative forms of high density development can also be more easily achieved on larger sites, site assembly may be helpful is central to securing the qualitative aims of this policy, which public bodies can facilitate.

6.46a Careful master-planning of a Strategic Site will enable the location of the tallest buildings in any scheme to be placed at key locations. Such key locations may be identified at transport nodes and/or local/town centres effecting a place hierarchy within the site itself. Alternatively, they may relate to the topography and characteristics of the site, and visual design approach e.g. at focal points for vistas. Justification for a tall building at a particular location within a Strategic Site will be required to meet the design, management and technical criterial set out this policy with reference to the interior of the Strategic Site as well as the wider area, and the meaning of the term ‘key’ should not be stretched so as to dilute it by applying it to too many locations.

6.46b This has already occurred in the area as part of the master-planning and almost complete development of the ExCeL estate, with its high density form establishing a new development context that marks its status as an important employment hub, (see Policy J1) and block heights generally increasing around stations; this policy allows for its completion as a planned tall buildings cluster in a carefully managed way.

6.47 Redevelopment of older tower blocks, or where close to Strategic Sites, their appropriate integration into tall building compositions, should be proactively considered as part of housing improvement schemes where practicable, to secure more appropriate housing formations, and improve local character.

Monitoring

6.47a The monitoring framework includes specific performance indicators relating to Tall Buildings upon which the relevance and efficacy of Policy SP4 will be assessed, through in-house activity monitoring and GIS analysis. Tall building approvals will be monitored on an annual basis in the Planning Register. Outcome measures will reflect broader successful place-making and good growth. Engagement with residents and elected members will also be an important feedback mechanism.

6.47b Indicators

i. SP-OP4 Strategic direction of tall buildings:
a. Location of tall building approvals [no specific target, monitor for conformity with spatial strategy];

b. Tall buildings approved without detailed designs [no specific target, should be decreasing];

ii. SP-OP8 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];

iii. SP-OUT1 Successful Place-making and Design:
   a. Satisfaction with the area [Maintain above 75%, should be improving]
Objective

6.48 Recognise the value of heritage and other assets (natural, cultural, architectural, and infrastructural) through their protection, conservation, and enhancement.

Policy

To this end, proposals which address the following strategic principles and spatial strategy and design and technical criteria in their concept, design and implementation will be supported:

1. Strategic principles and spatial strategy

a. The value of heritage and other assets (natural, cultural, architectural, and infrastructural) which contribute to local character and successful places will be recognised by protection, conservation, and enhancement of the assets and their settings, and where appropriate, cultivation of new ones.

b. An approach to urban design that should recognise the strengths and weaknesses of local character and seek to contribute positively to the composition of the townscape, achieving better integration and enhancement of new and old, natural and built environments, infrastructure and living environments;

c. The need to conserve and enhance designated and non-designated heritage assets will be conserved and enhanced, with any change to them based on an understanding of the nature of their significance and the contribution of their settings to that significance, seeking to increase their presence and encourage wider appreciation, ownership of, and access to them;

d. The need for innovation will be encouraged to realise the value of assets and secure viable, sustainable and appropriate futures for them, particularly where they are under-performing/At Risk, reconciling this with the sensitivity to change presented by many (see also Policies SC2, SC4, INF6 and INF7).

e. In addition to heritage assets designated under other regimes, (listed buildings, conservation areas, Scheduled Monuments, Historic Parks and Gardens which are mapped below) the locations listed in Tables A and B below are designated as Areas of Townscape Value and Archaeological Priority Areas:

2. Design and technical criteria

a. Proposals should refer to and draw on the borough’s Character Study which includes Areas of Townscape Value, and where relevant, Conservation Area Appraisals and Archaeological Priority Areas to help identify heritage and other assets relevant to their scheme, and strengths and weaknesses of local character.

b. The relevant consultation and investigation expectations that accompany an APA designation (set out by GLASS) should be complied with.
Table SP.B Areas of Townscape Value

<table>
<thead>
<tr>
<th>ID</th>
<th>Area Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATV1</td>
<td>Wanstead Flats</td>
</tr>
<tr>
<td>ATV2</td>
<td>Sebert Road</td>
</tr>
<tr>
<td>ATV3</td>
<td>Manor Park</td>
</tr>
<tr>
<td>ATV4</td>
<td>Forest Gate</td>
</tr>
<tr>
<td>ATV5</td>
<td>All Saints Church, Church Street North*</td>
</tr>
<tr>
<td>ATV6</td>
<td>Cheltenham Gardens, Henniker Gardens, Rancliffe Road</td>
</tr>
<tr>
<td>ATV7</td>
<td>Canning Town</td>
</tr>
<tr>
<td>ATV8</td>
<td>Winsor Terrace*</td>
</tr>
<tr>
<td>ATV9</td>
<td>Bargehouse Road / Woolwich Manor Way*</td>
</tr>
</tbody>
</table>

* Note that ATV5, ATV8, ATV9 and the area surrounding West Ham Park may be taken forward as Conservation Areas within the plan period.

Table SP.C Archaeological Priority Areas

<table>
<thead>
<tr>
<th>Archaeological Priority Area ID</th>
<th>Area Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1</td>
<td></td>
</tr>
<tr>
<td>APA1.1</td>
<td>Beckton WW2 Gun Emplacement</td>
</tr>
<tr>
<td>APA 1.2</td>
<td>Fort Street</td>
</tr>
<tr>
<td>APA 1.3</td>
<td>Prince Regent Lane</td>
</tr>
<tr>
<td>APA 1.4</td>
<td>Stratford Langthorne Abbey</td>
</tr>
<tr>
<td>APA 1.5</td>
<td>Woolwich Manor Way</td>
</tr>
<tr>
<td>Tier 2</td>
<td></td>
</tr>
<tr>
<td>APA 2.1</td>
<td>East Ham</td>
</tr>
<tr>
<td>APA 2.2</td>
<td>Green Street 18.51</td>
</tr>
<tr>
<td>APA 2.3</td>
<td>Little Ilford</td>
</tr>
<tr>
<td>APA 2.4</td>
<td>Plaistow</td>
</tr>
<tr>
<td>APA 2.5</td>
<td>Plashet</td>
</tr>
<tr>
<td>APA 2.6</td>
<td>Stratford</td>
</tr>
<tr>
<td>APA 2.7</td>
<td>Upton</td>
</tr>
<tr>
<td>APA 2.8</td>
<td>Wall End</td>
</tr>
<tr>
<td>APA 2.9</td>
<td>West Ham</td>
</tr>
<tr>
<td>APA 2.10</td>
<td>Beckton Sewage Works</td>
</tr>
<tr>
<td>APA 2.11</td>
<td>Ilford Gaol</td>
</tr>
<tr>
<td>APA 2.12</td>
<td>Stratford Railworks</td>
</tr>
<tr>
<td>APA 2.13</td>
<td>Thames Ironworks</td>
</tr>
<tr>
<td>APA 2.14</td>
<td>London to Colchester Roman Road</td>
</tr>
<tr>
<td>APA 2.15</td>
<td>Manor Park to North Woolwich Roman Road</td>
</tr>
<tr>
<td>APA 2.16</td>
<td>Newham Cemeteries</td>
</tr>
<tr>
<td>Tier 3</td>
<td></td>
</tr>
<tr>
<td>APA 3.1</td>
<td>River Lea</td>
</tr>
<tr>
<td>APA 3.2</td>
<td>River Roding</td>
</tr>
<tr>
<td>APA 3.3</td>
<td>Royal Docks</td>
</tr>
<tr>
<td>APA 3.4</td>
<td>Canning Town/Newham Way</td>
</tr>
<tr>
<td>APA 3.5</td>
<td>Beckton</td>
</tr>
<tr>
<td>APA 3.6</td>
<td>Wanstead Flats</td>
</tr>
<tr>
<td>Tier 4</td>
<td></td>
</tr>
<tr>
<td>APA 4.1</td>
<td>Rest of the borough</td>
</tr>
</tbody>
</table>

Table SP.D Conservation Areas

| Durham Road Conservation Area |
| Woodgrange Estate Conservation Area |
| Three Mills Conservation Area |
| Romford Road Conservation Area |
| Forest Gate Town Centre Conservation Area |
| Stratford St Johns Conservation Area |
| University Conservation Area |
| East Ham Conservation Area |
| Sugar House Lane Conservation Area |

Further information on Historic Assets is available on the Council website:

- **Historic Buildings**
  [https://www.newham.gov.uk/Pages/Services/Listed-buildings.aspx](https://www.newham.gov.uk/Pages/Services/Listed-buildings.aspx)

- **Conservation Areas**
  [https://www.newham.gov.uk/Pages/Services/Conservation-areas.aspx](https://www.newham.gov.uk/Pages/Services/Conservation-areas.aspx)

- **Ancient Monuments**
  [https://www.newham.gov.uk/Pages/Services/Historic-sites-and-monuments.aspx](https://www.newham.gov.uk/Pages/Services/Historic-sites-and-monuments.aspx)
In seeking to create distinctive and successful places as one of the overarching objectives of the local plan, it is vital that existing assets are recognised in design so that their full potential can be realised in line with national and London-wide policies. These assets also have a role to play in achieving the other objectives of the Local Plan of delivering growth and optimising development. Starting with heritage, until recently traditionally this has to some extent been overlooked in Newham both by statutory agencies such as Historic England English Heritage, and others responsible for change in the borough, from home owners through to large-scale developers. This is partly due to Newham’s relatively recent development when compared to some areas which means heritage assets have been seen as less significant than older ones elsewhere, and partly the inevitable result of incremental changes (with limited character-based direction) which add up to more significant ones. As such, Newham currently has relatively few Conservation Areas and listed buildings despite having a range of identifiable heritage features including many fine examples of Victorian and Edwardian buildings, docks and waterways. It also means that through neglect, distinctiveness has been eroded and the physical condition of some assets has deteriorated: this is reflected in the fact that the borough contains a variety of heritage assets on the ‘Heritage At Risk’ register1, for example 1115% of listed buildings and monuments were considered to be ‘At Risk’ in 2017. These considerations emphasise the need for re-evaluation of the borough’s heritage assets.

Therefore in turn, the importance of attending to (protecting, conserving and enhancing, and thereby re-valuing) both designated heritage assets and those more informally recognised, together with their setting, is indicated. The former includes those buildings, monuments, structures, parks, etc, that are subject to national listing/scheduling, those areas designated as Conservation Areas; the latter includes Areas of Townscape Value, (recognised for their special architectural and historic character) Archaeological Priority Areas (identified as per Historic England Advice for their potential archaeological interest) and locally listed buildings.

This value includes adding interest and legibility, (as landmarks) to an area; the contribution to community building as a focus for community memory and activity; the contribution to sustainability by embodying energy if they continue in use; and harder economic value as visitor attractions either individually or as part of a place for spending time and money in, perhaps as part of a wider cultural economy strategy, or in the case of waterways, as transport routes. In turn they can be seen as important to create neighbourhoods which are desirable to invest and stay in, hence the need to address their presence and encourage wider ownership of and access to them. In relation to archaeological remains, where excavation is unavoidable, the expectation will be that appropriate recording, analysis and dissemination of findings is undertaken. It should be noted that archaeological projects have a well-established history of enabling successful community engagement.

A more holistic approach to heritage in place-making is logically extended to other character assets, whether natural, (including trees and woodland) cultural (e.g. meeting places and places of social display and other cultural activity including ‘back of house’

1 https://historicengland.org.uk/advice/heritage-at-risk/
activities such as set and costume design which support other uses), architectural or infrastructural (e.g. stations) as part of the transformation plans for the borough (see Policies SP1 and SP3 and J1). These are indicated in relevant spatial policies and more extensively but not exhaustively in the Newham Character Study (20107). This approach recognises that all these asset types have in common sensitivity to change that directly or indirectly affects them and those that benefit from them including the difficulty presented by competition with uses able to pay higher values for land. Moreover, many such assets are underperforming in one way or another, often due to a lack of integration with the wider environment including other assets, so that their settings detract from them, they are underused or create a barrier effect. This highlights the importance of composition - ensuring coherent and sensitive ensembles of assets and their settings, as well as innovation and change both from the present situation and to address evolving circumstances, including climate change. Innovation includes appropriate deployment of ‘meanwhile’ uses and other suitable measures to activate spaces and structures to help bring them back into people’s day-to-day experience of places, improving security, resilience to climate change and energy efficiency and enabling immediate community benefit. However, any such change needs to be based on an understanding of the sensitivity to change of the asset in question, ensuring it is appropriately valued and accommodated in order to avoid causing harm to its significance. It is also recognised, that in new places, or places needing to find new purposes and economic and social futures, creating new assets, for example through arts and culture led regeneration will be beneficial.

Implementation

6.53 Developers will be expected to respond to the various aspects of this policy as appropriate in their Design and Access Statements having analysed the context to their development with reference to the borough’s Character Study which includes information about Areas of Townscape Value, and where relevant, Conservation Area Appraisals and Archaeological Priority Areas. This should result in incremental change, including resources to support heritage conservation and enhancement, helping to reduce the number of assets identified as Heritage at Risk.

6.53a Development proposals involving heritage assets will re-value them by taking advantage of design cues in the Newham Character Study which take forward objectives of sustainability; viability of initial investment as well as future use and management; public access, visibility (contributing to legibility) and enjoyment; spreading the regeneration value of heritage assets; and retaining the integrity of heritage assets and their settings.

6.54 The Council will continue its programme of Conservation Area appraisal and with its partners including English Heritage Historic England and local heritage groups, investigate the scope of further identifying, protecting and enhancing heritage assets (e.g. through designating new Conservation Areas, identifying opportunities for reuse and where appropriate, modification of heritage assets to improve energy efficiency) and English Heritage will be encouraged to undertake a listed buildings review. Existing Conservation Areas and those Areas of Townscape Value considered to continue to be of merit will be carried forward from the UDP and subsequent designations/amendments as follows (see map for clarification; full extents are shown on the Proposals Map). Trees and woodland which contribute the amenity of particular parts of the borough will be identified and
protected by tree preservation orders (see INF6).

6.54a In relation to archaeological remains, where excavation is unavoidable, the expectation will be that appropriate recording, analysis and dissemination of findings is undertaken.

6.55 Further guidance and advice is to be found in the guidance referenced (and updates as appropriate), and from English Heritage, Historic England, GLASS Design Council CABE and the Council’s Design Manager and Conservation Officers.

6.56 Master-planning and stakeholder engagement Supplementary Planning Documents will assist in identifying more assets, and strategies to conserve and enhance them as part of wider area-based change.

(Table of conservation areas, Areas of Townscape Value and Archaeological Priority Areas p.105)

Monitoring

6.56a The monitoring framework includes specific performance indicators relating to Heritage and other Place-making Assets upon which the relevance and efficacy of Policy SP5 will be assessed. Outputs can be measured by scrutinising performance in respect of statutory requirements for the protection of listed buildings, tree preservation orders and conservation areas. Outcomes will be apparent from informal engagement with residents (including through independent surveys regarding satisfaction with the area) and elected members and feedback from bodies such as Historic England.

6.56b Indicators

i. SP-OUT1 Successful Place-making and Design:
   a. Satisfaction with the area [Maintain above 75%, should be improving];

ii. SP-OP5 Re-valuing heritage and other place-making assets:
   a. Conservation area appraisals and Management Plans in place [Full coverage];
   b. Conservation and heritage studies completed as part of masterplanning/strategic site development where applicable [no specific target];
   c. Loss of trees subject to a tree protection order [No specific target monitor trend to ensure reasonable protection is being afforded];

iii. SP-OP8 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. SP-OUT3 Heritage Protection - Monitor Buildings at Risk yearly register [Entries for Newham should decline annually]
### SP5a Areas of Townscape Value and Archaeological Priority Areas

#### Objective

2.1 To identify Areas of Townscape Value and Archaeological Priority Areas

#### Policy

For the purposes of the protection afforded by Policy SP5, the locations listed below are designated as Areas of Townscape Value and Archaeological Priority Areas:

**Table A**

<table>
<thead>
<tr>
<th>ID</th>
<th>Area Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATV1</td>
<td>Wanstead Flats</td>
</tr>
<tr>
<td>ATV2</td>
<td>Sebert Road</td>
</tr>
<tr>
<td>ATV3</td>
<td>Manor Park</td>
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<tr>
<td>ATV4</td>
<td>Forest Gate</td>
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<tr>
<td>ATV5</td>
<td>All Saints Church, Church Street North*</td>
</tr>
<tr>
<td>ATV6</td>
<td>Cheltenham Gardens, Henniker Gardens, Rancliffe Road</td>
</tr>
<tr>
<td>ATV7</td>
<td>Canning-Town</td>
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<tr>
<td>ATV8</td>
<td>Winsor Terrace*</td>
</tr>
<tr>
<td>ATV9</td>
<td>Bargehouse Road / Woolwich Manor Way*</td>
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</tbody>
</table>

*Note that ATV5, ATV8, ATV9 and the area surrounding West Ham Park are likely to be taken forward as Conservation Areas within the plan period.*

**Table B**

<table>
<thead>
<tr>
<th>Archaeological Priority Area ID</th>
<th>Area Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1</td>
<td></td>
</tr>
<tr>
<td>APA 1.1</td>
<td>Beckton WW2 Gun Emplacement</td>
</tr>
<tr>
<td>APA 1.2</td>
<td>Fort Street</td>
</tr>
<tr>
<td>APA 1.3</td>
<td>Prince Regent Lane</td>
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<tr>
<td>APA 1.4</td>
<td>Stratford Langthorne Abbey</td>
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<tr>
<td>APA 1.5</td>
<td>Woolwich Manor Way</td>
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<tr>
<td>Tier 2</td>
<td></td>
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<tr>
<td>APA 2.1</td>
<td>East Ham</td>
</tr>
<tr>
<td>APA 2.2</td>
<td>Green Street 18.51</td>
</tr>
<tr>
<td>APA 2.3</td>
<td>Little Ilford</td>
</tr>
<tr>
<td>APA 2.4</td>
<td>Plaistow</td>
</tr>
<tr>
<td>APA 2.5</td>
<td>Plashet</td>
</tr>
<tr>
<td>APA 2.6</td>
<td>Stratford</td>
</tr>
<tr>
<td>APA 2.7</td>
<td>Upton</td>
</tr>
<tr>
<td>APA 2.8</td>
<td>Wall End</td>
</tr>
<tr>
<td>APA 2.9</td>
<td>West Ham</td>
</tr>
<tr>
<td>APA 2.10</td>
<td>Beckton Sewage Works</td>
</tr>
<tr>
<td>APA 2.11</td>
<td>Ilford Gaol</td>
</tr>
<tr>
<td>APA 2.12</td>
<td>Stratford Railworks</td>
</tr>
</tbody>
</table>
Policy Links

SP5

Reasoned Justification

2.2 In line with the objective of recognising and protecting heritage and other assets, the reasoned justification of Policy SP5 sets out that the Council will continue a programme of asset appraisal.

2.3 Further to paragraph 6.54 of the Local Plan: Core Strategy, this DPD continues that process by updating the locations to be protected as Areas of Townscape Value (ATVs) and Archaeological Priority Areas (APAs). ATV boundaries are defined on the accompanying Policies Map whilst APAs can be found in Appendix 4.

2.4 As per the Areas of Townscape Value Evidence Base document (January 2015) and 2011 Character Study, new ATVs at Sebert Road, Manor Park, Forest Gate, and Canning Town are recognised for their special architectural and historic character. Given the need to maximise the value of heritage assets within the Borough to be consistent with Local Plan: Core Strategy policy SC5, ATVs with the largest areas have been designated.

2.5 Archaeological Priority Areas have been updated as per English Heritage advice detailed in the Evidence Base: Archaeological Priority Areas (English Heritage, 2014) document. The tiers correspond to consultation and investigation expectations set out in GLASS (greater London Archaeology Advisory Service) guidelines which should be referred to in conjunction with policy SP5.
SP6 Successful Town and Local Centres

Objective

6.57 Ensure that Town and Local Centres are vibrant, vital and valued as components of local neighbourhoods and the borough as a whole, acting both as community foci and as destinations through their particular character, offer and connectivity to their hinterlands.

Policy

To this end, proposals that address the following strategic principles, spatial strategy and design and management criteria matters to secure this objective will be supported:

1. Strategic principles
   a. Town and Local Centres should be vibrant, vital and valued as components of local neighbourhoods and the borough as a whole, being successful in social and economic terms; and
   b. Town and local centres should act acting both as community foci, showcases, employment hubs and as destinations through their particular character, offer and connectivity to their hinterlands.

2. Spatial Strategy
   a. Ensuring routes to and from local areas and local transport nodes and across the centre are convenient, attractive and feel safe, creating them or enhancing them where necessary;
   b. The importance of a high quality, accessible public realm and a series of features and public spaces that complement the centre’s commercial offer;
   c. Diversifying uses, encouraging the location of services and flexible community spaces, ‘meanwhile’ uses, quality night-time economy, visitor and cultural attractions and facilities, and the creation of residential dwellings in such centres as appropriate to their size and function, to add to their activity levels;
   d. Maintaining a robust retail core whilst ensuring a variety of unit sizes, and in larger centres, markets to provide choice and meet local needs;
   e. Preventing non-retail uses (particularly hot food take-aways) from clustering excessively or reaching disproportionate levels within the centre and at or adjacent to (outside the boundaries) its gateways; and
f. Managing the centres as part of a clearly defined network and hierarchy (in line with Policy INF5), encouraging consolidation of commercial uses within their boundaries, and responding to the visions for individual centres as set out in Spatial Policies S1-6

3. **Design and management criteria**

a. Ensuring new developments are designed to respond to strengths and weaknesses of local character and are scaled and otherwise designed to achieve integration and coherence with the better aspects of the centre contributing to distinctive identities in line with Policies SP1, SP3 and SP5;

b. Attending to the particular crime, anti-social behaviour and community safety concerns brought about by congregations of large numbers of people and the evening economy; and
**Reasoned Justification**

6.58 Town and Local Centres are very important components of people’s neighbourhoods, with the commonly articulated expectation that they should be pleasant environments to linger and socialise in or pass through, as well as functional from a daily, weekly and night time needs perspective, enabling a variety of needs to be met in one convenient trip. This policy therefore concerns existing and future Town and Local Centres as components of successful places in accordance with the overarching objectives of the Local Plan to create high quality places and successful communities and to optimise development. The need, particularly in the case of Town Centres, to be successful as economic places or destinations in their own right promotes the other overarching objective of delivering growth, as measured by the degree of activation or vitality as well as commercial spending and competitiveness (viability) in line with national and London-wide policy. Whilst there will be differing expectations in terms of the scale of town (and likewise, District, Major and Metropolitan) as compared to Local Centres, over-arching ingredients of place quality for centres are applicable whatever the scale and function. This is related to, but distinct from the technical and functional management of Town Centres and retail provision as part of a network and hierarchy, which is dealt with under the infrastructure section.

6.59 Evaluating the quality of place on offer in the borough’s Town and Local Centres at present, using standard ‘health check’ methodologies\(^1\), the results of consumer surveys and other engagement, as well as character analysis, identifies a number of weaknesses that need attention to make Town and Local Centres more attractive and pleasant. These have been combined with those aspects recognised as important by good practice guidance, whilst cross-referring to specific visions for centres where most change is needed and expected in the spatial policies.

6.60 Working from the outside in, or from people’s homes to their local and Town Centres, of key importance firstly is ensuring people can easily and enjoyably reach the centre from the local area, and that the point of arrival and public realm around the shops and services is convenient, attractive, easy to navigate around, accessible whatever a person’s ability, interesting in its own right, and safe. This includes ensuring that larger commercial uses do not create blank, inactive frontages, or over-large blocks which disrupt direct routes – indeed in many cases new development brings the opportunity to address past mistakes of this type. Research has found that well-conceived improvements to public spaces within Town Centres can increase expenditure in a centre by 40%, as well as generating further private investment. In addition to standard design security features such as natural surveillance, also important will be the management of specific town centre

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\(^1\) Notably the London Town Centre Health Check (2014) and Newham Town Centre and Retail Study (2016)
characteristics: crowding (including the prospect of terrorist targeting) and aspects of the nighttime economy such as the implications of alcohol consumption on behaviour and noise. As per INF5, publicly accessible toilet provision will also be relevant to improving town and local centre accessibility and inclusiveness of their offer.

6.61 The mix of uses within a centre is the next layer of place to consider. Here, a robust - both substantial and flexible – retail core is important, with a variety of retail formats, particularly in larger centres, to incorporate a range of convenience and comparison, independent and multiple, large and small businesses. These bring valued diversity that can add to local identity, whilst also allowing for changes to market circumstances over time. However, retail uses alone do not provide for sufficient activation and usage to create fully vital and viable Town Centres in today’s market, hence the importance of diversification both vertically above shops (mainly in the case of residential) and across the centre. This should draw in new customers who may undertake linked trips, extend activity into the evening, and generally encourage people to spend longer in a centre as more of their needs are met in one place. In larger centres, provision for tourists and visitors from beyond the local area will also be important, including both visitor attractions (e.g. street markets) and facilities (e.g. toilets). The importance of quality leisure and cultural uses such as restaurants, bars, clubs, music venues and other performance space that contribute to the night time economy is particularly recognised. The proximity of the borough to Central London, and general appetite from local residents offers opportunities for development of a local night life in the borough’s centres as part of the capital’s cultural offer. The London Plan SPG ‘Culture and the night time economy’ notes that Stratford is one 70 night time clusters across the city yet the borough has six town centres all of which could generate their own night time identity appropriate to their role and function.

6.61a However, learning from past mistakes, clusters or overall numbers of non-retail uses should not be permitted to dominate a centre or its gateways, (in and outside its boundaries) detracting from its image. Particular problems are currently reported with the clustering of A5 (hot food takeaways) and A2 (notably betting shops) in and just outside the borough’s centres, though any non-retail use could have a similar impact in aggregate or where they take up large proportions of frontage (see SP9), including community uses such as places of worship.

6.62 The next layer is the coherence of development, and hence the centre as a whole, which completes the experience of place that people will have. Recent development has often undermined the coherence of the borough’s Town Centres in particular, poorly relating to the scale, structure, focus, variety, detailing, heritage and other place-making assets of the existing Town Centres. For this reason, the design of a new development should clearly reflect (but not uniformly copy) these aspects of character and the need to
integrate and reinforce the positive ones to contribute to a distinctive place identity on either a neighbourhood or (in the case of larger centres) a centre basis. Here, visions also play a role, as detailed in spatial policies, alongside the management of the hierarchy and network (in line with Policy INF5) to ensure all retail and town centre uses are located within centres of appropriate sizes, alongside as far as possible, community infrastructure that draws in significant numbers of people (e.g. worshippers and service users). This includes avoiding retail and other similar commercial development on smaller sites outside centres that can incrementally undermine the coherence of them by eroding their boundaries and creating unfocused ribbon development, as evident along many of the borough’s main roads and extending outwards from linear centres, notably East Ham, Green Street and Canning Town. A re-focusing of development within town centre boundaries, including relocation/residential conversion of existing out of centre commercial floorspace, together with improvements to gateways and more character-sensitive design, should help create a better sense of place.

Implementation

6.63 Developers will be expected to respond to the above considerations in their Design and Access Statements and associated funding and management agreements, resulting in incremental change.

6.64 The Council and other public sector land owners will apply these considerations in their disposal of land assets and facilitation of change potentially through CPO powers, development agreements, and management of adopted public realm and work with local businesses and business groups.

6.65 Further guidance will be provided through master-planning and Supplementary Planning Documents as necessary to tackle particular issues and for particular centres, adding to the Forest Gate and Canning Town and Custom House documents.

Monitoring

6.65a The monitoring framework includes specific performance indicators relating to Successful Town and Local Centres upon which the relevance and efficacy of Policy SP6 will be assessed. Data is more readily available to assist monitoring of this policy than several of the other Successful Places policies due to extensive focus on the regeneration and socio-economic performance of the borough’s town centres in both a local and London wide context. In addition, ongoing informal engagement with residents and elected members also provides important feedback about t.
6.65b Indicators

i. SP-OUT1 Successful Place-making and Design:
   a. Crime and fear of crime [No specific target, should be improving];
   b. Satisfaction with the area [Maintain above 75%, should be improving];

ii. SP-OP6 Supporting Quality Town and Local Centres:
   a. Community uses in Town Centres [no specific target];
   b. Town Centre Investment [no specific target, monitor for investment interest and increased diversity of uses in town centres];

iii. SP-OP8 Policy Use and Robustness 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. SP-OUT4 Town Centre Health:
   a. Vacancy Levels and non-retail uses in primary frontages in town centres [no specific target, should be holding steady or improving, noting PSF benchmark in SP9];
   b. Historic buildings at risk within defined town centres [no specific target, should be decreasing];
   c. Monitor quality Leisure: Proportion of leisure uses in town centres that are betting shops, amusement arcades and hot food takeaways. [Target: benchmarks in SP9];
   d. Satisfaction with local shopping [no specific target, should be improving];
   e. Other town centre health check data published in GLA town centre health checks [no specific target, should be holding steady or improving];
SP7 Quality Movement Corridors and Linear Gateways

Objective

6.66 Reinforce the linear gateway and movement corridor role performed by the borough’s principal street network through the application of quality urban and architectural design and public realm interventions.

Policy

The streets listed below will be the subject of public realm and regenerative improvements that reinforce their role as high quality movement corridors and linear gateways. To this end, proposals that address the following matters will be supported:

Proposals that address the following strategic principles, spatial strategy, and design and management criteria will be supported:

1. Strategic principles

a. As the borough’s principal streets, the role of linear gateway and movement corridor will be reinforced through the application of improving and regenerative quality urban and architectural design and public realm interventions.

Policy

2. Spatial Strategy

1.a. The desirability of reclaiming the streets for people through introducing active frontage to their edges that stimulates social activity and interaction along them;

2.b. The importance of consolidating ribbon developments of commercial and community uses into defined Local and Town Centres and Local Shopping Parades, and in the case of hotels, in Stratford Metropolitan and the Royal Docks, in line with Policies INF5, INF8 and SP6;

c. The following are designated Key Movement Corridors and Linear Gateways (see attached map)

Albert Road / Factory Road
Barking Road
Carpenter’s Road / Densham Road / Portway / Plashet Road / Plashet Grove
Forest Drive / Station Road
Green Street
Hermit Road / Grange Road / Upper Road / Clegg Street / Stopford Road
High Street North and South
Katherine Road
Leyton Road / Angel Lane
Leytonstone Road / The Grove
Manor Road North
Woolwich Road/Connaught Bridge
Olympic Legacy Streets—Bridge Road; Celebration Avenue; Honour Lea Avenue;
International Way; Penny Brookes Street; Montfichet Road; Temple Mill Lane; Olympic
Park Avenue; Warton Road; Westfield Avenue
Prince Regent Lane
Romford Road
Ron Leighton Way
Royal Docks Road
Royal Albert Way
Stratford High Street
Stratford Gyratory (Great Eastern Road, Broadway)
Silvertown Way and Silvertown Viaduct
Stansfeld Road
Strait Road
Tollgate Road
Upton Lane/Woodgrange Road/Woodford Road
Victoria Dock Road
West Ham Lane/Broadway/Plaistow Road/Plaistow High Street/Greengate Street
Woolwich Manor Way/Pier Road

i. Barking Road (A124)
ii. Romford Road (A118)
iii. Forest Drive/Station Road/High Street North and South/Ron Leighton Way/
Woolwich Manor Way/Albert Road/Pier Road (A117)
iv. Clegg Street/Pelly Road/Stopford Road/Upton Lane/Woodgrange Road/Woodford
Road (A114)
iv. Leytonstone Road/The Grove
v. Leyton Road/Angel Lane (A112)
vi. Stratford Gyratory (Great Eastern Road, Broadway and that part of Stratford High
Street not within LLDC) (A11)
viii. West Ham Lane/Broadway/Plaistow Road/Plaistow High Street/Greengate
Street/Prince Regent Lane/Victoria Dock Road (A112)
ix. Manor Road (A1011)
x. Bridge Road
xi. Densham Road/Portway/Plashet Road/Plashet Grove/East Avenue/Browning
Road/Church Road/Little Ilford Lane (B165)

xii. Vicarage Lane (B164)
xiii. Green Street (B167)
xiv. Katherine Road (B109)
xv. Balaam Street
xvi. Hermit Road/Grange Road/Upper Road
xvii. Victoria Dock Road
xviii. Silvertown Way and Silvertown Viaduct/North Woolwich Road/Connaught
Bridge/Royal Albert Way/Royal Docks Road (A1020)
xix. Freemasons Road/New Barn Street/Butchers Road/ Munday Road
xx. Stansfeld Road
xxi. Strait Road
xxii. Tollgate Road
3. Design and management criteria

3.a. The general principles of good urban design expressed in Policies SP1 and SP3 and SP5, ensuring they are extended to edge treatments to positively contribute to the street scene and way-finding;

4.b. The particular need in these environments to enclose the street and reduce the noise and air pollution impacts of passing traffic, without creating a ‘tunnel’ effect, maintaining the building line excepting overriding good design or highways considerations;

5.c. The need to significantly raise and easily maintain the quality of the public realm, with particular attention to de-cluttering, inclusive access, continuity of footways and materials, the value of tree planting to improve amenity and the desirability of introducing public art at appropriate locations; and

6.d. The importance of facilitating the smooth and efficient but safe movement of traffic in the context of an overall shift to sustainable transport in line with policy INF2.
Newham’s arterial street corridors form strategic linear gateways to and within the borough, making an important contribution to people’s impression of place and their perceptions of how attractive Newham is as a place to live, work and stay. The corridors have an important role to play in the overarching objective of the Local Plan to create high quality places. The arterial corridors are also important movement routes, for pedestrian, cycle and motor traffic including buses supporting the achievement of good growth. They link economically important centres and generally provide the shortest route ways between main centres of activity helping to deliver growth, and they provide locations for optimal development in the borough.

The objective of seeking improvements in the quality of corridors sets out to reinforce both of these roles, particularly in relation to how they form people’s impression of routes towards central London and the local area. In doing so, the policy also seeks to reduce the linear ‘barrier’ effects felt by pedestrians and cyclists in particular, of major, often congested routes, and contribute to a lessening of congestion. Both barrier effects (connectivity) and congestion are noted to be key issues in the borough, congestion needing urgent attention due to the projected levels of new development in the borough and elsewhere. This has consequences for journey time and reliability, air quality, noise levels, the quality of the public realm, the health impacts of mode choice and people’s quality of life concerns, also noted by national and London-wide policy.

Many measures contribute towards the policy’s implementation in more than one of these dimensions. For example, making streets more pleasant places for people to use should encourage them out of their cars and into public spaces, which in turn helps to reduce traffic impacts and makes the area more liveable and more attractive generally. Animating streets and spaces by encouraging development with active frontages - windows and entrances, including appropriately-located community infrastructure, shops and street cafés - will also make streets safer and more interesting to use, particularly for pedestrians. Consolidating ribbon development into defined centres means that these destinations will be more clearly demarcated, reinforcing their viability, and tackling concerns about sprawling untidy frontages of mainly secondary retail, hot food take-aways and so on, which in stretching outside limited areas affect more people’s amenity. This means that where expansion of such uses or changes of use within those classes are proposed in these streets outside the areas and other designations (e.g. Protected Isolated Shops) identified in the relevant infrastructure (INF5) and Spatial Policies, (SP2, SP3) the policy position will be to encourage instead, relocation to in-centre locations, de-conversion to residential where Policies H1, H4 and INF8 can be satisfied, or if necessary, continuation of the status quo.

Policies SP1, SP3 and SP5 establish the importance of key place-making and urban design principles. It is vital that these are extended into the street and in edge treatments, as these can have a particular impact on people’s ease of navigation, entry and egress from buildings and spaces, sense of security and comfort. As well as activation and surveillance, key considerations include improving enclosure, and mitigation of environmental impacts of traffic. Improving enclosure by maintaining the building line has positive microclimate effects, as well as being visually pleasing (creating a more complete and coherent street composition), though care must be taken not to over-enclose by building heights and
massing that are not in proportion to the street width. Mitigation of noise and air pollution impacts requires appropriate spacing, screening, and filtering (e.g. by trees) without compromising other design principles such as surveillance, and attention to character, heritage assets and sustainability. Other measures include ensuring properties are dual aspect, so can ventilate from the non-road facing side.

6.71 On the street, the experience of pedestrians and other passers-by will also be affected by the quality of the public realm itself. Here, simplicity yet attention to detail and quality are what is required, as noted by good practice guidance and stakeholder engagement, with de-cluttering having a major role to play, subject to inclusive considerations. However, this should still allow for the incorporation of well-placed green infrastructure (particularly street trees) with its sustainability benefits, (drainage, air quality, shade and shelter) and public art. All these can improve the inclusivity of the environment, its functionality as a social space and movement space, and again the extent to which it is enjoyed.

6.72 Lastly, in the road, returning to movement from wider issues, relevant measures to help effect safe, smooth and efficient traffic movement, (also contributing to Policy INF2) will include those to balance competing space demands (traffic, pedestrian movements and infrastructure, parking and loading). One dimension to this will be improvements to dedicated infrastructure that supports walking, cycling and public transport use, including improved crossings, cycle tracks and lanes, bus priority measures and bus stop locations, whilst ensuring that this is consistent with de-cluttering, integrating it with the wider public realm scheme design.

**Implementation**

6.73 Developers will be expected to address the various components of the policy through their Design and Access Statements.

6.74 The Local implementation Plan sets out the borough’s five year plan for delivering the Mayor’s Transport Strategy locally, through expenditure of the borough’s apportionment of Transport for London funding. Some of this will be spent in the above streets, alongside other Council Funding revenue funding and S106 contributions, as directed by this policy.

6.75 The Council as a significant landowner will have regard to this policy in the management, development and disposal of its assets, working with adjacent landowners and developers.

6.76 Further guidance (and updates as appropriate) is as directed in the references to this section, but may also be provided through masterplans and design SPDs as necessary.

**Monitoring**

6.76a The monitoring framework includes specific performance indicators relating to Quality Movement Corridors and Linear Gateways upon which the relevance and efficacy of Policy SP7 will be assessed. Outputs relate to environmental improvements to the corridors in planning, regeneration and through complementary measures and will be drawn from general activity reporting (e.g. S106 monitoring). Specific outcomes difficult to measure, so outcomes are necessarily proxies monitored through corporate surveys. Ongoing
engagement with residents, including formal evaluations certain schemes) of certain and elected members also provides useful feedback

6.76B Indicators

i. SP-OP7 Investing in Quality Corridors
   a. Monitor provision and loss of street trees (No specific target, should be improving)
   b. Key Corridor & Healthy Streets investment (No specific target, should demonstrate commitment to policy objectives)

ii. SP-OP8 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)

iii. SP-OUT1 Successful Place-making and Design
   a. Crime and fear of crime (No specific target, should be improving)
   b. Satisfaction with the area (No specific target, should be improving)
SP8 Ensuring Neighbourly Development

Objective

2.6 To ensure the environmental, social, and design impacts of all development are neighbourly.

Policy

Proposals that address the following Strategic Principles, Spatial Strategy and Design, Management and Technical criteria will be supported:

1. Strategic principles and Spatial Strategy
   a. All development is expected to achieve good neighbourliness and fairness from the outset by avoiding negative and maximising positive social, environmental and design impacts for neighbours on and off the site; The principles of neighbourliness apply throughout the lifecycle of the development.
   b. The achievement of neighbourliness will ensure that the benefits of development and regeneration will be spread beyond the context of individual development proposals, in accordance with convergence aims.
   c. Change brought about by development must not cause problems for existing lawful neighbours, otherwise known as an ‘agent of change’ approach; and
   d. The Council encourages innovative approaches to achieving neighbourliness.

This policy applies to all development. The Council encourages innovative solutions to achieving neighbourliness and will support proposals that demonstrate:

2. Design, Management and Technical Criteria
   a. Compliance with the standards and due regard to the importance of the technical guidance in Table SP.E where they are relevant to development proposals, will be expected to promote neighbourliness in addressing:
      i. ensure integration with the street scene including consideration for advertisements and signage; boundary treatments; parking provision; external storage; plant housing and the quality of materials;
      ii. create a safe and secure environment by reducing the likelihood of antisocial behaviour, promoting public safety (including road safety), improving security and lessening the fear of crime in accordance with policies SP1, SP2 and SP3;
      iii. ensure that buildings and other spaces likely to involve the congregation of people are well managed and address the street and neighbourhood in terms of...
character and orientation, legibility, inclusivity and an obvious and welcoming access;

iv. protect and enhance accessibility, local connectivity and permeability;

v. prevent the loss of, and where possible enhance on and off site green infrastructure, including public open space, private amenity space, trees and woodland in accordance with policies SC1, SC4, and SC5, SP2 and INF6 & 7;

vi. avoid creating or exacerbating off-site flood risk in accordance with policies SP9, SC3 and SC5;

vii. protect the locality from adverse microclimate effects (such as wind tunnelling) in accordance with policies SP4 and SP7; and

viii. minimise impacts of development’s interference with broadcasting and other telecommunications services.

ix. encourage the use of sustainable transport and minimise parking stress in the neighbourhood including the provision of publicly accessible car club spaces and electric car charging points in accordance with policy INF2;

x. achieve a high standard of access, egress and circulation for all, including through the provision for waste, recycling and bicycle storage facilities; the siting of parking provision and design legibility;

xi. avoid unacceptable exposure to light (including light spillage), odour, dust, noise, vibration, radiation and other amenity or health impacting pollutants in accordance with policy SP2;

xii. ensure adequate access to daylight and sunlight in accordance with policy SP3;

xiii. minimise overlooking and loss of privacy, overshadowing, and overbearing impact;

xiv. make appropriate provision for communal spaces and private amenity spaces (e.g. bedrooms and places of retreat) in multiple-user buildings (including HMOs) and should takinge into account any losses incurred;

*achieve a high standard of access, egress and circulation for all, including through the provision for waste, recycling and bicycle storage facilities; the siting of parking provision and design legibility.*
Appropriate provision for communal spaces and private amenity spaces (e.g. bedrooms and places of retreat) in multiple-user buildings (including HMOs) and should take into account any losses incurred.

Integration with the street scene including consideration for advertisements and signage; boundary treatments; parking provision; external storage; plant housing and the quality of materials.

Buildings and other spaces likely to involve the congregation of people are well managed and address the street and neighbourhood in terms of character and orientation, legibility, inclusivity and a welcoming access.

Consideration and incorporation of the following standards and guidance as set out in Table 1 (or any subsequent updates or replacements) where possible.

| Table b – Table SP.E Environmental standards and guidance |
|---|---|
| **Issue** | **Standard or Guidance** |
| **Telecommunications** | International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines |
| **Radioactive sources and x-ray generators** | National Radiological Protection Board (NRPB) guidelines |
| **Odour and Fumes** | Defra Department for Environment, Food and Rural Affairs (DEFRA) guidance manuals for regulation of businesses that produce pollution. H4 Odour Management. |
| **Dust** | GLA: Control of dust and emissions during construction SPG (2014) |
| Vibration | Part 2: Vibration  
For plant noise on residential and commercial/industrial premises:  
For controlling internal and external noise within a development:  
| British Standard BS7385-2:1993 Evaluation and measurement for vibrations in buildings  
Land Quality Management’s Generic Assessment Criteria (2009)  
LQM/CIEH ‘Suitable 4 Use Levels’  
Environmental Protection Act 1990: Part IIa  
Contaminated Land Statutory Guidance, 2012  
The Model Procedures for the Management of Land Contamination, 2004 (CLR11)  
BS10175:2011: Investigation of potentially contaminated sites – Code of practice |
| Air Quality | Air Quality (England) Standards Regulations 2010  
Mayor of London’s Air Quality Strategy (2010)  
GLA: Control of dust and emissions during construction SPG (2014)  
London Borough of Newham: Air Quality Review and Assessment  
National Air Quality Plan |
| Anti-social Behaviour/Crime/Safety (including road safety) | Building for Life 12  
Secured by Design design guides  
TfL London Cycle Design Standards (LCDS)  
Safer Places and Secured By Design / BFL 12 |
<p>| Car Parking &amp; Charging Points | London Plan and HSPG (2012)/ BFL 12 |</p>
<table>
<thead>
<tr>
<th>Section</th>
<th>References</th>
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</thead>
<tbody>
<tr>
<td>Daylight/Sunlight</td>
<td>BRE Guidelines Building Research Establishment (BRE) ‘Site layout planning for daylight and sunlight: a guide to good practice’ (BR209)</td>
</tr>
<tr>
<td>Overall Neighbourhood Design and Management including permeability, accessibility and local connectivity</td>
<td>Building For Life (BFL) 12 LBN Character Study (2016)</td>
</tr>
<tr>
<td>Refuse, post deliveries, storage (including recycling) and utility</td>
<td>(LBN) Waste Management Guidelines / Mayors HSPG/ BFL-12 GLA: Housing SPG 2016 London Borough of Newham: Waste Management Guidelines for Architects and Property Developers Building For Life (BFL) 12 – Question 12</td>
</tr>
<tr>
<td>Car Parking</td>
<td>BFL-12: 10 (Parking)</td>
</tr>
<tr>
<td>Housing Design (private amenity space/space standards)</td>
<td>GLA: Housing SPG 2016 Building For Life (BFL) 12 Mayor’s Housing SPG (2016) Mayor’s Play and Informal Recreation SPG (2012)</td>
</tr>
<tr>
<td>External storage and amenity space (waste, recycling and bike storage)</td>
<td>GLA: Housing SPG 2016 London Borough of Newham: Waste Management Guidelines for Architects and Property Developers BFL-12: 12 (External storage and amenity space)</td>
</tr>
<tr>
<td>Trees and Woodland</td>
<td>BS 5837:2012 Trees in relation to design, demolition and construction</td>
</tr>
</tbody>
</table>

Standards or guidance shall be deemed to relate to the most up to date version in place to the same intention and effect, accounting for the fact that current standards and guidance may be amended, restated and/ or replaced from time to time.

Policy Links

S1, SP1, SP2, SP3, SP4, SP7, H1, INF2, SC1, SC3, SC5
2.7 High-quality development by definition should not result in adverse impacts on the amenity enjoyed by nearby properties. The Local Plan Core Strategy seeks the creation of successful, healthy and safe places while protecting existing environments. This policy sets out detail around the securing of improvements to character and the successful integration of the differing land uses necessary to meet the range of needs in the Borough (both residential and commercial). Local Plan Core Strategy design, housing quality and transport policies provide a basis for the scrutiny of neighbour impacts, however there is scope to provide specification around the aspects that cause most concern as well as emphasise the potential for a more rounded, positive approach to neighbourliness that is aligned with the Council’s Central Agenda and the high level strategic objectives of the Local Plan Core Strategy.

2.7a The Local Plan seeks the creation of successful, healthier and safer places, and in doing so, the securing of improvements to character and the successful integration of different land uses that are necessary to meet the range of needs (including residential, commercial, industrial and infrastructural) optimising development in a way that is both neighbourly and fair. Policies SP1-7 seek to create successful places, healthy neighbourhoods and quality design. The vision in turn, seeks transformation of these characteristics to make it much more likely that people will choose to live, work and stay in the area and achieve improvements to health and deprivation so Newham is more like the rest of London.

2.7b Much of the Borough compromises already dense development where the scope for transformational change rests on the cumulative impact of smaller scale changes (Urban Newham). In these areas, many of the existing problems that people are concerned with, and those that they expect to be worsened by new development, are ‘neighbour related’ and linked to very specific aspects of design. Moreover, a key component of the overall spatial strategy promoted by the Plan is to promote higher densities and new forms of mixed use development in the Arc of Opportunity and Town Centres, where the impact of neighbours becomes more significant.

2.7c Further to this, design/place-quality, housing quality and transport policies provide a good basis for the scrutiny of neighbour impacts, given that high quality development by definition should not result in adverse impacts on the amenity enjoyed by surrounding occupiers, and should encourage positive behaviours relating to broader objectives. However this policy provides specifications around the aspects that cause most concern as well as emphasises the potential for a more rounded, positive approach to neighbourliness that is aligned with the Council’s Resilience Agenda and convergence objectives. The Local Plan Core Strategy seeks the creation of successful, healthy and safe places while protecting existing environments. This policy sets out detail around the securing of improvements to character and the successful integration of the differing land uses necessary to meet the range of needs in the Borough (both residential and commercial) Local Plan Core Strategy design, housing quality and transport policies provide a basis for the scrutiny of neighbour impacts however this policy there is scope to broader Central Agenda and the high level strategic objectives of the Local Plan Core Strategy.

2.7d The policy builds on the ‘agent of change’ principle, whereby it is considered to be the responsibility of the developer of the new use/development to ensure remediation measures to address the potential negative impact on existing lawful uses before it
happens. The agent of change approach will be particularly relevant in the Arc of Opportunity in the borough where new residential development is juxtaposed with existing heavy industry, and the airport operates alongside new and existing housing, and in town centres where evening economy uses are increasingly interspersed with residential.

2.8 All scales of development (including domestic extensions, or conversions and changes of use) have the potential to impact upon neighbours and the neighbourhood from the start of construction through to the on-going operation of a site. This policy addresses a range of neighbourliness issues and sets out appropriate responses ranging from designing out (mitigation) to designing in (attention to detail) to contribute positively to neighbourly development. This includes adequate access and egress, connectivity with the local neighbourhood, legibility of refuse and other storage, appropriate parking arrangements as well as the qualitative aspects of street scene, all of which impact local character.

2.9 The social and environmental impacts of development, if inadequately managed or mitigated, can negatively affect the health and well-being of people and the overall ability of a place to function successfully. This policy incorporates requirements of the Healthy Urban Planning Checklist to ensure health and wellbeing and Building for Life Guidance generated from research about people’s feelings about new development and the main issues arising, is properly considered in new development at the building, site and wider neighbourhood level. This includes very specific aspects of housing quality, and public realm [interface] management. As standards improve people will begin to feel more positive about development in their local area, which is in itself a key aspect of achieving neighbourliness.

2.10 Planning is key to ensuring new development does not create problems of conflicting land uses, for example where residential uses are introduced within or adjacent to employment areas. Good planning needs to ensure for instance that local business and the economic life of the Borough is not constrained by noise and fume complaints.—Likewise, good telecommunications and broadcasting services are a key component of supporting high quality communications. The siting and design of new developments are expected to consider the interference with broadcasting and telecommunications infrastructure which are a key to the enhancement of modern communities in accordance with the NPPF.

2.10a Larger new development can also significantly affect microclimates, e.g. through downdraughts and wind tunnelling, particularly when tall buildings are constructed. Neighbourly design will be expected to take into account impacts on the surrounding area and minimise negative restrict—impacts outside the development site that affect the character and quality of the area and the spaces around buildings which people can enjoy. to a minimum. These impacts in turn can have wider health impacts as well as affecting people’s perception and enjoyment of place at all times.

2.11 Good telecommunications and broadcasting services are a key component of supporting high quality communications. The siting and design of new developments are expected to consider the interference with broadcasting and telecommunications infrastructure which are a key to the enhancement of modern communities in accordance with the NPPF.

2.12 The Policy also SP8 point 1f. seeks to reinforce the protection and enhancement of green
infrastructure, in line with broader strategic priorities set out elsewhere in the Local Plan, specifically recognising its relevance in relation to the achievement of neighbourly development due to its environmental and quality of life benefits. In doing so, policy requires proposals to take into account any potential on or off site impacts (both direct and indirect) which could lead to quantitative or qualitative loss of green infrastructure, including private amenity space, trees, woodland, and public open space. This includes adequate consideration of negative impacts on biodiversity elements (e.g. via indirect ecological pathways such as impacts on drainage, habitat connectivity and shadowing). In relation to private amenity space, the policy protects garden land from development that results in its loss, in line with the NPPF and London Plan Policy 3.5, seeking to recognise its role in providing for relief from urban intensity and as places of retreat. Proposals however should seek not simply to avoid such impacts, but to take opportunities to positively contribute to quality, quantity or accessibility of green infrastructure provision on or off site, including where appropriate, improvements to cross boundary accessibility (such as in the case of the Lee Valley Regional Park).

2.13 The environmental standards and design guidance in Table SP.E set out to assist developers in the creation of successful, healthy and safe places through the use of recognised quality benchmarks and standards which in turn are used to help assess developments’ neighbourliness. Such standards play a key part in defining creating, for example, how places can be designed to ensure all that need to, or would benefit from doing so, people can live throughout their lifetime. In line with sustainability objectives and the Council’s resilience agenda a key aspect of more neighbourly development is the extent to which all users can access development with equitable ease.

2.14 All the aspects of the policy work together to impact on the nature of a place, neighbourhood or building, and the extent to which people can live happily, healthily and resiliently. Overall the policy aims to ensure the maximum benefit of development (in accordance with convergence aims) is sought and that development contributes positively to the creation of a high quality built environment and local perception of place.

Implementation

2.14a Overall the policy aims to ensure the maximum benefit of development (in accordance with convergence aims) is sought and that development contributes positively to the creation of a high quality built environment and local perception of place.

2.15 Policy will be implemented primarily via the development management process. Other policies to which there is a logical link are highlighted encouraging responses that deal with the issues in an integrated way. Proposals should be accompanied by statements detailing their response to the components of Neighbourly Development set out in the policy in design and management terms. Information should be sufficient to make adequate assessment against the required guidance and standards. Other policies to which there is a logical link are highlighted encouraging responses that deal with the issues in an integrated way. Where necessary, neighbourliness measures will be secured by condition and/or legal agreement.

2.16 The policy intention is that applicants should pay attention to the environmental, social
and design based impacts of their proposals on neighbourliness within the site and in the immediate area. In positive planning terms, the idea is to maximise the benefit of development through the ways in which it interacts with and plays its part in the wider context. It should encourage, for example car club spaces open to all to reduce parking stress and secure more sustainable travel behaviours in a neighbourhood as a whole, a new development providing a missing walking network link through the site, or a new building for a particular community designed to respond to a more general lack of community space and to be welcoming to all. Early consideration of these matters will be encouraged through pre-application advice/design review and in implementing other consents approaches such as Permission in Principle, as well as through more proactive regeneration and local implementation plan work.

2.16a In promoting an agent of change approach to new development it is important that consultation should take place with existing operators/occupiers to ensure that new development is deliverable and that the two uses are able to operate alongside each other. It is recognised that the presence of London City Airport in close proximity to high profile regeneration sites creates particular sensitivities in terms of high levels of background noise at these new residential developments. Higher development costs are to be anticipated in these areas because of the necessity for effective design and building interventions that will enable residential development to proceed in areas that might otherwise have been considered unsuitable. Similarly, effective noise insulation of existing housing in the vicinity of the airport is desirable to protect living conditions.

2.17 To support applications, proposals should pay attention to the quality benchmarks and standards and associated guidance set out in Table 1. Expert advice will be taken within the Council or relevant partners to support these assessments and to ensure proposals are of the highest quality and address Neighbourly Development from the outset, and these benchmarks, standards and guidance documents are important to make that assessment. Where a development concerns an existing building (through conversion, extension, change of use) which does not meet such standards, this will be a consideration in itself as regards its suitability for the proposed change.

Monitoring

2.17a The monitoring framework set out in the Local Plan: Core Strategy covers many aspects of design quality that relate to neighbourliness, including monitoring of housing standards, electric vehicle charging points, flood risk mitigation and design quality auditing, as such, this policy does not have specific output indicators of its own, other than a policy use and robustness requirement. Outcome indicators of particular relevance will be satisfaction with the area, environmental nuisance levels, road traffic casualties, air quality, traffic congestion, and crime/fear of crime levels reported under other policies. Outcomes relating to the wide concept of neighbourliness are difficult to measure, so some indicators (notably community cohesion, satisfaction with the area) are necessarily proxies monitored through corporate surveys. Ongoing informal engagement with residents and elected members, and complaints data also provides useful feedback on neighbourliness issues. Decisions and appeals monitoring, which can include audits for additional scheme features such as car clubs and electric car charging points also supports assessment of policy relevance and effectiveness.
2.17b Indicators

i. SP-OP10 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];

ii. SP-OUT1 Successful Place-making and Design:
   a. Crime and fear of crime [no specific target, should be improving];
   b. Satisfaction with the area [maintain above 75%, should be improving].
SP9 Recognising Managing Cumulative Impact

Proposals which address the following strategic principles, spatial strategy and technical criteria will be supported

1. Strategic principles

a. All development proposals will be expected to avoid creating or adding to problematic cumulative impacts, helping instead to engender healthy, successful places, and creating sustainable development. Development proposals will help to create healthy and sustainable places, recognising the cumulative effect individual units and specific uses can have on the success of places.

To this end, within identified areas of cumulative impact concern, proposals that positively respond to the following will be supported:

2. Spatial Strategy

a. Within the following areas of cumulative impact concern particular impacts should not be added to, and should preferably be ameliorated.

Table SP.F Areas of Cumulative Impact Concern

<table>
<thead>
<tr>
<th>Area</th>
<th>Impact of concern</th>
<th>More detailed policy requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Management Area(s) (AQMAs)</td>
<td>An increase in the concentration of specified pollutants or increased exposure to them.</td>
<td>SP2 &amp; SC5</td>
</tr>
<tr>
<td>Water Quality Stress Zones</td>
<td>Water quality.</td>
<td>SC4</td>
</tr>
<tr>
<td>Critical Drainage Areas and Flood Zones 2 and 3</td>
<td>Run off and flood risk from surface water run-off or fluvial and tidal sources</td>
<td>SC3</td>
</tr>
<tr>
<td>Areas of Parks Deficiency</td>
<td>Distance to parks of particular sizes and any loss of parks, or their functionality, or other loss of open space/blue ribbon assets that provides compensation for lack of park access of a particular type.</td>
<td>INF7</td>
</tr>
<tr>
<td>Congestion Zones</td>
<td>Congestion.</td>
<td>SP3, SP7 and INF2</td>
</tr>
<tr>
<td>Licensing Saturation Policy Zones</td>
<td>Crime and Disorder; Public Nuisance; Protection of Children from Harm.</td>
<td>SP2 and SP6</td>
</tr>
<tr>
<td>Health and Safety Executive Consultation Zones</td>
<td>Risk to people from Major Hazard Sites and Pipelines.</td>
<td>SP2</td>
</tr>
<tr>
<td>Public Safety Zone (Airport)</td>
<td>Risk to life by presence of people.</td>
<td>INF1, SP2</td>
</tr>
</tbody>
</table>
1. Within Air Quality Management Areas (AQMAs) an increase in the specified pollutants will be avoided. Where proposals are likely to result in an increase in the concentration of pollutants or increased exposure to them, mitigation measures will be required in accordance with policy SP2.

2. Within Water Quality Stress Zones, proposals will ensure that there is no reduction in water quality and where possible will introduce mitigation measures to improve water quality, in accordance with policies SC5, SC4 and INF7.

3. Within Critical Drainage Areas and Flood Zones 2 and 3, proposals will ensure there is no worsening of flood risk from surface water run-off or fluvial and tidal sources, and will introduce measures to improve run-off, in accordance with policies SC3 and SC5.

4. Within Areas of Parks Deficiency proposals will ensure that satisfactory access to open space is maintained and where possible, will address deficiencies in quantity, quality and access to open space ensuring that quality of existing open space in the borough is not compromised by new development, in accordance with policies SC4 and INF7.

5. Within Areas of Deficiency in Access to Nature proposals will ensure that access to SINCs is maintained and where possible, will seek to improve access to existing, or create new, SINCs, in accordance with policies SC4 and INF6.

6. Within Sustainable Travel Opportunity Areas proposals should take the opportunity to promote the use of sustainable travel options, where possible, seeking to address impacts of traffic and congestion, in accordance with policies SP2 and INF2.

7. Within Congestion Zones proposals will ensure that there is no increase in congestion and where possible, will introduce mitigation measures, in accordance with policies SP3, SP7 and INF2.

8. Within Licensing Saturation Policy Zones proposals will have regard to the significance of the zone, demonstrating that the provisions of the Licensing Act have been adhered to and that problems (such as anti-social behaviour) will not be increased. Where necessary, mitigating measures will be introduced through appropriate management measures, in accordance with policies SP2 and SP6.

9. Within the Health and Safety Executive Consultation Zones, proposals are required to account for the cumulative risk of developments and ensure that risk from potential hazards to residents/users is not increased, in accordance with policy SP2.

10. Uses, including residential, which draw in large numbers of people compared with the present situation, will not be supported within Public Safety Zone (Airport), in accordance with policy INF1.

The above areas of cumulative impact concern are mapped in Appendix 1.
3. **Technical Criteria**

a. In town centres, the need to maintain or contribute to the achievement of the following:

   i. Within Primary Shopping Frontages, 70% of units in A1 use.

   ii. Two-thirds of town centre leisure uses to be ‘Quality leisure’. Units in Class D2, A4 or A3 use should therefore account for 67% of leisure uses, and Class A5 uses, amusement arcades and betting shops should not account for more than 33%.

b. In all areas, not resulting in exceeding any of the following definitions of area or linear concentrations of specific uses (currently betting shops, takeaways, and nightly-stay hostels).

   **Linear concentrations:**

   i. more than two of the same specified uses adjacent to each other or in a row without a separation distance of at least two units in other uses between them (see attached map ‘Appropriate Linear Concentrations’), in a row, or

   a separation distance of two units in other uses between two units with the same specified use.

   ii. a site having three or more than three other premises in the same use within 400m (i.e. the presence of three or more than three overlapping catchment areas)

**Policy Links**

SP2, SP3, SP6, SP7, INF1, INF2, INF5, INF6, INF7, SC3, SC4, SC5
SP9 Cumulative Impact
Commercial Parade/Row
Appropriate Linear concentrations
Number of Betting Shops within 400m of one another:
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 11

Data source: Newham Licensing Team data
October 2017 showing 81 betting shops in the borough
2.20 In Urban Newham a concerted effort needs to be made to ensure that every small change counts, preventing existing problems getting worse, beginning to reverse them, and thereby setting in train more positive circles. This approach will support the overarching objective in the Local Plan to create high quality places and balanced communities. Where the combined impact of new development adds up to something of greater significance (positive or negative) than when assessed on its own, this is summarised as having ‘cumulative impact’. Whilst policy already highlights problems of cumulative impact as a design consideration, this policy provides clearer direction in terms of the range of cumulative impact issues that should be considered. Recognition and effective handing of cumulative impact will optimise development and help to deliver growth in the borough which are also two of the overarching objectives of the Local Plan.

2.21 Negative effects where cumulative impact is (or may be in certain areas) significant, range from traditional amenity and environmental concerns (noise and activity levels at unusual hours; odour, air and light pollution; traffic congestion; microclimate and drainage effects; litter and visual intrusion) to impacts on safety risks and behaviour as well as the character and liveability concerns of an area. Such negative impacts may affect health and wellbeing, and the extent to which people are satisfied with an area or prepared to visit, invest, spend and stay in that area e.g. affecting regeneration and investment prospects, impeding the delivery of sustainable development.

2.22 Some cumulative impacts do not have spatial indicators to allow them to be measured (i.e. daylight/sunlight). However, the cumulative significance of certain impacts is already recognised through existing designations derived through established methodologies or legislation, These include the Air Quality Management Area, Water Quality Stress Zones, Critical Drainage Areas and Flood Zones, Airport Public Safety Zone, areas of park / access-to-nature deficiency, Health and Safety Executive Consultation Zone and the Licensing Saturation Policy Zones. These are drawn together under this policy to emphasise their significance for planning purposes, particularly at the design stage. In addition, the policy and associated designations sets out new areas – informed by an updated evidence base – that address other deficiencies and excesses and take opportunities for encouraging more virtuous cumulative impact processes. These include Congestion Zones (TFL traffic-flow monitoring, areas of significant delays), and Sustainable Travel Opportunity Areas.

2.23 The issues addressed by these designations are relevant to all forms and scale of development. In assessing appropriate responses to these designations as directed by the policy, the advice of internal and external experts will be sought where appropriate.

2.23a In Newham uses such as hot food takeaways, betting shops, premises selling alcohol / entertainment premises, and private rented properties, mainly HMOs and specialist hostels, are noted as having a potential problematic cumulative impact when numbers increase. Various problems arise through overconcentration of uses, including impacts on an area's character as well as healthy lifestyles of the population. With these types of issues, cumulative impact will be about the extent to which a use or activity affects the feel and appearance of an area.
2.23b Local Plan Core Strategy Policy SP6 already seeks to maintain a robust retail core, where non-retail uses are prevented from clustering. To further manage negative cumulative impacts, the policy targets potential problematic uses, defining a minimum proportion of more desirable uses in certain areas, as well as ‘tipping points’ at which numbers of such uses cumulatively (clusters) are unacceptable. These have been derived through a combination of engagement and spatial analysis, recognising the impact of patterns of landuse across small spatial extents, 400m being a typical five-minute walk time.

2.23c In the case of linear concentrations, assessment will ignore intervening road junctions and continue around corners where relevant; Figure X provides example illustrations of what may and may not be acceptable. In terms of area concentrations, Figures 11 to 13 (Appendix 1) provide indicative mapping of existing uses, identifying ‘hotspots’ where three or more 400m catchment areas overlap and where further proposals for identified uses will exceed the policy threshold——not generally be supported.

Origins of Cumulative Impact Zones

2.24 Aside from the Airport Public Safety Zone, the designated Cumulative Impact Zones are not included on the Local Plan Policies Map. Maps of the zones can be found in Appendix 1.

2.25 Air Quality Management Areas Fig.1 (see map above) are zones identified as in need of particular air quality management measures due to the extent of air quality ‘exceedences’ i.e. days when air quality limits exceed national guidelines, and hence the failure to meet air quality objectives. As such, anything that is likely to increase emissions of targeted pollutants (in this case, particulates and nitrogen dioxide) or increase exposure to them is likely to be of concern, and require at least mitigation. In assessing this, advice will be sought from Environmental Health and the Environment Agency.

2.26 Areas of Water Quality Stress Fig.3 (see map above) shows areas identified in the Environment Agency’s River Basin Management Plan (2009, as updated in 2012) as in need of improvement through a variety of in-river and adjoining site management interventions in respect of particular water quality features (e.g. levels of ammonia, phosphate, dissolved oxygen). It is proposed that these are designated in cumulative impact terms to secure at least no-net-worsening of water quality, and preferably a positive response that contributes to improvements, in accordance with policies SC4 and INF7 which require the protection and enhancement of aquatic and riparian habitats. Proposals should have regard to the EU Water Framework Directive and the recommendations and objectives of relevant River Basin Management Plans.

2.27 Critical Drainage Areas Fig.4 (see policy SC3 map) Critical Drainage Areas were identified as part of Newham’s 2011 Surface Water Management Plan, they are defined as the contributing catchment areas that feed into /influence the predicted flood extent (where flood risk might otherwise be low). Within these areas drainage problems are already significant and should not be worsened by new development and instead should be improved by it.

2.28 Flood Zones 2 and 3 Fig.4. (see policy SC3 map) are defined through Planning Practice Guidance, at paragraph 065, defines Flood Zones 2 and 3 as follows:

- Zone 2, medium probability; land having between a 1-in-100 and 1-in-1,000 annual
probability of river flooding, or land having between a 1-in-200 and 1-in-1,000 annual probability of sea flooding.
- Zone 3a, high probability; land having a 1-in-100 or greater annual probability of river flooding, or land having a 1-in-200 or greater annual probability of sea flooding.
- Zone 3b, the functional flood-plain; land where water has to flow or be stored in times of flood (not separately distinguished from Zone 3a on the Environment Agency’s Flood Map).

2.29 In these areas, flood risk is already clearly a significant issue requiring design mitigation and risk management responses.

2.30 **Areas of Parks Deficiency** [Fig.5a / 5b / 5c / 5d](see policy INF7 maps) are derived from mapping of the categories of public open space and catchment areas in accordance with London Plan Table 7.2. Where addresses fall outside catchment areas, they are considered to be in areas of deficiency as per policy INF6. A positive policy response is required by policy INF67, which states that deficiencies in quantity, quality and access to open space will be addressed, and which identifies quantity (and quality) of District and Local Parks as key priorities. In reference to Fig 5d, given the linear nature of the LVRPA areas, these are not counted against the overall deficiency of regional and metropolitan parks.

2.31 **Areas of Deficiency in Access to Nature** [Fig.6](see policy INF6 maps) are areas defined by a Pan-London methodology on behalf of the GLA by Greenspace Information for Greater London (GIGL). They relate to public access to Sites of Interest for Nature Conservation (SINCs) of borough-wide significance and above. Where residents have to walk more than 1km to access such sites, they are considered to live within an Area of Deficiency in Access to Nature. The requirements of policies INF6, SP2 and SC4 are that this deficiency should be addressed by protecting existing SINCs, improving public access, and by seeking to create new SINCs, some of which are proposed in this DPD.

2.32 **Licensing Saturation Policy Zone** [Fig.7](see map above) is a designation under section 182 of the Licensing Act 2003, whereby applicants for licences for selling alcohol and late night premises licences are required to demonstrate that they will not worsen defined problems: crime and disorder, public safety and nuisance. In planning terms these should be used as informative designations to highlight where there are existing clusters of uses associated with high levels of anti-social behaviour. As such, where application is submitted it must provide sufficient surety that it will not worsen such problems via appropriate management measures, and where necessary, exclusion based on clustering definitions.

2.33 **Health & Safety Executive Consultation Zones** [Fig.8](see map above) are defined around major hazardous installations, and require the Health and Safety Executive to be consulted on development proposals within them where they fall into certain categories, notably, where they involve residential and other uses that would increase the number of people exposed to a potential hazard. In planning terms, this will affect the distribution of such uses and hazard management, with the objective of not worsening existing risk. It should be noted, however, that in some places decommissioning is proposed which would remove these zones; the timeframe within which this occurs may therefore alternatively affect development phasing.

2.34 **Public Safety Contour and Zone (Airports)** [Fig.2](see policy INF1 map) is an area defined by the
Civil Aviation Authority (CAA) reflecting risk of aviation-related accidents. The stated objective is to reduce or not worsen the number of people exposed to that risk. As such ‘there should be no increase in the number of people living, working or congregating in Public Safety Zones, and over time, the numbers should be reduced as circumstances allow’ (Circular 1/2010). Therefore, in planning terms, development that would increase the number of people living, working or passing through the zone would not be supported. In assessing this, advice is sought from London City Airport, the CAA and Department for Transport (DfT) where applicable.

2.35 Sustainable Travel Opportunity Areas Fig.9 are derived from mapping areas of very high public transport accessibility, (PTAL 6a or 6b) immediate or very easy public transport access to extensive town centre facilities, high levels of sustainable transport usage, and low levels of car ownership (except East Ham Central where it is relatively high, above the Borough average according to census 2011 data). In cumulative impact terms, they represent the opportunity to promote active travel and public transport to help address cumulative impacts of traffic congestion and traffic generally (e.g. emissions) in the wider local area: each area identified (other than West Ham) coincides with a Congestion Zone. Positive policy responses in accordance with sustainable travel objectives (policies SP2 and INF2) e.g. car club provision, below maxima parking provision, will be expected.

2.36 Congestion Zones Fig.10 (see policy INF1 map) These are the areas in the Borough where traffic congestion is consistently poor throughout the day (delay in traffic greater than 1.5 mins per km). This distribution is derived from a combination of peak morning, inter-peak and peak afternoon congestion data provided by Traffic Master. These are areas where development with traffic impacts should ensure that they are mitigated as far as possible to reduce congestion.

Implementation

2.37 The policy will be applied through the Development Management process, with a site being identified as falling within any relevant areas of cumulative impact concern through GIS mapping through the application of GIS analysis in the assessment process, drawing on the Council’s survey work and associated GIS records, and through the use of appropriate conditions and, or legal agreements. The policies referenced stipulates the expected response to each impact which should be set out in a statement accompanying the application, and secured by conditions or legal agreements as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

It is also the Council’s intention that its published evidence base on these matters helps to indicate the in-principle acceptability (or otherwise) of relevant proposals in particular locations. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

2.38 The policy intention is that the full breadth of cumulative impact issues that affect the borough are acknowledged at every scale of development, the nature of cumulative impact being that impacts large and small together combine to be of greater significance. Early consideration of these matters will be encouraged through pre-application advice/design review and in implementing other consents approaches such as permission in principle, as
well as through more proactive regeneration and local implementation plan work.

2.39 To support applications, proposals should refer to the supporting documents, relevant updates and if appropriate, specific agencies indicated in the policy.

Monitoring

2.40 The monitoring framework set out in the Local Plan: Core Strategy covers many aspects of cumulative impact, including monitoring of environmental nuisance, air and water quality, infrastructure sufficiency and traffic congestion, and indicators relating to town centre health/quality and healthy urban planning. In relation to outputs, of key importance will be ensuring explicit consideration of cumulative impacts where relevant, in the officer’s decision, and as such policy usage monitoring and associated output measures will be of particular relevance. These are furnished through consents monitoring and town and local centre survey work which updates GIS databases. There is scope within these to further scrutinise betting shop and nightly-stay hostels consents. Outcome indicators of particular relevance will be satisfaction with the area, environmental nuisance levels, and mortality and obesity statistics. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.

2.40a Indicators

i. **SP-OP2 Healthy Urban Planning:**
   a) Number of new takeaways permitted [no specific target: monitor for evidence of downward trend or sustained low levels];

ii. **SP-OP8 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];

iii. **SP-OP9 Cumulative Impact:**
   a. Number of Betting shop approvals [no specific target: monitor for evidence of downward trend or sustained low levels];
   b. Nightly stay hostels approved [no specific target: monitor for evidence of downward trend or sustained low levels];

iv. **SP-OUT1 Successful Place-making and Design:**
   a. Crime and fear of crime [no specific target, should be improving];
   b. Satisfaction with the area [Maintain above 75%, should be improving];

v. **SP-Out-2 Healthy Urban Planning:**
   a. Mortality rate [achieve convergence with London average, should be improving];
b. Rates of physical activity, childhood obesity and mortality linked to circulatory diseases [no specific target, should be improving];

c. Air Quality Exceedances [as per Air Quality Management Plan];

d. Resident perceptions in the annual Newham Survey [no specific target, should be improving];

vi. SP-OUT4 Town Centre Health:

a. Monitor vacancy Levels and non-retail uses in primary frontages in town centres [no specific target, should be holding steady or improving];

b. Monitor historic buildings at risk within defined town centres [Entries for Newham should decline annually];

c. Monitor quality Leisure: Proportion of leisure uses in town centres that are betting shops, amusement arcades and hot food takeaways [no specific target, should be holding steady or improving];

d. Resident perceptions of town centres in yearly Newham Survey [no specific target, should be holding steady or improving];

e. London Town Centre Health Check, Newham Town Centre and Retail Study and other relevant studies [no specific target, should be holding steady or improving]; all to be monitored against London average where possible; otherwise monitor for appropriate trends in line with IIA objectives.

SP10 Managing Cumulative Impact

Objective

2.41 To ensure that sustainable development is achieved through the management of existing identified problems of cumulative impact relating to specific uses.

Policy

Development proposals will help to create healthy and sustainable places, recognising the cumulative effect individual units and specific uses can have on the success of places.

To this end, proposals that positively address the following will be supported:

1 In town centres, the need to maintain or contribute to the achievement of the following:

   a. Within Primary Shopping Frontages, 70% of units in A1 use.
b. Two-thirds of town centre leisure uses to be ‘Quality leisure’. Units in Class D2, A4 or A3 use should therefore account for 67% of leisure uses, and Class A5 uses, amusement arcades and betting shops should not account for more than 33%.

2. In all areas, not exceeding any of the following definitions of area or linear concentrations of specific uses (currently betting shops, takeaways, and nightly-stay hostels).

Linear concentrations:

a. two of the same uses in a row; or

b. a separation distance of two units in other uses between two units with the same specified use.

Area concentrations:

c. a site having three or more other premises in the same use within 400m (i.e. the presence of three or more overlapping catchment areas)

The area concentrations of identified uses are indicatively mapped within Appendix 1 of this document.

Policy Links

SP2, SP3, INF1, INF2, INF5, INF6, INF7, SC4, SC5

Reasoned Justification

2.42 In Newham uses such as hot food takeaways, betting shops, premises selling alcohol / entertainment premises, and private rented properties, mainly HMOs and specialist hostels, are noted as having a potential problematic cumulative impact when numbers increase. Various problems arise through overconcentration of uses, including impacts on an area’s character as well as healthy lifestyles of the population. With these types of issues, cumulative impact will be about the extent to which a use or activity affects the feel and appearance of an area.

2.43 Local Plan Core Strategy Policy SP6 already seeks to maintain a robust retail core, where non-retail uses are prevented from clustering. To further manage negative cumulative impacts, the policy targets potential problematic uses, defining a minimum proportion of more desirable uses in certain areas, as well as ‘tipping points’ at which numbers of such uses cumulatively (clusters) are unacceptable. These have been derived through a combination of engagement and spatial analysis, recognising the impact of patterns of landuse across small spatial extents, 400m being a typical five-minute walk time.

2.44 In the case of linear concentrations, assessment will ignore intervening road junctions and continue around corners where relevant. In terms of area concentrations, Figures 11 to 13 (Appendix 1) provide indicative mapping of existing uses, identifying ‘hotspots’ where three or more 400m catchment areas overlap and where further proposals for identified uses with not generally be supported.
Implementation

2.45 Policy will be implemented through the development management process through the application of GIS analysis in the assessment process, drawing on the Council’s survey work and associated GIS records, and through the use of appropriate conditions and, or legal agreements. It is also the Council’s intention that its published evidence base on these matters helps to indicate the in-principle acceptability (or otherwise) of relevant proposals in particular locations. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

Monitoring

2.46 Effectiveness will be monitored via the framework set out in the Local Plan: Core Strategy, specifically indicators listed in relation to the Successful Places theme, particularly those relating to town centre health/quality and healthy urban planning. These are furnished through consents monitoring and town and local centre survey work which updates GIS databases. There is scope within these to further scrutinise betting shop and nightly-stay hostels consents. Outcome indicators of particular relevance will be satisfaction with the area, environmental nuisance levels, and mortality and obesity statistics. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.
**J1 Business and Jobs Growth Investment in the New Economy**

**Objective**

6.77 To attract investment in growth sectors and support the existing business base, maximising quality employment potential and creating a dynamic business environment by selective protection and development of quality premises and places.

**Policy**

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles:**
   
a. Realise the benefits of the borough’s connectivity, international profile and existing and emerging sectoral strengths to secure delivery of a supply of land, infrastructure, premises and successful places capable of attracting innovative and high value-added companies, reflecting London’s strongest and dynamic economic investment in growth sectors and supporting the existing business base, facilitating the continued diversification of the borough economy and supporting Convergence aims. Including:
   
   - Business and financial services
   - Retail
   - The visitor economy, cultural and creative industries
   - High-technology manufacturing and green enterprise
   - Education
   - Construction

   b. Promote employment, industry and logistics as an important components of sustainable, mixed use places, whilst recognising the need for this to be strategically managed to ensure premises and places balance the needs of business, visitors, the economy, the environment and Newham’s communities, meet evidenced demand, benefit from agent of change principles, and as per J2, make efficient use of land.

   The continued shift in the borough’s economy away from traditional industrial activity to one based on services and higher value industry, focused on Olympic Legacy opportunities and making full use of underutilised land and excellent transport connections will be promoted and facilitated.

2. **Spatial Strategy:**

   Development proposals which respond appropriately to the following contributors to inward investment and economic competitiveness will be supported:

   a. Continued development and promotion of the Arc of Opportunity and employment hubs elsewhere as (amongst other things), high quality business environments with a diversity
of flexible, future-proofed premises—high standard of supporting infrastructure, capable of competing as one of London’s prime locations for economic development—with particular strengths as set out in Table J.a: follow. These include:

**Development of more and better quality affordable and flexible local workspaces reflecting the needs of growth sectors and expanding local businesses, particularly managed work environments and supporting infrastructure providing small and medium sized units with short term letting options:**

**Promote employment as an important component of sustainable mixed-use neighbourhoods, supporting local services:**

**Strengthening the connections between the borough’s business locations and London and European economic anchors of Stratford, Canary Wharf, City of London and the West End:**

**The following spatial strategy:**

**b. Develop the visitor economy and promote Newham as a sustainable destination, balancing the needs of visitors, the economy, the environment and Newham’s communities, focusing visitor attractions and facilities and quality visitor accommodation on Strategic Sites in the Royals Docks and S08, LCY airport and ExCel employment hubs, Stratford Metropolitan and the Olympic Park and Green Street town centres; and quality visitor accommodation in town centres proportionate to their function and character, together with the Royal Docks Strategic Sites and S08, S31 and ExCel/Royal Victoria West Employment Hubs;**

**c. Major office development (Use Class B1(a)) will be directed to Stratford, in accordance with Policy S2, with Canning Town as a secondary location, in accordance with Policy S4. Smaller-scale office development will be encouraged in the other Town Centres, LMUAs and MBOAs and on appropriate mixed use Strategic Sites;**

**d. Major industrial development will be directed to and where appropriate intensified (including support for displaced businesses) at Strategic Industrial Locations and Local Industrial Locations (as per Policy J2 and designated in Table J.b) Concentrate and protect industry in Strategic Industrial Locations (Refer to Policy J2), promoting high technology manufacturing, knowledge-intensive and green industries in the Royal Docks; and**

**e. New town centre - including night-time and evening economy - uses and community facilities will be directed within the defined hierarchy to a centre, including emergent centres on Strategic Sites, proportionate to its scale, unless related to the visitor economy (as per 2b above), clearly ancillary to other uses, and the NPPF sequential test is met and where relevant, boundaries, identified by Policy INF5 with other commercial and community uses additionally managed by Policies INF8, SP3, SP2 and SP7.**

**f. Small-scale start-up and/or cultural and creative workspace will be directed to, town centres, notably Stratford Metropolitan, East Ham, Forest Gate and Green Street, LMUAs and MBOAs, and where appropriate CFOAs (as defined in J2 & INF8) or masterplanned as**
part of mixed use Strategic Sites, notably at North Woolwich Gateway;

3. **Design and Technical criteria**

a. New employment-generating development should demonstrate, especially when outside of LILs and SILs, that it can exist in close proximity to housing with minimal amenity impact as per SP8.

b. New housing must demonstrate neighbourliness, in respect of existing and potential employment uses LILs, SILs, and existing employment uses in employment hubs or otherwise expected to prevail, taking on responsibility for protecting those uses from the possibility of future complaint due to the proximity of new residential neighbours.

c. Require new out of centre town centre uses of more than 300 sq m net to demonstrate that they do not result in unacceptable impacts as per INF5:3a.

d. New night-time economy uses must demonstrate that they promote a safe and high quality environment for all, cognisant of cumulative impacts set out in Policy SP9.

e. Require all Strategic Site proposals and Major developments incorporating employment floorspace in employment hubs and/or on SIL, LIL, and LMUAs set out in J2, to address Convergence objectives through an Employment Strategy that details:

i. phasing of new permanent employment-generating floorspace in such a way that maximises the likelihood of beneficial use considering deployment of temporary uses where appropriate;

ii. marketing / demand testing and occupier commitments in relation to the proposed mix of unit type, scale and tenure, recognising the identified shortages and surpluses identified by the Newham ELR Part 2 and subsequent updates; and

iii. commitments to work with the Council’s Workplace organisation to maximise local employment opportunities, including appropriate lead-in times in relation to training provision.
### Table J.A: Employment Hubs

<table>
<thead>
<tr>
<th>Employment Hub</th>
<th>Strength/Focus</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E5 Stratford Metropolitan</strong></td>
<td>Town centre uses <strong>including</strong> visitor economy, <strong>evening and night-time economy</strong>, creative and cultural industries, further and higher education and associated supply chain; <strong>CAZ reserve for offices</strong> (especially public sector) <strong>potential for Government office re-location from central London</strong></td>
</tr>
<tr>
<td><strong>E8 Canning Town (town centre vicinity)</strong></td>
<td>Town centre uses <strong>including leisure, evening and night-time economy</strong> and associated supply chain</td>
</tr>
<tr>
<td><strong>E9 ExCel/Royal Victoria West</strong></td>
<td>Visitor economy, business and conference</td>
</tr>
<tr>
<td><strong>E11 London City Airport</strong></td>
<td>Visitor economy, <strong>business</strong> and logistics</td>
</tr>
<tr>
<td><strong>E10 Royal Albert North</strong></td>
<td>Visitor economy, higher education and spin offs, Council head office</td>
</tr>
<tr>
<td><strong>E12 Newham University Hospital</strong></td>
<td>Health and education</td>
</tr>
<tr>
<td><strong>E6 Green Street</strong></td>
<td>Town centre uses, creative and cultural industries, visitor economy</td>
</tr>
<tr>
<td><strong>E7 East Ham</strong></td>
<td>Town centre uses <strong>including leisure, evening and night-time economy</strong>, creative and cultural industries, civic centre,</td>
</tr>
<tr>
<td><strong>E3 Thameside East</strong></td>
<td>B Class Uses (SIL), particularly <strong>food manufacture</strong>, high technology, cultural and creative and green industries</td>
</tr>
<tr>
<td><strong>E1 Beckton</strong></td>
<td>B Class Uses (SIL) <strong>especially distribution and logistics</strong>, plus engineering (transport depot) and utilities and waste/green industries. Retail and associated supply chain</td>
</tr>
<tr>
<td><strong>E4 Cody Road/Prologis</strong></td>
<td>B Class Uses (SIL) <strong>especially distribution and logistics</strong>, engineering and green industries</td>
</tr>
<tr>
<td><strong>E2 Thameside West</strong></td>
<td>B Class Uses (SIL), particularly high technology manufacturing, wharf related uses, cultural and creative, <strong>construction</strong> and green industries</td>
</tr>
<tr>
<td><strong>E13 Albert Island</strong></td>
<td>B class uses (LIL) including marine engineering, high technology and warehousing and construction training</td>
</tr>
<tr>
<td><strong>E14 Forest Gate</strong></td>
<td>Town centre uses and supply chain, cultural and creative industries</td>
</tr>
<tr>
<td><strong>E15 East Beckton</strong></td>
<td>Town centre uses and community facilities</td>
</tr>
</tbody>
</table>

Employment hubs are defined on the Policies Proposals Map and on the map below. For associated Strategic Sites see spatial policies S2-6 and Appendix 1.
Reasoned Justification

6.78 It is expected that more jobs will be created in Newham in which over the next two decades than anywhere else in London, with the possible exception of Canary Wharf in Tower Hamlets. The borough has seen increases by a third in the numbers of economically active residents since 2010. The London Plan Projections estimate an approximate increase of 57,000 jobs in Newham by 2031 which is the highest of all neighbouring boroughs with the exception of Tower Hamlets. That between 2007 and 2031 there will be an increase of some 750,000 jobs in London with 24,000 of these additional jobs in Newham. However given the scale of development and regeneration across the borough, this figure is likely to be significantly higher, with the current Westfield Development alone adding over 8,000 jobs to the borough in by 2011.

6.79 In order to help achieve and exceed these forecasts, and promote sustainable and quality employment that addresses the successful mixed use place, convergence and resilience agendas the policy seeks to attract and retain investment from growth sectors such as culture, creative and visitor and evening economy, education and knowledge led economy, hi-tech manufacturing, warehousing and logistics, construction and green enterprise, business and business services building on Newham’s strong platform for economic growth. In doing so, the policy aims, capitalise on its excellent connectivity including with The City, Stratford, Canary Wharf and the West End and beyond, and providing for associated land, premises (including storage/yard space) and infrastructure requirements, (including digital, energy, transport, work and social spaces).

6.79a Ensuring that the supply of suitable employment land and premises is appropriately protected and newly provided for to meet emerging growth sectors will be a key component in maximising Newham’s economic strength and future investment, recognising that in the competition for land, this needs to be evidence led, related to growth needs and not entirely speculative, and to work to achieve efficient use of land without undermining functionality. In this respect for instance, it is noted that independent budget hotel market provision is extensive relative to more luxury and quality assured (more than 2*) premises. Likewise, the Employment Land Review (ELR) Demand Assessment demonstrates that major office floorspace is more than well provided for within the pipeline, and at present is unlikely to be justifiable elsewhere in terms of likely beneficial occupation, though there is a gap in the market for smaller scale, more locally oriented offices. Similarly, whilst there is growth in the cultural and creative sector, and significant displacement pressures from increasingly expensive inner boroughs, its presence in Newham will need to be carefully curated rather than provided purely on the basis that ‘if we build it they will come’. The Council’s Economic Development Strategy aims to protect and nurture the best of the existing employment in the borough and capitalise on its excellent locational and infrastructural advantages. This means for example, working to attract the high quality growth sectors identified in the policy above, and further reinforcing these advantages, making use of extensive development land. In addition the EDS highlights the need to grow the existing business base by providing for flexible premises able to respond to changing business needs, associated infrastructure, successful Town Centres and the promotion of local supply chain and local employment links; particular need has been identified for the provision of premises for micro, social, small and medium enterprises. The Core Strategy aims to deliver on the spatial dimensions of this

\[1\] Newham Employment Land Review Part 2: Demand Assessment (2017)
strategy, and this policy alongside J2, J3, SP6, SP3, and INF5, is a key means of doing so.

6.79b In supporting the broad range of employment opportunities, the policy seeks to create high quality business environments that are supported by appropriate associated infrastructure (including digital, energy, social infrastructure and facilities) and delivered to meet the needs and requirements of existing and future businesses and its users. Promotion of diverse and flexible workspace allows response to changing business needs and create robust, future proofed places, including successful Town Centres and the promotion of local supply chain and local employment links; indeed, particular need has been identified for micro, social, small and medium enterprises, as well as larger ones, and a variety of ownership lease and licence terms and prices.²

6.80 Although overall the Council will be seeking a broad range of employment opportunities in accordance with PPS4, certain types of employment are considered to be more appropriate or likely to succeed in particular areas such as larger evening/night time uses within Major or Metropolitan town centres, visitor accommodation in town centres or in employment hubs with particular visitor economy roles, cultural and creative in MBOAs and LMUAs, and major Office development in Stratford. This building on locational advantages including agglomeration effects related to key use clusters, compatibility with the wider area, and the provision of appropriate infrastructure, such as the capacity of the transport network. Recognising significant areas of existing employment and identifying their future potential, the Council has therefore designated a number of Employment Hubs. These are mostly in the Arc of Opportunity, but also relate to other key employers and employment areas in Urban Newham, notably the Town Centres. In these, suitable employment uses will be encouraged, and in some cases protected and expanded, where appropriate looking to reinforce their success by new development at key sites just beyond them as well as within the hubs themselves. Superimposed on this are a number of sector-specific strategies, relating to other policies in the plan, (notably public transport accessibility (INF2) and particular opportunity areas identified in spatial policies) national and London-wide policies.

6.80a Although the majority of employment will be directed to these areas, other locations are likely to be suitable for smaller-scale development, for example in Strategic Sites identified for mixed uses as detailed in Policies S1-6 and other small-scale designations including LMUAs for cultural/creative workspaces and LILs recognising local clusters of industry as identified in policy J2 (and Table J.b).

6.80b In overall creating a mixed used area, it is important that new uses contribute to neighbourliness, as per SP8 to overall create successful places, generally working on the basis of ‘Agent of Change’ principles. Depending on the area, there will be different emphases as to which uses have to be compatible with which, seeking to appropriately buffer core SIL and LIL and night time economy clusters, but also key residential areas, whilst generally recognising new employment floorspace design is much more compatible with residential than some existing floorpace, and in some areas cumulative impacts need to be managed as per SP9. Similarly, in some cases, out of centre town centre uses as set out in more detail in policies INF5 ensuring impacts on town centres, through demonstrating need will need to be addressed.

6.81 Other smaller-scale designations will be identified in the proposed Detailed Sites and Policies DPD. Lastly, the policy specifies in more detail how in relation to proposed employment-generating aspects developments on Strategic Sites or other strategically significant locations (as specified) should better address the strategic objective of generating a step change in residents’ social and economic well-being, to bring it more in line with the rest of London. Whilst it is the nature of many of these sites that development times may be long, and floorspace to some extent speculative, there are various ways in which such sites can be made to work harder, with greater certainty of delivery in terms of this objective.

Implementation

6.82 The Council will continue to work together with town centre managers local businesses and business groups to support Newham’s economic growth and develop the tourism and leisure offer, cultural uses, and the evening/night-time economy, and generally develop and improve the business environment of Town Centres.

6.83 The Council will continue to take a proactive development management role consistent with its Economic Development Strategy, working with partner organisations (including developers) to grow the business, modern industrial, digital and creative sectors by offering high quality employment environments and support for employment generation and education and training opportunities.

6.84 Developers will be expected to address the criteria in this policy in scheme formulation and accompanying planning statements, including a specific, robustly evidenced Employment Strategy providing robust evidence where indicated necessary, (e.g. re-marketing of the site/scheme) to be agreed with the Case Officer. Further guidance will be given as necessary in the Detailed Sites and Policies DPD and area based Supplementary Planning Documents. To ensure business requirements are met it will be expected that marketing and demand testing will be demonstrated, and consideration given accordingly to market appropriate physical forms and supporting facilities, types of management and tenure, (including short term licensing options, managed and affordable workspace) together with appropriate meanwhile use, marketing and phasing strategies. Likewise, as per J3, a commitment to work with the Council’s well established employment intermediary will be expected.

6.84a Resultant commitments and agent of change principles will be secured by appropriate conditions and legal agreements.

6.84a.i In responding to the criterion concerned with balancing, inter alia economic needs and those of the environment, it will be expected that policies SC1-5, SP5, INF9, INF6&7 and INF2 will be particularly relevant noting the need to consider off-site indirect and in-combination effects, particularly in relation to traffic movements and resultant of air/water quality impacts, as well as those on site.

Monitoring

6.84b The monitoring framework includes specific performance indicators relating to strategic business and jobs growth upon which the relevance and efficacy of Policy J1 will be assessed. Outputs are monitored through in-house monitoring of consents, (partly
recorded in the London Development Database (LDD) and GIS analysis together with analysis of decision-making. Outcomes draw on national statistics available annually, though those linked to J3 will also be relevant. Continued engagement with the business sector, including agents, and via Elected Members, and local residents will also be important feedback mechanisms, particularly as regards changing patterns of demand, the appropriateness of the spatial strategy and the efficacy of agent of change/neighbourliness criteria.

6.84c Indicators

i. J-OP1 Business and Jobs Growth:
   a. Additional Employment Floorspace [No specific target: maintain trend in line with ongoing development of strategic sites];
   b. Tourism and leisure development in Stratford and Royal Docks [no specific target – monitor ongoing development as per strategic site aspirations];
   c. Investment in employment hubs [no specific target, but ongoing investment should be evident];
   d. Small and affordable business space [no specific target, continue to add to provision];
   e. Small Business Space (<500 sqm) recorded as part of larger schemes [no specific target, continue to add to provision]
   f. Affordable workspace/local business occupancy provision [no specific target, continue to add to provision]

ii. J-OP4 Policy Use and Robustness [no specific target; should be using regularly if effective, and support at appeal the majority of the times use];

iii. J-OUT1- Economic Development - Business Domain
   a. Business by sector [Target: should be steady or growing]
   b. New business formation and survival [Target: should be steady or growing]
J2 Providing for Efficient Use of Employment Land

**Objective**

6.85 To achieve more efficient use of employment land to support economic growth sectors and a higher jobs density both through the retention of the most suitable locations, coupled with managed release of land that is, or becomes, surplus to requirements for such uses over the plan period.

**Policy**

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles**
   
a. **To** achieve [more] efficient use of employment land to support economic growth sectors and wider growth needs through the retention of the most suitable locations and capacity, intensification with no net loss of functionality, and coupled with the limited, plan-led managed release of land that is, or becomes, surplus to requirements for such uses over the plan period.

b. **To** manage the positive and negative impacts of employment-generating uses to ensure a managed transition to successful mixed use places at the large and small scale, helping to secure a balanced mix of jobs and homes.

2. **Spatial Strategy**
   
a. Strategic Industrial Locations (SIL) and Local Industrial Locations (LIL) as listed in Table J.b are designated for protection, Managed Intensification and as suitable in principle for Use Classes B1(b) B1(c) B2, B8, appropriate sui generis employment uses including waste, utilities and transport depots, with other supporting facilities including B1a uses where ancillary in scale and function. Sites with notable development capacities are identified in the spatial policies and Strategic Site Allocations at Central Thameside West, North Woolwich Gateway and Silvertown Landing.

Major industrial development will be directed to Strategic Industrial Locations (SIL).

The Core Strategy defines SIL in the following locations:

1. Fish Island/ Marshgate Lane North (Bow Goods Yard East)
2. London Industrial Park
3. British Gas/Cody Road
4. Thameside West
5. Thameside East
6. Beckton Riverside

SIL is subdivided as follows:

1. Preferred Industrial Locations (PIL)
   - London Industrial Park
   - Thameside West
   - Thameside East
   - Beckton Riverside (part)
   - Fish Island/Marshgate Lane North (Bow Goods Yard East part)

2. Industrial Business Parks (IBP)
   - Fish Island/Marshgate Lane North (Bow Goods Yard East) (part)
   - Beckton Riverside (part)
   - British Gas/Cody Road

These locations are defined on the map below and in Proposals Map.

PIL is suitable in principle for Use Classes B1(c), B2 and B8 and appropriate sui generis employment uses.

IBP is suitable in principle for Use Classes B1(b), B1(c) and higher quality B2 uses.

b. The majority of the sites proposed for re-designation comprise Strategic Sites in the Core Strategy; proposals for these areas are covered by Spatial Policies S1 – S6. The following sites will be released from SIL protection subject to Managed Release criteria and where proposals are in line with the vision set out in the spatial and other successful place-making policies including the relevant site allocation:

1. Silvertown Landing (Thameside West (part)
2. Lyle park West (Thameside West)
3. Connaught Riverside (Thameside East) (part)
4. Beckton Riverside (part)
5. Thames Wharf
6. Minoco Wharf

There is also scope for some limited further release through intensification of SIL uses over a smaller land area on the sites at Canning Town Riverside, Beckton Riverside and Silvertown Landing, where compliant with Managed Intensification criteria and spatial policies including the relevant site allocation.
c. Local Mixed Use Areas (LMUAs) identified in Table J.b are allocated for employment-led mixed use that:

i. protects and promotes Class B1 uses and other employment-generating uses compatible with residential, subject to town centre and other infrastructure policies; and/or

ii. allows for Managed Transition (subject to the criteria below) and redevelopment to focus on the ongoing viable operation of such uses and design incorporating or compatible with residential uses, whilst addressing any other site-specific issues.

d. Support proposals within Micro Businesses Opportunity Areas (MBOAs) identified in Table J.b where allowing change of use, intensification and redevelopment incorporates employment floor space of up to 570 sq m (GIA) and that accommodates no more than 10 employees (cognisant of typical employment densities) subject to other policy considerations notably SP2, SP3, SP8 and SP7;

e. Allowing small-scale (less than 100 sqm GEA) B Class or Sui Generis non-speculative employment floorspace outside of defined employment areas to meet local business needs, and subject to other policy considerations, notably policies SP2 and SP8;

f. Elsewhere/in other cases, subject to compliance with Managed Release criteria on sites of 0.1ha or more, or where operational employment-generating floorspace compromises of 1,000 sqm or more, promoting consolidation of all other B class and sui generis employment-generating uses into such defined areas:

i. SIL, LIL, LMUAs and MBOAs as per the above spatial strategy; or, in order to relieve pressure on core SIL/LIL areas,

ii. Strategic Sites providing other suitable new employment-floorspace; and

iii. Where compatible, onto otherwise undesignated/allocated out of town retail parks.

g. The Council will support the rationalisation or relocation of safeguarded wharves in Thameside West onto Central Thameside West in line with Policy INF1 and S3 to promote a more effective use of employment land subject to compliance with the Managed Intensification Criteria

These locations are defined in Table J.b the Proposals policies map below and in Table J.b Map.
3. **Design and Technical Criteria**

The release of employment land will be carefully managed over the plan period. In employment areas identified for re-designation for other land uses, development proposals should:

i) Be consistent with the relevant Spatial Policy;

ii) Not prejudice the comprehensive regeneration of the area through piecemeal proposals; developers may therefore be required to prepare Masterplans;

iii) Ensuring neighbourly development is achieved (in line with policy SP8) and not jeopardising the functioning of any remaining employment uses;

iv) Create a significantly higher number or better quality of jobs (in line with the economic development trajectory mapped out in Policy J1) than those that might be lost; and

v) In the case of non-employment-generating land uses that are replacing employment generating uses, demonstrate that there is no longer any demand for employment space.

a. Require applicants on sites (including Strategic Sites) covered by Managed Release and Managed Transition Criteria to:

- Have in place a strategy to deal with the relocation requirements of existing businesses that cannot be incorporated within a redevelopment no matter the extent of their lease interest, making reasonable endeavours to ensure they have a suitable alternative site secured, including transitional arrangements, cognisant of their local and regional economic role; and

- Where release to solely residential use (outside of Strategic Sites) is proposed, demonstrate marketing at locally benchmarked industrial prices/rents through local agents for a period of at least 12 months for the full range of permitted uses, including the option for sub-division and mixed use development incorporating the viable employment uses;

- Ensuring neighbourly development is achieved (in line with policy SP8) and not jeopardising the functioning of any remaining employment uses, including those incorporated within the redevelopment; and

- Demonstrate that new employment floorspace within the redevelopment is designed to respond to evidenced market demand and occupier requirements to secure viable occupation.

b. Require proposals on sites covered by Managed Intensification
specifications to demonstrate:

i. genuine intensification that maintains or increases capacity of the relevant SIL or LIL land use and achieves a reduced spatial footprint or spatial impacts; and

ii. no net loss of functionality, including ability to meet evidenced local and appropriate strategic industrial and warehousing qualitative and quantitative demand.

The tables and map below indicate where employment land, including SIL, will be redesignated over the plan period.

Release elsewhere should be an exception to be considered on an equivalent basis, whilst also applying London Plan policies concerning the quantums and functional integrity of strategic reserves of employment land of London-wide significance.

Table J.B: Employment Land Table

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Site</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIL</td>
<td>London Industrial Park</td>
<td>SIL</td>
</tr>
<tr>
<td>SIL</td>
<td>British Gas/Cody Road</td>
<td>SIL</td>
</tr>
<tr>
<td>SIL</td>
<td>Thameside West</td>
<td>SIL</td>
</tr>
<tr>
<td>SIL</td>
<td>Thameside East</td>
<td>SIL</td>
</tr>
<tr>
<td>SIL</td>
<td>Beckton Riverside</td>
<td>SIL</td>
</tr>
<tr>
<td>LIL 1</td>
<td>Stephenson Street</td>
<td>LIL (Logistics and Transport)</td>
</tr>
<tr>
<td>LIL 2</td>
<td>Jubilee Line Depot</td>
<td>LIL (Logistics and Transport)</td>
</tr>
<tr>
<td>LIL 3</td>
<td>East Ham Depot</td>
<td>LIL (Logistics and Transport)</td>
</tr>
<tr>
<td>LIL 5</td>
<td>Land East of City Airport</td>
<td>LIL (Logistics and Transport)</td>
</tr>
<tr>
<td>LIL 6</td>
<td>Folkestone Road Depot</td>
<td>LIL (Logistics and Transport)</td>
</tr>
<tr>
<td>LIL 7</td>
<td>Beckton Gateway</td>
<td>LIL (B Class Uses and other Industrial Type Uses)</td>
</tr>
<tr>
<td>LIL 8</td>
<td>Canning Road East</td>
<td>LIL (B Class Uses and other Industrial Type Uses)</td>
</tr>
<tr>
<td>LIL 9</td>
<td>Nursery Lane</td>
<td>LIL (B Class Uses and other Industrial Type Uses)</td>
</tr>
<tr>
<td>LIL 10</td>
<td>Grantham Road</td>
<td>LIL (B Class Uses and other Industrial Type Uses)</td>
</tr>
<tr>
<td>LIL 11</td>
<td>Bridge Road Depot</td>
<td>Logistics and Transport</td>
</tr>
<tr>
<td>LIL 11</td>
<td>St Mark’s Industrial Estate</td>
<td>LIL (B Class Uses and other Industrial Type Uses)</td>
</tr>
<tr>
<td>LIL 12</td>
<td>Albert Island</td>
<td>LIL (B Class Uses and other Industrial Type Uses)</td>
</tr>
<tr>
<td>LIL 13</td>
<td>Butchers Road</td>
<td>LIL (B Class Uses and other Industrial Type Uses)</td>
</tr>
<tr>
<td>LMUA 1</td>
<td>Silvertown Arches</td>
<td>Employment-led mixed use</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 2</td>
<td>Aldersbrook</td>
<td>Employment-led mixed use</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 3</td>
<td>Nursery Lane</td>
<td>Employment-led mixed use</td>
</tr>
</tbody>
</table>

185
<table>
<thead>
<tr>
<th>LMUA 4</th>
<th>East Ham Industrial Estate</th>
<th>Employment-led mixed use (see J2.2.c)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LMUA 5</td>
<td>Forest Gate Arches</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 6</td>
<td>Ashburton Terrace</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 7</td>
<td>Dulcia Mills</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 8</td>
<td>Sprowston and Atherton Mews</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 9</td>
<td>Canning Road West</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 10</td>
<td>Grove Crescent</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 11</td>
<td>St Marys Industrial Estate</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 12</td>
<td>Bidder Street</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 13</td>
<td>Bridge Road Depot (was LIL)</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 14</td>
<td>Beeby Road</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 15</td>
<td>Esk Road</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>LMUA 16</td>
<td>Atherton Mews</td>
<td></td>
</tr>
<tr>
<td>LMUA 17</td>
<td>Kudhail Industrial Complex</td>
<td>Employment-led mixed use (see J2.2.c)</td>
</tr>
<tr>
<td>MBOA 1</td>
<td>Canning Town</td>
<td>Policy ref J2.2.d</td>
</tr>
<tr>
<td>MBOA 2</td>
<td>East Ham</td>
<td>Policy ref J2.2.d</td>
</tr>
<tr>
<td>MBOA 3</td>
<td>Forest Gate</td>
<td>Policy ref J2.2.d</td>
</tr>
<tr>
<td>MBOA 4</td>
<td>Manor Park</td>
<td>Policy ref J2.2.d</td>
</tr>
<tr>
<td>MBOA 5</td>
<td>Stratford</td>
<td>Policy ref J2.2.d</td>
</tr>
</tbody>
</table>
6.86 The Employment Land Review identified 512.2 ha (gross) of employment land in the borough. This consists of existing or potential employment land supply identified in a field survey. Of this the office employment land supply was recorded as 37.3 ha (i.e. land where B1(a) offices are present or have planning permission) with the remainder comprising land primarily occupied or suitable for other B Class uses. The Council is required by National and regional policy to plan positively to meet the area’s development needs and support sustainable economic growth, including support for existing and new employment sectors, whilst not protecting land that has no reasonable prospect of use. The London Plan similarly review the provision of Strategic Industrial Locations in the borough; this has been carried out in conjunction with GLA officers. The baseline definition of SIL is taken from the relevant GLA spatial database and has been refined by the Council prior to recommending any more substantial changes to the boundaries. This policy seeks to ensure the supply of land to support economic and other growth needs, i.e. including as well as industrial and other employment, housing, social and green infrastructure, waste, transport and utilities, recognising their interrelationships, for instance, that housing growth generates warehousing and logistics needs, and employment growth generates housing need. In doing so it seeks to optimise opportunities for economic growth in a way that supports a strong local economy (and therefore resilience and convergence) and wider strategic needs, and promotes a quality of place, through a spatial strategy and reservoir of employment land that provides for different types of employment space, with varying locational requirements and compatibility with other uses, and managed, plan-led land use change.

6.86a Newham is a strategically important industrial location for London. It has the balance of infrastructure to enable businesses to adequately service the CAZ with staff able to easily travel by public transport (and to be enhanced through the delivery of Crossrail). In order to assess employment land needs across the borough, the Council have completed an Employment Land Review (ELR). The Review sought to qualitatively audit the existing employment land alongside a commissioned study to objectively assess future demand for employment space over the plan period.

6.87 The Review concludes that over the plan period there are is likely to be a surplus of approximately 9 ha of office land and approximately 75 ha of industrial land and therefore recommends the managed release of a number of sites for other uses based on an assessment of qualitative and other criteria (see tables below) that industrial development is viable throughout the borough but there is strong demand for industrial space (including ‘last mile’ uses) across the Borough which is currently not being met. The ELR identifies that the Borough has a demand for at least 26 ha of industrial and warehousing land, (16 ha for warehousing / logistics including depot uses land and 9 ha for industry including waste) with further requirements
derived from displacement from its Strategic Sites and those in inner London, notably Tower Hamlets, and that it has a reservoir of 42.52 ha to meet such need over the plan period, allowing for limited, Managed Release and consolidation of wharves, notably on some

6.89 The majority of the areas proposed for re-designation are defined in the Core Strategy as Strategic Sites, which are therefore crucial to delivering the Council’s Spatial Vision (See spatial policies). The transition therefore, from employment land to mixed-use development will be carefully managed over the plan period. The criteria listed above aims to ensure this. In particular, the Council will not accept the piecemeal redevelopment of these areas where it aims to create high-quality new neighbourhoods. Developers may therefore be required to prepare a Masterplan for the area to ensure the Council’s regeneration objectives are met.

6.87a Whilst some of this land, and other land formerly in employment use is vacant, only that specifically identified is seen to be ‘surplus’ to requirements, and even this will result in some displacement which will need to be re-accommodated in order to meet needs in the round, and ensure for a net increase in employment. Likewise, some employment land is seen to be in relatively low intensity use, but this should not necessarily be regarded as ‘underused’, at least spatially, as in many cases this relates to operational requirements (e.g. yard space for large vehicles), though in some cases there may be scope to intensify its use temporally by introducing further shifts or other uses at certain times of the day (e.g. coach parking).

6.87b Moreover, given the influence of ‘hope value’ for residential development and ongoing displacement pressures issues (including the use of insecure, short term leases), ‘forward protection’ (of presently vacant sites, or sites otherwise with capacity) to meet demand is recommended set out. This goes hand in hand with proposed release/transition and the provision of support to affected businesses no matter the extent of their lease, but also acknowledgement of the need for consolidation of industrial uses outside of residential areas to enhance residential environments, given that it is often such small scale uses (e.g. vehicle repair workshops) that lead to most complaints as they have not had appropriate compatibility with residential designed in.

6.87c Therefore, the different employment designations all work together. For instance, some LILs (e.g. Beckton Gateway, Albert Island, Grantham Road) and Strategic Sites with retained SIL designations (notably Silvertown Landing, Central Thameside West, North Woolwich Gateway) provide particular capacity to accommodate displaced and consolidated heavier industrial uses. Similarly, new workspace on other [parts of] Strategic Sites (notably Alpine Way, Connaught Riverside, North Woolwich Gateway, Lyle Park West) together with LMUAs, offer the opportunity to alleviate pressure and land demands on core industrial land, from uses or configurations of space that are more compatible with residential and help secure other
benefits of a mixed use typology. It is also acknowledged that otherwise unallocated out of town retail parks in Beckton also offer some capacity of type, particularly where uses (e.g. car hire, open storage) may be more compatible with retail servicing and car parking. In turn, MBOAs, LMUAs and Strategic Sites present opportunities to develop smaller scale workspace (such as incubators, accelerators and co-working spaces) to accommodate the borough’s buoyant levels of start ups or other businesses for whom affordability is an issue, and in residential areas, some very small scale workspace to support existing business needs may be acceptable.

6.88 The Council is required by the London Plan to review the provision of Strategic Industrial Locations in the borough; this has been carried out in conjunction with GLA officers. The baseline definition of SIL is taken from the relevant GLA spatial database and has been refined by the Council prior to recommending any more substantial changes to the boundaries.

6.89 The majority of the areas proposed for re-designation are defined in the Core Strategy as Strategic Sites, and are therefore crucial to delivering the Council’s Spatial Vision (See spatial policies). The transition therefore, from employment land to mixed use development will be carefully managed over the plan period. The criteria listed above aims to ensure this. In particular, the Council will not accept the piecemeal redevelopment of these areas where it aims to create high quality new neighbourhoods. Developers may therefore be required to prepare a Masterplan for the area to ensure the Council’s regeneration objectives are met.

6.89a However, the demand for remaining stock of land will remain acute, with landowners seeking to manage their landholdings in ways that enable them to quickly realise the higher values for their land that redevelopment incorporating residential or particular types of higher grade/higher density employment uses that command greater rents could bring. This has put particular pressure on space extensive uses such as open storage, and more affordable workspace. As with London as a whole, the plan-led Managed Release, Managed Transition and Managed Intensification approach is therefore vital to ensure that the Borough carefully manages its remaining stock and opportunity sites and overall transition to a mixed use borough to best effect. With pressure on Newham’s industrial land, new development will be expected to demonstrate that employment-generating capacity consistent with the designation/spatial strategy has been maximised, not least through the provision of market relevant space, and that changes do not result in loss of functionality.

Implementation

6.90 In line with a managed approach to the release of employment land, the Council will continue to monitor the take-up of employment land for development, vacancy rates, improvements to employment land and changes
to each area of employment land proposed for re-designation.

6.91 Employment sites proposed for re-designation/continued protection that are not classified as strategic will be covered in more detail in the proposed Detailed Sites and Policies DPD and future Supplementary Planning Documents, as required.

6.92 The approach to local employment land designations (including acceptable uses on these) and release of these will be set out in the Detailed Sites and Policies DPD.

6.93 Policy will be implemented through the Development Management process and developers will be expected to address the criteria in this policy in scheme formulation and accompanying planning statements, Employment Strategies (where required) providing robust evidence where necessary, (e.g. marketing of the site/scheme) to be agreed with the Case Officer. Further guidance will be given as necessary in the Detailed Sites and Policies DPD and area-based Supplementary Planning Documents.

6.93a The employment land designations (including acceptable land uses on these) are set out in Table J.b and the Policies Map. The Employment Land Map sets out the locations across the borough whereby the release of SIL will be allowed, subject to the Managed Release criteria and other policies.

6.93b Managed Release and Transition is a plan-led process that should occur in identified places or circumstances (in the case of the threshold referred to at 2.f). The starting point is an understanding of what presently exists on site, its economic role and locational requirements, which will in many cases require continued access to the local market. As such reasonable endeavours will require proposals to demonstrate positive and proactive engagement with existing occupiers and relocation support arrangements offered that have regard to known potential impacts on business supply chains, operational continuity and continued access to labour that have been put in place in a timely manner to ensure that disruption to existing businesses are minimised. This is likely to involve support with site search and consideration of re-accommodation within the site or other sites within the landowners control locally. Release is therefore conditional on these needs being met, no matter the extent of the lease interest of the affected parties, and in the case of proposed full release to residential, requires robust marketing as per the technical criteria. The policy requires a twelve-month period for demand testing to promote redevelopment of underused employment sites whilst helping to identify those that have reasonable employment potential. As per the GLA Land for Industry and Transport SPG, the policy ensures that the site has been adequately marketed through commercial agents at a price that reflects market value for industrial use for a reasonable period and offered with potential for redevelopment where this is required to meet the need of modern industrial users. In turn, on sites where employment uses are to
continue to feature, as per J1, provision should be subject to market and demand testing, including reference to the ELR Demand Side Study and subsequent updates. In relation to wharf consolidation (policy INF1 and S3), the Council will work with its partners including the PLA and GLA to secure the release of Sunshine, Manhattan and Thames wharves in the Royal Docks that are currently safeguarded upon their consolidation/relocation within Central Thameside West.

6.93c Managed Intensification, again on identified land/in specific circumstances (notably on LIL) is promoted in Canning Town Riverside Silvertown Landing and Beckton Riverside as specified in the site allocations with a view to enabling further release of co-location, should criteria be met. Elsewhere (on SIL and LIL more generally) the objective will be to increase capacity for further SIL and LIL compatible uses. In all cases it requires careful attention to the need of SIL and LIL uses on site, and how they could be intensified without compromising their operational functionality. This may be achieved overall several sites, that better meet needs than one site and allow for rationalisation of space perhaps by including a non-traditional employment site (such as an otherwise unallocated out of centre retail park), or for instance, Another possibility is temporal intensification, making use of ‘down time’ on other sites. Spatially it will also include actions such as enclosure of external storage, reducing off site impacts. Functionality considerations will include continued provision of adequate yard space, road access, ability to accommodate working patterns, wider ability to accommodate projected industrial/warehousing demand, (including a measure of cross-boundary displacement) in some cases due to impacts on adjacent SIL/LIL (e.g. due to potential access routes through the subject site).

6.93d MBOAs are areas of search for micro-business and as such, scale of proposals should reflect definitions of a micro-business and typical employment densities defined by the HCA or successor work. Their operation is intended to complement town centre and Key Corridor policies, recognising that in some locations consolidation of all commercial uses into town centres is challenging, and active ground floor uses and design/quality improvements may be beneficial to the wider street. In doing so, uses should not be of a scale that would cause town centre impacts and should be non-speculative, to avoid the potential for problematic ground floor voids as per SP3.

6.93d.i Employment-led development is defined on the basis that employment needs (including the viable operation of employment generating uses on the site and where relevant, adjacent sites) should be met first in any design, and then other uses such as residential are fitted around it. This will involve a design and market engagement exercise that establishes the optimum quantum and format of employment space (or in some cases supporting utilities infrastructure) that the site can sustain and further design to ensure that other elements of the proposal do not prejudice the viable operation of such uses on the site and where relevant, adjacent sites, but also designing in
compatibility with residential and quality place-making.

6.93e In relation to LMUAs, in addition to the managed transition commentary above, it is worth noting that in some cases B2 and B8 uses and similar sui generis will be enabled to prevail through design strategies that better secure their compatibility with residential e.g. enclosure, and higher insulation standards in any residential introduced on site. In some cases, this kind of process may simply be the start of a longer term process of transition compared to elsewhere.

6.93f In order to support existing businesses, this policy also provides for the small-scale intensification of B Class and sui generis employment-generating floorspace outside of the employment land hierarchy, and scope for small-scale walk-to facilities to meet the needs of people working within industrial areas. The provision of such facilities should be in line with retail town centre and community facilities policies (INF5, INF8) which prioritise town and local centre locations for such uses but allow for small scale local provision where other access is lacking (i.e. within 400-800m, a 5-10 minute walk). Office space should be clearly ancillary to main industrial uses on a LIL, clearly linked to the employment functions in the case of childcare and training facilities, and whilst the scale is a matter of fact and degree, in line with SIL, this means that B1a floorspace should not be large-scale, predominate or compromise the wider industrial offer and preferably be necessary to its functioning.

Table 3 Borough-wide Employment Land re-designations

<table>
<thead>
<tr>
<th>Cluster Name</th>
<th>UDP</th>
<th>Size Ha</th>
<th>Release Ha</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Ham Mills I</td>
<td>MOZ3</td>
<td>18.1</td>
<td>9.9</td>
</tr>
<tr>
<td>West Ham Mills II</td>
<td>MOZ4</td>
<td>20.9</td>
<td>14.8</td>
</tr>
<tr>
<td>Tidal Basin Area</td>
<td>emp5</td>
<td>4.1</td>
<td>4.1</td>
</tr>
<tr>
<td>Thames Wharf &amp; Limmo</td>
<td>MOZ7</td>
<td>17.4</td>
<td>4.6</td>
</tr>
<tr>
<td>Albert Dock Basin South side</td>
<td>MOZ12</td>
<td>11.4</td>
<td>11.4</td>
</tr>
<tr>
<td>Works South of Eighth Avenue</td>
<td>Non-designated</td>
<td>0.4</td>
<td>0.4</td>
</tr>
<tr>
<td>Ashburton Terrace</td>
<td>emp12</td>
<td>0.3</td>
<td>0.3</td>
</tr>
<tr>
<td>Stock Road/London Road</td>
<td>Non-designated</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>Leyton Road/Chobham Farm</td>
<td>emp2</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>Aldersbrook Hostel</td>
<td>m1</td>
<td>1.4</td>
<td>1.4</td>
</tr>
<tr>
<td>Sprowston Mews</td>
<td>m2</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>King George V (south side)</td>
<td>MOZ1</td>
<td>8.4</td>
<td>6</td>
</tr>
<tr>
<td>Strategic Industrial</td>
<td>n/a</td>
<td>324</td>
<td>20.8</td>
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</tbody>
</table>
Table 4 Strategic Industrial Locations re-designations

<table>
<thead>
<tr>
<th>Existing Strategic Industrial Location</th>
<th>Ha (within LBN)</th>
<th>Proposed Change</th>
<th>Net change in Ha</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fish Island/Marshgate Lane</td>
<td>24.5</td>
<td>Release at Pudding Mill Lane (Marshgate Lane South/Bow Goods Yard West)</td>
<td>14.8 loss</td>
</tr>
<tr>
<td>London Industrial Park</td>
<td>22.7</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>British Gas/Cody Road</td>
<td>48.0</td>
<td>Extension northwards</td>
<td>4.6 gain</td>
</tr>
<tr>
<td>Thameside West</td>
<td>57.7</td>
<td>Release (includes Minoco Wharf planning permission as Thames Wharf)</td>
<td>31.9 loss</td>
</tr>
<tr>
<td>Thameside East</td>
<td>31.3</td>
<td>to include St Marks Industrial Estate</td>
<td>2.4 gain</td>
</tr>
<tr>
<td>Beckton Riverside</td>
<td>139.8</td>
<td>Extension to create contiguous area</td>
<td>18.9</td>
</tr>
<tr>
<td>Total SIL (January 2012)</td>
<td>324</td>
<td>Total remaining SIL (following de-designation)</td>
<td>303.2</td>
</tr>
</tbody>
</table>

Monitoring

6.93g The monitoring framework includes specific performance indicators relating to the use and release of employment land upon which the relevance and efficacy of Policy J2 will be assessed: monitoring is a vital component of managed release. Outputs and outcomes, will be drawn from London Development Database (annual) and frequent regular, timely (at least every 2 years) employment land surveys (e.g. Employment Land Review, GIS). Wider outcome indicators specified in J1, J3 and S1 will also be relevant. Engagement with local businesses, wider users of employment land and local residents and elected members will also provide important feedback on the efficacy of the policy. J1 will be kept under review and monitored against the indicators set out below and published in the LBN Jobs Authority Monitoring Report/Bulletins.
6.93h  Indicators

i.  J-OP2 Securing Effective Use of Employment Land:
   a.  Employment Land Available [monitor to demonstrate project needs can be accommodated];
   b.  Loss of Employment Land [no loss of land specified for protection];
   c.  Net change in employment floorspace approved and completed on protected Strategic Industrial Location (SILs) and Local Industrial Locations (LILs) [no specific target, should be increasing];
   d.  Employment land improvements [no specific target, monitor for change secured through planning and other interventions];

ii. J-OP4 Policy Use and Robustness[no specific target; should be using regularly if effective, and support at appeal the majority of the time];

iii. J-OUT-1 Economic Development - Business Domain:
   a.  Vacancy rates on Employment Land [no specific target, should be steady or reducing relative to London/neighbouring borough averages].
J3 Skills and Access to Employment

Objective

6.94 Improving educational attainment, skills and raising aspirations to contribute towards eliminating the deprivation gap between the Olympic host boroughs and the London average by 2030. This will be achieved particularly by increasing higher and further education provision to assist both full time students and life-long learners.

Policy

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. Strategic Principles:

More Newham residents will share in the increasing wealth associated with the expanding local and London-wide economy through:

a. Tackling barriers to work, enhancing the employability and long term employment prospects for all Newham residents (regardless of health or disability status), including through improvements to aspirations, skills and educational attainment, skills, childcare and training provision in particular those directed at the growth sectors in the local economy, and access, and support for successful employability projects established by the Council and other partners;

b. Removal of barriers to work for Newham residents Promotion of local labour agreements and procurement in the construction and operation of new development.

c. Support for start up and continued development of small and medium sized and social enterprises

2. Spatial Strategy:

To this end, proposals which address the following will be supported:

a. New and expanded education, childcare and training facilities should follow the spatial strategy set out INF8, including allowing ancillary training and/or childcare facilities for employers within employment hubs

b. Development of more, and better quality affordable and flexible local workspaces and supporting infrastructure will be encouraged on Strategic Sites and within employment designations set out in Policy J2;

3. Design and Technical Criteria:

a. Proposals for new employment and training space should demonstrate they are accessible for employees and trainees by a choice of transport modes as per INF2; new or intensified training and childcare provision will additionally need to meet the policy
tests set out in INF8.

b. All major developments will be required to help ensure that more Newham residents access work and share in the increasing wealth associated with the expanding local and London-wide economy through seeking to secure that they occupy

i. 35% of all construction phase jobs; and

ii. 50% of all post construction (end user) phase jobs

typically through a tariff-based contribution and an Employment Strategy as per Policy J1, cognisant of proposed construction methods and sectoral specialisms and subject to viability.

c. All major developments should demonstrate an understanding of and commitment to the desirability of supplying the construction and operational needs from within Newham.

d. Where post 16-year-old education or training is proposed, it should be demonstrated that the facility directly responds to the Borough’s identified growth sectors (set out within policy J1), provides recognised and accredited qualifications, and demonstrates support from links with local employers, including reference to the relevance of the proposed qualifications offer, noting the particular work of NCFE in this area;

Promotion of local labour agreements to enable Newham residents to develop skills and secure employment arising from the regeneration of the borough;

Support for the provision of childcare facilities close to homes and places of employment;

Support for employability projects established by the Council and other partners where they are working successfully;

Training facilities will be particularly supported in Town and Local Centres or elsewhere where there is good access to public transport and other services commensurate with the type of training;

Training facilities will be supported in office (B1(a)) premises, subject to them not displacing employment uses.
Reasoned Justification

6.95 This policy assists in the implementation of the Council’s key objective to ‘Strand 3: More People into Work’ of Newham’s Economic Development Strategy. It builds on personal and economic capacity and improves the economic resilience of all Newham’s residents as a key component of economic growth, sustainable communities and successful places in Newham, helping to improve health and other outcomes including convergence. In doing so, it seeks to harness the benefits of development for as wide a group as possible, spreading them beyond its immediate vicinity.

6.96 Newham is the 3rd most deprived borough in London and deprivation has worsened overall since 2004. 23rd most deprived borough in England, (IMD 2015) and whilst this is an improvement, there are serious employment challenges facing the Borough. Life expectancy amongst residents remains lower than the London average and the 4th lowest in London. Amongst residents who work, incomes are on average £12,500 less per annum than London as a whole. Unemployment is has improved in recent years at 7.4% but remains higher than the London Average, particularly amongst young people. The rate of 16-18 year olds not in education, employment or training remains above the London average, and though skills gaps have improved and educational attainment is improving, Newham has a lower level of qualifications compared to London as a whole, and the third highest level of residents with no qualification at 11%, ever half of Newham residents have a very low level of qualification, making it particularly hard for residents to get a job. In turn, though economic activity has significantly improved largely through the success of the Workplace programme, among residents who work, incomes are on average £6000 £12,500 less per annum than London as a whole.

6.97 Although the population is young and growing, population churn is high. In 2007/2008, almost 20% of the population either migrated into or out of the Borough compared to a London average of 13.6%. The Core Strategy policies are designed to help create conditions for residents to stay and fulfil their aspirations in Newham as they become more prosperous.

6.98 There are serious employment challenges facing the Borough. Only 56% of the people of working age living in Newham are in work compared with the London average of nearly 70%. Unemployment is 14.2% compared with 8.6% across London. To compound the problem, over half of Newham residents have a very low level of qualification, making it particularly hard to get a job.

6.99 The priority aim of the Sustainable Community Strategy is to tackle the core of worklessness, requiring a clear understanding of skills requirements and capacity to meet them.

6.100 In 2008 just 25% of Newham residents were qualified to NVQ Level 4 and above, a significantly smaller proportion than the London average (39%). The existing skills gap within the borough is evident in the National Indicator on skills gaps in the current workforce, as reported by the Learning Skills Council (LSC). In 2009, 21% of establishments

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1. 3.4% of 16-18 year olds in Newham, compared to 3.1% London average. Source: Nomis Annual Population Survey; for further information on employment challenges faced by young people see EqIA para 4.29
2. Annual survey of hours and earnings 2015
surveyed in Newham reported a skills gap in their current workforce, an increase from 14% in 2005. This is compared to the London average. The skills gap has improved in Newham, in 2009 21% of establishments surveyed in the Employer Skills Survey reported a skill gap in their current work force, and in 2015 dropped to 11% and is now below the London average at 13%.

6.101 Fortunately, the education level of Newham’s young people is improving. GCSE results for 2009 show a continuing upward trend. The percentage of young people achieving Level 2 qualifications by the age of 16 increased from 41% in 2006 to 48% in 2009, closing the gap with the London average (45.8% and 50% respectively).

6.102 At present a high proportion of Newham residents work in low skilled support services such as sales and customer services or elementary occupations. Added to this is the low job density, with 0.5 jobs per working age resident compared with 0.88 in London as a whole. There is also a heavy reliance on the public sector for employment in the borough.

6.103 The aspirations of the borough’s key Further Education providers (currently NewVIc and Newham College of Further Education) to relocate and further develop the quality of their provision be assessed through the Detailed Sites and Policies DPD process insofar as it is consistent with this policy.

6.104 Policy J1 has identified the main areas of growth in the local economy, and the Council’s preference is for training provision to directly address any needs arising from these.

6.105 The Council and its partners are making significant investments in employability projects. and will require major development schemes to make contributions. Current projects include: the Council’s job brokerage mechanism (currently Workplace), Education Business Partnership Council’s jobs brokerage service working in partnership with Job Centre Plus and the Connexions service; The Academy – Newham - the training facility to support skills development in a range of sectors such as retail, customer service and facilities management; and the ongoing work and investment of a range of education providers including Newham College, Newham Sixth Form College (NewVIc), the University of East London and Birkbeck College which will support skill development in a range of sectors for all levels of employment types. These are expected to evolve and be supplemented over the plan period. The spatial strategy, jobs targets and other required undertakings help to further this work, supporting partners’ investment, growth sector needs, and more directly connecting residents and businesses with opportunities, acknowledging how planning may affect variety of barriers to work.

6.105a The targets are based on experience of presently informally negotiated figures, and viability testing of a proposed associated tariff to support Workplace’s work, which demonstrates that it will need to be applied flexibly so as not to excessively affect viability, particularly on schemes with significant amounts of floorspace. It has also been pointed out, that other circumstances including construction methods may require sensitive application in order to meet S106 legal tests.

6.105b Using local businesses supports not only investment in the local economy but increases employability prospects. Newham has a high proportion of local businesses of Small and Medium Enterprises (SME’s) with over 93% micro enterprises and over 5% small businesses
which may find it difficult to engage with some procurement processes without particular attention to their needs, but could be helped to grow in doing so. In addition, the buoyant entrepreneurial local economy would benefit from being able to access suitable employment land/flexible employment spaces as part of mixed use development.

6.106 The majority of clients using training facilities and many workers are reliant upon public transport, and such proposals for employment and training space need to demonstrate accessibility by a choice of modes of transport and as such accommodation for training uses will be supported in Town Centres where public transport connections are best. In addition, the proximity of other services such as shops will be of benefit. Out of centre locations will be considered where the case can be made that they are more appropriate for the type of training proposed, subject to similar good public transport and amenity access. although shift working also means for some employment space, car access is also important for at least some of the time. In many cases, as per the strategy set out in INF8, for training this will mean prioritising town centre locations, but there is a need to accept that in some cases it is an operational requirement that they are workplace based or otherwise located in out of centre locations. In these cases, and for workplace provision more generally, access choice, including low cost modes, will be an important part of tackling barriers to work, with engagement evidence highlighting its particular significance for young and lower paid people including apprentices starting out in their career.

6.107 It is considered that the most appropriate type of premises will be office (B1(a)); however, training uses should not displace business space for local businesses and SMEs. If vacant, the space should have been marketed for office use for 6 months first. Policy J1 has identified the main areas of growth in the local economy, and given competing pressures on the use of land as expressed by Policy INF8, and the objective to better connect people to opportunities arising development, training provision should to directly address any needs arising from these, in addition to the requirements set out in INF8

Implementation

6.108 The Council will continue to take a proactive development management role consistent with its Resilience Framework Sustainable Communities Strategy Economic Development Strategy, working with partner organisations (such as Workplace) to support people’s access to jobs and skills through development schemes and other projects. In doing so, it takes an inclusive approach, with targeted specialist employment support for those who are disabled or have health issues via Workplace’s Supported Employment Team (SET).

6.109 Requirements for contributions from S.106 or CIL for jobs and skills training arising from the jobs targets will be set out in a Planning Obligations and Development Viability Supplementary Planning Documents and/or a Community Infrastructure charging schedule if adopted, in line with Policy INF9. The proposed tariff, calculated against predicted job yield (drawing on construction costs and employment density data) and benchmarked cost to place people per job, will be used to fund continued brokerage, training commissioning and employment support work by Workplace. The Council supports proposals that maximise economic opportunities resulting in positive benefits for local employment from both the construction and end user stage. The targets will set out as a starting point for negotiations and considered alongside other scheme specific factors including viability, ensuring employment benefits are maximised from development.
6.110 More detailed policies and guidance on employment, training and business development will be considered as part of the Detailed Sites and Policies DPD and SPDs as necessary. Policy J1 In order that proposed new training provision meets the needs of growth sectors identified in J1, evidence of engagement with relevant local employers, skills gap analysis and appropriate recognised qualifications should be provided. However, generally it is recognised that existing provision, notably at Newham College, addresses much of the need arising locally.

Monitoring

6.110a The monitoring framework set out in the Local Plan includes specific performance indicators relating to skills and employment against which the relevance and efficacy of Policy J3 will be assessed. The outputs will be measured through planning activity monitoring, engagement with Workplace and other infrastructure providers. Outcome monitoring relate to a range of economic statistics which reflect the key objectives of this policy to improve educational attainments, skills and raising aspiration to contribute to eliminating the deprivation gap. In addition, engagement with residents and employers will continue to be important to keep track of barriers to work and workforce related business needs.

6.110a Indicators

i. J-OP3 Enhancing Skills and Access to Work:
   
   a. Number of jobs filled by employment mechanisms including Workplace (breakdown per sector) [maintain and increase in line with Council or other targets];
   
   b. Business support through planning at the construction phase and end user jobs secured through S106 negotiations [trend commensurate with major development progress];
   
   c. Education, Skills and Training contributions secured through S106 Planning Obligations [trend commensurate with major development progress];
   
   d. Education and training facility developments completed [deliver in line with infrastructure delivery plan];
   
   e. New childcare provisions facilities completed [target in line with infrastructure needs – annual sufficiency statement];

ii. J-OP4 Policy Use and Robustness [no specific target; should be using regularly if effective, and support at appeal the majority of the time];

iii. J-OUT 2 Economic Development – employee domain
    a. Economic activity rates in Newham, London and neighbouring Boroughs [target to achieve convergence with London average, trend should be improving];
b. Prevalence of earning below London Living Wage/National Minimum Wage [target to achieve convergence with London average, trend should be improving];

c. Proportion of working age population qualified to NVQ Level 4 and above [no specific targets, monitor for appropriate trends in line with policy objectives and relative to neighbouring borough and London averages to assess convergence]

d. Rate of 16-18 years old not in education, employment or training [no specific targets, monitor for appropriate trends in line with policy objectives and relative to neighbouring borough and London averages to assess convergence]

e. Percentage of Children in Low Income families, linked to the prevalence of low income indicator, Community Neighbourhood Breakdown (NHPS) [no specific targets, monitor for appropriate trends in line with policy objectives and relative to neighbouring borough and London averages to assess convergence]
J4 Managing a Mixed Use Borough

Objective

3.1 To manage the positive and negative impacts of employment-generating to ensure a managed transition to successful mixed-use places at the large and small scale.

Policy

The Council seeks to balance provision for homes and jobs across the Borough in a way that supports a strong local economy and promotes quality of place. To this end, proposals that address the following spatial strategy and criteria will be supported:

1. In addition to the spatial strategy set out in policies J1 to J3, INF5, INF8 and INF10 the Council will manage the positive and negative impacts of employment-generating uses through the following supplementary spatial strategy:

   a. Designating the sites identified in table C as Local Industrial Locations (LILs), protecting them whilst encouraging a more effective configuration that conforms to Policy J2 Preferred Industrial Locations (PIL) land use principles, whereby other supporting facilities and B1(a) uses should be ancillary.

Table C

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Site</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIL1</td>
<td>Stephenson Street</td>
<td>Logistics and Transport</td>
</tr>
<tr>
<td>LIL2</td>
<td>Jubilee Line Depot</td>
<td>Logistics and Transport</td>
</tr>
<tr>
<td>LIL3</td>
<td>East Ham Depot</td>
<td>Logistics and Transport</td>
</tr>
<tr>
<td>LIL5</td>
<td>Land East of London City Airport</td>
<td>Logistics and Transport</td>
</tr>
<tr>
<td>LIL6</td>
<td>Folkestone Road Depot</td>
<td>Logistics and Transport</td>
</tr>
<tr>
<td>LIL7</td>
<td>Beckton Gateway</td>
<td>B-Class and Other Industrial Type Uses</td>
</tr>
<tr>
<td>LIL8</td>
<td>Canning Road East</td>
<td>B-Class and Other Industrial Type Uses</td>
</tr>
<tr>
<td>LIL9</td>
<td>Nursery Lane</td>
<td>B-Class and Other Industrial Type Uses</td>
</tr>
<tr>
<td>LIL10</td>
<td>Grantham Road</td>
<td>B-Class and Other Industrial Type Uses</td>
</tr>
<tr>
<td>LIL11</td>
<td>Bridge Road Depot</td>
<td>Logistics and Transport</td>
</tr>
<tr>
<td>LIL12</td>
<td>Albert Island</td>
<td>B-Class and Other Industrial Type Uses</td>
</tr>
</tbody>
</table>
b. Allocating Local Mixed Use Areas (LMUAs) identified in Table D for employment-led mixed use that:

i. protect and promote Class B1 uses and other employment generating uses compatible with residential, subject to town centre and other infrastructure policies; or

ii. allow for Managed Transition and redevelopment to focus on the ongoing viable operation of such uses and design incorporating or compatible with residential uses whilst addressing any other site specific issues.

Table D

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Site</th>
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</thead>
<tbody>
<tr>
<td>LMUA1</td>
<td>Silvertown Arches</td>
</tr>
<tr>
<td>LMUA2</td>
<td>Aldersbrook</td>
</tr>
<tr>
<td>LMUA3</td>
<td>Nursery Lane</td>
</tr>
<tr>
<td>LMUA4</td>
<td>East Ham Industrial Estate</td>
</tr>
<tr>
<td>LMUA5</td>
<td>Forest Gate Arches</td>
</tr>
<tr>
<td>LMUA6</td>
<td>Ashburton Terrace</td>
</tr>
<tr>
<td>LMUA7</td>
<td>Dulcia Mills</td>
</tr>
<tr>
<td>LMUA8</td>
<td>Sprowston Mews</td>
</tr>
<tr>
<td>LMUA9</td>
<td>Canning Road West</td>
</tr>
<tr>
<td>LMUA10</td>
<td>Grove Crescent</td>
</tr>
<tr>
<td>LMUA11</td>
<td>St Marys Industrial Estate</td>
</tr>
<tr>
<td>LMUA12</td>
<td>Bidder Street</td>
</tr>
</tbody>
</table>

c. Designating Class B1 Micro Business Opportunity Areas (MBOAs) identified in Table E where:

i. Change of use, intensification and redevelopment will be allowed that incorporates employment floorspace of up to 570 sq m GIA to accommodate not more than 10 employees; and

ii. Floorspace thus created would be protected and subject to Managed Release criteria.
Table E

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBOA1</td>
<td>Canning Town</td>
</tr>
<tr>
<td>MBOA2</td>
<td>East Ham</td>
</tr>
<tr>
<td>MBOA3</td>
<td>Forest Gate</td>
</tr>
<tr>
<td>MBOA4</td>
<td>Manor Park</td>
</tr>
<tr>
<td>MBOA5</td>
<td>Stratford</td>
</tr>
</tbody>
</table>

d. allowing small-scale (less than 100 sqm GEA) B-Class or sui generis non-speculative employment floorspace outside of defined employment areas to meet local business needs, subject to other policy considerations, notably policies SP2 and SP9 neighbourly development criteria.

e. elsewhere/in other cases, promoting consolidation of all other employment-generating uses into such defined areas, subject to compliance with Managed Release criteria on sites of 0.1ha or more, or where operational employment-generating floorspace comprises 1,000 sqm or more.

2. Require applicants on sites (including Strategic Sites) covered by Managed Release and Managed Transition specifications to:

a. have in place a strategy to deal with the relocation requirements of existing businesses that cannot be incorporated within a redevelopment no matter the extent of their lease interest; and

b. where release to residential use is proposed, demonstrate marketing through local agents for a period of at least 12 months for the full range of permitted uses, including the option of sub-division.

3. Require Strategic Site proposals to address convergence objectives through an Employment Strategy that details:

a. phasing of new permanent employment-generating floorspace in such a way that maximises the likelihood of beneficial use;

b. marketing/demand testing and occupier commitments, considering temporary uses where appropriate; and

c. commitments to work with the Council’s Workplace organisation to maximise local employment opportunities, including appropriate lead-in
times in relation to training provision.

Policy Links

S1-S6, SP1-SP6, SP2, J1, J2, J3, INF5, INF8, INF10, SP9.

Reasoned Justification

3.2 NPPF requires that local plan policies should support existing business sectors taking account of whether they are expanding or contracting as well as addressing any barriers to investment including a poor environment. To support existing business sectors in the Borough, the strategy set out within this policy provides a locally informed response to London Plan and Local Plan Core Strategy policies, addressing the need for local and strategic provision for industrial and transport related functions, whilst providing scope for the release of surplus industrial land, for other uses.

3.3 The policy supports less high-value activities which have a role in the local economy, steering these towards Local Industrial Locations (LILs). The relatively isolated locations of LILs mitigates against any potential adverse amenity impacts, whilst providing scope to satisfy the demand for affordable workspace for micro, small and medium-sized enterprises.

3.4 Local Mixed Use Area (LMUA) allocations seek to recognise the value of certain local employment areas, whilst improving compatibility with their (typically residential) surroundings and securing other benefits of a mixed use typology. Their redevelopment provides scope for a managed transition to employment-led development compatible with this context. By introducing Micro Business Opportunity Areas (MBOAs) the policy attempts to capture the London wide trend for business support networks within micro-business scale of development opportunities (such as incubators, accelerators and co-working spaces). This may also help to encourage change of use/redevelopment away from A Class uses at these locations targeted, supporting the Local Plan Core Strategy incentive for consolidation of retail and commercial uses into town and local centres. LILs, LMUAs and MBOAs can be found on the Local Plan Policies Map.

3.5 In order to support existing businesses, this policy provides for the small-scale intensification of B Class and sui generis employment-generating floorspace outside of the employment land hierarchy, and scope for small-scale walk-to facilities to meet the needs of people working within industrial areas. The provision of such facilities should be in line with retail and community facilities policies (INF5, INF8 & INF10) which prioritise town and local centre locations for such uses but allow for small scale local provision where other access is lacking (i.e. within 400-800m, a 5-10 minute walk). Office space should be clearly ancillary to main industrial uses on a LIL, and whilst the scale is a matter of fact and degree, in line with SIL, this means that B1a floorspace should not be large-scale, predominate or compromise the wider industrial offer. (see London Plan 2015 paragraph 2.79).

3.6 In relation to managed release and transition of employment land, the policy requires a twelve-month period, for demand testing to promote redevelopment of underused employment sites whilst helping to identify those that have reasonable employment potential. The Mayor of London's SPG Land for Industry and Transport, provides guidance
on how this should be effected. Further detail has been included as to how the development of strategic sites should be managed, ensuring proposals in these locations help to address convergence objectives and satisfy requirements for local employment and training.

**Implementation**

3.7 Policy will be implemented through the development management process which will scrutinise statements submitted in support of the criteria relevant to a proposal’s location. In doing so, the Council’s own survey records and detailed guidance in the Mayor of London’s Industrial Capacity SPG (and subsequent updates) will be drawn upon. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

3.8 It is also the Council’s intention that the site allocations (LMUAs) and designations (LLIs, MBOAs) encompassed in the policy help to indicate the in-principle acceptability (or otherwise) of proposals in particular locations.

3.9 Moreover, they provide a positive planning framework in which to re-direct inappropriate proposals, and where opportunities are highlighted to prospective developers, supporting delivery by providing a degree of certainty. Both the designations and allocations are sufficiently flexible to help respond to market realities and support deliverability within a strategic framework that has taken direction from real-life schemes and other policy benchmarks.

3.10 The policy intention is that the balance between homes and jobs, and industrial change is carefully curated to ensure jobs are not neglected in the face of a strong residential market. As well as introducing greater control over smaller employment-generating sites, the policy positively plans for small businesses and areas of change, helping to identify new employment-led development opportunities. Early consideration of these matters will be encouraged through pre-application advice/design review and in implementing other consents approaches such as Permission in Principle, as well as through more proactive regeneration work.

**Monitoring**

3.11 Effectiveness of employment-generating policies and supporting designations and allocations are already provided for by the Local Plan: Core Strategy monitoring framework, with outputs concerning employment space/sites-related planning activity, environmental nuisance linked to economic activity, and employability measures being particularly relevant, alongside ongoing monitoring of employment land ‘health’/supply. Housing delivery on LMUAs is also accounted for within housing monitoring. Outcome indicators of most relevance concern business and economic activity, deprivation and satisfaction with the area. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.
H1 Building Sustainable Mixed Communities

Objective

6.11 We will build sustainable communities in quality neighbourhoods with the right mix and balance of housing types, sizes and tenures where residents feel safe and choose to live, work and stay.

Policy

To ensure quality neighbourhoods are created the Council will seek that new development fits with the existing urban character and scale, provides a balance of housing sizes and tenures, is delivered with supporting infrastructure and community facilities while ensuring high standards of design and quality for all new housing developments.

The Council will:

Proposals that address the following strategic principles, spatial strategy and design, technical and management criteria will be supported:

1. Strategic Principles:

a. aim to provide Enable, from a range of sources, an average net increase of additional quality homes exceeding 2,500 per year 43,000 between 2018 and 2033 in general accordance with the ‘delivery phases’ outlined below.

b. Ensure quality neighbourhoods are created and secure a step change in residential quality, requiring all developments to provide high levels of design quality and have access to adequate supporting infrastructure and community facilities, in accordance with Policies SP2, Healthy Neighbourhoods and SP3, SP8 and H3, Quality Urban Design within Places;

c. Secure the delivery of a mix and balance of housing types, including a significant increase in family housing to replace that lost to conversion, through requiring Seek 39% of the number of new homes on all sites capable of delivering 10 units or more being to be 3 bedroom homes for families, subject to the appropriate mix and tenure considerations in Box H1 below.

d. Sites allocated, or with a recent consent for residential or part-residential development, should be developed at least in part for conventional housing.

e. Housing densities and site locations will reflect local context and character (in line with Policy SP3) and be appropriate in relation to the availability of open space (including public green space, private gardens and play space), transport, retail, community and other supporting facilities. Densities should in particular not inhibit the provision of suitable quality family accommodation.
2. Spatial Strategy:

To assist in the delivery of a mix and balance of housing types, sizes and tenures and the facilitation of the spatial vision and strategy set out by Core Strategy policy policies S1-6 and H1:

a. The majority of new housing will come forward on Strategic Sites allocated by the spatial policies as per Appendix 1, predicated on plan-led, managed release.

b. The delivery of non-strategic sites (Table F Ha), are allocated for either residential or residential-led mixed-use development to assist in the delivery of a mix and balance of housing types, sizes and tenures; further information is to be found in the sites schedule, Appendix 2.

c. All new housing sites will comprise a mixture of housing sizes and/or types or tenure.

d. Where the inclusion of purpose built Build to Rent accommodation is justified as part of a broader housing mix, delivery should occur on Strategic Sites or, where units will operate as HMOs, be in HMO appropriate locations in accordance with policy H3.

e. Conversion of commercial and community use premises located in out of centre ribbon development of commercial and community uses to residential uses will be encouraged, alongside bringing spaces above shops [back into] viable residential use in line accordance with Policy SP7 and subject to Policies H4, H3, SP3, J2, INF5 and INF8.

f. Housing densities will reflect environmental capacity, (as per SC1-5) local context and character (in line with Policies S1 – S6 and SP3) and be appropriate in relation to the availability of open space (including public green space, private gardens and play space), transport, retail, community and other supporting facilities as per S1 and INF9.

g. Windfall sites not identified by site allocations, and outside of SIL, LIL and MOL and greenbelt Other sites which come forward for residential development, will be supported subject to their addressing all relevant policies in the Plan.

3. Design and Technical Criteria:

4. Ensure That all new homes meet the Lifetime Homes standards and that 10% of the number of all new homes are wheelchair accessible or easily adaptable for residents who are wheelchair users;

a. The appropriate mix of housing sizes, types and tenures will be determined through:

i. primarily the consideration of the need to secure quality, mixed and
balanced communities;

1ii. scheme viability;

2iii. the availability of subsidy;

3iv. the existing mix of housing in the area; and

4v. on sites delivering below 10 units, the individual circumstances of the site in terms of site conditions, local context and site features, particularly on sites delivering below 10 units.

b. Seek That All new homes should meet the internal space standards of the London Plan as a minimum, as well as provide adequate external private open space (as set out in carried through into a design Supplementary Planning Guidance and subsequent updates Document as necessary) or if specialist housing, those set out in Policy H3.

c. 90% of new build homes should meet requirement M4[2] of Building Regulations Approved Document M (for ‘accessible and adaptable dwellings’); 10% of new build homes should meet requirement M4[3] (for ‘wheelchair user dwellings’); and

d. Provision of wheelchair user dwellings (Part M4[3]) should be directed towards local need in terms of size, tenure, and demand for wheelchair user adapted homes, determined through early engagement with relevant LBN service areas.

e. Purpose built Build to Rent accommodation must:

i. operate under unified ownership and management within blocks or phases of at least 50 units;

ii. be secured in perpetuity for the rental market and for a minimum 15 year term; and

iii. offer long term tenancies for private renters for a minimum of three years with a six month break clause in favour of the tenant, with structured and limited in-tenancy rent increases agreed in advance.

f. Specifically in relation to private rented sector products (PRS) offsite contributions to family housing will only be acceptable where onsite or offsite provision is proven to be unfeasible and provided that these are proportionate and financially neutral.

g. Proposals on sites capable of delivering more than 10 units comprising less than 39% family housing, are required to be accompanied by a detailed viability appraisal as per the requirements set out in H2:3

Table Ha.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Site</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSG1</td>
<td>North of Forest Gate Station E7</td>
<td>Residential-led, mixed use</td>
</tr>
<tr>
<td>HSG2</td>
<td>Bow Street</td>
<td>Residential</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>HSG3</td>
<td>Methodist Church Community Centre</td>
<td>Residential-led, mixed use</td>
</tr>
<tr>
<td>HSG4</td>
<td>Carroll Close / Chatsworth Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG5</td>
<td>McGrath Road 3-5</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG6</td>
<td>236 Romford Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG7</td>
<td>Wordsworth Avenue 16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG8</td>
<td>42 West Ham Lane</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG9</td>
<td>156 - 158 Katherine Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG10</td>
<td>Former Lea Bon Club / John Street</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG11</td>
<td>95 Arragon Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG12</td>
<td>236-242 Barking Road E6</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG13</td>
<td>Nelson Street / High St North</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG14</td>
<td>London Road Car Park - Option 1</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG15</td>
<td>Hartington Close / Vandome Rd</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG16</td>
<td>Pragel Street</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG17</td>
<td>Grange Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG18</td>
<td>Kent Street - Court Area</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG19</td>
<td>Doherty Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG20</td>
<td>Beckton Road E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG21</td>
<td>Canning Town Area 4</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG22</td>
<td>Baxter Road / Alnwick Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG23</td>
<td>Canning Town Area 5</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG24</td>
<td>Canning Town Area 18</td>
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</tr>
<tr>
<td>HSG25</td>
<td>Balaam Street Garage</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG26</td>
<td>Balaam Leisure Centre</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG27</td>
<td>Cyprus 4</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG28</td>
<td>ExCel Site 4</td>
<td>Residential-led, mixed use</td>
</tr>
<tr>
<td>HSG29</td>
<td>ExCel Site 3</td>
<td>Residential-led, mixed use</td>
</tr>
<tr>
<td>HSG30</td>
<td>Leonard Street</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG31</td>
<td>Former Tate Institute, Wythes Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG32</td>
<td>Rymill Street E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG33</td>
<td>Barrier Park North</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG34</td>
<td>Albert Road / Fernhill Street E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG35</td>
<td>Prince Regent Lane (Falcon Carriage)</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG36</td>
<td>Rosebery Avenue</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG37</td>
<td>Prince Regent Lane (Falcon Carriage)</td>
<td>Residential</td>
</tr>
</tbody>
</table>
Reasoned Justification

6.112 Newham has a long history of welcoming new communities and enjoys a rich diversity. However, the high level of migration and the relatively cheap rents of East London mean that many people pass through rather than set down roots. This can have a negative impact on the quality of Newham’s existing residential areas as houses traditionally owned by families are now in the private rent sector, often shared by unrelated adults who do not stay long. We want to stabilise our community, so that we can ensure people stay and bring up their families here and have stronger stake in the future of the borough.

6.113 The Council’s overriding priority is the delivery of quality and varied new homes is essential to meeting Local Plan objectives of providing for local and strategic needs arising from population and economic growth, in turn creating high quality, safe and secure places, with stable, mixed and balanced communities that work. Building mixed communities in quality neighbourhoods is a vital part of making Newham somewhere where people choose to live, work and stay. This means access to high quality amenities, good transport links and a thriving local economy with jobs for local people. To provide neighbourhoods of this quality it is essential that new housing is aligned with investment in new infrastructure to provide the services, amenities and facilities needed to support new and existing communities. Whilst Newham has a long history of welcoming new communities and benefits from a rich diversity, the high level of in-migration and the relatively cheap rents of East London that attract them have tended to be exploited by landlords who have created small [often sub-standard] flats and [often poor quality, over-crowded] HMOs in former family housing, reducing choice and eroding quality, with many people as a consequence passing through rather than setting down roots. This in turn has further affected community resilience and the extent to which people invest in improving their environment. Choice has also in the past been affected by smaller units dominating new-build supply, and quality by a failure of infrastructure investment to keep pace with growth, or in some cases, by poorly located housing. Quality in supply also becomes increasingly important with rising densities in order to compensate for intensity that comes with meeting housing need.

6.113a Offering choice in housing through new quality supply (including that with specialist adaptations) is therefore vital to securing a successful, stable and inclusive place, ensuring housing supply can meet the differing needs of a diverse population and continue to do so throughout the course of their lives, as circumstances change, thereby reducing the need to move out and encouraging people to stay in the area, reducing churn and generating a resident population who have a stronger stake in the borough’s future. This is covered by the various policy interventions including those introduced for build to rent accommodation, which as with other tenures, aim to ensure a viable rental offer that encompasses the kind of quality and security that will keep people in their homes, and in Newham for longer. In turn, housing quality in itself and as part of neighbourhoods where people have access to high quality amenities and good transport links due to appropriate infrastructure development, location of housing, and densities commensurate with accessibility - benefits health and well-being and economic development outcomes,
supporting Convergence objectives.

6.113b Therefore, whilst with rising land prices there is a tendency by some developers to suggest that housing quality (notably space standards) should be compromised to achieve affordability, or housing numbers and densities should be prioritised over mix or locational considerations, this is not seen to be an appropriate path to take in light of these other objectives. It is noted for instance, that the infrastructure policies identified infrastructure requirements of the Plan are linked to a projected level of delivery that accounts for these factors. Equally, it follows that, if a site is judged to be suitable for residential, it should be suitable for all families as much as smaller households, as per the existing situation in and around many of the Borough's town centres.

6.114 Notwithstanding the above, housing numbers are important, and Newham, given its high birth rate and levels of in-migration has a growing local need, as well as the ability to accommodate strategic need beyond this due to the extent of development sites. We have used a range of data sources to estimate the number of houses that may come forward during the Plan period, and the estimated timing of delivery. The infrastructure polices of the Core Policies section are linked to this level of delivery. The London Plan sets 10 year housing targets for all London boroughs, cognisant of both capacity and Pan-London need, with the aim of targets being met and exceeded between 2015 and 2025. for the ten year period from 2011 as well as requiring rolling forward the annual target to the end of the Core Strategy period, i.e. up 2027 for Newham. This effectively places a 'general conformity' commitment on Newham to provide homes between 2011 and 2027 within this timeframe, however the period of the Local Plan (2018 – 2033) requires consideration of housing delivery further into the future.

6.114a Through a range of data sources and taking into account other polices of the Local Plan that require homes to come forward with job creation and supporting infrastructure for quality mixed and balanced communities, to estimate the number of houses that may realistically come forward during the Plan period, and the estimated timing of delivery has been estimated. Assumptions not only take into account extant permissions, regeneration plans and known activity within the borough, but also attempt to account for projected rates of infrastructure delivery and investment and market interests, as well as factors such as market absorption rates, availability of finance and construction capacity. The infrastructure policies of the Core Policies section are linked to this level of delivery. Delivery of these new homes ultimately however depends on such macro-economic factors affecting build rates. These will continue to be impacted by economic cycles and the availability of grant and infrastructure funding, both of which will continue to have a profound impact on national house building.

6.114b The table below demonstrates that the Council has the capacity to meet and exceed London Plan targets this total which must come forward whilst creating new jobs for residents and quality mixed and balanced communities with a 19% uplift by the

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1^ Full Objectively Assessed Need (OAN) 2011 – 2033: 51,800 units.
end of the ten year period (up to 2025). Beyond this to 2033, a capacity derived figure (exceeding the London Plan 2016 annual targets by 21%) has been identified. Recognising continued strategic pressures to increase housing supply using the same percentage increase seen in the period up until 2025, a further uplift of 19% has been added to the capacity derived figure. When combined, the total housing supply sought by policy within the plan period is in excess of 43,000 units. The table below does not account for an additional small sites estimation in excess of 1500 units, that will add to the identified capacities within each Community Neighbourhood Area.

Delivery of these new homes ultimately depends on macro-economic factors affecting build rates. The unprecedented economic situation together with the Coalition Government’s Comprehensive Spending Review has, and will continue to have a profound impact on national house building. Newham will have some resilience to this in the short to medium term given the amount of land committed in public ownership the Arc of Opportunity.

Housing Delivery by Phase and Community Neighbourhood/Spatial Policy Forum Area

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford and West Ham</td>
<td>18</td>
<td>258</td>
<td>2623</td>
<td>1044</td>
<td>3943</td>
</tr>
<tr>
<td>Royal Docks</td>
<td>450</td>
<td>3457</td>
<td>2937</td>
<td>1254</td>
<td>8098</td>
</tr>
<tr>
<td>Custom House and Canning Town</td>
<td>852</td>
<td>4688</td>
<td>7061</td>
<td>2079</td>
<td>14680</td>
</tr>
<tr>
<td>Beckton</td>
<td>0</td>
<td>1569</td>
<td>1634</td>
<td>1910</td>
<td>5113</td>
</tr>
<tr>
<td>Forest Gate</td>
<td>14</td>
<td>213</td>
<td>770</td>
<td>257</td>
<td>1254</td>
</tr>
<tr>
<td>Plaistow</td>
<td>25</td>
<td>148</td>
<td>130</td>
<td>77</td>
<td>380</td>
</tr>
<tr>
<td>Manor Park</td>
<td>12</td>
<td>79</td>
<td>482</td>
<td>688</td>
<td>1261</td>
</tr>
<tr>
<td>Green Street</td>
<td>79</td>
<td>1086</td>
<td>974</td>
<td>406</td>
<td>2545</td>
</tr>
<tr>
<td>East Ham</td>
<td>20</td>
<td>371</td>
<td>1095</td>
<td>412</td>
<td>1898</td>
</tr>
<tr>
<td>Total</td>
<td>1470</td>
<td>11869</td>
<td>17706</td>
<td>8127</td>
<td>39172</td>
</tr>
</tbody>
</table>

NB. Figures are net and rounded and subject to periodic review. Updates will be published in the LBN Annual Monitoring Report. This table is updated based on the latest available information on sites as of November 2017.

The positive allocation of non-strategic sites for mainstream residential also gives a clear market signal about expectations for these sites and opportunities therein, reflecting strategic housing policies that prioritise flexible mainstream housing, and supporting delivery by providing for a degree of certainty.

6.114c The majority of housing delivery will take place as part of large scale mixed use development on strategic sites, however in addition to the strategic sites this DPD allocates a number of non-strategic housing sites for either residential, or where...
The sites allocated have the potential to deliver at least 10 units each, highlighting the opportunities to the market. These sites, together those with a recent consent for residential development, are required to be built out for conventional housing (at least in part) in order to meet the assumptions set out above, and the associated strategic principle gives a clear statement to the market of this expectation. Conventional residential is in turn specified because this is where greatest need lies, given that infrastructure has been planned in light of projected housing delivery of this type, and because conventional housing is inherently more flexible than other types of housing to meet a broad range of needs, particularly when designed well. The Sites Schedules in Appendix 1 and 2 provides further information relevant to allocated site’s delivery. The following table sets out the approximate capacity (subject to design-stage refinement in line with policies) of these sites by spatial policy area to the nearest 5 units.

**Indicative Housing Delivery from Non-strategic Site Allocations by Spatial Policy Area:**

<table>
<thead>
<tr>
<th>Spatial Policy Area</th>
<th>Approx. Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford and West Ham (S2)</td>
<td>131</td>
</tr>
<tr>
<td>Royal Docks (S3)</td>
<td>322</td>
</tr>
<tr>
<td>Custom House and Canning Town (S4)</td>
<td>1541</td>
</tr>
<tr>
<td>Beckton (S5)</td>
<td>180</td>
</tr>
<tr>
<td>Urban Newham (S6)</td>
<td>240 (of which the majority are in East Ham and Forest Gate)</td>
</tr>
</tbody>
</table>

6.114d The Council also welcomes delivery on unallocated ‘windfall’ sites that come forward for residential development, where these are not subject to employment allocation or MOL/ Green Belt designation, and provided they address all relevant policies in the plan. This includes a known source of delivery from conversions of out of centre commercial development, in accordance with other policies of the Local Plan that encourage strong commercial and retail centres.

6.115 This Strategy recognises that providing high quality homes and neighbourhoods requires many factors to be taken into account. These factors the role and character of different parts of the borough, existing housing types and tenures, access to public transport, and the consideration of appropriate densities to achieve the optimal use of land consistent with local context. This part of the Strategy puts the quality of new homes and neighbourhoods as its first and overriding consideration. This approach will result in neighbourhoods with a genuine mix of tenures, sizes, and people in balanced and safe communities, where people choose to stay.
6.116 The Council recognises that many larger family homes have been lost through conversions, and that at the same time, many new developments provide few houses with three bedrooms or above. This, combined with families having to compete with investment buyers in the private sector, has resulted in families leaving the borough to find suitably sized houses they can afford. This has played a role in increasing the churn of residents in the borough. Evidence shows a need for improvement in the rate of provision of family units. The latest research suggests such needs equate to 39% of the total net requirement and therefore propose this figure as the strategic target to be sought as a proportion of the total number of units on all new developments for housing. Family housing will generally be regarded as 3 bedroom and especially preferred where it is affordable. This is to ensure that a satisfactory balance of housing is provided, to respect the existing urban character of the area and reflect the economics of provision. Larger accommodation will generally not be sought. Ultimately, the mix and tenure of individual schemes will be assessed on a case by case basis, taking into account factors set out in the box below. Policies protecting existing family housing are set out under Policy H4 below.

6.116 The latest evidence reinforces that the greatest housing need within Newham is for 3 bedroom homes, in both market and affordable housing tenures. In attempting to facilitate the maximum housing delivery in general, without impeding the potential for family housing supply, the policy requirement for 3 bedroom housing is set at 39% of units for developments capable of delivering 10 homes or above. However, simply requiring a proportion of new homes coming forward as 3 bed units is not enough to satisfactorily deliver the necessary housing to support the creation of mixed and balanced communities, thus a mix and balance of quality housing types (including sizes and tenures) that meet internal space standards and provide adequate private amenity space is also sought by policy, a factor which does not favour the delivery of studio units. Overall, together with other policy criteria and an Article 4 Direction, (introduced across the Borough on 31 July 2013) requiring planning permission be sought for the conversion of single household residential properties to small HMOs (3-6 occupants) this is designed to ensure that a satisfactory balance of housing is provided that also respects the existing urban character of the area and reflects the economics of provision. Ultimately, the mix and tenure of individual schemes will be assessed on a case by case basis, taking into account factors set out within the technical criteria. Policies protecting existing family housing are set out under Policy H4.

Implementation

6.117 The Core Strategy Local Plan sets out the broad parameters of housing development to achieve the objectives of building mixed and balanced communities where significant delivery of quality housing, will meet need up until 2033. The above policy 6.118 New homes, largely on allocated sites will be provided come from a range of sources including intensification, town centre renewal, growth areas,

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2 3 bedroom homes accounts for 64% of total OAN (see footnote 1). Of the total market and total affordable housing needs 68% and 59% respectively is for 3 bed homes.
mixed use redevelopment particularly of surplus commercial uses both within Town Centres and on non-designated employment locations, and sensitive renewal of existing residential areas. Together with explicit support for the realisation of windfall sites (in appropriate locations), overall policy and allocations and supporting significant housing delivery by providing for a degree of certainty.

6.119 Where Strategic Sites propose housing either solely or as an element of mixed use development, we have identified an and an indicative development typology having general regard to the site context, borough priorities and the desire to build mixed and balanced communities. The typologies range broadly from low density (high family) development, to high density (low family) development with some including mixed use. As a guide, low density would typically be 2 to 3 storey houses and flats making a strong provision for families; medium density generally from 4 to 6 storeys comprising a mix of flats accommodating family and small households; and high density schemes would accommodate mostly smaller households and some families in flats consisting of development of 7 storeys and above.

6.120 In determining suitable densities, regard will be had to Policy 3.4 and Table 3.2 of the London Plan 2016. Further detailed guidance on density will be developed in the Detailed Sites and Policies DPD.

6.121 As a general rule, low family provision would comprise 20% of the units, medium family would be 30%, and high family would be 40%. It should be noted that the term ‘Housing’ refers to any lawful accommodation as defined by legislation (including Planning and Housing Acts and Building Regulations). Housing policy will be implemented via the development management process and proposals should be accompanied by statements that set out the responses to the relevant criteria.

6.121a All developments, including built to rent, private sector (PRS) products, should aim to meet the policy requirement to deliver a mix in housing supply. This includes for developments capable of delivering 10 units or more, meeting the 39% family housing target, with schemes only capable of accepting lower on site family housing levels, incorporating measures to secure provision off site. However, applicants are strongly encouraged to recognise that families have a need for 3 bed housing across all tenures, including private rental housing. Where eligible proposals comprise less that 39% on site family housing, viability assessments as per the requirements set out in H2:3 (based on an EUV+) approach should be submitted.

6.121b As strategic principles set out, in considering appropriate densities, including accounting for the local context, - which also includes any emerging context as per the spatial policies - the provision of quality family housing should also be factored in, as well as local infrastructure capacity and accessibility (as per S1, INF9) and broader environmental capacity (as per policies SC1-5) being aware, as per SC4, of the potential for off-site in combination significant effects on air/water quality and recreational intensity (see also INF2, INF7). Design responsive to context (as per SP3 and SP5) should be able to achieve the necessary quality across all sizes of housing on a site.

6.121c The format of build to rent/PRS products should accord with definitions of the London Plan (as carried through into subsequent SPGs) and is suitable for single
6.121d In addition to family housing, applicants should aim to deliver variation within unit sizes, rather than simply the required quantum of family housing with remaining units of a single uniform type. Where a site is large enough, a balance in tenures subject to policy H2, is also expected.

6.121e Where sites are subject to non-strategic residential or strategic site allocations, or if a consent for residential has been granted on any site within the last 3 years, as part of guaranteeing housing supply in accordance with unit estimations in tables above, the site must deliver (at least in part) conventional housing. Applications for accommodation that is solely specialist in nature, will not be acceptable in these instances.

6.121f Development proposals’ responses to policy criteria these will be secured by condition or legal agreement as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way. It is also the Council’s intention that its published evidence base on these matters and online Public Access records of consents should help to indicate the in-principle acceptability (or otherwise) of relevant proposals.

6.122 The Newham Housing Trajectory will be kept under continual review and published in the LBN Annual Monitoring Report. It will be used as the basis for understanding changes in the levels of existing and forecast house building and inform changes to future policy.

**Considerations for the Assessment of Housing Mix and Tenure**

In considering planning applications for housing the Council will have regard to the following matters when determining an appropriate mix and tenure:

The primary concern planning applications will be the need to secure quality mixed and balanced communities. Other criteria will be:

1. Scheme viability;

2. The availability of subsidy;

3. The existing mix of housing in the area;

4. The individual circumstances of the site in terms of site conditions, local context and site features.

5. The availability of required infrastructure and community facilities for residents.

**Monitoring**
6.122 Housing delivery (both in real terms and projected) of varying types, sizes, and tenures will be kept under review, drawing on data input to the London Development Database and published in the LBN Authority Monitoring Report and associated Housing Monitoring Bulletins. This will include the Council’s Housing Trajectory and 5 Year Housing Land Supply, informed by table xx above be and used as the basis for understanding changes in the levels of existing and forecast house building. This and the outcomes indicators will help to inform changes to future policy via updated assessments of need and capacity. In addition, in house activity monitoring, statutory returns, independent surveys of residents commissioned by the Council and S106 reporting together with national statistics will be drawn upon. Other relevant output and outcome indicators are found under Policy H2 and SP3. Both output and outcome indicators are inevitably affected by other factors, which will be noted in analysis.

6.122a Indicators

i. H-OP1 Building Mixed and Balanced Communities:

a. Net additional dwellings and housing trajectory and 5 Year Housing Land Supply against housing supply targets. [As per Local Plan];

b. Housing density (apply on major housing developments only) against London Plan targets [no specific target: monitor against density ranges of the London Plan];

c. Housing mix and choice:
   i. Family housing gains from both approvals and completions against all policy targets (39% 3 bed) including a comparison of approvals of houses cf. and flats [no specific target - monitor for upward trend in terms of proportion of houses].
   ii. The proportion of units, based on size, delivered in each tenure [no specific target for more balanced provision, notable upward trend in market provision of family units]; and
   iii. Overall size mix within tenures, [no specific target; monitor for expected upward trends from policy intervention]

d. Housing Quality:
   i. Space standards, [target: 100% of units approved through consent meet London Plan space standards];
   ii. Wheelchair homes [target: 10% of housing completions (by scheme) meet Part M];
   iii. existing stock improvements [no specific target, reporting of activity to show general commitment to this principle];
ii. **H-OP5 Policy Use and Robustness** [no specific target, monitor for expected use and ability to withstand appeal scrutiny].

iii. **H-OUT1 Housing need:**
   
   a. Homeless households in temporary accommodation
   
   b. Number of households on the Local Authority waiting list [no specific target: should be decreasing; compare to surrounding boroughs and London average to assess convergence, and monitor as a market signal]

iv. **H-OUT2 Housing quality/ stock conditions** [no specific target, monitor for trends relevant to policy objectives];
H2 Affordable Housing

Objective

6.123 The Council will ensure that our communities are places where residents can afford to live, and are adaptable to their changing economic circumstances.

Policy

Proposals that address the following strategic principles, spatial strategy and design, technical and management criteria will be supported:

To achieve this we will:

1. Strategic Principles and Spatial Strategy:

   a. **Aim** The need to ensure that 50% of the number all new homes built over the plan period are affordable units.

   b. The need to ensure that affordability is not delivered at the expense of quality, housing mix, or through size minimisation.

   c. **Seek all new**, The requirement that, subject to the appropriate mix considerations within Policy H1 3a, developments or redevelopments on individual sites with capacity for 10 units or more, to provide either:

      i. Between 35-50% of the number of proposed units as affordable housing comprising a tenure mix of 60% social housing rent and 40% intermediate homes; or

      ii. within the area covered by the Canning Town and Custom House Regeneration Area Supplementary Planning Document a tenure mix of 65% of the number of proposed units as market housing and 35% affordable housing, evenly split between social housing rent and intermediate homes for all development sites identified for residential use; and

Subject to the ‘Mix and Tenure Considerations’ in Box H1 above;

f. The need to ensure that housing sites deliver a minimum of 10% affordable units as home ownership homes, subject to the appropriate mix considerations within Policy H1.

e. d. Exceptionally, consider off site provision or payment in lieu where the Council considers that on site provision is inappropriate or undeliverable with regard to any of the following matters: site conditions/site features or local context, including tenure mix and provided that it would result in the ability to secure a higher level of affordable housing provision.

   • Site conditions/site features;
   • Local context, including tenure mix;
   • The availability of community facilities or infrastructure;
3. Design and Technical Criteria:

a. Proposals delivering below 50% of the total units as affordable housing and/or that do not meet the required tenure split, are required to be accompanied by a detailed viability appraisal with Benchmark Land Value that relies on an EUV plus approach; or

b. Within the Canning Town and Custom House (CTCH) Regeneration Area (as shown in S4) proposals delivering below 35% of the total units as affordable housing are required to be accompanied by a detailed viability appraisal with Benchmark Land Value that relies on an EUV plus approach.

c. Where Build to Rent (PRS) is proposed, dual viability assessments are required that incorporate viability testing that set outs outcomes in relation to ‘Build for Rent’ and ‘Build for Sale’ approaches and the subsequent impact upon the delivery of affordable housing. Where it is demonstrated that a build to rent approach will deliver less affordable housing in terms of a capital subsidy, a revenue subsidy may be considered as an appropriate alternative.
Reasoned Justification

6.124 As part of the creation of high quality places that meet local and strategic needs in turn ensuring stability that encourages people to live work and stay in Newham, it is essential that the delivery of affordable housing continues to take place alongside that of market accommodation. As with the rest of London, demand for affordable housing is high, and Newham already accounts for a large proportion of the future housing supply of London’s and the sub-region and has considerable needs of its own, both in terms of market and affordable housing need. Newham also has one of the highest proportions of social housing compared with other areas of London. Bearing this in mind, and in the context of we aim to meet the aspirations for the creation of mixed and balanced communities, policy seeks to add to the overall strategy by facilitating providing a range of accommodation that allows people to move between tenures and property size as their household and economic circumstances change. Newham’s Housing Strategy seeks to attempt to employ the use of more a number of genuine affordable housing options, which include social rent, affordable rent and intermediate housing such as low cost home ownership products (see glossary for a definition of terms), to assist working people on low wages into their own home. It is considered that this will help stabilise communities and reduce churn, resulting in improved community cohesion.

6.125 As with all London boroughs, Newham is directed by the London Plan to provide an overall strategic affordable housing target in its Core Strategy Local Plan to meet local and strategic needs, and to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes. Evidence points to a maximum strategic target of 50% of homes to be affordable during the plan period, based on Newham’s level of need and scheme viability. However, this level of provision may not be immediately achievable on all sites within Newham, therefore recognising the variation in land values that already exists in different areas of the borough, as well as the potential for significant growth during the plan period that will impact such values, affordable housing is sought through a negotiation target that ranges between 35 and 50% of total units within a scheme. 6.126 A negotiation target of between 35% and 50% will be applied having regard to the considerations in Box H1 above. Within this stipulated range, in accordance with pan-London needs, the tenure split sought by policy is delivery 60% of units delivered are to be social housing (i.e. social rent or affordable rent or a combination of the two) and 40% are to be intermediate housing homes. Whilst it is accepted that unique circumstances may mean that some schemes will be unable to provide affordable housing within this range. However, varying scenarios have been modelled to consider different circumstances (including growth rates) over the entire plan period. Evidence indicates that 50% affordable housing is achievable on some schemes currently and it will become increasingly achievable on a greater number of sites throughout the next 15 years. Moreover, many schemes can achieve at least 35% at present, in some cases due to grant funding or other forms of subsidy including the off-siting of provision. For these reasons, this target range is considered to be robust provided it is applied flexibly on a case by case basis in accordance with policy H1. Given the 50% affordable housing over the plan period is the strategic target, and site targets are 35-50% of units, this does not preclude 100% affordable housing schemes when justified in relation to mix and tenure considerations.

6.126 Variation in this split applies to proposals in the area defined for the Canning Town and Custom House Supplementary Planning Document Regeneration Area, where there is a
commitment to a tenure split of 65% market housing and 35% affordable, evenly split divided between social housing rent and intermediate tenure is sought, this is due to the existing tenure split, which comprises a relatively high proportion of social housing. This reflects the objective of delivering mixed communities; Council’s desire is to diversifying this split and increase the share of market and intermediate housing to improve the housing mix in this area.

6.127 National policy indicates that the presumption is that affordable housing should be provided on site. The above policy clarifies the exceptional local circumstances when it would be acceptable to make off site provision or payment in lieu. The Housing Delivery Table considered in the Reasoned Justification of Policy H1 shows a very high proportion of provision would be in the most accessible areas of the borough. Since this would often mean higher density in these locations it is accepted that a higher proportion of family housing, and in particular affordable family housing, may not be suitable on site. This is reflected in the housing typologies in Appendix 1. Bearing in mind the need to better address priority needs for family housing and still meet the 39% 3-bed unit and the 35%-50% affordable housing targets it will be appropriate in some circumstances to provide part of the affordable family housing off site or to accept a payment in lieu.

6.128 The Homes and Communities Agency no longer provides funding for social rent, except in exceptional circumstances with funding for social housing now directed to affordable rent. Newham’s Strategic Housing Market Assessment shows a substantial requirement for people on the lowest incomes justifying their need for accommodation at target rents. Newham has a substantial programme of housing estate renewal (e.g. as part of the Canning Town Regeneration Programme and Carpenters Estate, Stratford) whereby existing social housing tenants will be offered alternative accommodation under similar conditions. This will require a substantial pool of replacement social rented housing units. Moreover, even within the affordable rent tenure there is a need to cater for varying levels of need.

6.129 The Core Strategy recognises the overriding importance of the creation of mixed and balanced communities, and that actual provision against the targets will vary from case to case to ensure that the communities that are created are balanced and sustainable in the longer term. Overall delivery will be through a variety of sources, including new private sector developments, local authority developments, schemes funded independently, and vacancies brought back into use.

6.130 The Council recognises the role that employment plays in helping people move up the housing ladder. Affordable housing comprises social rent, affordable rent and intermediate housing (for rent and purchase at less than market prices). These terms are defined in the Glossary. The Strategy seeks to create mixed and balanced communities, and therefore takes into account existing levels of affordable housing in the borough, and the aim of assisting more people to achieve their aspiration of owning their own home. A tenure split of affordable housing of 60% social housing (i.e. social rent or affordable rent or a combination of the two) and 40% intermediate housing will be sought – although this may vary on a case by case basis, again using the considerations in the box above.

6.131 In the area defined for the Canning Town and Custom House Supplementary Planning Document there is a commitment to a tenure split of 65% market housing and 35%
affordable, evenly split between social rent and intermediate tenure; this is due to the existing tenure split, which comprises a relatively high proportion of social housing. The Council’s desire is to diversify this split and increase the share of market and intermediate housing to improve the housing mix in this area.

6.132 Notwithstanding the above commitments it is recognised that the amount of grant available to facilitate affordable housing is limited, and the levels of public subsidy across the plan period are inevitably uncertain. Comprehensive Spending Review has led to a significant reduction in the availability of public subsidy via the Homes and Communities Agency in the period 2011-2013. Welfare reform and changes to rent levels has and will continue to have implications, and whilst renewed commitments to affordable housing are being made at the London level, it is therefore acknowledged that in the early phase of delivery there are likely to be lower levels of provision against the lower end of the affordable housing targets. That said, set out above although this may be mitigated to some extent by the use of alternative models of provision, as well as the relatively high proportion of land in public ownership that is yet to come forward within the Arc of Opportunity.

Implementation

6.132a The Core Strategy Local Plan recognises the overriding importance of the creation of mixed and balanced communities, and that actual provision of affordable housing against the targets will vary from case to case to ensure that the communities that are created are balanced and sustainable in the longer term. Overall, affordable housing delivery will aim to achieve 50% of the total units as affordable within the plan period through a variety of sources, including new private sector developments, local authority developments, schemes funded independently, and vacancies brought back into use.

6.132b For units to be considered ‘affordable’ in policy terms, provision must meet the affordable housing definitions set out by the London Plan. Other types of housing, including that where quality (notably space standards) is compromised under the guise of providing cheaper accommodation than the local context, is not an acceptable substitute for genuine affordable housing options required by policy.

6.132c Policy that enables the delivery of affordable housing will be implemented via the development management process, with the negotiation target of between 35% and 50% will be of total units within a scheme being affordable (with policy compliant tenure splits) applied having regard to the appropriate mix considerations in Box policy H1. When accounting for local context, this should include consideration of any decant or right to return requirements. A site’s capacity to deliver 10 or more units will be determined through density assumptions calculated using the London Plan.

6.132d Detailed Viability Appraisals are required to accompany all schemes that fall below the maximum affordable housing threshold set out within policy. Such appraisals should provide justification for the level of affordable housing achievable against benchmark land values that rely on an ‘Existing Use Value plus premium’ approach. This allows a landowner to receive at least the value of the land in its pre-permission or lawfully permitted use, with a premium added as an additional incentive to release the site, having regard to site circumstances (which will vary). Premiums above EUV should be justified, reflecting the
circumstances of the site, and the LPA will consider the robustness of any assumptions in this regard. The level of premium can be informed by benchmark land values that have been accepted for planning purposes on other comparable sites.

6.132e Appraisals will be scrutinised as part of the application process and information included must be benchmarked against publicly accessible, information (relevant to the local context) and robustly justified. The viability assessment must allow for independent scrutiny by the LPA (or other determining authorities) and anybody who undertakes a review of the veracity of the submission on behalf of the LPA. When an existing use value of a development site is included within a development appraisal this should be evidenced, include reasonable comparative uses in similar condition and circumstances. Alternative use or the hope value associated with the prospective development of the site should be excluded from the viability assessment. Where the amount paid for a development site exceeds the reasonably assessed residual land value this should not adversely impact on the delivery of sustainable development. Commercial land transactions should not diminish the delivery of a quality policy compliant planning application with relevant supporting infrastructure. Notwithstanding that, the process of scrutiny will take into account guidance set out in the London Borough Development Viability Protocol (Nov 2016).

6.132f In relation to the delivery of build to rent PRS, policy requirements for affordable housing remain the same. Applicants should ensure where PRS is proposed (either as the only housing type on site, or as an element of a broader scheme) that viability appraisals for PRS developments incorporate sensitivity testing that demonstrates the different outcomes of delivering a proportion of the site as PRS vs. delivering more market sale units (as set out in the PAR) reflecting the commercial choice to deliver PRS. Where exceptional circumstances allow for off site provision or payment in lieu of affordable housing, offsite provision should be delivered before or in line with the PRS element of the proposal, whilst payment should be proportionate and financially neutral. Agreed quotas of affordable units will then be secured by legal agreement, inclusive of being made subject to appropriate review mechanisms. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the requirements in an integrated way.

6.132g National and regional policy indicates that the presumption is that affordable housing should be provided on site. However building in flexibility to the policy approach. The above policy clarifies the exceptional local circumstances of when it would be acceptable to make off site provision or payment in lieu are set out. Bearing in mind the need to better address priority needs for family housing and still meet the 39% 3 bed units (as per policy H1) and the 35%-50% affordable housing targets, it will be appropriate in some circumstances to provide part of the affordable family housing off site or to accept a payment in lieu.

Monitoring

6.132 f Affordable housing delivery of varying sizes, and tenures will be kept under review, monitored against the indicators set out below and published in the LBN Authority Monitoring Report and associated Housing Monitoring Bulletins. In addition, in-house activity monitoring, including concerning S106 negotiations, and DCLG housing affordability statistics will be useful feedback mechanisms.

6.132 g Indicators
i. H-OP2 Affordable housing: gross completions split via tenure and as a percentage of new housing delivered, against policy targets.

ii. H-OP5 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny];

iii. H-OUT3 Housing affordability [no specific target, monitor as a market signal].
H3 Specialist Accommodation Needs

Objective

6.133 Seek to understand the accommodation needs of a diverse population and make appropriate provision insofar as this would align with the Spatial Vision.

Policy

Proposals that address the following strategic principles, spatial strategy and design, management and technical criteria will be supported:

1. Strategic Principles:
   a. The council will seek An overall managed delivery of housing mix will be required to that ensures that the local and strategic needs of all types of households are considered and that appropriate forms of accommodation are provided in the right locations, where this need has been clearly demonstrated. and this aligns with the Spatial Vision.

   Development proposals which meet the following criteria will be supported:
   b. Purpose-built student accommodation should be provided in a proportionate manner to conventional housing, reflecting strategic and local need.
   c. Older people’s housing and specialist provision for other vulnerable people (falling into Use Class C2) will be protected as community facilities / social infrastructure in accordance with policy INF8. and London Plan social infrastructure policies where the accommodation meets local need, unless the loss is part of an agreed programme of social infrastructure re-provision or new model of provision.
   d. New specialist (Use Class C2) and sui generis nightly stay housing will be directed towards local need.
   e. The need to deliver temporary accommodation, particularly in the form of modular housing as a meanwhile use, making use of sites identified as suitable for residential through a site allocation, is acknowledged.

2. Spatial Strategy:
   a. The accommodation should be appropriately located in terms of the achievement of mixed and balanced communities and the ability to meet the needs of its occupants including via the provision of adequate transport and supporting facilities.
   b. Large and small HMOs should be purpose-built or converted from premises other than family-sized dwellings, subject to policies H1, H3, and H4., H6 and H7.
   c. New student housing will be directed to the town centres of Stratford and Canning Town and existing campus developments within the Borough.
d. Larger specialist residential accommodation (comprising six or more bed spaces) catering to older adults or persons with care needs should:

i. be directed to town centres and those sections of Key Movement Corridors within 400m of a Local Centre or 800m of a Town Centre, unless specific care needs/vulnerabilities justify an alternative location; and

ii. be within 800m of relevant supporting facilities (e.g. specialist healthcare or social/leisure opportunities), if appropriate, in relation to identified needs.

e. Older people’s housing (falling outside Use Class C2) should forming be delivered as part of the housing mix (and sit comfortably with conventional housing) on Strategic Sites.

d. Purpose built build to rent conventional HMOs, and otherwise policy-compliant conventional HMO conversions should be directed to Town and Local Centres and along Key Movement Corridors, where compatible with other policies.

e. Nightly-stay hostels comprising 25 or more bed spaces should be located in town centres or along those sections of Key Movement Corridors within 800m of town centres. Nightly-stay hostels should also be located within 800m of relevant supporting facilities (e.g. specialist healthcare or social/leisure opportunities). Where barriers to Town Centre accessibility exist within an 800m catchment, proposals will be considered on a case by case basis.

f. The need to avoiding creating or exacerbating cumulative impact hotspots / clusters as defined in policies SP9 and SP10.

3. Design and Technical Criteria:

a. The need to ensure that it does not prejudice the amenities or unique characteristics of the existing neighbourhood are protected and enhanced.

b. Proposals For housing other than conventional single-family housing should:

i. include The inclusion of an appropriately detailed and resourced management plan demonstrating the residential population mix and other management practices. The plan should that minimise safeguarding risks, and maximise opportunities to create and sustain social networks and access appropriate support, as well as and ensuringes that the development is neighbourly as defined in policy SP8; and

ii. will be supported where they meet demonstrate the achievement of one of the following quality standards:

- Newham and Pan-London Private Sector Rental Licensing benchmark criteria (for mainstream HMOs and other specialist sui generis multiple-occupancy housing).
- Care Quality Commission criteria (for Class C2 uses) or any subsequent updates or replacements.
• Pan-London quality benchmarks for temporary (nightly stay) hostels (BABIE or ‘Setting the Standard III’).

c. Demonstrate proportionality in the provision of student accommodation relative to conventional housing in relation to assessed according the following:
   i. the ratio of Newham’s London Plan housing target to the maximum student housing requirement applied equivalently to the borough housing target derived from the London Plan;
   ii. the quantum and location of recent delivery of conventional housing;
   iii. the London-wide planning requirement for 26-33% of student accommodation to be purpose-built, as identified by the Mayor of London’s Academic Forum; and
   iv. whether the development is part of a wider local campus development increasing local need.

d. The need for new specialist (Use Class C2) should be assessed having regard to the IDP and through advice from the relevant LBN service areas regarding additional local and need according to the following criteria: occupancy from residents from outside of Newham should not on average comprise more than 33% of total residents.

Site provision for Gypsies and Travellers to meet the required number of pitches identified in the Gypsy and Traveller Needs Assessment (GTNA), will be progressed through the Detailed Sites and Policies DPD.

Reasoned Justification

6.134 As discussed in policy H1’s Justification, the an overriding concern of the Council is to ensure housing provision that meets a full range of local and strategic needs. At times this means prioritising local requirements against that of pan-London to redressing the imbalanced housing supply, stabilising the existing community population, and building quality sustainable mixed and balanced communities where people choose to live, work and stay.

6.134a The range of housing needs of Newham’s diverse population is varied. A wide and flexible housing offer will help to cater for a broad range of needs throughout the lifetime of a household, including specialist accommodation such as older persons housing and facilities that provide support through provision of external care that may allow for ongoing occupation of the original family home. can often be supported by the provision of external care. However, the Council it is also recognised that there are circumstances where conventional housing is either not best suited to, or cannot meet the needs of a household or a specific group, thus policy is designed to enable (and in some cases protect) specialist accommodation for inter alia, vulnerable adults, older persons, individuals with support needs, those at risk from violence, and those otherwise requiring refuge, where need can be demonstrated.

6.135 The London Plan identifies London-wide requirements for accommodation which are also reflected in Newham and set out in supporting evidence. In achieving Local Plan objectives policy provides clear specification to for requirements in relation to specialist housing, to ensure that developments of this type of housing do not undermine these other core
principles of the Plan. This means not only enabling quality accommodation that meets need, but also ensuring that it is in the right spatial location, both for the benefit of occupants in terms of access to transport, facilities and support services, but also in safeguarding the amenity of any surrounding residential development, from nuisance and anti-social behaviour. Moreover, in the context of limited land supply, and relatively cheap land/rents that has encouraged demand for such uses from outside of Newham to manifest here, the policy seeks to ensure that certain forms of specialist and other high occupancy housing, notably nightly-stay hostels for homeless people, specialist private student accommodation and multiple occupancy housing (HMOs, for occupation for groups other than single households), do not impede the delivery of conventional housing, strengthening the ability to achieve the right housing mix. In doing so, it acknowledges the inherent greater flexibility of conventional housing to meet a range of needs if designed appropriately.

6.136 It is clear that despite having a young population, remaining in the borough into old age may in some circumstances require enhanced support. Levels of provision are currently low, so additional extra care housing is planned and will be allowed for during the Core Strategy period.

6.137 Existing Further and Higher Education establishments in the borough and the potential for further investment in Stratford and the Royal Docks may mean there is potential for bespoke student accommodation provided this would not cause nuisance to existing residential communities. This could help to relieve pressure on existing housing being shared by students.

6.138 Although not an exhaustive list, recent research identifies a range of groups that may potentially benefit from specialist accommodation provision:

- People with Mental Health Support Needs;
- Vulnerable adults;
- People receiving end of life care;
- Young people with support needs; and
- Women at risk of domestic violence.

6.139 Our policy indicates that a spatial need must first be demonstrated since the overriding concern of the Council is redressing the imbalanced housing supply, stabilising the existing community, and building quality sustainable communities where people choose to live, work and stay. Some types of C2 uses, because of the type of occupancy, may give rise to nuisance and anti-social behaviour and it may well be appropriate in the context of criterion 2 to consider the use of conditions to control these negative impacts.

6.139a The dispersal of student housing alone without, for instance, wider university campus provision and the associated jobs and economic benefits goes against the grain of the Local Plan’s emphasis of the provision of both. Considering this, accepting that Newham has a strategic role to play in meeting pan-London housing need and recognising the requirement for some purpose-built specialist provision for students attending local institutions, the policy seeks to provide a proportionate delivery of student housing against that of conventional supply, directing it to appropriate locations. In doing so, the policy
provides an assessment mechanism for bringing forward this type of accommodation using the mainstream housing target in Policy H1 and comparing this to student housing need; accounts for the actual 5 year delivery and the evolving nature of housing provision in a community neighbourhood and ward area; considers the proportion of local need which it may be appropriate to provide for within specialist accommodation; and prioritises mixed use development bringing jobs and homes. Given fluctuations in delivery on an annual and broader basis, the policy does not set absolute targets, instead providing guidance as to where additional student housing provision may be unbalancing and displacing more flexible conventional housing provision.

6.139b With a generally ageing population across London, the policy also seeks to ensure delivery for the older peoples’ care sector, in accordance with indicative strategic benchmarks set out within table A5.1 of the London Plan, 2016. To add to this, housing in Use Class C2 (residential institutions) is protected in the same way as social infrastructure provision via policy INF8 and London Plan Policy.

6.139c Given rising cost of living, together with Government welfare reform demand for temporary accommodation (particularly for families that experience homelessness) is on the rise, often being met by bedspaces within nightly stay hostels. Acknowledging this, and seeking to provide policy that positively responds to this need through innovative means that take advantage of available land, specific support is provided for modular housing as a meanwhile use.

6.139d As with many forms of high-intensity uses, multiple-occupancy housing can result in impacts beyond those of conventional housing, for example, through increased trip generation, or the amount of waste and noise generated. These impacts may further be exacerbated when the multiple occupancy is made up of a specific demographic, where for example a similarity of lifestyle or need might result in use of local facilities or public spaces at similar times, or generate demand such that the provision of local facilities becomes skewed towards them (for example, students and the night-time economy). While all housing needs can be accommodated within the Borough, this provides the Local Plan’s spatial strategy for specialist accommodation in order to manage such impacts (both positive and negative).

6.139e Town centre locations are most accessible to a range of users. They have better public transport and infrastructure in place to manage large congregations of people, as well as a range of facilities that people need (and can benefit from) in the course of a single trip. Key corridors in their function as public transport routes similarly provide enhanced access to services and supporting facilities and, like town centres, tend already to be busier, livelier locations. Both areas are considered capable of successfully accommodating larger forms of specialist or multi-occupancy housing. In turn, there is also is the opportunity for centres to benefit from the additional spend and investment generated from increased numbers of people.
The need to consider the location of specialist housing in relation to support services such as sources of employment, training and job search, healthcare (including specialist healthcare) and schools, is vital. Whilst such services should be accessible to all of the Borough’s inhabitants, it may be all the more significant for those with extremely limited access to resources (for whom cost of travel is a barrier) or those with mobility issues (for whom proximity is key). To tackle this, the policy sets various accessibility benchmarks to town and local centres and key movement corridors. It is recognised within the policy however that in certain instances barriers to locations within accessibility catchments will exist and should be considered when development applications are assessed.

Finally, as part of improving housing mix and providing genuine housing options for sustainable and resilient communities, the policy provides clear quality specifications which relate to specialist and multiple occupancy housing. Whilst there are large scale new developments across the west and south of the Borough which have been assessed against high-quality housing policies, there are also large areas of existing housing throughout the Borough which requires improvement to achieve the aims of high quality housing for all.

These requirements set basic development parameters preventing poor design features such as excessively small bedrooms, lack of natural daylight, poor ratios of communal spaces to occupants (resulting in over-used facilities) as well as poor management practices that do not address safeguarding concerns. These issues appear to be particularly prevalent in premises not subject to regulation, but also in forms of accommodation where the demand is strong and provision may sit alongside other pressures (e.g. homeless emergencies requiring accommodation at short notice on tight budgets).

Implementation

This will be implemented via the development management process and in co-ordination with the relevant health and community partnerships. Further details will be provided in the Detailed Sites and Policies DPD. Where appropriate, accommodation such as Extra Care Housing will be secured through negotiation and planning obligation. The overarching policy intention is to recognise the need for specialist housing provision, seeking to manage its delivery against conventional units, whilst ensuring a supply of quality, fit-for-purpose accommodation, that is appropriately located. This will ensure a balance between satisfying local and wider pan-London needs, whilst delivering quality accommodation accessible to infrastructure provision that supports the development model and residents alike and provides the benefit of lessening any potential impacts of specialist housing on the surrounding area. It also gives a clear market signal about expectations for sites allocated for residential and opportunities therein, supporting delivery by providing for a degree of certainty.

To this end, policy will be implemented via the development management process in co-ordination with the relevant LBN service areas and through the application of GIS analysis.
in the assessment process, drawing on the Council’s survey work and associated GIS records. To assist the application process, it is the Council’s intention that its published maps (such as Key Corridors, town and local centre boundaries etc.)—and online Public Access records of consents can be used to help indicate the in-principle acceptability (or otherwise) of relevant proposals in particular locations.

6.140b It is the policy intention that applicants recognise the wider resilience agenda that housing can contribute to, particularly in terms of design and management in the delivery of quality. In achieving this proposals should be accompanied by statements and a management plan that set out the responses to the relevant criteria; these will be secured by condition or legal agreement as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

**Monitoring**

6.140c Delivery of specialist housing provision will be kept under review, monitored against the indicators set out below and published in the LBN Authority Monitoring Report and associated Housing Monitoring Bulletins. Ongoing engagement with commissioners and others that work with groups needing specialist housing will also be an important feedback mechanism. In addition, associated outcomes such as out-migration (churn) and satisfaction with the area will also be assessed as part of the overall monitoring of the Local Plan (see S1) and decisions and appeals monitoring supports assessment of policy relevance and effectiveness. In relation to older person’s housing falling outside of Use Class C2, delivery on sites should aim to satisfy the targets of the London Plan whilst ensuring a commercially viable offer, typically considered to be a minimum of 50 units. Affordable housing contributions will be anticipated in accordance with policy H2.

6.140d Indicators

i. **H-OP3 Specialist Forms of Housing- Net provision** completions of specialist **housing accommodation**:
   
   a. student accommodation [no specific target: monitor for proportionately to conventional housing];
   
   b. sui generis nightly-stay bed space [no specific target, monitor for provision according to need in discussion with commissioners];
   
   c. Use Class C2 accommodation [no specific target, monitor for provision according to need in discussion with commissioners];
   
   d. Older persons housing and extra care bed spaces [no specific target, monitor for provision as part of housing mix, cognisant of London Plan benchmark] **provision and proportion of housing delivery to check for displacement** as a proportion of overall housing delivery, including sheltered, live-work, hostel beds, serviced apartments, HMOs, specialist student flats, gypsy-traveller pitches,
ii. H-OP5 Policy Use & Robustness [No specific target, monitor for expected use and ability to withstand appeal scrutiny].
H4 Protecting & Re-shaping the Existing Housing Stock

Objective

To support the borough’s vision for housing provision to build a stable, mixed and sustainable community by preventing the loss of housing, in particular loss through the subdivision of family accommodation, and encouraging new sources of larger homes.

Policy

Proposals that address the following strategic principles and spatial strategy and design and technical criteria will be supported:

1. Strategic Principles and Spatial Strategy Criteria:

a. The Council will resist the loss of all housing including affordable and specialist housing, will be protected quality hostels, and staff and shared accommodation, unless replaced with at least equivalent floorspace. This policy also includes the loss of quality hostels, staff accommodation and shared accommodation. The loss of housing to short-term provision (lettings less than 90 days) will be resisted.

b. The Council will specifically seek to protect 3 bed and 4+ bed family housing and will resist the loss of all family dwelling houses through subdivision or conversions to flats or HMOs unless exceptional circumstances prevail.

c. The Council will support de-conversion of flats and HMOs back to family dwelling houses (Use Class C3) will be supported, and of commercial premises located in out of centre ribbon development of commercial and community uses to residential uses in line with Policy SP7 and subject to Policies H1, SP3, INF5 and INF8.

3. Technical and Design Criteria:

Notwithstanding the above criteria, the subdivision or conversion of:

a. 3+ bed housing, subject to the satisfaction of other policies, may be appropriate where proposals deliver high quality conventional housing that also enhances the street scene and:

i. are located in a town or local centres, or along those sections of quality movement corridors or linear gateways within 400m of town or local centres;

ii. are located above an existing, occupied commercial unit;

iii. do not have access to external private amenity; and

iv. have poorly defined entrances.

b. large family dwelling houses (4 bedroom plus), may be appropriate where any resulting new units are 4 bedroom plus family dwelling units (Use Class C3), and are accompanied by at least 45 sqm of private amenity space with a minimum width of 4m.
Reasoned Justification

6.141 As part of creating high quality places, for stable mixed and balanced communities, where people chose to live work and stay, not only is it necessary to ensure new housing is provided, but that the existing stock is protected in accordance with need (see Policy H1). Projected growth in the number of households over the Core Strategy Local Plan period up to 2027 2033 effectively means there should be no (net) reduction in the housing stock, and a key element of the Local Plan is the For this reason there is a very clear presumption against the loss of residential floorspace, with particular emphasis on protecting family housing. The Council is engaged from time to time in the renewal of stock on estates and is committed to retaining an equivalent number of family and affordable units.

6.142 Prior to the introduction of policy resisting the loss of family homes and the Article 4 Direction requiring planning permission for HMO conversions in 2012, Dwelling conversions to flats or to houses in multiple occupation (HMOs) have seen considerable growth in numbers over recent years. From 2001 to 2012 the proportion of flats in a converted dwelling has doubled from 8.4% of total stock to 16.8%, whilst the overall proportion of all flats grew by 8%. There are now approximately 51,200 households in private rent (around half of the total housing stock) and a quarter of these are occupied as HMOs. These are evenly distributed throughout the borough, however some ‘hot spots’ are found in Stratford and West Ham, East Ham, Manor Park and Canning Town. Excluding Manor Park and Canning Town, and together with Forest Gate, these areas also have the highest proportions of converted dwellings.

6.142a Whilst large proportions of these previously converted dwellings are for private rent, which and can provide relatively cheap accommodation for residents, particularly if where shared However, as many have been were created from what were originally out of family-sized dwellings (i.e. those in the highest demand) this has challenged the wider aspiration to stabilising communities, through the reduction of housing choice. and there are major concerns about the loss of family housing and Moreover, concerns remain over the negative changes to the character of neighbourhoods resulting from increased levels of transience, converted homes that lack poor quality or are poorly maintained, inclusive of how such accommodation may support of accommodation and property maintenance, increased levels of transience, increased parking pressure and refuse generation, and the associated impact on the external environment and amenity. Indeed government guidance indicates that a high concentration of shared homes can sometimes cause problems, especially if too many properties in one area are let to short term tenants with little stake in the local community:

6.143 Evidence shows that since 2001 the proportion of flats in a converted dwelling has doubled from 8.4% of total stock to 16.8%. Over the same period the proportion of all flats (converted and purpose-built) has increased from 40% to 48%. Therefore, it appears that many larger homes have been converted into smaller units since 2001. The highest proportion of converted dwellings (around a quarter of stock) are in Forest Gate, Manor Park and Stratford and West Ham Community Forum Areas.

6.144 There are approximately 32,000 households in private rent (about a third of the total housing stock) and a third of these are occupied as HMOs. Most HMOs are to be found in
It is very clear from analysis of requirements that Newham will fail to provide enough family housing if it does not both increase the rate of new provision (as per H1) and hold on to existing family stock. On this basis and in line with Newham’s Housing Strategy vision the policy will largely resist new conversions and seeks where possible to support de-conversion. Conversions will only be permitted where the applicant is able to demonstrate exceptional circumstances. A Supplementary Planning Document will be developed for Housing which will provide, inter alia, guidance on floorspace minima, size and other general design and layout requirements. It is considered that there is sufficient capacity for flats and HMOs through purpose-built new build, conversion of non-residential uses and reuse of redundant premises above shops in Town Centres.

Notwithstanding the above considerations regarding the protection of family homes, it is acknowledged that in some unique circumstances, subdivision or conversion can have multiple benefits or more desirable outcomes than the status quo. To address this, policy includes a criteria based policy clause that would allow subdivision or conversion of existing units in specified circumstances, in turn helping to uplift often underutilised or substandard accommodation, in locations that have often suffered from historical issues with housing quality and where intensification is appropriate.

Additionally, the need for 4 bedrooms homes, whilst modest compared to other housing sizes is not insubstantial, thus any existing large units (4 bed plus) should continue to be protected, as part of ensuring a broad market offer, especially as units of this size are rarely proposed as part scheme mix within new developments. It is however recognised that some 4 bed plus units may either be large enough or designed in such a way that conversion or subdivision could still enable the supply of other large family units, more aligned with demand, and may help support viable conservation work in large conservation area properties. Policy therefore allows for such conversions provided that adequate amenity space, suitable for family use, is safeguarded to mimic the typical provision for a 3 bedroom home in Urban Newham, maintain character, and avoid the over-extension of houses into gardens being a justification for conversion.

It is considered that there is sufficient capacity for flats and HMOs through new build, conversion of non-residential uses and reuse of redundant premises above shops in Town Centres.

Implementation

Policy takes a robust approach to housing protection and stock management, and whilst any listing is not exhaustive, ‘housing’ refers to any lawful accommodation as defined by legislation (including Planning and Housing Acts and Building Regulations).

The overarching policy aim to protect the borough’s existing stock, including overall floor space and specific housing types that are subject to acute needs based pressures, will be implemented through development management and enforcement process. A Housing Supplementary Planning Document will be developed.

The Council is engaged from time to time in the renewal of stock on estates and is committed to retaining an equivalent number of family and affordable units.
Monitoring

6.147b Loss of housing, including through in house and LDD decisions and appeals monitoring, will be kept under review, monitored against the indicators set out below and published in the LBN Authority Monitoring Report and associated Housing Monitoring Bulletins. Outcome monitoring will be through broader churn and satisfaction indicators set out in S1. Engagement with residents and elected members will be important feedback in terms of the exceptions clauses.

6.147c Indicators

i. H-OP4 Protecting and Re-Shaping Existing Housing:

a. Net Loss of conventional homes (C3) including loss of family homes [Target no net loss; and no loss of family homes unless in the circumstances the policy allows for];

b. Net loss of accommodation in C2, C4 and Sui Generis HMOs, monitored via approval data [Target: no overall net loss];

ii. H-OP5 Policy Use and Robustness (no specific target, monitor for expected use and ability to withstand appeal scrutiny).
H5—Achieving Housing Mix

Objective

4.1 To ensure a mix of housing development across the Borough that supports the creation of resilient, mixed and balanced communities.

Policy

Housing mix will be managed so that local and strategic needs and the need for different housing types are addressed.

To this end, proposals that positively address the following will be supported:

1. Sites allocated, or with a recent consent for residential or part-residential development, should be developed at least in part for conventional housing.

2. Purpose-built student accommodation should be provided in a proportionate manner to conventional housing, reflecting strategic and local need, assessed according to the following:
   a. the ratio of Newham’s London Plan housing target to the maximum student housing requirement applied equivalently to the borough housing target derived from the London Plan;
   b. the quantum and location of recent delivery of conventional housing;
   c. the London-wide planning requirement for 26-33% of student accommodation to be purpose-built, as identified by the Mayor of London’s Academic Forum; and
   d. whether the development is part of a wider local campus development increasing local need.

3. Large and small HMOs should be purpose-built or converted from premises other than family-sized dwellings, subject to policies H1, H4, H6 and H7.

4. Older people’s housing and specialist provision for other vulnerable people (falling into Use Class C2) will be protected as community facilities/social infrastructure in accordance with policy INF8 and London Plan social infrastructure policies where the accommodation meets local need, unless the loss is part of an agreed programme of social infrastructure re-provision or new model of provision.

5. New specialist (Use Class C2) and sui generis nightly stay housing should be directed towards local need according to the following criteria:
   a. occupancy from residents from outside of Newham should not on average comprise more than 33% of total residents; and
   b. advice from the relevant LBN service areas regarding additional local need.
To assist in the delivery of a mix and balance of housing types, sizes and tenures and spatial vision and strategy set out by Core Strategy policy S1-6 and H1:

6. The following sites (Table F), are allocated for either residential or residential-led mixed-use development; further information is to be found in the sites schedule, Appendix 2:

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Site</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSG1</td>
<td>North of Forest Gate Station E7</td>
<td>Residential-led, mixed-use</td>
</tr>
<tr>
<td>HSG2</td>
<td>Bow Street</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG3</td>
<td>Methodist Church Community Centre</td>
<td>Residential-led, mixed-use</td>
</tr>
<tr>
<td>HSG4</td>
<td>Carroll Close / Chatsworth Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG5</td>
<td>McGrath Road 3-5</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG6</td>
<td>236 Romford Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG7</td>
<td>Wordsworth Avenue 16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG8</td>
<td>42 West Ham Lane</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG9</td>
<td>156-158 Katherine Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG10</td>
<td>Former Lea Bon Club / John Street</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG11</td>
<td>95 Arragon Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG12</td>
<td>236-242 Barking Road-E6</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG13</td>
<td>Nelson Street, High St North</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG14</td>
<td>London Road Car Park—Option 1</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG15</td>
<td>Pragel Street</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG16</td>
<td>Grange Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG17</td>
<td>Kent Street—Court Area</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG18</td>
<td>Doherty Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG19</td>
<td>Beckton Road E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG20</td>
<td>Canning Town Area-4</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG21</td>
<td>Baxter Road/Alnwick Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG22</td>
<td>Canning Town Area-5</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG23</td>
<td>Canning Town Area-18</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG24</td>
<td>Cyprus 4</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG25</td>
<td>ExCel-Site 4</td>
<td>Residential-led, mixed-use</td>
</tr>
<tr>
<td>HSG26</td>
<td>ExCel-Site 3</td>
<td>Residential-led, mixed-use</td>
</tr>
<tr>
<td>HSG27</td>
<td>Leonard Street</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG28</td>
<td>Former Tate Institute, Wythes Road</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG29</td>
<td>Rymill Street E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG30</td>
<td>Barrier Park North</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG31</td>
<td>Albert Road/Fernhill Street E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG32</td>
<td>Pier Road Crossrail works site E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG33</td>
<td>2 Pier Road E16</td>
<td>Residential</td>
</tr>
<tr>
<td>HSG34</td>
<td>David Street</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Other sites which come forward for residential development will be supported subject to their addressing all relevant policies in the Plan.

Policy Links
Reasoned Justification

4.2 This policy seeks to strengthen the policies of the Local Plan Core Strategy providing clearer specification to requirements in relation to specialist housing and multiple occupancy housing (HMOs, for occupation by groups other than single households), to ensure that developments of this type of housing do not undermine these core principles. This strengthens the ability to achieve the right housing mix to meet need, attempting to ensure that certain forms of specialist and other high occupancy housing, notably nightly-stay hostels for homeless people, specialist private student accommodation and HMOs, do not impede the delivery of conventional housing.

4.3 As part of the need to protect against the loss of family sized homes an Article 4 Direction was introduced across the Borough on 31 July 2013. This requires that planning permission be sought for the conversion of single household residential properties to small HMOs (3-6 occupants) as would ordinarily be required for large HMOs (7 occupants or above).

4.4 The dispersal of student housing alone without, for instance, wider university campus provision and the associated jobs and economic benefits goes against the grain of the Local Plan: Core Strategy’s emphasis of the provision of both. Considering this, accepting that Newham has a strategic role to play in meeting pan-London housing need and recognising the requirement for some purpose-built specialist provision for students attending local institutions, the policy seeks to provide a proportionate delivery of student housing against that of conventional supply, to achieve mixed and balanced communities. In doing so, the policy provides an assessment mechanism for bringing forward this type of accommodation using mainstream housing target (identified by London Plan housing supply targets) and comparing this to student housing need; accounts for the actual 5-year delivery and the evolving nature of housing provision in a community neighbourhood and ward area; considers the proportion of local need which it may be appropriate to provide for within specialist accommodation; and prioritises mixed use development bringing jobs and homes. Given fluctuations in delivery on an annual and broader basis, the policy does not set absolute targets, instead providing guidance as to where additional student housing provision may be unbalancing and displacing more flexible conventional housing provision.

4.5 With a generally ageing population across London, the policy seeks to ensure delivery for the older peoples’ care sector, in accordance with indicative strategic benchmarks set out within table A5.1 of the London Plan, 2015. This will ensure the protection of housing in Use Class C2 (residential institutions) in the same way as social infrastructure provision via Plan Core Strategy policy INF8 and London Plan Policy 3.16.

4.6 The Local Plan: Core Strategy’s overarching spatial strategy includes a commitment to the delivery of 37,500 additional homes between 2012 and 2027. The strategic sites identified within the Local Plan: Core Strategy will deliver a substantial proportion of the housing required to meet need within the Borough. In addition to the strategic sites this DPD

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1 London Plan (2015) includes an amended target for Newham. This will be incorporated into the proposed review of Newham’s Local Plan.
allocates a number of non-strategic housing sites for either residential, or where specified, residential-led mixed use development. The sites allocated have the potential to deliver at least 10 units each, and the Sites Schedule in Appendix 2 provides further information on the capacity (indicative residential typologies), relevant spatial policies, key opportunities and constraints and expected delivery.

4.7 As an indication of the overall contribution to the spatial strategy, the following table sets out the approximate capacity (subject to design-stage refinement in line with policies) of these sites by spatial policy area to the nearest 5 units. In line with strategic site allocations, indicative residential typologies are determined by the site’s context and table 3.2 of the London Plan 2015. Further explanation can be found in Local Plan Core Strategy paragraphs 6.119 – 6.121.

### Indicative Housing Delivery from Non-strategic Site Allocations by Spatial Policy Area:

<table>
<thead>
<tr>
<th>Spatial Policy Area</th>
<th>Approx. Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford and West Ham (S2)</td>
<td>55</td>
</tr>
<tr>
<td>Royal Docks (S3)</td>
<td>420</td>
</tr>
<tr>
<td>Custom House and Canning Town (S4)</td>
<td>1165</td>
</tr>
<tr>
<td>Beckton (S5)</td>
<td>120</td>
</tr>
<tr>
<td>Urban Newham (S6)</td>
<td>385 (of which the majority are in East Ham and Forest Gate)</td>
</tr>
</tbody>
</table>

4.8 The Council accepts that there will be other, unallocated sites that come forward for residential development. Subject to their addressing all relevant policies in the plan, the Council supports residential development on such ‘windfall’ sites.

4.9 The Local Plan Core Strategy states that future site provision to meet the required number of pitches identified in the Gypsy & Traveller Needs Assessment (GTNA) will be progressed through this Detailed Sites & Policies DPD. As further evidence base work is required to establish the needs of the Gypsy & Traveller population in relation to housing, site provision will be identified as part of a separate Development Plan Document.

### Implementation

4.10 The overarching policy intention is to recognise the need for specialist housing provision, seeking to manage its delivery against conventional supply, whilst ensuring balance in satisfying local and wider pan-London needs.

4.11 Policy will be implemented via the development management process. Proposals should be accompanied by statements that set out the responses to the relevant criteria; these will be secured by condition or legal agreement as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way. It is also the Council’s intention that its published evidence base on these matters and online Public Access records of consents should help to indicate the in-principle acceptability (or otherwise) of relevant proposals. The positive allocation of non-strategic sites for mainstream residential also gives a clear market signal about
expectations for these sites and opportunities therein, reflecting strategic housing policies that prioritise flexible mainstream housing, and supporting delivery by providing for a degree of certainty.

Monitoring

4.12 The monitoring framework set out in the Local Plan: Core Strategy includes provision of specialist accommodation provision and delivery on allocated sites, plus associated outcomes such as out-migration and satisfaction with the area. Table G, which sets out Indicative Housing Delivery from Non-strategic Site Allocations by Spatial Policy Area is used to inform the monitoring of the 5-year Housing Supply and Housing Trajectory. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness. S106 monitoring occurs via reports submitted to the monitoring officer at required intervals and is published as part of an annual report as required.
**H6 — Achieving High Quality Accommodation**

**Objective**

4.13 To support community resilience and ensure high quality accommodation across a range of housing types.

**Policy**

Proposals for housing other than conventional single-family housing will be supported where they meet quality standards.

To this end, proposals will be assessed in relation to:

1. Newham and Pan-London Private Sector Rental Licensing benchmark criteria (for mainstream HMOs and other specialist sui generis multiple-occupancy housing).

2. Care Quality Commission criteria (for Class C2 uses) or any subsequent updates or replacements.

3. Pan-London quality benchmarks for temporary (nightly stay) hostels (BABIE or ‘Setting the Standard II’).

4. The inclusion of an appropriately detailed and resourced management plan demonstrating the residential population mix and other management practices. The plan should minimise safeguarding risks and maximise opportunities to create and sustain social networks and access appropriate support, as well as ensuring that the development is neighbourly as defined in policy SP8.

**Policy Links**

SP3, H1, SP8

**Reasoned Justification**

4.14 Finally, as part of The Local Plan Core Strategy seeks to improve housing mix and providing genuine housing options for sustainable and resilient communities. Whilst there are large-scale new developments across the west and south of the Borough which have been assessed against high-quality housing policies, there are also large areas of existing housing throughout the Borough which requires improvement to achieve the aims of high quality housing for all.

4.15 This policy extends the Local Plan Core Strategy position, providing clear specifications which relate to specialist and multiple-occupancy housing. These requirements set basic development parameters preventing poor design features such as excessively small bedrooms, lack of natural daylight, poor ratios of communal spaces to occupants (resulting in over-used facilities) as well as poor management practices that do not address safeguarding concerns. These issues appear to be particularly prevalent in premises not subject to regulation, but also in forms of accommodation where the demand is strong and
provision may sit alongside other pressures (e.g. homeless emergencies requiring accommodation at short notice on tight budgets).

Implementation

4.16 Policy will be implemented via the development management process. Proposals should be accompanied by statements and a management plan that set out the responses to the relevant criteria; these will be secured by condition or legal agreement as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

4.17 It is the policy intention that applicants recognise the wider resilience agenda that housing quality in terms of design and management, can contribute to.

Monitoring

4.18 The monitoring framework set out in the Local Plan: Core Strategy includes consideration of housing design quality and associated outcomes such as out-migration and satisfaction with the area. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.
**H7 — Distribution of Specialist Accommodation**

**Objective**

4.19 To support the development of a sustainable mixed and balanced distribution of housing types across the Borough.

**Policy**

Proposals that will result in an appropriate mix and balance of housing typologies throughout the Borough, responding to the following spatial strategy will be supported:

1. New student housing will be directed to the town centres of Stratford and Canning Town and existing campus developments within the Borough.

2. Larger specialist residential accommodation (comprising six or more bed spaces) catering to older adults or persons with care needs should:
   
   a. be directed to town centres and those sections of Key Movement Corridors within 400m of a Local Centre or 800m of a Town Centre, unless specific care needs/vulnerabilities justify an alternative location; and
   
   b. be within 800m of relevant supporting facilities (e.g. specialist healthcare or social/leisure opportunities), if appropriate, in relation to identified needs.

3. Older people’s housing (falling outside Use Class C2) should form part of the housing mix (and sit comfortably with conventional housing) on Strategic Sites.

4. Purpose-built conventional HMOs and otherwise policy-compliant conventional HMO conversions should be directed to Town and Local Centres and Key Movement Corridors, where compatible with other policies.

5. Nightly-stay hostels should be located in town centres or along those sections of Key Movement Corridors within 800m of town centres. Nightly-stay hostels should also be located within 800m of relevant supporting facilities (e.g. specialist healthcare or social/leisure opportunities). Where barriers to Town Centre accessibility exist within an 800m catchment, proposals will be considered on a case-by-case basis.

6. Avoiding creating or exacerbating cumulative impact hotspots / clusters as defined in policies SP9 and SP10.

**Policy Links**

S1, S6, SP1, H3, SP8, SP9, SP10
4.20 As with many forms of high-intensity uses, multiple-occupancy housing can result in impacts beyond those of conventional housing. For example, through increased trip generation, or the amount of waste and noise generated. These impacts may further be exacerbated when the multiple occupancy is made up of a specific demographic, where for example a similarity of lifestyle or need might result in use of local facilities or public spaces at similar times, or generate demand such that the provision of local facilities becomes skewed towards them (for example, students and the night-time economy). While all housing needs can be accommodated within the Borough, this policy seeks to add more detail to the Local Plan’s Core Strategy’s spatial strategy in order to manage such impacts (both positive and negative) by considering the distribution of specialist accommodation.

4.21 Town centre locations are most accessible to a range of users. They have better public transport and infrastructure in place to manage large congregations of people, as well as a range of facilities that people need (and can benefit from) in the course of a single trip. Key corridors in their function as public transport routes similarly provide enhanced access to services and supporting facilities and, like town centres, tend already to be busier, livelier locations. Both areas are considered capable of successfully accommodating larger forms of specialist or multi-occupancy housing. In turn, there is also the opportunity for centres to benefit from the additional spend and investment generated from increased numbers of people.

4.22 The need to consider the location of specialist housing in relation to support services such as sources of employment, training and job search, healthcare (including specialist healthcare) and schools, is vital. Whilst such services should be accessible to all of the Borough’s inhabitants, it may be all the more significant for those with extremely limited access to resources (for whom cost of travel is a barrier) or those with mobility issues (for whom proximity is key). Likewise, occupants placed temporarily may not be familiar with the local area and will have trouble accessing services if sites are remote or poorly connected. To tackle this, the policy sets various accessibility benchmarks to town and local centres and key movement corridors. It is recognised within the policy however that in certain instances barriers to locations within accessibility catchments will exist and should be considered when development applications are assessed.

Implementation

4.23 The policy seeks to ensure that applicants recognise the need for appropriately located accommodation, for the benefit of lessening the potential impacts of specialist housing, as well as ensuring access to infrastructure provision that supports the development model and residents alike.

4.24 Policy will be implemented through the development management process through the application of GIS analysis in the assessment process, drawing on the Council’s survey work and associated GIS records, and through the use of appropriate conditions and, or legal agreements. It is also the Council’s intention that its published maps (such as the map of Key Corridors in the Local Plan: Core Strategy, and town and local centre boundaries) can be used to help indicate the in-principle acceptability (or otherwise) of relevant proposals in particular locations. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.
Monitoring

4.25 The monitoring framework set out in the Local Plan: Core Strategy includes monitoring of specialist accommodation provision and associated outcomes such as churn and satisfaction with the area. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.
SC1 - Climate Change Environmental Resilience

Objective

6.148 Newham will mitigate and adapt to climate change by transforming the borough into a more sustainable place.

Policy

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. Strategic Principles:
   a. In design, construction, and operation, development must respond to the known effects of climate change, including the likelihood of extreme weather events, geohazard risks, increased water scarcity and warmer temperatures.
   b. Development must be resource-efficient, recognising the increasing pressure on resources due to population growth and environmental stress as well as the economic opportunities of ‘waste’.
   c. Bolstering the Council’s wider resilience agenda, development will promote local production (notably food growing), procurement, and labour (see J3).
   d. Ameliorating past environmental degradation (as evident in water quality, habitat loss and contaminated land) to enhance site potential and minimise future degradation.
   e. Encouraging the take-up of opportunities to improve resource efficiency in existing homes and buildings through retrofitting subject to the sensitivities identified in SP5.
   f. Development should take advantage of linked opportunities in sustainable design and minimise conflict between different strands, notably through:
      i. the biodiversity, pollution control and flood reduction benefits of surface water attenuation measures as per the SUDS hierarchy (see SC3);
      ii. the temperature regulation and surface water attenuation benefits of biodiversity enhancements (see SC4);
      iii. avoiding conflict with air quality objectives (see SC5);
      iv. the opportunity to integrate food growing, including consideration as a temporary use.

2. Spatial Strategy:
   a. Support implementation of the Thames River Basin Management Plan (see INF6).
   b. Remediate gasholder sites for more beneficial use
   c. Improve opportunities for food growing, including through the protection and creation of allotments and other local growing space.
d. Make best use of locally available energy sources (see SC2 and INF3 INF4).

e. Protect and enhance the ‘green grid’ (see INF).

3. Design and technical criteria:

a. Development will achieve at least the following standards, or equivalent standards within updated/replacement schemes:

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Scheme</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major new build, mixed use or non-residential</td>
<td>BREAM UK New Construction or BREAM UK Domestic Refurbishment / Non-Domestic Refurbishment and Fit-Out</td>
<td>Excellent</td>
</tr>
<tr>
<td>All major applications* that are not solely residential new build</td>
<td>BREAM UK New Construction</td>
<td>Excellent</td>
</tr>
<tr>
<td>New build non residential and mixed use with over 500 sq.m GIA</td>
<td>BREAM UK New Construction</td>
<td>Very good</td>
</tr>
<tr>
<td>Refurbishment and change of use schemes falling within the scope of a major application</td>
<td>BREAM UK Domestic Refurbishment or Non-Domestic Refurbishment and Fit-Out</td>
<td>Excellent</td>
</tr>
<tr>
<td>Residential</td>
<td>London Plan Zero Carbon</td>
<td>As per policy SC2</td>
</tr>
<tr>
<td></td>
<td>* As defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015</td>
<td></td>
</tr>
</tbody>
</table>

b. All development will incorporate water efficiency measures to achieve a consumption target of 105 litres or less per head per day (residential) or ‘excellent’ Wat 01 rating (non-residential development the subject of a BREAM assessment).

c. Where contamination is known or suspected, proposals will include adequate investigation of land contamination with remedial works agreed prior to the start of development. Reference to CLR11 Model Procedures for the Management of Land Contamination or subsequent updates should be made.

d. Development should demonstrate that the risks of overheating have been addressed through design and construction choices, particularly in the case of high density and public realm schemes and in relation to energy and glazing solutions.

e. Landscaping schemes will demonstrate consideration of climate change effects through planting choices that are resilient to higher temperatures and scarce water supply.

Incorporating living roofs which provide benefits for sustainable urban drainage, biodiversity and the microclimate;

Greening the borough through landscaping, tree planting and provision of natural environments and increased greenspace connectivity; and

All development will maximise use of sustainable urban drainage systems (see SC3)
Reusing and recycling waste arising from demolition and construction, and utilising materials produced and/or sourced locally;

Maximising the efficient use of energy through passive solar design and meeting the requirements of Policy SC2;
Reasoned Justification

6.147 This policy sets out the overarching principle of improving environmental resilience, whereby development will both protect the environment and become more resilient to it, particularly in respect of the impacts of climate change. While growth and change is recognised as necessary and in many respects, beneficial, development should avoid and minimise harm to the environment, incorporating mitigation where necessary and delivering improvements wherever possible. By the same token, development should recognise the changing (and at times harmful effects of the) environment, and deliver increased resilience to the known effects of climate change and cumulative effects of environmental degradation. This includes, but is not limited to, resource scarcity; increased rainfall; higher temperatures; and air quality that falls below EU targets. The policy directly relates to the wider local resilience agenda, and while other policies in this Sustainability and Climate Change chapter address specific issues (energy, flooding and drainage, biodiversity and air quality), SC1 guides the cross-cutting use of these policies, ensuring that benefits to one issue / area are not at the expense of others. The policy contributes significantly to plan objectives, particularly in relation to good growth that delivers sustainable development without undue harm to the environment (objective 3), the creations of high quality places people value and feel safe in (objective 2), and harnessing the opportunities of development to improve existing issues (objective 1).

6.149 The changing climate presents challenges worldwide – however it is important that communities respond and adapt to these challenges at the local level. This will be achieved through applying the principles of sustainable development – or development that is less unsustainable.

6.150 Climate change is central to national and regional planning policy. The London Plan requires development to contribute to the mitigation of, and adaptation to, climate change and achievement of the Mayor of London’s carbon emissions target. In Newham, the highest standard of sustainable design will be required, in line with the London Plan.

6.151 Implementing use of nationally recognised sustainable design and construction standards will enable a transparent and robust, consistent approach to improving the sustainability of development; sustainable design and construction in Newham, as such, minimum BREEAM scheme standards are set out for different scales of non-residential development. The Government’s Code for Sustainable Homes – which will apply to all major residential developments – incorporates nine sustainable design elements. This includes mandatory standards for energy/CO2 and water at each level of the Code, as well criteria for building materials, surface water run-off, waste, pollution, health and well-being, management and ecology. It is proposed that major residential developments in Newham be required to meet Level 4 of the Code; this requires a 44 percent improvement over the Target Emission Rate (TER) as determined by the Building Regulations 2006 and water consumption of 105 l/p/d as mandatory elements. In addition, given London’s status as a water stress zone with the picture only likely to worsen as result of population growth and global warming, a specific water efficiency target is applied to non-residential development as well as that already expected of residential development.

6.152 The Building Research Establishment’s Environmental Assessment Method (BREEAM) – which will apply to major non-residential developments – similarly incorporates nine
sustainable design elements, including management, energy use, health and well-being, pollution, transport, land use, ecology, materials and water. Criteria for achieving BREEAM levels will depend on the nature of the proposed development. It is proposed that major residential developments (non-residential) in Newham be required to meet BREEAM ‘Very Good’; this is generally considered the equivalent of Level 4 of the Code.

6.153 Increased development in the context of less reliable rainfall requires the prudent use of water resources. The London Plan 2011 (Policy 5.15) requires that new residential development meets a water consumption target of 105 l/p/d through water savings measures.

6.153a Given the history of land use in Newham, including heavy industry and utilities infrastructure throughout much of the borough, the situation today is that development must contribute to amelioration of previous environmental harm, not just the avoidance of further harm. Specific examples include the need to remediate gas holder sites (unusually prevalent in Newham) and the need to investigate and where necessary remediate ground contamination to avoid harm to groundwater sources. Water quality is specifically addressed by the Environment Agency’s Thames River Basin Management Plan, which transposes the principles of the EU Water Framework Directive to the local context and ensures consistency of response to water environment management across London and the UK.

6.153b Improving energy security through maximised use of locally available energy sources plays in to the Council’s wider resilience agenda, as does the prioritisation of local supply in other forms including food growing, labour, and other resources. As per the three strands of sustainable development, improving resilience overall is likely to have beneficial environmental, economic, and social effects.

Implementation

6.153c As per Environment Agency advice, developers should recognise the need to investigate the risks of geohazards. Geohazards such as sinkholes are susceptible to climate change1, and the clay of the Thames Basin makes London particularly susceptible to ‘shrink swell’ effects2 (whereby changes in temperature and the water table cause ground clays to shrink when dry and swell when hydrated). Geohazards are a significant but often unrecognised threat that can contribute to significant unexpected construction costs and substantial insurance losses. Developers are advised to refer to relevant data sources including the British Geological Society’s ‘Geosure’ service3 and seek Environment Agency advice if unsure of risks and impacts; periglacial features are known to exist at the site of the Olympic Velodrome and under Newham General Hospital.

6.153d London is known to suffer4 from ‘urban heat island’ effects5, and improved insulation standards combined with energy solutions and access to daylight expectations means that

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1 Geohazard Information, Matt Harrison – p.10 Earthwise 24, British Geological Society, 2007
2 http://www.bgs.ac.uk/futureThames/geohazards.html
3 http://www.bgs.ac.uk/products/geosure/home.html
4 https://data.london.gov.uk/dataset/london-s-urban-heat-island---average-summer
5 https://www.metoffice.gov.uk/binaries/content/assets/mohippo/pdf/8/m/mo_pup_insert_health.web.pdf
overheating is a real problem in many modern buildings, particularly in the case of tall buildings and high density schemes. Developers are encouraged to make use of up-to-date research studies (for example from BRE, WSP, and the Zero Carbon Hub); the most widely recognised industry guidance is CIBSE’s *The Limits of Thermal Comfort: Avoiding Overheating in European Buildings* which sets out advice for assessment and mitigation. Interventions may include use of green infrastructure and advanced materials such as coated glass but should be tailored to the conditions of the specific development.

6.153e Investigation of land contamination and ensuing design and mitigation responses should make reference to national guidance including the Environment Agency’s *CLR11 Model Procedures for the Management of Land Contamination*. Remedial works should be agreed and, where required, undertaken on all contaminated land prior to development. The specifics of gasholder remediation are discussed in INF4 para 6.235j. Further to the guidance referenced within policy (3c), the investigation of contamination may also follow and reference relevant British Standards. Note that the dewatering (draining) and water discharge that occurs during any construction process may need to be licenced by the Environment Agency. And that the investigation of contamination is of particular importance within Source Protection Zones (SPZs). Any development within SPZ1 should be referred to the Environment Agency as these are used for the abstraction of water for human consumption. For more information (including locations) please refer to Environment Agency advice.

6.153f As per policy SC3, on-site management of water through sustainable urban drainage systems can include water saving elements in addition to minimising flood risk and improving run-off quality. Development is expected to include practical measures in line with the drainage hierarchy set out in the London Plan (Policy 5.13).

6.153g While Building Regulations ensure a minimum standard of sustainable design and construction in modern buildings; much of Newham comprises older development that will not have incorporated the same standards. While opportunities for retrofitting should be encouraged in order to equalise the quality of the built environment and minimise environmental impact across the borough, these should be weighed against conservation objectives, as heritage buildings may not be suitable for all interventions. For more information refer to the expectations of Successful Places policies (SP3 and SP5) as well as Historic England advice including *Energy Efficiency and Historic Buildings - Application of Part L of the Building Regulations to historic and traditionally constructed buildings*.

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6 https://www.bre.co.uk/filelibrary/Briefing%20papers/116885-Overheating-Guidance-v3.pdf
9 https://www.cibse.org/Knowledge/knowledge-items/detail?id=a0q20000008I7f5AAC
11 https://shop.bsigroup.com/en/ProductDetail/?pid=000000000030362551
12 https://www.gov.uk/guidance/water-management-abstract-or-impound-water
13 http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=531500.0&y=181500.0&topic=groundwater&ep=map&scale=5&location=London,%20City%20of%20London&lang_e&layerGroups=default&distance&_textonly=off&x=539915&y=184940&le=1.10&scale=8
6.153h Allotments and other local growing spaces should be part of the green infrastructure / open space offer on larger sites, existing spaces should also be protected, promoted and positively managed, including through enhancing / intensifying opportunities for food growing.

6.153i River basin management plans set out how organisations, stakeholders and communities will work together to protect and improve the quality of the water environment. Good water quality is essential for wildlife and business including recreation, leisure and tourism ventures to thrive. Measures relevant to the London Lea and Roding, Beam and Ingrebourne catchments are set out in the Thames River Basin Management Plan\(^{15}\) (currently at page 75) with more information available from the relevant River Lea Catchment Partnership\(^{16}\).

6.153j In relation to overheating, reference to guidance from recognised sources should be made, major residential schemes should conduct modelling that takes in to account climate change and is in line with relevant GLA and CIBSE guidance.

6.153k In relation to BREEAM requirements on all major applications (that are not solely residential new build) includes schemes that are for change of use or refurbishment.

6.153l Water efficiency outputs should be provided at application stage to demonstrate compliance with policy requirement 3b, use of Part G’s Water Efficiency Calculator (or subsequent updates) is encouraged.

6.154 In addition, development in Newham will be expected to mitigate the impacts of climate change by applying London Plan policies with regard to sustainable design and construction (Policy 5.3), retrofitting (Policy 5.4), renewable energy (Policy 5.7), urban greening (Policy 5.10) and living roofs (Policy 5.11), alongside Policies INF2 and SP2 concerned with sustainable transport and healthy urban planning.

6.155 This policy presents an over-arching response to climate change, setting out how sustainable development will be achieved. This is followed by further detailed Policies SC2-4, each of which concerns one area of sustainable development.

6.156 Proposals for major residential developments will be required to demonstrate that Level 4 of the Code for Sustainable Homes (or the equivalent level of any subsequently adopted national standard on sustainable design and construction) has been met at both the design stage and post-construction stage. These assessments must be undertaken by licensed and trained assessors.

6.157 Proposals for major non-residential developments will be required to demonstrate that BREEAM ‘Very Good’ has been met (or the equivalent level of any subsequently adopted national standard on sustainable design and construction) at both the design stage and post-construction stage. Assessments are required to be undertaken by licensed and trained assessors.

6.158 The Council will work with partner agencies such as English Heritage and owners of heritage assets and other older properties to encourage the retrospective modification of properties as part of securing their future use (see Policy SP5). Please see English Heritage’s website www.climatechangeinyourhome.co.uk for further information.

6.159 Planning applications should be accompanied by a sustainability statement setting out how sustainable design and construction has been incorporated into the design response.

6.160 Further policy on sustainable design and construction will be set out in the Detailed Sites & Policies DPD and detailed guidance will be provided in Supplementary Planning Documents.

Monitoring

6.160a Certain aspects of this policy are easier to directly monitor than others. While a thorough overview of the impacts on, and effects of, climate change is beyond what is achievable, indicators that look at planning outputs (what consents and other investment influenced by the plan deliver or promise, via activity sampling) and outcomes logically affected by planning and development, will be used as proxy measure for the suitability and efficacy of the policy on the whole.

Indicators

- SC-OP-1 Environmental Resilience
  - i. Non-residential consents meeting required BREEAM standards. (No specific target but trends should be positive).
  - ii. Water efficiency standards attained (no specific target, monitor in line with policy intentions).
  - iii. Growing space achieved (no specific target, should be increasing)
- SC-OP-6 Policy Use and Robustness (no specific target, monitor for expected use and ability to withstand appeal scrutiny).
- SC-OUT-1 Resource Consumption
  - i) Water consumption per capita (no specific target, should be decreasing)
SC2 - Energy & Zero Carbon

Objective

6.161 Newham will be transformed into a low carbon borough by minimising the demand for energy in the built environment and by switching to renewable and low carbon sources.

Policy

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. Strategic Principles:
   a. All development will minimise and reduce carbon emissions by following the lean, clean, green energy hierarchy; all major development will meet London Plan zero carbon targets.

b. Energy planning should contribute to the Council’s Resilience agenda in relation to costs and service level in the ongoing provision of energy.

2. Spatial Strategy:
   a. The development and expansion of decentralised energy networks (including low-carbon generation, storage and transmission infrastructure) will be a central component of the scale of growth within the Arc of Opportunity.

b. Development should be configured to maximise the use of natural and waste energy sources including sunlight/daylight and (where feasible) ground / air / water / waste heat, where otherwise acceptable in terms of environmental impacts.

3. Design and technical criteria:
   a. All development is encouraged to incorporate smart meter technology that allows occupants to monitor and manage their energy usage. Major development will be required to commit to carrying out post-construction audits demonstrating compliance with CO2 reduction targets and incorporate smart meters that deliver monitoring data to the Local Authority for a minimum period of 3 years post-occupation.

b. Statements setting out how development complies with the above strategic principles and spatial strategy should be provided; all Major development should be accompanied by an Energy Strategy/Assessment that:
   i. Conforms to latest GLA guidance (currently Energy Planning – March 2016) (currently requirements and guidance concerning Zero Carbon);
   ii. prioritises connection to heat networks (where they exist or planned development is known) and confirms appropriate mechanisms will be put in place.

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1 https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0
to ensure end customers are protected in respect of the price of energy and level of service provided;

iii. provides for connection to heat networks in future where connection is not made prior to occupation (including detail of any required retrofitting)

iv. demonstrates compliance with air quality standards, including the emissions standards for renewable and low-carbon plant set out in London Plan guidance²; and

v. confirms that the risks of overheating have been addressed through the design of the development, as per policy SC1.

c. Developments connecting to heat networks will provide evidence of ongoing management mechanisms, ensuring end customers are protected in respect of the price of energy and level of service.

Carbon emissions from new and existing development will be reduced by the following measures:

1. Requiring that all new residential development is built in line with the London Plan and Building Regulations to reach zero carbon by 2016 (or any subsequently adopted national standard on energy and low carbon design);

2. Requiring that all new non-residential development is built in line with the London Plan and Building Regulations to reach zero carbon by 2019 (or any subsequently adopted national standard on energy and low carbon design);

3. Connections to, or provision for connection to, decentralised heat networks (See Policy INF4);

4. Incorporating on site renewable energy generation in line with the requirements of the London Plan, and other innovative technologies to reduce carbon emissions; and

5. Encouraging the take-up of opportunities to reduce carbon emissions from existing homes and other buildings through retrofitting subject to the sensitivities identified in Policy SP5.

² Appendix 7 of the April 2014 Sustainable Design and Construction SPG or subsequent updates
Addressing energy efficiency and the use of clean and renewable energy sources has benefits in relation to fuel poverty, local energy sufficiency and security, and the built environment — and in particular, the buildings we use to live and work in — are major contributors to greenhouse gas emissions. The regeneration of Newham presents an opportunity to embed energy production and transmission within new development whilst also better addressing environmental impacts like resource depletion and air quality degradation for development that reduces its contribution to climate change through reduced carbon emissions. Heat networks were seen to be a particular opportunity by the public sector and the third sector in consultation on the Core Strategy. This policy contributes to resilience and good growth objectives by promoting energy efficiency (thereby reducing costly fuel use) and supporting local energy generation that is designed and managed according to local objectives including reliability, cost and minimising the harmful air quality and global warming impacts of certain energy generation technologies (objectives 1, 2 and 3).

Low carbon development is increasingly central to national and regional planning policy, the principles, spatial strategy, and design and technical criteria above transfer drivers to the local context. Efficient, affordable, reliable and environmentally beneficial energy solutions should be seen as central and beneficial to development, as opposed to additional burdens upon developers; indeed viability testing has shown that costs are readily absorbable when factored in at the design, which given the Pan-London approach, is increasingly typical, and Newham’s policy on energy implements these policies at the local level. The London Plan 2011 (Policy 5.2) will phase in zero carbon development through step changes in line with changes to the Building Regulations. In addition, these step changes are reflected in the energy standards required to achieve the higher levels of the Code for Sustainable Homes.

In order to deliver the Zero Carbon targets of the London Plan, all development, including that which modifies existing buildings rather than being new-build, must play its part, and ensure that the performance is sustained. To this end, expectations around monitoring and the demonstration of compliance are set out for major development schemes.

Localised energy solutions will contribute to the overall resilience of Newham, bearing in mind the requirements of policy INF4 in relation to infrastructure sufficiency. Given the substantial natural or waste resources presented by water source heat, sunlight/daylight, ground and air heat, the spatial strategy seeks to ensure developers exploit these resources rather than ignore them in favour of easier, cheaper, and more traditional modes, which are increasingly stressed as well as polluting. However, this should not be at the expense of other environmental impacts on waterbodies for instance, (as per SC4) or in terms of over-heating caused (see Policy SC1).

Requirements of the London Plan and Building Regulations

Developments should be designed to minimise carbon emissions in line with the following hierarchy:
A) Be lean: use less energy  B) Be clean: supply energy efficiently  C) Be green: use renewable
6.163c The energy hierarchy is set out by London Plan\(^3\) with implementation advice provided by the Sustainable Design & Construction SPG. All scales of development are expected to follow these principles, with responses scaled as appropriate.

6.163d Carbon reductions are expected to be delivered on-site as far as possible, shortfall will only be accepted where it can be demonstrated that the reduction targets are impossible to meet in full on site. In such cases, offsetting contributions will be expected in line with London Plan requirements.

6.163e All development should try to connect to heat networks given their efficiency, resilience, and environmental benefits. Reference should be made to the London Heat Map (showing where networks exist or are proposed) as well as Newham’s Local Heat Network Local Development Order. To demonstrate compliance with policy clause 1b and 3c, developers are encouraged to make use of recognised industry standards such as the Heat Trust scheme\(^4\) or CIBSE’s UK Code of Practice\(^5\). Schemes involving energy generation should demonstrate how the benefits are passed on to end users.

6.163f Where heat pumps and other energy generation or transfer technologies are employed, refer to the further requirements of INF4. Point 2b above means that use of innovative technologies will only be approved where environmental impacts can be shown to be acceptable (e.g. the effects water source heat pumps may have on the Blue Ribbon Network through or energy solutions that demonstrate no degradation of air quality).

6.163g Guidance on how smart meter data should be reported to the Council will be produced. Options are likely to include use of an approved software platform or manual provision of data in an agreed format, either way secured through planning obligation.

6.164 Carbon emissions should be reduced by using less energy, supplying that energy efficiently, and where possible, using renewable or low-carbon energy. This hierarchy requires innovative design responses.

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\(^1\) Policy 5.2
\(^2\) http://heattrust.org/index.php/the-scheme
\(^3\) https://www.cibse.org/knowledge/knowledge-items/detail?id=a0q200000090MYHAA2
6.165 Reducing carbon emissions in Urban Newham – where much of the Borough’s existing building stock is expected to be maintained – will require a more proactive approach from the Council and others such as property owners, supported by specialist agencies such as English Heritage. In these locations, retrofitting as part of ongoing maintenance and refurbishments and ensuring that alterations and additions adhere to the requirements of low carbon developments will be integral to achieving this policy’s objective.

6.166 Development proposals should demonstrate that they have met energy requirements set out in the London Plan 2011 and Building Regulations (or any subsequently adopted national standard on energy and low carbon design).

6.167 Further policy on energy and low carbon design will be set out in the Detailed Sites and Policies DPD and detailed guidance will be provided in Supplementary Planning Documents.

Monitoring

6.167a The monitoring framework includes performance indicators upon which the relevance and efficacy of the policy will be assessed. Outputs relate to the achievement of Zero Carbon targets at design stage while outcomes, given the range of information sources available, will include monitoring of actual carbon reduction post-occupation and EPC ratings. The requirement of this policy to include automatic reporting from smart meters will improve the Council’s ability to monitor the success of the policy.

Indicators

- SP-OP6 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny].
- SC-OP-X Energy & Zero Carbon
  - i. Zero carbon at design stage in relevant consents (no specific target, should be increasing)
  - ii. Smart meter technology in consents (no specific target, should be increasing)
- SC-OUT-X Carbon reduction
  - i) Achievement of targeted carbon reduction in new-builds (target: in line with reduction committed to or more)
  - ii) Environmental Impact Rating (based on CO2 emissions) of newly lodged EPCs compared to London and national averages, (no specific target should be improving)
  - Energy Efficiency Rating (based of fuel costs) of newly lodged EPCs compared to London and national averages, (no specific target, should be improving)
**SC3 - Flood Risk & Drainage**

**Objective**

6.168 Development must be shown to be flood-resistant and regeneration should improve the resilience of those parts of the borough at risk from flooding.

**Policy**

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles:**
   
   a. Taking into account all sources¹, flood risk (the likelihood of flooding plus the severity of its impacts) will be reduced. Development will not increase flood risk to any location. Flood risk (caused by tidal, fluvial, surface water, sewer and groundwater flooding) will be reduced by the following measures:
   
   b. Development and decision making will be informed by the Strategic Flood Risk Assessment (SFRA) and best available data². The Strategic Flood Risk Assessment will inform spatial planning and development management decisions.
   
   c. Flood Risk Assessments will be provided in line with national requirements and should be prepared in accordance with SFRA and Environment Agency advice. Consultation and initial investigation should be commenced sufficiently early in the design and planning process so that all opportunities to reduce flood risk can be identified and maximised. Developing Flood Risk Assessments in line with PPS25 and advice from, and in conjunction with, the Environment Agency.
   
   d. A presumption against impermeable hard-standing on domestic gardens and public open space. Incorporating sustainable urban drainage systems (SUDS) in all major developments in conjunction with Policy SC1, the London Plan drainage hierarchy and PPS25, and adopting.

2. **Spatial Strategy:**

   a. Development will be located in areas with the lowest risk of flooding, demonstrated via passing of the sequential test and, if necessary, exceptions test³. The sequential approach applies across the borough and within sites, such that areas of lowest risk should be identified and prioritised according to vulnerability of proposed use. Applying the sequential and exceptions requirements of PPS25 to avoid development that is not appropriate;

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¹ Tidal, fluvial (rivers), rain (surface water), groundwater, sewer overflow, reservoir failure
² This means the latest and most relevant information from the Environment Agency, which may include models more up-to-date than those used in production of the SFRA
³ Guidance is set out nationally, via the NPPF and PPG
b. Development (including redevelopment of existing buildings and sites) will be set back 16m from tidal flood defences and 8m from river defences (see ‘Indicative TE2100 Flood Defence Buffering’ on the Policies Map); in instances where no formal defences are present, development will be set back 8m from the top of the river bank. Proposals for sites where any part falls within 16m of flood defences* are required to demonstrate that development incorporates or does not inhibit sufficient land and access available for the renewal and maintenance of flood defences. * as shown on the Environment Agency’s Flood Map For Planning

3. Design and technical criteria:

a. Proposals adjacent to flood defences must confirm, through liaison with the Environment Agency, that defence structures are in good condition and will provide protection for the lifetime of the development, with improvements made where necessary; this includes ensuring that the provisions of TE2100 can be met.

b. Development in Flood Zone 2 or 3 should:

i. create space for water;
ii. be designed and constructed to be flood resilient;
iii. locate vulnerable uses above ground floor level, whilst still delivering active, welcoming and functional street level design;
iv. ensure all basement locations provide internal access and egress via floors no less than 300mm above the 1% annual probability flood level + allowance for climate change, or above the 2100 tidal breach flood level where the site is within the Thames tidal breach flood extent;
v. ensure all ‘more vulnerable’, ‘highly vulnerable’ and ‘essential infrastructure’ uses have finished floor levels no less than 300mm above the 1% annual probability flood level + allowance for climate change; and
vi. provide safe access/egress, such that occupants can reach Flood Zone 1 via public rights of way.

c. All development should enable separation of foul and surface flows and incorporate Sustainable Urban Drainage Systems (SUDS) that aim to reduce surface water run-off. All major development and any development falling within a Critical Drainage Area (CDA) should achieve Greenfield Run-off and be accompanied by a Surface Water Drainage Strategy (SWDS) that:

i. clarifies before and after development run-off rates and addresses water quality impacts, ensuring run-off water is clean and safe;
ii. follows the drainage hierarchy of the London Plan;
iii. maximises the use of SUDS in accordance with the SUDS hierarchy (see SC1);
iv. confirms the ownership, management and maintenance arrangements of any SUDS features;
v. shows regard to the recommendations of Newham’s Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS);
vi. confirms, only where it can be demonstrated that site conditions prohibit the achievement of greenfield run-off, that a rate no higher than 3 times greenfield will be achieved.
d) Where culverted watercourses are present, opportunities for de-culverting should be investigated. Where de-culverting is not possible within the realities of a site, contributions to de-culverting elsewhere in the borough may be sought.

4 Working with partners to identify critical drainage areas susceptible to surface water flooding, and develop measures to manage, and where possible, reduce the risk of surface water flooding;

5 Working with partners to maintain existing flood defences, and expecting developments to contribute to their improvement, enhancement or re-naturalisation, and improving the borough’s flood resistance by supporting infrastructure improvements set out in the Strategic Flood Risk Assessment;

6 Expecting development to be set back from the Blue Ribbon Network to create, enhance and improve river corridors and enable access for the maintenance and improvement of flood defences, in conjunction with Policy INF7; and

7 Encouraging the local community in flood risk areas to take up opportunities to improve resilience and resistance of existing homes and buildings.
6.169 Flood risk is recognised as a major issue for London; around 15% of the Greater London area is identified as a higher risk flood zone (tidal and fluvial sources, Flood Zones 2 and 3). That proportion rises to over 50% in Newham where the rivers Thames, Roding, and Lea comprise the southern, western, and eastern boundaries of the borough. The history of development in East London also means that most growth areas within the borough fall within those higher risk zones (i.e. the Arc of Opportunity, largely previously industrial land). Given the myriad benefits of growth and development, the need to meet national and regional growth targets, confirmation that Local Planning Authorities must respond to the risks of flooding (NPPF 102-104 and London Plan 5.12-5.13) and local residents’ concern around the frequency and severity of street flooding, this policy seeks to ensure that development of all scales and in all locations is contributing to an overall reduction in flood risk. This policy contributes to most plan objectives as reducing flood risk through new development benefits the wider area (objective 1), the avoidance and minimisation of flooding is a key facet of high quality places in which people feel safe and secure (objective 2), and requirements ensure run off is not harmful to / at the expense of the environment (objective 3).

6.169a As ‘flood risk’ means not only the likelihood of flooding but the severity of its impacts, and as flooding can arise from a wide range of sources (tidal, fluvial, pluvial, groundwater, sewer overflow and reservoir failure) all development can contribute to reducing flood risk even where that need may not be immediately apparent. Climate change science means we know that rainfall and the likelihood of extreme weather events will increase, cumulative impact thinking demands that all scales of development contribute to improved resilience. The need to improve surface water drainage and become more resilient to flood damage ties into wider resilience agendas and is acutely important in an area with above-average levels of deprivation and rented accommodation (i.e. where individual and community-wide economic resilience to withstand and recover from flood damage will be lacking).

Implementation

6.170 To understand and respond to possible flood scenarios in Newham, the Council has prepared a Strategic Flood Risk Assessment\(^4\) (SFRA) for the borough which has been endorsed by the Environment Agency. The underlying objective of the SFRA is to provide a means for consistent consideration of flood risk across the borough and for the duration of the plan. The SFRA provides mapping, definitions, flood defence and SUDS technique detail, and provides information in regard to all sources of flooding. It should be used by developers to inform all site-specific flood risk assessments (FRAs) and does some of the initial analysis work for newly designated Strategic Sites\(^5\). Use of the SFRA will be essential to enable a strategic and proactive approach to be applied to flood risk management, though it should be noted that where more recent hydraulic modelling has been published by the Environment Agency, best available data should be used. FRAs will be required in

\(^4\) [www.newham.gov.uk/SFRA](http://www.newham.gov.uk/SFRA)

\(^5\) for Strategic Sites originally designated through the 2012 Core Strategy, an older SFRA may provide useful information and is available on request from the Local Plan team
in November 2017 the requirement applied to all development within Flood Zones 2 and 3 and any development within Flood Zone 1 that covers more than 1 hectare or involves a change to more vulnerable use and is affected by sources other than rivers and the sea. Developers should note that as the policy requires no worsening of flood risk to any location, off-site impacts will be considered as part of the application process and should be addressed by FRAs. a strategic framework for the consideration of flood risk when making planning decisions.

6.171 Newham contains localised areas that are prone to flooding from a range of processes including: fluvial, tidal, surface water, sewer, groundwater, and flooding from artificial sources. The main risks of flooding identified in Newham in the SFRA are fluvial flooding in the Lower Lea and Lower Roding catchments, breaches in the Thames tidal defences during tidal surge events and surface water flooding from impermeable surfaces.

6.171a The SFRA will be useful in informing implementation of the spatial strategy, which applies the sequential test both across the borough and within individual sites. It means development should be directed towards the areas of lowest risk, and land prioritised according to vulnerability. The SFRA begins to demonstrate how this is done for large scale sites and informs the approach that should be taken with smaller sites.

6.172 Design and construction choices Flood resistant development should aim to reduce the exposure of all new development to flooding and improve its resilience, thereby reducing reliance solely on the long-term maintenance of built formal flood defences. Specific expectations for the design and construction of development within Flood Zones 2 and 3 are set out by part 3b of this policy, further context for these requirements can be found in the SFRA. It is additionally clarified by the Environment Agency that under-croft parking is not accepted as a form of flood water storage. Within areas at risk from flooding, it is expected that development proposals will contribute to a reduction in the magnitude of the flood risk.

6.172a Development in the vicinity of rivers should note that flood defence structures often include underground elements such as anchors and tie rods; the ‘TE2100 Flood Defence Buffering’ line shown on the Policies Map is indicative only and developers are responsible for investigating the status and nature of flood defences in consultation with the Environment Agency. The TE2100 Plan sets out the Environment Agency’s approach to recommendations for managing tidal flood risk in the Thames Estuary up to the year 2100, while it makes recommendations about flood defence upgrades, that riparian owners are primarily responsible for the maintenance and upkeep of defences should be aware of and contribute to. The purpose of riverside setbacks is not only to make ‘space for water’ (though the SFRA recommends it) nor an indication of planned and funded upgrade works, rather it is future-proofing to ensure the borough can continue to be protected from an increased risk of fluvial flooding. The setback can additionally contribute to character and amenity objectives around keeping rivers and riverbanks accessible (SP1, INF6, and INF7). Where the preferred level of setback is unachievable, current and future flood risk must be alleviated to the satisfaction of the Environment Agency and address the specific recommendations of the Thames Estuary 2100 Plan.

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6 www.gov.uk/guidance/flood-risk-assessment-for-planning-applications
In addition to the loss of permeable ground surfaces that urbanisation typically brings, Newham has seen a particular loss in the quantum of grassed areas as people pave over private gardens or minimise maintenance costs by using hardstanding ground surfaces. Given the frequency, severity, and concern over surface water flooding, the expectation that permeable surfaces will be used as far as possible (and specifically in private gardens and public spaces) will be applied throughout the borough.

Street flooding is an issue that has been highlighted as a concern by residents, and with over half the Borough in a higher risk flood zone, the wider use of sustainable urban drainage application of flood attenuation measures is considered a priority; to deliver a step-change in drainage capacity across the borough, a specific Surface Water Management Plan requirement is established. Given the multiple benefits of SUDS features, options should be weighed and chosen according to the following hierarchy:

Developers should refer to recognised guidance including that published by CIRIA\(^8\) (The SuDS Manual C753), the GLA\(^9\)/TfL\(^10\) and Environment Agency\(^11\).

‘Greenfield’ means the rate of run-off that would occur from a site in its undeveloped and undisturbed state. For calculation guidance refer to the DEFRA/EA report *Rainfall runoff management for developments (SC030219)* published October 2013. More recent calculation methodologies may be used provided they come from recognised (i.e. government or government-sponsored) sources.

Developers may need to pay attention to other Council requirements in regard to flooding\(^12\), specifically those of the Lead Local Flood Authority\(^13\) as set out by the Local

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\(^8\) [https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx](https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx)


\(^11\) [http://www.rtpi.org.uk/media/12399/suds_a5_booklet_final_080408.pdf](http://www.rtpi.org.uk/media/12399/suds_a5_booklet_final_080408.pdf)

\(^12\) [https://www.newham.gov.uk/Pages/Services/Flooding.aspx](https://www.newham.gov.uk/Pages/Services/Flooding.aspx)
Flood Risk Management Strategy\textsuperscript{14}. Examples of how the quality of run-off requirements above may be implemented include the LFRMS best practice advice regarding pollutant loads (i.e. percentage reductions of specified pollutants). Where other measures are employed, reference to recognised guidance should be made. If further advice from the LLFA is needed this should be pursued through the pre-application and planning application process.

6.172f As per Thames Water advice, the separation of foul and surface water flows must be made possible. Where only combined sewers are present, this means that development must incorporate the means to separate flows as sewer upgrades are made over time.

6.172g As per Environment Agency advice, deculverting of waterways is supported in principle given the potential environmental benefits (for biodiversity, water quality, and flood water storage) but suitability of deculverting should be investigated on a case by case basis. In many instances culverts may be of sewers and deculverting could lead to significant losses in usable land.

The policy also responds to national changes in the application and management of SUDS. Requiring the preparation of a Surface Water Management Plans (SWMP) and the incorporation of appropriate SUDS features in all development within Critical Drainage Areas or Flood Zones 2 and 3 that changes the physical nature of a site (in addition to the existing policy that all major schemes must include SUDS features). This will help make step changes across the Borough with regard to drainage capacity and flood resilience.

6.175 With around 50% of land in the Borough falling within a high risk flood zone and Newham’s riverside position alongside the Thames, the opportunity to seek the improvement of flood defences is justified. The Environment Agency’s Thames Estuary 2100 Plan (TE2100) makes recommendations for the maintenance, refurbishment and improvement of flood defences and is referenced in Policy 5.12 of the London Plan. While legislation regarding the prevention of floods already places liability for the maintenance of flood defences on the Riparian Owner (the freeholder of land under or adjacent to those defences\textsuperscript{9}) the inclusion of the 16m safeguarding area on the Policies Map will make this obligation clearer. The policy sets out expectations on all developments falling within 16m of identified flood defences.

6.173 Where developments are proposed in locations at risk from flooding, the Council will need to consider whether the development is appropriate in that location. Where a development is vulnerable to flood risk, alternative locations in the borough should be considered. Where there are no such alternative locations, the development should proceed only when flood resistance and flood management are achieved. This process is called the sequential and exceptions test, and is performed in liaison with the Environment Agency.

6.174 Where a development is proposed, flood risk assessments should be undertaken for all developments in Flood Zones 2 and 3. These should assess the risk of flooding to the development and identify options to mitigate the flood risk to the development, site users and the surrounding area. Flood risk assessment should be developed in liaison with the Environment Agency.

\begin{footnotesize}
\textsuperscript{13} https://www.local.gov.uk/topics/civil-emergencies/flooding/local-flood-risk-management/managing-flood-risk-roles-and
\textsuperscript{14} https://www.newham.gov.uk/Documents/Environment\%20and\%20planning/FloodRiskManagementStrategy.pdf
\end{footnotesize}
6.175 The Core Strategy will also presume that all development contributes to minimising the risk of flooding in Newham. Developments will be required to implement sustainable urban drainage systems and maximise permeable surfaces (including green roofs).

6.176 The Strategic Flood Risk Assessment sets out how the sequential and exceptions tests should be applied in Newham and provides detailed guidance relating to flood risk in spatial planning, development management and emergency planning with regard to:

- Design response;
- Flood risk assessments;
- Specific recommendations for locations at risk from flooding;
- Surface water flood risk and sustainable urban drainage; and
- Emergency planning.

6.177 The Council will work with stakeholders, including the Environment Agency, to make planning decisions that meet the requirements of Planning Policy Statement 25.

Monitoring

6.177a Monitoring the efficacy of this policy will primarily include analysis of the treatment of flood risk and drainage requirements within planning consents; indicators cover Environment Agency objections, rates of run-off set-back from flood defences, (all are as-at design stage as monitoring in-operation would be unfeasible). While monitoring the real world outcomes of these approaches is much more difficult, the Lead Local Flood Authority has an existing responsibility to investigate and report on surface water flood events. This source will be drawn upon to try to determine whether the Local Plan should be doing more in certain areas of the borough.

Indicators:

- SC-OP6 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny].
- SC-OP3 Managing Flood Risk
  - i) Planning permissions granted contrary to EA flood risk advice (Target is zero though occurrences should be examined to determine whether conditions have overcome concerns).
  - ii) Major consents and those in CDAs delivering Greenfield runoff (No specific target but positive trends should be observed)
- SC-OUT-x
  - I) frequency and severity of surface water flood events
  - II) Properties significantly affected by flood events (where properties were consented under the current Development Plan, issues should be further investigated)
SC4 - Biodiversity

Objective

6.178 Protect, enhance and create habitats for biodiversity across Newham, ensuring a net gain in BAP habitats, and secure their positive management; reduce deficiencies in access to nature for Newham’s existing and future residents; and undertake awareness-raising to promote appreciation of the Borough’s wildlife by all.

Policy

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. Strategic Principles:
   a. Biodiversity, including aquatic and riparian habitats, will be protected and enhanced, with all and development will contributing to the achievement of a net gain, and where compatible, improvements to access to nature in the quantity and quality of Newham’s natural environment by the following measures:

   b. Permitting development only where it can be demonstrated that significant adverse impact on protected species and habitats is avoided.

   c. Water quality will be protected and enhanced, with development contributing to achievement of River Basin Management Plan objectives wherever relevant. Enhancing opportunities for biodiversity in the Blue Ribbon Network and waterside environments (providing measures are appropriate to their setting and do not hinder navigation) meeting the requirements of Policy INF7.

2. Spatial Strategy:
   a. Sites of Importance for Nature Conservation (see INF6) and trees subject to TPOs will be protected and the designation of new SINC will be supported. Development should contribute to their qualitative enhancement, including improvements to access. Trees subject to TPOs, and the integrity of European Sites (notably Epping Forest SAC) and other Sites of Importance for Nature Conservation (SINC) (see INF6) will be specifically protected, considering direct and indirect impact pathways.

   b. As per INF6, habitat connectivity and access to nature will be promoted through the extension of the green grid.

3. Design and technical criteria:
   a. Where any disturbance to or removal of trees is required, replacement will be expected.

   b. Any development that creates one or more residential unit or pertains to 500 sq. m or more GIA of any non-residential use should be accompanied by a Biodiversity Statement that:
i. demonstrates the opportunity to enhance biodiversity has been maximised, including through the provision of soft landscaping and the management of non-native invasive species on the site;

ii. demonstrates how the development protects connectivity between habitats and avoids (or mitigates) impacts upon existing trees, hedging, soft landscaping, and other biodiversity features;

iii. sets out technical detail in relation to the efficacy of green roofs, specifically depth and variation of substrate;

iv. addresses potential need for a Water Framework Directive compliance assessment and relevant management of direct or indirect impacts on the ecological and chemical value of a waterbody;

v. in the case of Major developments, uses recognised biodiversity accounting technologies to demonstrate how biodiversity net gain is delivered; and

vi. Where net gain is not possible on site due to conflicts with the safe operation of transport and utilities infrastructure, proposals for off-site mitigation via payments in lieu to a relevant provider should be set out.

The Council will also deliver the targets and actions of the Newham Biodiversity Action Plan through spatial planning, management of its land holdings and influencing other land managers.

SINCs designated in the UDP have been retained and included on the Proposals Map.

Incorporation of living roofs, landscaping and tree planting in developments, meeting the requirements of Policy SC1. In addition, allotments and Tree Preservation Orders (TPOs) should be recognised for their biodiversity value and development should contribute to their enhancement; and
Reasoned Justification

6.179 The biodiversity duty requires all public authorities to have regard to conserving biodiversity within policy and decision-making. Development and growth will put pressure on existing species and the habitats within the Borough, and potentially beyond it, in which they live, whilst also providing an opportunity to improve both the quality and quantity of biodiversity and the conditions for biodiversity. Newham, despite its urban structure and proximity to central London, supports a diverse array of wildlife, including those species that have adapted their behaviours to urban environments. Development brings opportunities to enhance biodiversity and address past degradation, including that resulting from previous contaminative uses, dated methods of flood risk management, and a tendency to pave over garden space. The policy contributes to good growth (objective 3) and the creation of high quality places (objective 2).

6.180 The degradation and destruction of wildlife habitat is a major factor leading to the decline of biodiversity. To effectively tackle biodiversity loss existing habitats must be safeguarded (through protection and enhancement), and the overall extent of habitats must be increased (through the creation of new areas and their ongoing management). To this end, the potential for both direct and indirect (i.e. off-site) cumulative and in-combination impacts of a development on biodiversity will need to be assessed. Off-site impacts can occur through ecological pathways such as disruption to habitat connectivity, and or runoff that affects water quality for instance, together with effects generated by movement patterns (including impacts on air quality or of increased recreational use).

6.181 While by no means the only indicator of biodiversity value, the Local Plan protects 575.96 hectares of green space (14.93% of the overall borough); a subset of these spaces as well as the rivers and docks are also designated Sites of Importance for Nature Conservation (SINCs) – amounting to 16.92% of the borough area. Based on data collected and shared by Greenspace Information for Greater London (GiGL), details of Newham’s SINCs can be found in Appendix 3 attached to INF6. Notable examples include the rivers Thames, Lea, and Roding (metropolitan importance) and Royal Docks, Beckton District Park, Greenway, East Ham Nature Reserve, and various cemeteries (borough importance) – while the tiers are treated somewhat differently under the London Plan, expectations within the Local Plan applied consistently. In addition, Newham is within reasonable proximity to Epping Forest SAC and Walthamstow Marshes SSSI (part of the Lee Valley SAC). As the information held by GiGL is maintained through a network of partners, developers and residents are encouraged to submit biodiversity reports via its website.

Approximately 678 hectares (17.6%) of Newham comprises green space. This includes some 22 parks, around 45 open spaces and seven allotment sites managed by the Council, and other open spaces, such as Thames Barrier Park and West Ham Park that are managed by external bodies. Many of these parks are included in the 41 Sites of Importance for Nature Conservation (SINCs) located either wholly or partially within the borough. Furthermore, the borough is bounded to the east, south and west by rivers and contains

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1 From the Natural Environment and Rural Communities Act 2006, see https://www.gov.uk/guidance/biodiversity-duty-public-authority-duty-to-have-regard-to-conserving-biodiversity

2 Policy 7.19

3 http://www.gigl.org.uk/submit-records/
other marine environments within the Royal Docks. Green corridors include The Greenway and east-west railway corridors. These environments host a range of species and habitats. However, importantly, brownfield habitats exist in developed parts of the borough, including regeneration areas.

6.182 Sites not necessarily recognised for their biodiversity offer may include habitats and species of value (brownfield land for example, often in heavily developed or growth areas within the borough), as such the principle of net gain (and standardised assessment of net gain) is introduced to ensure all opportunities for biodiversity conservation are taken up.

6.182a The London Plan incorporates a principle of improving access to nature; as such, increasing public access to SINC, the green grid, and Blue Ribbon Network is supported (see policies INF6 and INF7) where the avoidance of harm to biodiversity can be demonstrated. and establishes deficiency areas based on 2011 (Policy 7.19) requires boroughs to pursue opportunities to secure positive gain for nature conservation through development, increase access to nature and contribute to achieving targets in the London Biodiversity Action Plan. In addition, the Lee Valley Regional Park Authority’s Park Plan 2000, Park Development Framework and Biodiversity Action Plan establish a biodiversity strategy for the Park and a further Biodiversity Action Plan has been developed for the Olympic Park. Newham’s Biodiversity Action Plan (BAP) and the Newham Biodiversity Partnership will establish a locally specific biodiversity strategy for the borough in the context of these strategies. The Core Strategy and subsequent DPDs and SPDs will implement the BAP spatially.

Implementation

6.183 Planning applications should demonstrate that how development proposals avoid significant adverse impacts on biodiversity and make a address the principles, strategy, and criteria set out above. Targets and actions set out in the Newham Biodiversity Action Plan. Demonstrations of net-gain should use the tools and methodologies of recognised sources, including the 2016 CIRIA / CIEEM / IEMA document ‘Biodiversity Net Gain – Good practice principles for development’ and DEFRA’s Biodiversity Metric or subsequent updates (note that offsetting is only accepted as a last-resort but the metric provides a useful system of valuation).

6.183a Assessment of biodiversity impacts will include consideration of all species present on site, including building-based birds and bats. For details of protected species refer to national guidance. GIGL holds records of where recorded in Newham. As the information held by GIGL is maintained through a network of partners, developers and residents are encouraged to submit biodiversity reports via its website.

6.183b The Council will work together under the auspices of Duty to co-operate with Natural England and other authorities in reasonable proximity to the Epping Forest SAC to improve the understanding of indirect in-combination and cumulative impacts of development on the SAC (notably in relation to air quality and recreational intensity) and where indicated,

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5 https://www.gov.uk/government/collections/biodiversity-offsetting
6 https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications
7 http://www.gigl.org.uk/submit-records/
monitor these and work towards a ‘Strategic Solution’ which development proposals going forward will need to be cognisant of, in assessing, avoiding and mitigating impacts.

6.183c Proposals should take account of the requirements of the Thames River Basin Management Plan (see relevant catchment measures) and avoid any deterioration of waterbodies. Wherever possible provisions to enhance water quality should be incorporated. Useful information may be available via Catchment Partnerships (Thames21.org) or the Environment Agency’s Catchment Data Explorer.

6.183d Biodiversity net gain should be delivered within the application site as far as possible. Where this cannot be accommodated for operational or other reasons a payment in lieu to a relevant provider should be established and secured via planning obligation. In the first instance the onus is on the applicant to mitigate the impacts of the proposed development, this development cost should be embedded within delivering a policy compliant scheme. This would include contributions to any necessary mitigation of in-combination significant effects by way of a ‘Strategic Solution’.

6.184 Further policy on biodiversity will be set out in the Detailed Sites and Policies DPD and detailed guidance will be provided in Supplementary Planning Documents.

6.185 The Council will work with stakeholders through the Newham Biodiversity Partnership to make planning decisions that protect, enhance and create habitats for biodiversity across Newham.

Monitoring

6.185a Given the impossibility of conducting borough wide biodiversity audits on a consistent basis, indicators identified are used as proxy measures for biodiversity trends and the efficacy of this policy. Outputs will focus on biodiversity changes delivered through consents, while outcomes will draw on data provided by GiGL, London Invasive Species Initiative and the Environment Agency, as proxies, in the absence of capacity to undertake more comprehensive surveys.

Indicators

- **SC-OP4 Protecting and enhancing biodiversity**
  i) Biodiversity enhancements to be delivered as part of major consents (no specific target, monitor for proportionate commitment to policy objective)
  ii) Changes in areas of biodiversity importance (Target: No net loss of SINC or tree subject to TPO from planning)
- **SC-OP6 Policy Use and Robustness** [no specific target, monitor for expected use and ability to withstand appeal scrutiny]
- **SC-OUT-4 Biodiversity**
  i) New reports of invasive species (LISI) or protected species (GiGL)
  ii) River water quality

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10 [http://environment.data.gov.uk/catchment-planning/search?type=postcode&q=e16%202qu](http://environment.data.gov.uk/catchment-planning/search?type=postcode&q=e16%202qu)
11 [http://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/6](http://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/6)
(No specific target, should be improving in line with broader London trends where data is available).
SC5 - Air Quality

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles:**
   a. All development should be at least air quality neutral at minimum, supporting a net decrease in specified pollutants and making design, access, energy, and management decisions that minimise air pollution generation and exposure at demolition, construction, and operation stage.
   b. Development will support implementation of Newham’s Air Quality Action Plan, ensuring identified actions and mitigation are incorporated where relevant.

2. **Spatial Strategy:**
   a. Development along major roads or in other locations that experience air quality exceedances should be configured to improve the dispersal of identified pollutants and reduce exposure without compromising SP7 objectives.
   b. Development close to navigable waterways should maximise use of waterborne freight and waste movement during construction and operation.

3. **Design and technical criteria:**
   a. Air quality neutrality should be demonstrated using methodologies set out by the London Plan and related guidance.
   b. All major development should detail how it aligns with the Mayor of London’s Control of Dust & Emissions During Construction & Demolition SPG or subsequent updates.
   c. Waste facilities and other dust and emissions generating uses should be fully enclosed or provide an equivalent level of environmental protection with respect to air emissions.
   d. Developments incorporating combustion based energy sources (including CHP, biomass boilers, and wood-burning stoves) should demonstrate use of low-emission plant and post process mitigation/treatment that avoids an increase in controlled pollutants.
   e. Developments likely to generate any significant in-combination traffic, and hence air quality impacts, on the A12 and A406 that pass within 200m of the Epping Forest SAC will need to undertake an assessment of impact on the SAC.
**Reasoned Justification**

6.185 London’s air quality falls below recommended standards with particulate levels, black carbon, nitrogen oxide and ozone, known to have significant effects on human health. Concern over the issue has grown in recent years, as illustrated by regional research, national consultation, and engagement feedback from Newham residents. The fact that air quality is one of the few environmental issues people are moved to comment on is testament to its harmful health and amenity impacts and justifies a Local Plan response that seeks to ensure all development considers impacts to, and risks associated with, air quality. With air quality such an integral part of quality of place, this policy contributes to multiple plan objectives including the creation of healthy places people choose to live and work in (objective 2), good growth and the avoidance of environmental degradation (objective 3), and using the opportunities presented by new development to address existing issues, to the benefit of all (objective 1).

185ai The HRA Screening Report highlights the potential for in combination significant effects on the Epping Forest SAC through air quality (traffic on roads notably the A406 and A12 passing within 200m of the site) impacts arising from certain types/locations of development. The policy criterion relating to this therefore highlights the legal requirements of the Conservation of Habitats & Species Regulations 2010 for development likely to result in traffic and air quality impacts on such roads to undertake its own assessment, cognisant of in-combination effects and any proposed emerged strategic solutions (see SC4).

6.185a At the regional level, the issue is central to the Mayor’s Environmental Strategy which sets out that Local Authorities should use the planning system to reduce pollution from new development, encourage shifts to zero and low emission modes of transport, and promote the use of green infrastructure and vehicle restriction to mitigate impacts. This should complement the introduction of the Ultra-Low Emissions Zone (ULEZ) and the Toxicity Charge (T-Charge) to try and deliver air quality improvements.

6.185b Climate change effects are such that as temperatures increase, air quality will worsen and the effects of poor air quality will increase. The issue is urgent and all development must respond. Given the scale of growth in Newham, the borough has and will continue to see high levels of demolition and construction activity, processes that pose particular threats to air quality due to their generation of dust (particulates).

**Implementation**

6.185c Air quality neutral assessment methodology is explained in the GLA’s Sustainable Design and Construction SPG though subsequent updates should be used if available. Part of an air quality neutral assessment is that no development should create new areas of air quality exceedance (i.e. where the limit values of national standards are exceeded).

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2 http://www.telegraph.co.uk/news/earth/environment/11991350/Mapped-Where-is-air-pollution-killing-the-most-people.html
5 https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/your-views-how-can-we-clean-our-air
6.185d The principles of minimising exposure to poor air quality are of particular importance in ‘sensitive receptor’ uses, i.e. where vulnerable user groups are present (schools, health facilities, older peoples and other forms of specialist housing), but also protected habitats and species. Screening of developments for Epping Forest SAC impacts would be expected to take place as part of the EIA process, and be articulated as part of wider options appraisal and mitigation proposals.

6.185e The principles of using the design of structures and road networks to improve dispersal rates are of particular importance to polluting uses (bus and taxi locations, some waste and industrial uses) and along the principal road network. Solutions, for example in the orientation and massing of buildings, should seek to maintain a coherent street form as per SP7 requirements.

6.185f For the purposes of this policy, ‘fully enclosed’ means walls and roof, the assessment of ‘equivalent environmental protection’ should be done in liaison with Environment Agency licencing teams. The requirement applies to both permanent and temporary use permissions but is not applied to demolition and construction activities alone. It is clear from part 1a of this policy that such processes should still consider air quality and incorporate measures to minimise and mitigate impacts, though it would not be feasible to assess delivery of ‘equivalent environmental protection’ with respect to emissions.

6.185g National and regional air quality requirements will be applied; where policies that are more up-to-date than Newham’s Air Quality Action Plan give conflicting advice, preference will be given to latest guidance and recommended actions.

6.185h As per the cross-cutting approach of this Local Plan, the air quality expectations of this policy align with other policy expectations that promote the use of low and zero emission transport modes. Reference to relevant policies should be made, specifically INF2 Sustainable Transport.

6.185i Given the conflict between some forms of energy generation and air quality objectives, all developers should refer to the requirements of SC2, ensuring that combustion based energy is employed as a last resort and accompanied by adequate minimisation and mitigation of impacts (including meeting the benchmarks set out in Appendix 7 of the Sustainable Design and Construction SPG).

Monitoring

6.185j The Local Authority has existing air quality reporting obligations under the London Local Air Quality Management Framework⁶; the reports, produced by the Environmental Health team, will be drawn upon to help assess the relevance and success of this policy. Monitoring stations around the borough provide relevant data and significant developments in areas of exceedence, or which generate harmful air quality impacts, may be required to incorporate dedicated monitoring apparatus.

Indicators

⁶ https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-london-boroughs
- SC-OP6 Policy Use & Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny].

SC-OP5 Unresolved EA/Environmental Health consultee air quality objections in approvals [no specific target: should be minimal]

- SC-OUT-X Air quality exceedences (No specific target but positive trends should be observed in line with the AQMA).
SC5—Maximising Sustainable Design

Objective

5.1 To maximise the benefits of sustainable design to provide for an increasingly resilient and high-quality physical environment.

Policy

All development is expected to maximise the benefits of sustainable design to provide for an increasingly resilient and high-quality physical environment.

To this end, proposals that positively address the following requirements will be supported:

1. All development should aim to reduce surface water run-off to greenfield rates, all major development and any development falling within a Critical Drainage Area (CDA) should achieve greenfield run-off and be accompanied by a Surface Water Drainage Strategy (SWDS) that:
   a. clarifies before and after development run-off rates and addresses water quality impacts, ensuring run-off water is clean and safe;
   b. follows the drainage hierarchy of the London Plan;
   c. maximises the use of SUDS in accordance with the SUDS hierarchy;
   d. confirms the ownership, management and maintenance arrangements of any SUDS features;
   e. demonstrates regard to the recommendations of Newham’s Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS).

2. All development should protect and enhance the biodiversity value of a site including through the retention of trees, where removal is required replacement will be expected. Any development that creates one or more residential unit or pertains to 500 sq. m or more GIA of any non-residential use should be accompanied by a Biodiversity Statement that:
   a. demonstrates the opportunity to enhance biodiversity has been maximised, including through the provision of soft landscaping and the management of non-native invasive species on the site;
   b. demonstrates how the development protects connectivity between habitats and avoids (or mitigates) impacts upon existing trees, hedging, soft landscaping, and other biodiversity features;
   c. sets out technical detail in relation to the efficacy of green roofs, specifically depth and variation of substrate;
   d. addresses potential need for a Water Framework Directive compliance assessment and relevant management of direct or indirect impacts on the ecological and chemical value of a waterbody;
   e. where it is not possible to maximise biodiversity improvements on site due to conflict with safe airport operation, sets out proposals for off-site mitigation through payment in lieu to a relevant provider.
3. Development should take advantage of linked opportunities in sustainable design and minimise conflict between different strands, notably through:
   a. the biodiversity, pollution control and flood reduction benefits of surface water attenuation measures as per the SUDS hierarchy;
   b. the temperature regulation and surface water attenuation benefits of biodiversity enhancements;
   c. avoiding conflict with air quality objectives;
   d. the opportunity to integrate food growing, including consideration as a temporary use.

4. Proposals for sites where any part falls within 16m of flood defences* are required to demonstrate, through liaison with the Environment Agency, that development incorporates or does not inhibit sufficient land and access available for the renewal and maintenance of flood defences. Proposals adjacent to flood defences must demonstrate that the defence structures are in good condition and will provide protection for the lifetime of the development, with improvements made where necessary.

* as shown on the Environment Agency’s Flood Map For Planning

5. 90% of new build homes should meet requirement M4[2] of Building Regulations Approved Document M (for ‘accessible and adaptable dwellings’), 10% of new build homes should meet requirement M4[3] (for ‘wheelchair user dwellings’).

6. All development should seek to minimise water consumption and incorporate innovative approaches to water efficiency, including through the use of new technologies where practical. Major residential development will demonstrate that it can achieve a consumption target of 110 litres per person per day.

7. Development should achieve at least the following standards, or the equivalent level of any replacement schemes:

<table>
<thead>
<tr>
<th>Table H</th>
<th>New Build</th>
<th>Refurbishment</th>
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<tbody>
<tr>
<td>Non-residential</td>
<td>BREEAM UK-New Construction rating of ‘very good’ for all new build development over 500sq.m GIA; an increase from BREEAM UK New Construction rating ‘very good’ to ‘excellent’ for all new-build major development;</td>
<td>BREEAM UK Non-Domestic Refurbishment and Fit-Out rating of ‘excellent’ for all major development involving the refurbishment or change of use of existing buildings.</td>
</tr>
<tr>
<td>Residential</td>
<td>Refer to SC2 and Policies 5.2 and 5.3 of the London Plan (2016)</td>
<td>BREEAM UK Domestic Refurbishment/Non-Domestic Refurbishment and Fit-Out rating of ‘excellent’ for all major development involving</td>
</tr>
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the refurbishment or change of use of existing buildings.

8. All development should provide innovative approaches to sustainable waste management in accordance with the waste hierarchy (prevention, re-use, recycling, energy recovery, and disposal) and policies SP8, SC1 and W18.

9. The need to carry out adequate investigation of land contamination with required remedial works to be agreed before the start of development.

Policy Links

SC1, SC2, SC3, SC4, W1, SP8

Reasoned Justification

5.2 Policies SC1 to SC4 of the Local Plan: Core Strategy set out headline concerns across four strands of sustainability (climate change, energy, flood risk, and biodiversity) this additional policy supports and develops their logic by extending application and reach, and provides clearer expectations on certain development issues. Alongside a Council-wide agenda to build personal, economic and community resilience, it is considered vital to ensure we are also working towards a more environmentally resilient Borough, one where changes that will improve socio-economic conditions in Newham do not come at the expense of the environment. Sustainable development, by definition, should lead to a borough that is future-proofed against expected changes to weather and climate.

5.3 One aspect of existing Local Plan: Core Strategy sustainability policies that policy SC5 seeks to supplement is the fact that only major developments have been targeted for design responses despite the cumulative significance of small as well as large scale change. In an urban borough like Newham, all development needs to work towards improving sustainability standards. Street flooding is an issue that has been highlighted as a concern by residents, and with over half the Borough in a higher risk flood zone, the wider application of flood attenuation measures is considered a priority. The policy also responds to national changes in the application and management of SUDS. Requiring the preparation of a Surface Water Management Plans (SWMP) and the incorporation of appropriate SUDS features in all development within Critical Drainage Areas or Flood Zones 2 and 3 that changes the physical nature of a site (in addition to the existing policy that all major schemes must include SUDS features). This will help make step changes across the Borough with regard to drainage capacity and flood resilience.

5.4 Policies SC4, INF6 and INF7 set out broad expectations in respect of biodiversity enhancement, again taking the approach that smaller scale development as well as major must make contributions to strategic objectives; this policy widens the application of biodiversity enhancement requirements to smaller-scale forms of development across the Borough. Since dissolution of the management partnership described in the BAP, officers have identified a need for greater ‘ownership’ of the biodiversity issue among developers in the Borough. The requirements set out in the policy provide a readily accessible summary of the key deliverables expected of developers in regard to biodiversity enhancement. The policy allows for changes in biodiversity enhancements that may
conflict with airport safety considerations to ensure reduction in occasions of bird strike and other operational problems.

5.5 There are linked opportunities within the policy for enhancement with regard to multiple strands of sustainable design; this is notably the case for SUDS techniques and their added potential for pollution reduction and biodiversity benefits. Table 1 overleaf details a hierarchy of preference for techniques that have multiple sustainability benefits; developers will be expected to follow this hierarchy within the constraints of a site.

5.6 With around 50% of land in the Borough falling within a high risk flood zone and Newham’s riverside position alongside the Thames, the opportunity to seek the improvement of flood defences is justified. The Environment Agency’s Thames Estuary 2100 Plan (TE2100) makes recommendations for the maintenance, refurbishment and improvement of flood defences and is referenced in Policy 5.12 of the London Plan. While legislation regarding the prevention of floods already places liability for the maintenance of flood defences on the Riparian Owner (the freeholder of land under or adjacent to those defences) the inclusion of the 16m safeguarding area on the Policies Map will make this obligation clearer. The policy sets out expectations on all developments falling within 16m of identified flood defences.

5.7 The Government’s housing standards review has withdrawn Code for Sustainable Homes (CfSH) and Lifetime Homes schemes. The policy updates the requirement of Local Plan: Core Strategy policy H1 to reflect new standards. By demanding a minimum standard of accessibility in new dwellings, development becomes more flexible in its ability to welcome all users which plays an important role in the longevity (and thus sustainability) of new development.

5.8 Newham forms part of a wider area (the South East of England) classified as having ‘serious’ water stress meaning a high population with high water demands and limited water availability. Demand for water in London is expected to exceed supply by 10% by
Reducing water use through improved efficiency standards in new development plays an essential part in achieving sustainable development and adapting to climate change. The consumption target specified updates that set out in Local Plan: Core Strategy policy SC1 and reflects new practice as result of the housing standards review and removal of CfSH11. Examples of innovative approaches to improving water efficiency may include rainwater harvesting and grey-water recycling, water meters in flats, or use of tap aerators. Relevant best practice guidance should be referenced.

5.9 Despite the absence of a formal policy requirement, the majority of minor new-build schemes within the Borough have been achieving standards such as CfSH Level 4. While CfSH has been phased out under the housing standards review and Deregulation Act, the knowledge that smaller-scale developments can and do make contributions to improved design and build quality informs and justifies the extended requirements of policy SC5 in regards to BREEAM standards.

5.10 Given the urban nature of the Borough, much development within Newham is not new-build. In order to maximise sustainability benefits across all forms of development including changes of use, the policy also requires retrofitted improvements. The recognised national standards for this are the BREEAM domestic and non-domestic refurbishment schemes. Requiring a minimum design and build standard for refurbishment work that falls within the scope of a planning application is consistent with the Local Plan: Core Strategy approach whereby every opportunity should be taken to move towards the implementation of its vision.

5.11 While the Joint Waste Plan for the East London Waste Authority Boroughs (2012) sets out policy for the provision and management of waste infrastructure, it is considered that more needs to be done with regard to the management (and generation) of waste on the micro scale. Newham remains a poor performing London borough in terms of its household recycling and composting rates. Policy provides a pointer to the waste management hierarchy set out by EU directive 2008/98/EC and welcomes innovative solutions while being flexible enough to apply to all forms and scale of development.

5.12 Both the NPPF (paragraph 109) and the London Plan (Policy 5.21) encourage Local Plans to address the remediation of contaminated land. Due to its industrial past (and present), Newham is highly likely to be affected by contamination from previous land uses. Given the impact contamination can have on groundwater and human health it is considered vital that development deal with the challenge of land contamination proactively in order to improve the quality of the physical environment in the Borough. The investigation and remediation of contaminated land should have regard to appropriate technical standards and guidance such as Model Procedures for the Management of Land Contamination (CLR11, Environment Agency/ Defra); Groundwater Protection: Principles & Practice (GP3, Environment Agency); Investigation of Potentially Contaminated Sites: Code of Practice (BS10175, BSI).

Implementation

5.13 Policy SC5 will be implemented via the development management process. Proposals, paying regard to the thresholds embedded in the policy, should demonstrate how requirements have been met. Other policies to which there is a logical link are highlighted,
encouraging responses that deal with the issues in an integrated way. Responses will be secured by conditions or legal agreements as appropriate.

5.14 The policy intention is that all scales of development should demonstrate sustainable design improvements, not leaving the burden of enhanced environmental resilience solely on major schemes. Early consideration of these matters will be encouraged through pre-application advice/design review and in implementing other consents approaches such as Permission in Principle, as well as through more proactive regeneration work. The onus is on the developer to engage with the LPA to understand the policy requirements relating to their proposals at a sufficiently early stage of their design work to ensure that they can be incorporated in the most technically feasible and cost-effective manner.

5.15 In relation to the additional BREEAM requirements introduced through this policy only12, applicants may submit evidence concerning their impact on development viability for consideration as part of wider viability discussions (e.g. in relation to policies H1 and H2) subject to viability assessment protocols. In these circumstances, family and affordable housing and employability contributions plus CIL liabilities (as per Policy INF9, H1 and H2 and London Plan Policy 8.2) will take priority over BREEAM requirements, but applicants will be expected to deliver as many BREEAM credits as possible (i.e. each will need to be costed and only the bare minimum dropped to make a scheme viable where necessary). The same approach will apply if there are any technical constraints to achieving BREEAM credits: the maximum number possible of those required will be expected to be achieved, bearing in mind the expectation concerning early engagement referred to above. Advice will be sought from external assessors at the applicant’s cost where necessary.

5.16 Proposals should make reference to relevant guidance where available. Example sources might include (but are not limited to) the Wildlife Trust, GiGL, Woodland Trust, Natural England and the RSPB in regards biodiversity; Susdrain / CIRIA and the Environment Agency in regards sustainable urban drainage; the Building Research Establishment and the Mayor of London’s London Plan Sustainable Design and Construction SPG (and subsequent updates) for more comprehensive sustainable design advice. Where appropriate, expert advice will be sought within the Council and from relevant partners to support the assessment of applications and ensure proposals are of the highest quality possible.

Monitoring

5.17 The monitoring framework set out in the Local Plan: Core Strategy covers various aspects of sustainable design affected through the planning process, notably flood risk management, biodiversity enhancement/protection and BREEAM/sustainability credentials of consented schemes. Outcomes concerning resource consumption and environmental protection and quality will also be of relevance. Decisions and appeals monitoring which may include an audit of consents in particular areas (e.g. TE2100, Critical Drainage Areas) also supports assessment of policy relevance and effectiveness.
INF1 Strategic Transport

Objective

6.186 Secure investment in strategic transport networks that will lever investment and regeneration in Newham, further integrating the borough with the rest of London and overcoming major physical barriers to movement without having an unacceptable impact on residents.

Policy

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles and Spatial Strategy:**

   a. Major physical barriers to movement will be overcome without having an unacceptable impact on residents, development/regeneration potential or existing service users.

   b. Secure investment in, and the ongoing safe and viable operation of strategic transport networks that will lever investment and regeneration into Newham and help achieve modal shift to promote sustainable transport and, further integrating the borough with the rest of London.

   This includes but is not limited to the following interventions that benefit connectivity, accessibility, efficiency and/or journey time reliability:

   **Support will be given to ongoing investment in the committed strategic transport network set out in the London Plan:**

   **Rail**

   i. **Elizabeth Line Crossrail 1 service** including stations at Stratford, Maryland, Forest Gate, Manor Park and Custom House (T1), plus enhancements to meet growth demands and potential for Crossrail 2 Eastern Branch;

   ii. International trains calling at Stratford **International** station and /or, depending on capacity, linkages from Stratford **International** to the proposed possible Crossrail 2 High Speed 2 and Chelsea-Hackney railways;

   iii. Increased capacity and service enhancements on main line railway services serving the borough, notably between the Upper Lee Valley West Anglia main line and Stratford (T3);

   iv. Increased capacity and extensions to the network on the orbital rail system (London Overground) on the north London railway (London Overground) (T4);

   v. Station capacity enhancement notably at Stratford and West Ham, and step-free access at all stations in the Borough – particularly East Ham, Plaistow and Upton Park (T5);
vi. **Further extensions Enhancements** to the DLR network and further extensions including to Barking and Thamesmead, and new stations at Beckton Riverside and Thames Wharf (T6);

vii. Measures to improve local usage of the cable car as a transport link; **Cable car links across the River Thames at suitable locations as they come forward** (T7)

**Bus**

viii. Enhanced bus links from the Royal Docks across the River Roding and Barking to Canning Town via Beckton and the Royal Docks; East London Transit from Beckton to Barking Riverside (T8);

ix. Other strategic bus network investment enhancement including interchange and new service infrastructure particularly along Key Corridors and to Strategic Sites, improved north-south connectivity, and measures to protect journey time reliability (T9) **bus priority**;

Enhanced river bus services and piers

**Cycle and pedestrian**

x. Extensions and upgrading of the Strategic Cycle Network and other key cycling routes including Cycle Superhighways and Quietways, notably support for enhanced access to and increased use of the Greenway (T10) and an enhanced walking and cycling network in the Royal Docks, including North Woolwich Road and to and along the river and dock edges; and

xi. High quality modal interchange facilities for cyclists, including cycle hire facilities, notably in the Royal Docks, Stratford, Forest Gate and Manor Park;

xii. Extensions to the strategic footpath walking network including the Leeway and Roding Valley walkways and associated inter-borough/cross river connections (T11);

**Road/bridges/tunnels**

xiii. Re-modelling of the Stratford Gyratory and other Key Corridor improvements, including public realm enhancements, particularly in the Royal Docks along North Woolwich Road from Tidal Basin to North Woolwich Roundabout, and longer term, Woolwich Manor Way from North Woolwich to Albert Island (T12).

xiv. River crossings (as safeguarded or revised), delivered as part of a package (T13) to improve accessibility, connectivity and resilience of sub-regional transport networks.

**Navigation**

xv. The re-activation, relocation, and/or consolidation of Thameside West safeguarded wharves, notably at Peruvian Wharf (T14a) and Royal Primrose Wharf (T14b), subject to Policy J2.
xvi. A strategic boatyard at Albert Island supporting passenger movement on the Blue Ribbon Network (T15)

xvii. Other proposals to encourage the improvement and use of Newham’s navigable waterway network including freight transfer facilities, locks and winding holes, passenger and leisure transport facilities, piers and moorings in appropriate locations (T16)

Support will be given to other, currently unfunded, strategic transport proposals that will contribute towards Newham’s regeneration and economic and physical development; these include:

Safeguarded river crossing routes at West Silvertown and Gallions Reach (see key diagram) delivered as a package and consideration of ferry-based options east of a crossing at West Silvertown, subject to satisfactory assessment (see London Plan Policy 6.12);

Extensions to the DLR network from Gallions Reach to Dagenham Dock, north of Stratford-International and double-tracking between Stratford and Bow Church Station

Bus link from Barking to Canning Town via Beckton and the Royal Docks

Proposals for traffic and public transport corridor improvements including bus priority measures and streetscape enhancements, particularly in a north/south direction; and

Other strategic projects and river crossings as they come forward or as identified in the London Plan.

Air

xviii. Measures to support will be given for the optimisation of airport capacity, including access (potentially via a new Elizabeth Line Crossrail station) and other freight and passenger facilities (T17).

Any proposals for future growth at the airport (above the approved 120,000 flight movements per annum) in line with the Airport Masterplan will need to be carefully considered to ensure the potential impacts on the Royal Docks and its future role and function are taken into account

Operational safeguarding

xiii-xix Safeguarding the role and operational function of the following transport infrastructure as indicated on the Policies Map as part of the strategic transport network unless agreed to be surplus to requirements of the relevant operators/strategic authorities:-

a. radar stations and sightlines, (T18)

b. rail, (including DLR and Tube, (T5)) bus and cable car (T7), stations lines and depots (T20, LILs & SIL).
c. protected mooring points and public river access points; , (T19)
d. safeguarded wharves and their access requirements (T14a/b)
e. London City Airport (via its Airport Safeguarding Area (T17a) and Public Safety Zone (T17b)

*Development proposals should have regard to the Airport Safeguarding Area and Public Safety Zone.*

As a general principle, in line with London Plan Policy, safeguarded wharves will be protected. However, the Council supports the relocation and/or consolidation of safeguarded wharves within the Royal Docks (see Policies J2 and S3). Proposals for alternative sites will need to demonstrate that the locations of existing safeguarded wharf sites are inappropriately located or they have been developed and further safeguarded wharves within the borough are needed, and are in suitable locations in accordance with locational criteria set out in paragraph 7.77 of the London Plan (20161).

*Safeguarded railheads and freight sidings, including access from the road network and any associated wharves, will be protected. Proposals for new sites to enable the transfer of freight to rail and water will be supported where these accord with other policies in the Core Strategy.*

Where appropriate, these *a number of transport proposals designated in the UDP have been retained and are included on the Policies Proposals Map.*

*Proposals to encourage the improvement and use of Newham’s navigable waterway network including rivers, canals, wharves, locks, and winding holes for water freight, passenger and leisure transport purposes will be supported in appropriate locations, consistent with relevant spatial and land use policies.*

2.  *Design and technical criteria:*

a. Proposals for strategic transport projects should demonstrate, where relevant through options appraisal, that the favoured scheme, including mitigation measures where necessary, is the most appropriate in terms of minimising negative social, economic, spatial and environmental impacts; costs; and technical feasibility.

b. All development should ensure that it is compatible with the spatial and environmental impacts of the ongoing viable operation of transport infrastructure in line with policies SP2, SP3 and SP8. This includes the requirement that uses including residential, which draw in large numbers of people to the Public Safety Zone compared with the present situation, should be avoided in line with policies SP9 and SP2 and that the requirements of safeguarded alignments are compiled with liaison with TfL.
Reasoned Justification

6.187 A key component of the Council’s overarching objectives is to connect people to opportunities arising from development, deliver good growth and to support an overall shift to a more sustainable pattern of movement in Newham. Newham’s ongoing regeneration, including its convergence with neighbouring boroughs and with London as a whole, and its attractiveness for inward economic investment, are dependent to a large degree upon excellent strategic accessibility, and the ongoing ability to safely and easily move goods and people around the borough and beyond without delay. Substantial investment has already taken place in recent years, including Elizabeth Line Crossrail access at five stations, (due to open in 2018)—the Jubilee Line extension (1999), Stratford International station (2009) and improvements to the Borough’s Tube service (including night tube on the Jubilee Line), the introduction of Cycle Superhighways and creation of the Leaway, and substantial capacity enhancements and rolling stock renewal the construction and extensions of the Docklands Light Railway. Significant investment is also underway in re-modelling the Stratford Gyratory, upgrading the Greenway, further Leaway connections, and to improve passenger handling capability at London City Airport. allows access to some of Europe’s most important cities within two hours.

6.188 This investment has contributed to the wider objective of Convergence, allowing the Arc of Opportunity to become an attractive location for investment as one of the best-connected parts of Greater London. However, it is also the case that strategic transport investment is not without negative impacts, which can include noise and disturbance, deterioration of air quality, the creation of new barriers and land blight particularly during protracted safeguarding periods, opportunity costs (e.g. other potential land uses/forms of place-making) and increased journey times for some, affecting residents, businesses and wider regeneration and development potential. These need to be acknowledged, addressed as far as possible at the design stage, preferably designing them out or at least mitigating them, and where persisting after this, carefully assessed and weighed up in assessing the acceptability of a scheme. Equally however, as per ‘agent of change’ principles, the policy acknowledges that other development that may bring land use conflicts with existing transport infrastructure, and as such needs to be designed to ensure that these are adequately mitigated and do not impinge on the safe and viable operation of strategic transport links.

6.189 Therefore, subject to this approach, this policy supports ongoing, programmed and future investment in the strategic transport network to assist the borough’s ongoing regeneration and to stimulate inward investment and to secure an overall high quality transport service for Newham’s residents and businesses, recognising, as per the Mayor’s Draft Transport Strategy (2017) that a ‘do nothing’ approach is inappropriate in light of significant growth, and already significant air quality and congestion impacts, with the particular need to achieve modal shift. Support will also be given to other, currently unfunded, strategic transport proposals that will contribute towards Newham’s regeneration and economic and physical development. The IDP, spatial policies and policies SP2, INF2, J1, J2 and J3 set out further detail on the need, progress and role of these different types of strategic transport interventions, which ultimately need work together as part of a package by mode (this is particularly the case with road based river crossings) and overall to secure the best effects.
6.190 Crossrail 1 will be completed 2018; investment has been secured in stations at Custom House, Stratford, Maryland, Forest Gate and Manor Park, which already benefit from underground, national rail and/or DLR connections. This investment will improve the attractiveness of these locations for regeneration and intensification.

6.191 International trains and HS2—the current lack of international train connections from Stratford reduces the Metropolitan Centre’s attractiveness to international investors and weakens its potential as a major metropolitan and international hub for business. There is a strong case for international trains calling at Stratford International station as a gateway to East London including the Arc of Opportunity and an interchange with Crossrail, as well as other onward connections to Canary Wharf, the City of London and south of the River Thames. Subject to the resolution of engineering and security issues the use of Stratford International by international high-speed trains to/from the Midlands and the North will contribute to a robust business case for a high-quality link between HS2 and HS1 and integration with the Chelsea-Hackney line (also known as Crossrail 2).

6.192 Railway capacity enhancements—ongoing capacity enhancements on the national rail, DLR and Underground network are supported by this policy. However, capacity constraints will continue to affect journeys beyond Stratford and Canning Town going towards central London—as capacity increases, so demand will rise to meet it. This is an opportunity as well as a constraint: development land may be more attractive to investors where public transport accessibility and capacity are available, and the Arc of Opportunity is one of the best-connected parts of London.

6.193 Strategic bus services—the implementation of the Barking to Royal Docks bus service route would be supported, as will other proposals for dedicated bus routes, or enhanced routes on the existing street network that can benefit from a high level of bus priority. There is a particular need for strategic routes running between the main centres—including Stratford and East Ham—as well as major centres outside Newham.

6.194 River bus—the Council supports proposals for improving accessibility to Silvertown and North Woolwich by river bus, and will in principle support proposals to construct landing stages in appropriate locations that are accessible for disabled people and cyclists. Proposals should demonstrate that efforts have been made to provide maximum achievable integration with other public transport services (particularly the Docklands Light Railway), via direct, well-lit and attractive pedestrian routes and streets with good levels of natural surveillance.

6.195 Cable car links—the Council supports and other innovative public transport/pedestrian/cycling crossings of the River Thames, subject to meeting the requirements of the Port of London Authority and other policies in the Strategy. Proposals should demonstrate that stations are integrated with, or are within five minutes’ (clearly signposted) walk from a rail-based public transport station or high frequency bus service.

6.196 Strategic cycle network—the Council supports the expanded role of cycling as a means of personalised transport that provides healthy exercise and contributes in an inclusive way to reducing congestion and public transport overcrowding. Newham suffers low rates of
cycling, for example, at less than 1%, the lowest modal share for cycling to work of any London borough. Transport for London estimates that Newham is a borough with a very high potential for increasing cycling, due to its flat topography, density and the proximity of services to where people live. London’s strategic cycle network in Newham includes sections of the former London Cycle Network (LCN), the smaller LCN+, the strategic branded ‘Cycle Superhighways’. This policy, together with Policy INF2 supports the ongoing expansion of the cycling network, delivered through a combination of dedicated infrastructure and through the design of general improvements to the public realm in Policy SP7 is also relevant.

6.197 River crossings — land has been safeguarded by the Secretary of State for the construction of two river crossings, one at Gallions Reach (the site of the proposed Thames Gateway Bridge) and a tunnel at Silvertown. The Council supports the development of bridge, tunnel or ferry crossings at these locations to provide resilience to the Blackwall Tunnel and to support future growth. The London Plan identifies further opportunities to provide river crossings; these will be supported as will other appropriate proposals coming forward.

6.198 DLR extensions — the Council supports proposals to extend the DLR to which will improve accessibility to the East Beckton employment area and District Centre and reduce the barrier effect of the sewage treatment works and River Roding. Whilst the Secretary of State has not (at the time of writing) safeguarded land for the project, this is supported by Transport for London, Docklands Light Railway Ltd and Barking and Dagenham, and therefore the Council will, through the Core Strategy, resist proposals that would prejudice its construction envelope unless a satisfactory alternative alignment is identified. The Council also supports other potential long term extensions such as between Stratford and Walthamstow.

6.199 North-south public transport accessibility — the Council will support proposals for improving public transport accessibility, particularly north-south and in the east of the borough serving East Beckton. Further, the Council will encourage the improvement of key routes particularly north-south, which traffic (particularly through traffic) should be encouraged to use, reducing the impact on other borough roads.

6.200 London City Airport — 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. LCA propose this is accommodated by maximising the use of the existing runway, improving flight occupancy and creating better facilities for passengers. Such an increase would also necessitate an enlarged Public Safety Zone and may impact adversely on the development potential of sites around the Royal Docks. The airport was granted planning permission in July 2009 for an increase in flight movements to 120,000 p.a. from the previously permitted level of 80,000. As part of permission, requirements for monitoring air quality and noise impacts have been put in place. Future growth at the airport in line with the Masterplan will need to be carefully considered to ensure the potential impacts on the Royal Docks and its future role and function are taken into account.

The extent of the Airport’s Public Safety Zone (PSZ) is determined by the Civil Aviation Authority (CAA) and is then approved by the Department for Transport (DfT). The PSZ is shown on the Proposals Map.
6.201 **Safeguarded wharves**—the retention of safeguarding for strategic wharves is supported in general terms to enable access by larger vessels and to reduce dependence on road and rail freight transport. However, a need has been identified to review the current safeguardings at Thameside West. A London-wide study is underway, commissioned by the GLA, and the Council is undertaking further work to support a rationalisation or relocation of these wharves to further economic regeneration of the Royal Docks.

6.202 **Safeguarded rail heads and freight sidings**—the retention of safeguarding for rail heads and freight sidings is supported to enable rail to perform an important role in the transport of freight and to reduce dependence on road haulage. These sites also require access from the road and river network to enable effective freight transfer.

6.203 **Encouraging use of the borough’s navigable waterways**—the Council supports proposals to make more and better use of the Rivers Thames and Lea and other navigable channels for waterborne freight, leisure craft, water sports, tourism and riverbus services. The Council will support proposals for the restoration of locks, channels and existing wharves and the creation of new wharves and associated development in appropriate locations. Whilst this policy is intended to be flexible in its application in order to maximise the use of the borough’s navigable water resource, the context for the development of new water transport facilities will be taken into account when determining the appropriateness of new water transport uses. For example, in areas with a context of employment uses, viable waterborne freight uses may be given preferential support over proposals to provide moorings for leisure craft.

**Implementation**

6.204 The Council will continue to work with neighbouring authorities, Transport for London (TfL), the Port of London Authority (PLA), London City Airport, developers, the Canal and River Trust and Network Rail to secure the delivery of strategic transport projects; in the case of developers this requirement will be in addition to addressing on site access issues. Most strategic transport projects will be delivered through Transport for London, the Port of London Authority, the private sector, British Waterways and Network Rail. It will be expected that this process and associated design and Environmental Statements should result in the clear articulation of the different environmental and spatial impacts of the proposals (with particular reference to spatial policies S2-6 and thematic policies SC1-5, SP5, INF6&7 and INF2), and refinement of options and mitigation accordingly. Given that some will result in changes in traffic distribution, where relevant, this should include screening of developments for in combination SAC impacts as per the Local Plan HRA and HRA guidance.

6.205 Developer contributions will be sought towards the cost of major transport infrastructure projects. The Infrastructure Delivery Plan (IDP) identifies the types of infrastructure required to support the delivery of the plan. The IDP sets out the anticipated timing and phasing of the infrastructure provision and will depend on the when development is likely to come forward and the availability of funding and timing of development.

6.206 The Local Implementation Plan sets out a programme for funding and delivery of strategic and local transport schemes. The borough will be required to produce and
update LIP3 documents in September 2018.

6.206a Development proposals that may impact either the operation and/or safety of London City Airport (LCY) and navigable waterways and safeguarded wharves and public transport infrastructure, together with safeguarded new transport infrastructure alignments/corridors (river crossings), should be discussed with the relevant consultees including, TfL, the PLA, Civil Aviation Authority (CAA) and London City Airport at the earliest possible stage to ensure the relevant safeguarding measures are implemented. Mapping available on the Council’s website, and on the Policies Map (radar sightlines, mooring points and river access points) denotes relevant safeguarding/referral requirements but should not be the sole resource for understanding safeguarding requirements given the complex and technical nature of these matters. In addition, all noise-sensitive developments within designated Full Use London City Airport Noise Contours should comply with recommended internal noise levels and ventilation standards, and in the case of major applications also summer overheating prevention standards, as specified in the most up to date building regulations.

6.206b Whilst proposals to encourage use of the borough’s navigable waterways for various forms of transport are supported the context for the development of new water transport facilities will be taken into account when determining the appropriateness of new water transport uses. For example, in areas with a context of employment uses, viable waterborne freight uses may be given preferential support over proposals to provide moorings for leisure craft. In relation to wharf consolidation (policy J2 and INF1), the Council will work with its partners including the PLA and GLA to secure the release of Sunshine, Manhattan and Thames wharves in the Royal Docks that are currently safeguarded upon their consolidation/relocation within Central Thameside West.

Monitoring

6.206c The monitoring framework includes specific performance indicators relating to strategic transport progress upon which the relevance and efficacy of Policy INF1 will be assessed. Outputs relate to key milestones for strategic transport supported in planning, regeneration and through complementary measures and will be drawn from general activity reporting (e.g. S106 monitoring and the LIP) and should be monitored annually. Ongoing engagement relevant stakeholders such as TfL and the PLA will also provides useful feedback on the progress of strategic transport to inform progress on the Infrastructure Delivery Plan and overall strategic transport projects across Newham. Outcome measures are largely those set out in S1 and J policies, together with modal shift/share measures set out in INF2, through the complaints about transport noise will also be relevant.

1 Port of London Authority
2 LB Newham, GIS Mapping - LCA
3 LB Newham, GIS Mapping - LCA
4 Currently: Clause 6, Schedule 1 of the Noise Insulation Regulations 1975; BS8233:2014; Building Regulations Approved Document F; and CIBSE TM59/TM52/CIBSE 2015 Guide ‘A’

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6.206d Indicators

i. INF-OP-1 Securing Strategic Transport Investment
   a. Milestones in transport schemes [monitor as per project and planning milestones indicated in the IDP]

ii. INF-OP-2 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];

iii. INF-OUT-1 Environmental Impact of Transport
   a. Complaints about transport noise (No specific target, but should be improving).
   b. Transport related Co2 emissions
INF2 Sustainable Transport

Objective

6.207 Secure a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough’s transport network on foot, cycle and public transport in order to reduce congestion, enable development, improve the health, fitness and well-being of residents and make necessary car journeys easier.

Policy

Development proposals which address the following aspects of sustainable transport will be supported:

Proposals that address the following strategic principles and spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles and Spatial Strategy**

a. Securing a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough’s transport network on foot, cycle and public transport, maximising positive health impacts, and enabling development through:

i. Raising and maintaining the safety, quality, appearance and functioning, as spaces for social activity and movement, of the public realm which comprises new and existing streets and other public spaces including squares, parks and riverside pathways, securing improvements to Key Corridors as per SP7, notably the key schemes highlighted in INF1:1bxiii;

ii. Continuing to address linear and other physical barriers including rivers, railways and major roads with accessible linkages, and, where applicable, providing connecting public routes through and within new development and to public transport nodes, existing neighbourhoods and facilities, and to linear routes along rivers and docks or connecting green spaces. This policy supports and strengthens Policies SP1 and SP3 notably through the bridge and connections planned as part of the Lea River Park, the Canning Town Activity and Residential Streets, a crossing of the railway between Connaught Riverside and London City Airport DLR station, and a crossing of the docks from ExCeL to Barrier Park via Silvertown Quays;

iii. Reviewing, completing, adding, maintaining and improving defined routes for walking, horse riding and cycling including the LCN+ and Cycling Superhighways and Quietways and green and Blue Ribbon Networks including the Capital Ring, the Roding Valley Way, and others specified in INF1 and the IDP the Olympic Cycling and Walking Network (OCWRE) and the Greenway and their access points;

iv. Providing safe, secure and high quality measures to encourage and facilitate cycling as an increasingly popular mode of transport, including, as appropriate, the provision of high quality, continuous dedicated infrastructure, general public...
realm interventions that benefit cyclists and public cycle parking, both on street and in secure, covered facilities;

v. Supporting improvements to local public transport services by continuing to invest in infrastructure and network enhancements, including those specified in INF1 and the IDP, new and more accessible bus stops, and bus priority measures, environmental performance, communication and service enhancements and ensuring that negative impacts on transport capacity including stations are fully addressed;

vi. Maintaining careful management of the supply of routes and transport network capacity and parking for motor traffic in order to reduce or minimise congestion and the dominance and environmental impacts of motor-vehicular traffic in the public realm and to make space for other modes, having regard to the need to alleviate and not add to cumulative congestion issues as particularly highlighted in congestion zones in policy SP9, and off-site in-combination effects on air/water quality in the vicinity of the Epping Forest SAC.

vii. Ensuring that Major development proposals that generate or attract large numbers of trips, including higher density residential and commercial development, are should be located in areas with good public transport accessibility or planned improvements to this level, and demonstrate the existence of, or propose new safe, attractive walking and cycling routes to public transport nodes; and

viii. Particularly promoting sustainable travel in defined STOAs, through proportionate proposals including car free development

2. Design and technical criteria

a. In planning public transport and active travel routes across and between Strategic Sites and between new and existing communities, 800m is the maximum distance people should have to travel to bus stops; and 200m and 400m are defined as the optimal route frequencies for pedestrian and cyclists in the Arc of Opportunity to be secured where practicable at least between North Woolwich Road and the River Thames and preferably more generally.

b. Development proposals will not be supported where they would have an unacceptable adverse impact on the capacity or environment of the highway network. All Major developments (including mixed-use) or proposals meeting the thresholds set out in Table INF1a will be required to produce a Transport Assessment.

c. Travel Plans Where applicable proposals must be accompanied by Transport Assessments and monitored Travel Plans which show the likely impacts of trip generation, and which include: acceptable, robust, monitored, proposals to counter or minimise the potential impacts identified, to include ‘smarter travel’ strategies and plans; and proposed measures to facilitate and encourage more widespread walking, cycling and public transport use will be required in accordance with the following
indicative thresholds; and

i. All major applications
ii. Any development in or adjacent to a Congestion Zone (SP9) and STOAs
iii. All D1 uses (including extensions)

d. The incorporation of standards An appropriate level of cycle and car parking and charging points and bays for electric vehicles and car clubs should be provided taking into account a combination of as set out in the London Plan Standards, Public Transport Accessibility Levels (PTAL), Local Car Ownership/car sharing opportunities and local context including the availability of existing public parking (parking stress). These standards are subject to a local review in the forthcoming Detailed Sites and Policies DPD in line with SP8 the potential for Newham to realise a substantial increase in cycling

e. High quality cycle facilities should be provided in line with recognising the standards set out in the London Plan, and local context as well as opportunities to promote cycle sharing to support sustainable travel to and from the site including where appropriate associated facilities and for washing and changing facilities

A number of transport proposals designated in the UDP have been retained and are included on the Policies Proposals Map.

<table>
<thead>
<tr>
<th>Use</th>
<th>Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>1000 sq. m or greater</td>
</tr>
<tr>
<td>A3/A4/A5</td>
<td>750 sq. m or greater</td>
</tr>
<tr>
<td>B1/B2/B8</td>
<td>2500 sq. m or greater</td>
</tr>
<tr>
<td>C1</td>
<td>50 beds or above</td>
</tr>
<tr>
<td>C3</td>
<td>30 units or above</td>
</tr>
<tr>
<td>D1: Healthcare</td>
<td>50 staff or above</td>
</tr>
<tr>
<td>D1: Higher/Further Education</td>
<td>2500 sq. m or above</td>
</tr>
<tr>
<td>D1: Places of Worship</td>
<td>200 or greater members/attendees</td>
</tr>
<tr>
<td>D2: Assembly and Leisure</td>
<td>1000 sq. m or greater</td>
</tr>
<tr>
<td>Sui generis</td>
<td>Case by case basis</td>
</tr>
</tbody>
</table>
6.208 Delivering growth and successful places, and optimising development opportunities are key overarching objectives of the plan. This policy seeks to secure a more sustainable pattern of movement across the borough ensuring growth is not at the expense of the environment and to achieve changes in behaviour to promote sustainable and active travel as a way of life, contributing to the experience of place and neighbourhood.

6.208 Sustainable transport policies seek to achieve better management of travel demand in order to reduce congestion and improve journey time reliability, and maximise sustainable travel opportunities to secure a pattern of movement across Newham and beyond that is more sustainable in terms of its reduced negative impacts, (notably on air quality, congestion, safety and noise) health benefits and resource efficiency and ability to keep Newham moving in the face of population growth. To support this, a key component of the policy is to deliver good growth and improve the accessibility and efficiency of sustainable travel modes as well as achieving Convergence and Resilience through more sustainable behaviours. This includes managing the location of development and positive measures secured through the planning process to ensure a good transport experience for residents and prevention/mitigation of impact on Epping Forest SAC, with particular focus on convenient access for non-car modes, journey time reliability and comfort. They are also fundamental to the objective of improving the quality of life of people living and working in the borough, making Newham a more ‘liveable’ borough where people choose to live, work and stay.

6.209 This policy recognises the link between transport, design and quality of life. As part of healthy neighbourhoods, environmental impacts arising from transport such as air and noise pollution which have significant impacts on people’s health and overall quality of life, must be addressed and opportunities maximised to promote Active Travel and reduce the dominance of private car ownership and usage, and to reduce the impact of other motorised modes. As such, it sets out to spread travel demand by increasing the roles of walking, cycling and public transport, and managing car travel and parking demand. Related schemes will be delivered through a combination of revenue (Council and developer contributions) and capital (Transport for London and other sources) funding, in accordance with the programme set out in the Local Implementation Plan.

6.210 The importance of a policy for sustainable local transport is underlined by the predicted growth in employment and residential development in the plan period in the borough, particularly in the Arc of Opportunity, East Beckton and at some Strategic Sites within Urban Newham. TfL modelling\(^5\) he Stratford Metropolitan Masterplan, covering a small proportion of this area, indicates that development growth in the Masterplan area alone will result in very significant consequences in terms of increased traffic congestion, public transport crowding and poorer network resilience to an extent that will affect development viability, economic performance and quality of life unless sustainable transport policies are implemented to spread travel demand.

6.211 Consequently, the Council wishes to support through investment a balanced approach to transport which seeks during the plan period to create the conditions in which people will, as a lifestyle choice, actively choose and indeed aspire to travel on foot, cycle and public

\(^5\) Mayors Transport Strategy
transport in preference to travelling by car, supported by the proximity of a Metropolitan Centre at Stratford and new employment development. This is a high ambition, but it is considered necessary given the projected rise in the number of homes, jobs and other land uses which generate travel demand from a growing population, and certainly reflects latent potential in terms for instance of flat topography attractive for cycling and the rivers for increasing passenger transport options alleviating pressures on other modes. The policy parameters draw on TfL’s Healthy Streets & Streetscapes guidance, and typical continental European grid size and mapping of excess waiting time (congestion), PTAL and car ownership levels (Census), together with spatial policy visions such as improved integration of new development with existing, and a concern to improve public access to the blue ribbon network.

Implementation

6.212 Raising the quality of the public realm - this is a central and essential component in the delivery of sustainable transport policies. The design of the public realm should take into consideration the needs of pedestrians, cyclists and public transport and seek to reduce the dominance of spaces by motorised vehicles. The Council produces and regularly updates its public realm design guidance and Policy SP7SC5 (corridors) provides a list and associated criteria policies for the improvement of major ‘gateway’ corridors in the borough. Strategic priorities are highlighted in the Royal Docks where growth impacts are particularly acute.

6.213 Tackling barriers and connectivity - major barriers to movement include busy roads and gyratories such as the A13 and Stratford town centre, railways, river corridors, fence lines, disconnected street patterns and public spaces that feel unsafe at night. The Council supports proposals that seek to reduce the extent of these barriers, benefiting pedestrians and cyclists in particular, and to this end particular key projects have been highlighted. In some areas, development sites and large buildings can also create or act as barriers, and as such, through masterplanning, it is expected that optimal pedestrian and cycle route frequencies are incorporated, at least between North Woolwich Road and the River Thames, but preferably also in other directions given their ability to render walking and cycling much more competitive in relation to other modes over short distances. These frequencies will also be relevant to securing connectivity between sites, existing neighbourhoods and other facilities.

6.214 Improving and completing formal walking, cycling, equestrian routes - the borough benefits from several well-used and well-defined, largely traffic-free routes for pedestrians, cyclists and equestrians. Support will be given to proposals for improvements to these routes and links to them, and proposals that compromise their accessibility will be resisted. Support will also be given to the completion, improvement and extension of signed formal cycle routes including the LCN+ and Cycling Superhighways.

6.215 Providing high quality infrastructure for cyclists - support will be given to proposals for

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6 Healthy Streets/ Streetscapes Guidance p. 189
7 European grid size reference
8 WebPTAL
9 Car Ownership (Census)
implementing high quality cycling infrastructure including dedicated cycle tracks adjacent
to wider carriageways that provide priority and safety for cyclists, particularly at junctions.
Cyclists will also be provided for in the general design of the public realm, for example by
tightening junction geometries, providing traffic calming and allowing cycling on suitable
pathways through parks. Support is also given for public on street and secure, covered
cycle parking (including proposals for high quality cycle hire schemes), and proposals that
support a wide range of cycle hire and membership schemes to increase the uptake in cycle
usage in the borough.

6.215a-6.220 Cycle parking standards - cycle parking will be provided in accordance with the
London Plan 2011 and designed adhering to the London Cycle Design Standards. In
addition, physical or financial contributions will be sought to provide public or visitor cycle
parking facilities. To ensure high quality provision of cycle facilities, secure cycle
parking must be provided in locations that are integral to the development; it
should be safe, secure (including weatherproof) - convenient and easily accessible,
preferably near to main entrances. Securing high quality cycle facilities is essential to
support Newham to realise a substantial increase in cycling and high quality cycling
infrastructure. Cycle parking should be complemented by supporting facilities including
lockers and showers.

6.216 Supporting improvements for public transport - the Council supports ongoing
improvements to the transport network as highlighted in INF1 and the IDP together with
other measures that enhance the journey experience or reduce negative impacts of the
service, but also needs to ensure that negative impacts of development on transport
capacity (including safety and extra wear and tear) are fully addressed, particularly at
stations, local bus network, including the provision, improvement and maintenance of bus
stops and stands, bus priority measures and network enhancements.

6.217 Careful management of car travel and parking demand - the Council supports measures to
manage car travel and parking demand by encouraging changes in mode choice favouring
walking, cycling and public transport use, through public realm interventions, parking
management and publicity. Residents' parking zones are considered by the Council to be an
effective way to manage local roads in order to address issues such as traffic/ parking
congestion, access, safety and car borne pollution and have been implemented fully across
the borough, subject to the majority of affected residents wanting them.

6.217a-6.221 Car parking standards - appropriate levels of car parking should be assessed in line
with the London Plan standards factoring in wider considerations including accessibility,
type of development, local car ownership and context and the overall approach to reduce
car usage in Newham. In the case of electric vehicle charging provision the Council will seek
passive provision to London standards, with the operational provision to be determined on
a case by case basis. STOA designation helps indicate where car ownership and public
transport access is such that car parking levels can be significantly reduced, potentially to
car free levels. provided in accordance with London Plan 2011 standards

6.218 Accessibility by a choice of modes of transport - the Council will not support major
development proposals that are not accessible by a choice of modes of transport. Whilst
PTALs are a good guide to relative accessibility to public transport services, (with 4 and
above denoting 'good') it should be acknowledged that they may change over time, and
proposals should also demonstrate the availability of, or proposals for, safe, direct and attractive walking and cycling routes to and from the site to public transport nodes and interchanges. To this end, 800m is the maximum distance between bus stops; with a preference for 300-400m where possible. Development proposals will be expected to contribute to on site and off site measures to facilitate the use of the sustainable modes as set out in Policies INF1, INF2, other relevant Core Strategy Development Plan policies and the Local Implementation Plan.

6.219 **Transport Assessments/Statements and Travel Plans/Statements** - the Council will seek Transport Assessments and Travel Plans that measure the potential environmental and capacity (particularly at stations) impacts of travel demand arising from new development. These should include acceptable robust, measured strategies and travel plans for mitigating or minimising adverse impacts, including cumulative impacts on traffic flows in the wider network that may affect air/water quality within 200m of the Epping Forest SAC and highlighted by the defined congestion zones in Newham, through measures to encourage walking, cycling and public transport use in preference to private vehicles. Travel Plans should set out strategies for implementing, monitoring, maintaining and improving performance against agreed strategies and targets for reducing car use and increasing walking, cycling and public transport use, cognisant of the particular potential highlighted by STOA designation. In some cases for smaller scale development Transport Statements and Travel Plan Statements are likely to be required setting out the transport impacts of development and measures to promote sustainable travel and should be identified at the earliest stage. The thresholds are suggested as a guide and the Councils reserves the right to vary the requirement for site specific reasons. The thresholds triggering a requirement for Transport Assessments and Travel Plans are provided by the Department for Transport.

**Implementation**

6.222 Developer contributions will be required to support the implementation of the sustainable transport measures outlined as per INF9. These will be in addition to addressing on site access issues.

6.223 On site measures for sustainable transport provided by developers are will be the subject of design guidance, notably TfL Streets Toolkits...including advice on the design of measures to benefit pedestrians and cyclists, cycle parking and, of relevance to larger sites, any proposed public transport infrastructure. These measures should be factored into all stages of the development process from construction through to operation with proposals addressing best practice guidance including within Construction Logistics Plans and Streets Toolkits (including Cycle Design Standards) by TfL.

6.224 The Local Implementation Plan sets out a programme and funding proposals for sustainable transport projects. The funding proposals include indicative proposed developer contributions. The borough will be required to produce and updated LIP3 documents September 2018.

**Monitoring**

6.224a The monitoring framework for this policy includes specific performance indicators relating to the promotion (outputs) and take up (outcomes) of sustainable travel modes, as well as...
consequent broader impacts on sustainability. The outputs and outcomes, supported in planning, regeneration and through complementary measures, will be drawn from general activity reporting (e.g. planning conditions monitoring) and from modal shift statistics available from TfL (annually), and should be monitored annually. Feedback from residents and members, and through monitoring of policy use will also be relevant to help understand whether the policy fully captures the necessary range of measures to help people change their travel behaviour.

6.224b Indicators

i. INF-OP3 Promoting a more sustainable pattern of movement
   a. School Travel Plans in place
   b. Number of Car Free development achieved on major schemes [no specific target, monitor to show increase]
   c. Electric charging points (No specific target – monitor to show increase and takeup)

ii. INF-OP-2 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];

iii. INF-OUT2 Better Transport and Connectivity
    a. Modal shift and share [number/percentage of Walking, Cycling, Bus, Tube/Rail, Car trips originating in the borough, should show a shift to more sustainable modes]
    b. Traffic volume and congestion (proxy) - Excess bus waiting time [refer to LIP targets]
    c. Road traffic casualties (KSIs) [No specific target, should be improving]

iv. INF-OUT3 Environmental Impacts of Transport
    a. Noise complaints [No specific target, should be improving]
    b. CO2 emissions from transport [refer to Air Quality Monitoring Plan]
INF3 - Waste and Recycling

Objective

6.225 To manage Newham’s waste in accordance with the waste apportionment set out in the London Plan 2011, and the aim of moving from landfill to waste minimisation, moving up the waste hierarchy.

Policy

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. Strategic Principles:
   a. The management of waste and development of waste facilities will:
      i. follow the waste hierarchy (prioritising reduction, reuse, recycling, and energy recovery before final disposal);
      ii. prioritise rail and water transport over use of the principal road network;
      iii. observe the proximity principle (dealing with waste as close to its source as possible); and
      iv. minimise spatial impacts.

Development proposals for waste management facilities must support movement up the waste hierarchy as follows:
   1. Reduce
   2. Reuse
   3. Recycle
   4. Energy recovery
   5. Disposal

Development proposals for waste management facilities must support the transport hierarchy as follows:
   1. Rail or waterway transport of waste materials;
   2. Road transport making use of suitable principal road routes.

b. Compliance with the East London Waste Plan\(^1\) while recognising any updates to the strategic framework of the London Plan.

The Joint Waste Development Plan Document (JWDPD) for the East London Waste Authority Boroughs sets out how the borough will meet its apportionment of waste to be managed as set out in the London Plan; the amount of waste to be managed by the Boroughs of Barking and Dagenham, Havering, Newham and Redbridge; the range and type of facilities needed to manage the waste, and suitable locations for these facilities including for the processing of construction, excavation and demolition wastes and hazardous waste.

\(^1\) Currently the 2012 Joint Waste Development Plan for the East London Waste Authority Boroughs
2. **Spatial Strategy:**

   a. Schedule 1 safeguarded sites will be prioritised for new or expanding waste facilities for which there is a proven local need, followed by Strategic Industrial Locations as far as possible. Other locations may prove suitable where acceptable mitigation of impacts can be delivered in line with other development plan policies.

   b. Development incorporating the Schedule 2 safeguarded site in Beckton Riverside will include a waste facility or demonstrate that the site is no longer needed for a waste use (either through proof of no need or the availability and suitability of an alternative site, e.g. via an updated Joint Waste Plan or submission of robust evidence).

   c. Other waste sites will be protected as per Managed Release, transition and intensification specifications set out in J2 and where relevant, spatial policies.

Licensed operational sites are safeguarded in Schedule 1 of the JWDPD as follows:

2. Bywaters Materials Recovery Facility, Twelvetrees Crescent, Bow;
3. The Remet Company Limited, Metal Recycling, Cody Road, Canning Town;

In Schedule 2, a 7 ha site has been allocated at Beckton Riverside for a medium-sized waste management site to manage the level of additional waste apportioned to Newham in the London Plan.

Schedule 1 and 2 sites are shown on the Proposals Map.

The Environment Agency licenses a further 18 operational sites in Newham, all of which are safeguarded by London Plan Policy 5.17 and will be reviewed in the Detailed Sites and Policies DPD. The sites do not contribute towards the London Plan waste apportionment as their function lies outside of the definition of the apportionment (see Glossary); however the London Plan requires that if for any reason an existing waste management site is lost to non-waste use, an additional compensatory site provision will be required that meets the maximum throughput that the site could have achieved.

Proposals for alternative/additional sites will need to demonstrate that they are more suitable than the Beckton Riverside site for the type of waste or waste treatment process or the Beckton Riverside site has been developed and further waste management facilities are needed, and are in suitable locations, bearing in mind the requirements of the East London Joint Waste Plan and other policies in the Core Strategy. Proposals for additional sites will be considered within Strategic Industrial Locations as listed in Policy J2.

3. **Design and technical criteria:**

   a. As per policy SC5, all waste facilities should be fully enclosed or provide an equivalent level of environmental protection with respect to air emissions
b. Development should ensure on-site handling and storage can meet the needs of the development and local collection arrangements without amenity impacts for occupiers or neighbours; this includes future-proofing through the facilitation of tri-separation and collection. Where feasible appropriate providing innovative approaches to sustainable waste management that support the implementation of policy in line with SP8 should be provided;

In accordance with the waste hierarchy (prevention, re-use, recycling, energy recovery, and disposal) and policies SP8, SC1 and W18.

In dealing with planning applications, the Council will, through planning conditions, seek to ensure that rigorous controls are placed upon the transfer, treatment, storage or disposal of special, hazardous, chemical and radioactive wastes or materials and on any land use that involves matters covered by Schedule 1 of the Environmental Protection (Prescribed Processes and Substances) (Amendment) Regulations 1994.

Development proposals for waste management facilities must support the transport hierarchy as follows:
1. Rail or waterway transport of waste materials;
2. Road transport making use of suitable principal road routes.

The Council may, through planning conditions, seek to define the proportion of waste carried by rail or water and restrict routes that may be taken by heavy vehicles.

Development proposals for industrial, commercial and residential developments must demonstrate arrangements for on-site waste management, including the location and appropriate size of storage facilities and vehicular access.

The Council will work with Thames Water and other stakeholders to ensure the timely provision of appropriate new sewage and sludge treatment facilities at Beckton Sewage Treatment Works to meet future demand.

The Council will work with Thames Water and other stakeholders to reduce or eliminate sewer flooding and supports proposals for additional storage and pipeline capacity in the proposed Thames Tideway Tunnel and Lea Tunnel that will reduce incidences of stormwater overflow into the Thames and Lea river system.

The Council will support the provision of infrastructure to address land contamination and improve soil quality, including treatment centres and soil hospitals. The provision of such infrastructure would support the sustainable remediation of contaminated land in the borough in line with Policies SP2 and SC1.
6.226 Notwithstanding local, regional, and national drivers of improved recycling rates and embedding of ‘circular economy’ principles, the levels of growth expected in Newham (in terms of both construction/development activity and population) mean a projected increase in waste arising figures. Growing population will bring with it a projected increase in the amount of waste materials arising from residential and commercial activity and the construction industry. This policy seeks to ensure waste is managed more sustainably, minimising resource use and exploiting the economic potential of ‘waste’. It transfers EU Directive principles to the local context and urges developers to be proactive about how waste is handled in the context of increasing environmental and land use pressures. The policy contributes to the achievement of convergence (objective 1) by helping ensure the economic benefits of ‘waste’ are harnessed; the creation of high quality places (objective 2) by avoiding the amenity and environmental impacts of mishandled waste; the delivery of good growth (objective 3) by minimising the environmental impacts of resource use and waste generation; and the balancing of Newham’s local needs and strategic role (objective 4) by ensuring new waste uses satisfy identified needs and are directed to the most suitable locations. Through recycling, recovery and minimising the amount of residual waste sent to landfill, in accordance with relevant EU directives, the Waste Strategy for England 2007, Planning Policy Statement 10 (Planning for Sustainable Waste Management) and the London Plan.

6.227 Good waste management aims to drive waste arisings up the waste hierarchy by promoting waste minimisation, materials reuse, recycling and the recovery of resources including energy from the waste assets. The proximity principle derives from EU Directive\(^2\) and establishes that waste should in general be treated and disposed of as close to where it was produced as possible. Subject to other environmental, efficiency, and feasibility considerations, the principle seeks to minimise the impacts of transport and multi-handling of waste. It is reflected in London Plan policy 5.16, which sets out to deliver net waste self-sufficiency for London by 2026. The principle of prioritising rail and water transport of waste also seeks to minimise the environmental impacts of waste transfer as Heavy Goods Vehicles are known to have significant impacts on air quality and traffic flows. While this may be difficult to deliver through collection services, Newham’s position next to the Thames and the high levels of construction activity in the borough should enable implementation of the policy in other ways. That is derived from households and industry. A number of processes are involved:

1. Sorting at source, where households and businesses sort their own waste into waste and recycling streams;
2. Sorting of recyclates at Materials Recycling Facilities (MRF);
3. Recovering materials and recyclates at Bio-Materials Recovery Facilities (Bio-MRF);
4. Direct recycling of materials such as food-grade plastics, with recovery and re-manufacture taking place on the same site;
5. Metals recycling (vehicle dismantlers);
6. Final processing of waste products with the aim of minimising rejected waste sent to landfill. Processes include composting, anaerobic digestion, gasification and combustion (for energy); and
7. Landfill for rejected items that cannot be recycled or recovered.
In line with self-sufficiency objectives and to meet regional needs, the London Plan 2011 sets out an apportionment target of waste to be processed and managed by each London borough. As Newham is in a waste authority partnership with three other London boroughs, this is primarily done through the identification and safeguarding of sites within the East London Waste Plan. Adopted in 2012 as the Joint Waste Development Plan for the East London Waste Authority Boroughs (link in policy footnote above), this joint waste plan is likely to be updated within the Local Plan period to reflect changes in land use configuration and updates to waste apportionment figures. Sufficient suitable sites in accordance with environmental principles, and legislation relating to environmental protection and the minimisation or appropriate mitigation of adverse impacts arising from waste management operations.

The Council also seeks to minimise or mitigate the impacts of waste management, processing and transport and management on the environment and the borough’s residents. Consequently, preference will be given to proposals that make efficient use of space, enable and make provision for access by river and rail freight, and avoid harmful impacts on amenity and air quality (see related policies SC5 and SP8). Planning conditions may be established to define the proportion of waste transported by these modes. Policy INF1 establishes support for water transport infrastructure and safeguards Bow Goods Yard.

The spatial strategy sets out that where the introduction or expansion of waste facilities meets and identifiable local need, Schedule 1 safeguarded sites followed by Strategic Industrial Locations will be prioritised. This approach helps to direct waste uses to the most appropriate locations (often in terms of impacts and serviceability) and helps to protect those uses long term. In the context of this policy, ‘local’ means not only waste arising within Newham, but also waste handling capacity that contributes to the meeting of London Plan apportionment targets and deals with waste arising within other London boroughs (i.e. part of Newham’s local need is its regional role). As such, proposals that do not demonstrate how they meet local or regional need will generally not be supported. It is however acknowledged that given that the Joint Waste Plan review has yet to commence, with its process of need analysis and site search, which may identify further suitable locations.

Beckton Riverside is a significant growth area as signalled in the London Plan and expected GLA OAPF; the spatial strategy approach above seeks to balance the needs of waste capacity protection with growth and housing delivery targets. Whilst recognising that the scale of development expected for the area is such that a new waste facility could be incorporated, the policy allows for shift in waste needs over time. Given the scale and complexity of development envisioned for Beckton Riverside (see Strategic Site allocation for more detail) realisation of opportunities is expected to have a long lead time; in that time, waste needs may change significantly, for example through improved recycling rates, changes in London Plan apportionment methodology, or the securing of other safeguarded sites.

It is acknowledged, that as with other industrial uses, waste processing/management facilities have come under pressure due to competing land uses, notably residential, not least as many have been inappropriately regarded until recently as ‘inefficient’ users of space. Whilst land use change must necessarily continue in the borough, such uses are
afforded protection through the Managed Release, Managed transition and Managed Intensification criteria in Policy J2, with the industrial land safeguarded with capacity allowing for their accommodation in the borough according to projected need in the ELR (in which they are a component of identified industrial space requirements).

6.230 Heavy goods vehicles (HGVs) have a significant impact on the quality of the environment of the borough’s streets. The Council, in recognising the primary role played by HGVs in waste transport, will seek to minimise their impact by using planning conditions to restrict strategic HGV movements to the primary road network and other, suitable non-residential, roads.

6.231 The Council recognises that modernisation and additional capacity will be required to deal with foul and storm water arisings and sewage sludge in London and supports Thames Water’s proposals for developing additional treatment capacity at Beckton Sewage Treatment Works, including sludge treatment facilities, as part of wider investment that will benefit London as a whole.

6.232 The Council supports proposals for additional combined foul and storm sewage storage tunnels proposed as the Thames Tunnel and Lea Tunnel, which will substantially reduce the frequency of system overloading and subsequent discharge of untreated sewage into the Rivers Thames and Lea, in accordance with national policy and London Plan Policy 5.14 and subject to satisfactory stakeholder engagement and the assessment and mitigation of environmental impacts.

6.233 The London Plan sets out in its policies a hierarchical approach to managing London’s surface water and combined foul and surface water drainage, expressed in Policies 5.12 (flood risk management), 5.13 (sustainable drainage), 5.14 (water quality and sewerage infrastructure) and 5.15 (water use and supplies).

Implementation

6.233 Schedule 1 and 2 waste sites are currently found within the 2012 Joint Waste Plan though this is likely to be reviewed. The policy will remain applicable to any replacement ‘Schedule 1’ sites (i.e. safeguarded); the updated plan is likely to be called the East London Waste Plan (ELWP).

6.233a Further guidance on the meaning and application of the waste hierarchy is available from DEFRA³ and WRAP⁴ (the Waste and Resources Action Programme), specific government guidance on applying the hierarchy to the management of hazardous waste management is also available⁵.

6.233b Supporting the implementation of this policy and Building Regulation requirements, the Council has produced guidance⁶ for new development that details the amount of waste

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⁴ http://www.fccenvironment.co.uk/assets/files/pdf/content/wrap-applying-waste-hierarchy.pdf
⁶ www.newham.gov.uk/wasteguidance
storage capacity expected, the needs of typical Local Authority and private collection service vehicles, and best practice advice regarding bin store location and design.

6.233c Construction and Logistics Plans for new waste management proposals should demonstrate how the use of rail and water freight is maximised, particularly where sites are close to the Blue Ribbon Network. Where considered necessary, planning conditions may be established to define the proportion of waste transported by sustainable modes.

6.233d The principle of minimising spatial impacts of waste management should be applied to both waste facilities and the handling and storage of waste within other developments. In relation to facilities (including heat from waste operations) this will mean consideration of air quality impacts, overall land take, and effects on any nearby residential amenity (e.g. via noise and smell) – though the spatial strategy primarily directs waste uses to non-residential areas. Not only enclosure to minimise air emissions but the minimisation of land take overall. Where considered necessary, planning conditions will be used to specify expectations in relation to enclosure and emissions mitigation.

6.233d(i) In terms of waste management within other development, the local guidance referenced above gives specific examples of how bin stores etc should be designed and located to minimise impacts as per Policy SP8. Tri-separation facilitates the separate collection and processing of three waste streams (non-recyclable waste, recycling, and food waste), improving efficiency and outcomes. While Newham does not currently operate a food waste collection service this is likely to change in future given regional and national drivers. For most developments, ‘facilitating’ will simply mean space for containers but for those incorporating chutes, tri-separators should be installed.

6.233e The consideration of the environmental protection levels delivered by new waste facility proposals will be done through the Environment Agency’s licensing processes; as such proposals should show evidence of engagement with the EA.

6.234 Broadly, Newham’s operational waste management sites are situated in the Lower Lea Valley and at Jenkins Lane in Beckton. The favoured location for a future waste management site is at Beckton Riverside.

6.235 Policies relating to waste management together with details of the safeguarded sites are set out in the JWDPD.

Monitoring

6.235a Monitoring will include indicators relating to delivery of the strategic principles, spatial strategy, and design and technical criteria to assess the efficacy and suitability of the policy. Outputs related to waste activity will be drawn from review of planning consents; depending on the number of relevant applications per year this will be done via full review or sample. Whilst waste generation and recycling rates are driven by factors the planning system can only partially affect (specifically attitudes toward the importance of recycling), outcome indicators relating to recycling rates, diversion from landfill, and levels of waste collected per head will also be monitored, with information drawn from the Environment Agency’s Waste Data Interrogators.
6.235b Indicators:

i. INF-OP-10 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny].

ii. INF-OP-5 Securing more sustainable waste management:
   a. New waste management facilities in line with the spatial strategy [Target: majority of relevant consents];
   b. New/intensified waste management facilities delivering full enclosure or equivalent environmental protection—[Target: majority of relevant consents];
   c. Loss of waste handling capacity [Target: no net or functional loss without compensatory capacity appropriate consistent with the strategic principles];

iii. INF-OUT-4 Reducing Waste
   a. Percentage of household waste sent for recycling, reuse or composting [No specific target, should be improving] (%);
   b. Percentage of local authority collected waste diverted from landfill in East London Waste Authority region [Barking & Dagenham, Havering, Newham, Redbridge] (%);
   c. Household waste collected per head (kg) [no specific targets, positive trends should be observed].
INF4 - Utilities Infrastructure
Local Heat and Power Networks

Objective

6.236 To facilitate growth in local heat and power networks in the borough and maximise retrofitting opportunities to reduce carbon emissions and fuel poverty for residents, and increase Newham’s energy resilience.

Policy

The Council supports the development and expansion of community and district heating and cooling networks within existing and new development areas and therefore:

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. **Strategic principles:**
   a. Sufficient utilities infrastructure capacity (including energy and water supply, wastewater handling, and telecoms) will be established to meet the needs of development over an appropriate time horizon, with projects identified in the IDP receiving in principle support.
   b. The spatial and environmental impacts of utilities infrastructure will be minimised and where feasible reduced, particularly where existing facilities are being expanded or reconfigured.
   c. The expansion of decentralised energy networks will be facilitated and supported in principle.
   d. The use of innovative energy technologies to that reduce fossil fuel use and emissions by exploiting sustainable or waste energy sources is encouraged, specifically air, ground, waste, and water heat pumps where appropriate. that make use of sewage waste and other waste currently processed in the borough, and will be encouraged in order to increase energy security and contribute to low carbon and waste processing development targets; and

2. **Spatial Strategy:**
   a. Utilities infrastructure, particularly in the Arc of Opportunity will evolve to keep up with growth and facilitate the creation of new neighbourhoods and economic opportunities. This includes but is not limited to:
      i. Expansion of operational capacity at Beckton Sewage Treatment Works.
      ii. Extension of superfast broadband to new development sites and new and existing employment areas
      iii. Provision of additional energy transmission infrastructure in the vicinity of the Royal Docks and Beckton
      iv. De-commissioning and remediation of gasholder sites, providing necessary legacy gas pressure etc infrastructure
b. Development of sites affected by the Local Heat Network LDO will facilitate its expansion.

3. **Design and technical criteria:**
   
a. Confirmation that sufficient utilities capacity exists to meet the needs of the development will be required, with proportionate contributions to studies or upgrades made where necessary.

   b. All energy sources (including CHP and renewable energy installations) with an output of 50kWe or more should provide for connection to heat networks and be flagged to the GLA for inclusion on the London Heat Map. Applications for major combined heat and power (CHP) and renewable energy developments must demonstrate how the design has made provision for connection to existing or future community or district heating and cooling networks. The local planning authority will seek, where practicable, to secure planning agreements to ensure that such connections are implemented.

   c. Applications for As per SC2, all major development should prioritise provision for connection to heat networks or provide for connection in future where connection is not made prior to occupation. Those within 500m of existing networks should connect prior to completion wherever feasible. If connection is not feasible at the time the development is implemented, then the development should ensure that a future connection can be made in the vicinity of an existing or planned district heat network or other heat distribution network.

   d. Heat network infrastructure should be designed and constructed in accordance with the London Heat Network Manual.

   e. Air, ground, waste, and water source heat pump installations should conform to relevant up-to-date guidance and ensure all licences from relevant statutory bodies can be acquired.

   f. New and intensified utilities infrastructure projects should demonstrate, through an options appraisal, that the favoured scheme is the most appropriate in terms of spatial and environmental impacts, costs and feasibility.

   g. All new development, including road and rail schemes, should incorporate future-proofed ducting to accommodate utilities connection requirements, and be designed to allow easy access to key utilities infrastructure such as high voltage electricity cabling that falls within and adjacent to the site, as well as designing within associated safety limitations.

   h. Development in the vicinity of Beckton STW should undertake an Odour Impact Assessment and respond with appropriate mitigation as necessary as per the guidance cited in policy SP8.

The Council will support the use of waterways for local heat and power networks.

Refer to combined INF4/INF3 map on page 295 for spatial elements.

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Utilities infrastructure in London is already stretched; the levels of growth expected in Newham, and specifically in the Arc of Opportunity, means capacity of multiple kinds must be increased to facilitate the creation of new neighbourhoods (such as Beckton Riverside) and take up of economic opportunities (for example in the Royal Docks Enterprise Zone) that have a significant local and regional role. Known issues include water supply and sewage handling in the Thames Water area generally, energy supply/transmission infrastructure in the Royal Docks and the need to extend super-fast broadband, as per the IDP. If growth expectations are to be met, utilities enhancements must also work in tandem with new development in an already heavily urbanised area and minimise land take as well as other spatial and environmental impacts (including noise, smell, and visual intrusion). Such pressure also extends to the increasing need to decommission and remediate the now unnecessary multiple gas holders in the area, which consume considerable areas of land, with legacy gas pressure etc infrastructure being far more modest.

This policy contributes to all plan objectives, seeking to enable economic growth (objective 1), create high quality places that do not suffer the effects of utilities shortfall (objective 2), deliver good growth by embedding utilities needs and future-proofing to avoid further works and improve construction efficiency (objective 3), and balance local and strategic needs, for example in recognising that whilst facilities like Beckton Sewage Treatment Works may need to expand to meet [local and] strategic needs, that this should be counterbalanced by the minimisation of local impacts.

District heat networks are supported by national and London Plan planning policy as a means of meeting the requirements of the Climate Change Act to reduce UK CO2 emissions to 80% below 1990 levels by 2050. Networks can be implemented at the scheme/site level as well as neighbourhood-wide, taking strain off the traditional grid and encouraging use of more sustainable forms of energy generation. Growth expectations in the Arc of Opportunity not only provides the need for expansion but the opportunity; the development of energy and heat networks should be embedded in the earliest stages of planning and masterplanning new development. Part of facilitating heat network expansion is an accurate picture of potential and demand, as such all energy generating sources over a certain threshold should be included on the London Heat Map.

Government research has also shown the huge untapped potential of Water Source Heat Pumps in the UK and London. Newham’s Royal Docks asset and position alongside the Thames should be investigated for the potential benefits of a sustainable, renewable, and ‘free’ source of heat, helping to improve local energy resilience. Similarly heat pumps can be used to exploit ground, air, and waste heat (i.e. from transport of industrial processes) – provided the environmental impacts of such installations are acceptable (including no worsening of air quality) their take-up is encouraged.

Utilities needs are evolving, which makes definitive planning for them difficult at the point of design and construction. It is therefore logical to take an enabling approach: designing

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and building in additional capacity in terms of utility connection ducts, and providing for future connection to heat networks where present connection is not possible. Experience in the Olympic Park area for example, has shown that ‘passive ducting’ (beyond what was needed at the point of development completion) through development platforms has been taken up within a few years, achieving considerable cost savings on, for example, subsequent lighting and CCTV schemes.

**Implementation**

6.235e As per the support in principle for the expansion of heat networks, permissions for related infrastructure will normally be granted subject to appropriate mitigation of impacts and compliance with other development plan policies. To ensure longevity and efficiency (including the avoidance of heat loss), heat network apparatus should be designed and constricted in line with the GLA’s Heat Network Manual or subsequent updates.

6.235f As per the minimising spatial impacts point, opportunities for retrospectively minimising the impacts of utilities infrastructure should be sought in addition to the expectation applying to new and expanded facilities, this might apply to the undergrounding of pylons, the siting, scale, and design of sub-stations, or the reconfiguration of existing sites such as Beckton Sewage Treatment Works. While expansion of capacity is supported, and will likely mean some expansion of operational land-take, solutions should be as space efficient as possible and mitigate impacts appropriately. However, this must necessarily work in conjunction with the “agent of change” approach set out in SP8-1(c) and J1/2 in relation to new development in the vicinity of such infrastructure, including ensuring that statutory [utilities] undertaker duties and safety requirements are met.

6.235fa To confirm that sufficient capacity exists applicants should liaise with utilities providers to determine if an assessment needs to be undertaken. In the case of water and waste water it is expected that the impact of development both on and off-site is considered. In some instances it may be necessary to undertake appraisals to determine if a proposal will lead to overloading of existing water or waste water infrastructure.

6.235g Examples of relevant guidance for heat pump installations include the Environment Agency’s *Good Practice for Ground Source Heating*⁴ or the (now abolished) Department for Energy and Climate Change’s *Water Source Heat Pump research*.⁵ For any apparatus to be installed in waterways, developers should seek the advice of the Port of London Authority, Environment Agency, and Marine Management Organisation where relevant, and ensure all necessary licences can be achieved.

6.235h The London Heat Map⁶ shows existing and proposed heat networks in Stratford and the Royal Docks, including details of energy sources. In addition the Council’s Local Heat Network LDO⁷ gives permission for heat network infrastructure along a determined route. Applicants intending to use the LDO would apply to the Council for prior approval, enabling

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⁵ Including ‘*Water Source Heat Pumps – Navigating the Way: A Customer Journey for potential developers*’ - these documents are available from the Local Plan team if no longer available online,
⁶ [https://www.london.gov.uk/what-we-do/environment/energy/london-heat-map](https://www.london.gov.uk/what-we-do/environment/energy/london-heat-map)
delivery of the network to be monitored. Developers are encouraged to engage with the heat map to determine the opportunities associated with sites.

6.235i It is acknowledged that gasholder decommissioning and remediation is costly, though standard viability methodologies assume this is factored into viability calculations initially through land value and the concept of the ‘reasonable premium’ and then if necessary, via cross-subsidy from enabling development, if otherwise acceptable.

6.235j As per the IDP, the GLA are working with electricity infrastructure providers to resolve the pressing need for capacity upgrades to meet growing demand in the Royal Docks and Beckton. A site search, focusing on land within the GLA portfolio with minimum spatial impact is being undertaken with provisional targeting of further work on Albert Basin and Thames Wharf. This policy seeks to work within the context of that work, which in turn is consistent with its principles, though will need to be tested also against other relevant policies in the plan.

6.238 The scale of opportunity can vary on specific development sites. The London Thames Gateway Development Corporation proposed a route based on heat mapping work they undertook (see map below) that could supply 120,000 homes and extend to 23km (across the sub-region). There are also CHP plants planned at Stratford and Canning Town that could be extended to provide a service to the wider community. Greater use of decentralised energy will also help Newham become more self-sufficient and increase its energy resilience. Heat networks were identified during consultation as an important opportunity for Newham given the scale of expected development.

6.239 Clear policy support for district heat networks including the Thames Gateway heat network will provide certainty for developers and promoters of such schemes. The LTGDC has the potential to connect up to 120,000 homes and properties in Newham, Havering and Barking and Dagenham. If implemented in its entirety this would be the largest district heating network in the UK. It is expected that the route will be built in shorter sections over the next 5-10 years and in response to available demand for consumer connections.

6.240 The Council will work with significant energy users, potential energy providers and Energy Service Companies (ESCOs) to identify and develop district energy networks. For example, there is potential for the Thames Gateway heat network to be linked up to existing heat users within the Royal Docks e.g. ExCeL, the new Siemens building and LBN’s own offices, along with other major proposals coming forward.

6.241 There is potential to bring the network forward by means of a Local Development Order, which would grant permission for works comprising but not limited to pipes, heat exchange equipment, street furniture, informational signage and ancillary engineering works. This could apply borough wide and to any district heat network provider and would expire in 5 years (or it could be revoked by the authority at any time).

6.242 If a Local Development Order is not pursued, all proposals would be subject to the above policy. Any development falling outside the scope of the LDO would also be subject to the policy.

Monitoring
6.242a Whilst the reporting systems of infrastructure and utilities providers are not consistent and easy to draw upon monitoring will try to assess the scale of objections from utilities providers on grounds of capacity, and gather evidence of utilities shortfall issues. Where major capacity issues arise (significant power outages for example, or telecoms failures) and are reported, an analysis of the role of the planning system will be included in relevant Authority Monitoring Report bulletins.

6.242b Indicators:

i. INF-OP - 6 Sufficient and Sustainable Utilities Infrastructure:

   a. Promoting Local Heat and Power Networks Energy projects delivered / KM of heat network delivered (to be monitored in line with Infrastructure Delivery Plan, should show a sustained increase in heat network infrastructure) Proportion of consents providing connections to or future connection to heat networks (via a sample audit) [No specific target: should be increasing];

   b. Utilities infrastructure planning and project milestones met [Target: milestones set out in the IDP];

ii. INF-OP - 7 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny].
INF5 Town Centre Hierarchy and Network

Objective

6.243 Manage Town and Local Centres according to their role and function within a re-defined interrelated network and hierarchy, securing the rebalancing of the network and accessible shopping, services and employment in focused successful centres across the borough, reducing trade leakage.

Policy

Proposals will be expected to contribute to the re-definition and management of Newham’s retail infrastructure hierarchy and network, securing the rebalancing of the network and accessible shopping, services and employment in focused successful centres across the borough, reducing trade leakage.

To this end, Proposals which address the following strategic approach principles, spatial strategy and technical criteria will be supported:

1. Strategic Principles

a. The expectation that proposals will be expected to contribute to the re-definition and management of Newham’s interrelated town centre hierarchy and network, securing the rebalancing of the network and accessible shopping, services and employment in focused successful centres across the borough, reducing trade leakage.

b. That regard should be had to the importance of capacity projections modelled on a borough-wide basis, with reference having regard to the latest Newham Town Centre and Retail Study and updated monitoring of commitments, and potential trade and spatial impacts within the centre and on other proximate centres, with the requirement for retail impact assessments on any out of centre retail over 300 sq m net (sales floorspace);

2. Spatial Strategy

a. The need for Stratford town centre, within the boundaries defined on the Policies map, to maintain its role and function as a Metropolitan Centre and progress towards an International Centre role, ensuring it continues to meet a wide range of local, borough-wide and sub-regional needs in the scale, diversity, accessibility, and integration of its offer;

b. The aspirations for Stratford (currently a Major Centre) and Canning Town...
town centre (currently a District Centre) within the boundaries defined on the Policies map to move up the hierarchy, through transformational change to the scale, layout, orientation, accessibility and nature of its offer whilst continuing to meet local needs, integrating the new and existing parts of the centre;

c. The need for East Ham town centre within the boundaries defined on the Policies map to maintain its role and function as a Major Centre ensuring it continues to meet a wide range of borough-wide and local needs through improvements to accessibility, growth and renewal of floorspace, particularly aimed at consolidating its strong convenience role, whilst improving its comparison, quality leisure and community offer and but retaining its independent retailers;

d. The need for Green Street town centre within the boundaries defined on the Policies map to maintain and develop its role and function both as a District Centre and a specialist ethnic centre, through improvements to accessibility, the growth and renewal of floorspace, creating a wider range of unit sizes and aiming to expand its comparison, community and quality leisure offer but retain its independent retailers;

e. The need for Forest Gate town centre within the boundaries defined on the Policies map to maintain and develop its District Centre role and function through the growth and renewal of floorspace to better meet a wide range of local community needs, targeting a medium-sized foodstore and comparison retailers but retaining its independent offer, and improving north south integration over the Romford Road;

f. The need for East Beckton town centre within the boundaries defined on the Policies map to consolidate its convenience and local service District Centre role through renewal of floorspace and improved diversity of offer, whilst enhancing its links with local neighbourhoods and comparison floorspace provision in the retail parks in the area, including Gallions Reach;

g. The need to maintain existing Local Centres at Abbey Arms, Boleyn, Greengate, East Ham High Street North and South, Vicarage Lane (E15), North Woolwich, Manor Park, Terrace Road, Church Street and Plaistow Road as listed below and designated on the policies map, promoting the co-location of other essential community uses within or adjacent to them in line with INF8, recognising the particular regeneration and enhancement opportunities at North Woolwich, Manor Park and Freemasons Road (Custom House);
Designation of Maryland as a local centre, recognising its local shopping and service role, and the opportunity to enhance this;

h. The need and opportunity to create new Local Centres reflecting accessible locations with high footfall, large scale development sites and gaps in the network at West Ham station, Silvertown, and Thames Wharf, Albert Basin (Gallions Reach DLR) and Plaistow station, with further sites to be identified located in Beckton Riverside at accessible locations with high footfall to be identified as part of the masterplanning of the Olympic Legacy and any other large scale development that does not have reasonable pedestrian access (400-800m, taking into account route quality) to existing or proposed centres serving similar needs;

i. The need to retain, and exceptionally create isolated shops together with small groups of shops at the locations designated below in Katherine Road, Prince Regent Lane, Vicarage Lane (E6), Cundy Road, Plaistow High Street and elsewhere identified which contribute to 400m accessibility benchmarks, but which are not in areas suitable for local centre scale growth, for retail use only, designating them as Local Shopping Parades – as set out in Table INF:b below and on the Policies map - and Protected Isolated Shops;

j. The longer term aspiration need for Gallions Reach Shopping Park to become a Major Centre serving the eastern edge of Newham and wider growth area, through re-configuration of its floorspace as part of a wider masterplan for the area to incorporate a more rounded offer and vertical mixed use, with improved local connections and public transport links.

k. Town centre uses will be directed to the above designated Town and Local Centres first as appropriate to their scale: For the purposes of PPS4, the classification of the following as Town Centres: Stratford, East Ham, Canning Town, Green Street, East Beckton and Forest Gate, though the presumption of in-centre location will also be applied to Local Centres where commercial or community proposals are of an appropriate scale, subject to Policy SP6.

l. The consolidation of existing commercial and community uses into defined centres of an appropriate scale will be encouraged, unless otherwise protected;
3. **Technical criteria**

a. The requirement for retail impact assessments on any out of centre retail or other town centre uses over 300 sq m net (sales floorspace) considering quantitative and qualitative issues, including spatial impacts;

b. The requirement for new publicly accessible toilets to be provided for in new strategic development which incorporates local or town centres and that these should be managed as part of the public realm or broader community facilities open to all.

*Town Centre and Local Centre designations, together with Primary and Secondary Shopping Frontages, as designated in the UDP, have been retained and included on the Proposals Map. The exceptions are Canning Town (boundary amended), Stratford Road and Walter Hurford Parade (deleted as redeveloped).*

Table INF.B: Local Centres & Local Shopping Parade

<table>
<thead>
<tr>
<th>Local Centre ID</th>
<th>Name/Location</th>
<th>Local Shopping Parade ID</th>
<th>Name/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>LC1</td>
<td>Manor Park</td>
<td>LSP 1</td>
<td>Jack Cornwell Street</td>
</tr>
<tr>
<td>LC2</td>
<td>Maryland</td>
<td>LSP 2</td>
<td>Katherine Road</td>
</tr>
<tr>
<td>LC3</td>
<td>High Street North</td>
<td>LSP 3</td>
<td>Plaistow High Street</td>
</tr>
<tr>
<td>LC4</td>
<td>Vicarage Lane</td>
<td>LSP 4</td>
<td>Vicarage Lane (E6)</td>
</tr>
<tr>
<td>LC5</td>
<td>Church Street</td>
<td>LSP 5</td>
<td>West Ham Memorial Parade</td>
</tr>
<tr>
<td>LC6</td>
<td>Plaistow Road</td>
<td>LSP 6</td>
<td>Prince Regent Lane North</td>
</tr>
<tr>
<td>LC7</td>
<td>Terrace Road</td>
<td>LSP 7</td>
<td>Tollgate Road</td>
</tr>
<tr>
<td>LC8</td>
<td>Boleyn</td>
<td>LSP 8</td>
<td>Fife Road</td>
</tr>
<tr>
<td>LC9</td>
<td>High Street South</td>
<td>LSP 9</td>
<td>Cundy Road</td>
</tr>
<tr>
<td>LC10</td>
<td>Greengate</td>
<td>LSP 10</td>
<td>East Ham Manor Way</td>
</tr>
<tr>
<td>LC11</td>
<td>Abbey Arms</td>
<td>LSP 11</td>
<td>Western Gateway</td>
</tr>
<tr>
<td>LC12</td>
<td>Freemasons Road</td>
<td>LSP 12</td>
<td>Albert Road</td>
</tr>
<tr>
<td>LC13</td>
<td>North Woolwich</td>
<td></td>
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</tr>
</tbody>
</table>
6.244 Town and Local Centres operate as part of an interrelated network and hierarchy of retail and associated service provision, with changes to one having the potential to affect others over the space that people are prepared to travel in. Their management as a component of social infrastructure provision (meeting various needs, including access to shops, other services and community facilities) as well as part of economic growth—the New Economy (see Policy J1) is facilitated by recognition of this interdependency and clarity as to their differential roles and functions and the degree of change that can be accommodated without unintended negative impacts. This requires assessment of spatial, qualitative and quantitative patterns of use and future capacity for growth and change, and a borough-wide strategy that reflects them, alongside more qualitative change provided for as part of Policy SP6 and spatial policies and jobs polices that reflect the borough-wide economic development strategy.

6.245 In line with national and regional policy, a key component of this policy is that town centre related investment should be focused into centres, where that focus means it can have maximum effect on vitality and viability in terms of spend (e.g. through linked trips promoted) and qualitative impact (e.g. on the accessibility of the environment), not least due to the accessibility and footfall already denoted by these locations. A clear corollary to this is that existing out of centre development should be encouraged to either fall away, or re-locate into centres. The Council’s borough-wide Town Centre and Retail Study and capacity projections, together with updates, is a key tool in respect of this strategy, and we would expect proposals to respond to it, using the figures, or reconciling their own borough-wide modelling with them. Reference to ‘proximate centres’ is intended to encourage consideration of impacts beyond Newham’s boundaries where relevant, whilst the criterion also highlights that within centre (particularly spatial) impacts must still be addressed, even if the development accords with other aspects of the strategy. A local threshold for retail impact assessment for out of centre proposals are introduced as recommended in the Newham Town Centre and Retail Study 2010. This is set low, reflecting in-centre development opportunities and Newham’s particular problems with small-scale out of centre retail developments, with aggregate impacts on the definition of the town and local centre network, vulnerable centres and ground floor activation (unlettable voids—see Policy SP3).

6.246 The remainder of the strategy set out in this policy reflects the fact that firstly, Newham’s main shopping/Town Centres currently account for only 53%57.3% of the borough’s convenience and 52%62.3% of the borough’s comparison expenditure, with leakage to centres outside the borough accounting for much of the balance. Secondly, within the borough, the southeast and northwest dominate in terms of market share, with Canning Town and Forest Gate operating particularly marginally, and Gallions Reach and
other out of centre retail parks considerably boosting the expenditure secured by the Town Centres (Green Street, East Beckton and East Ham) in the south-west. This is the justification for proposed transformational change affecting the hierarchy at Canning Town and Stratford (see Strategic Sites S5 and S14) - to secure a major shift in expenditure patterns to the borough’s economic, social and environmental benefit. Such growth and change should draw out of centre spending back into town centres, notably into the south-west, and out of borough spending back within the area, particularly to Stratford. This builds on the opportunities presented by major investment already in train in these areas by Westfield at Stratford City, and by various regeneration partners at Canning Town, recognising the positive impacts these have on capacity through the added draw and consumer base they will create/have created.

6.247 However it is noted that in Stratford, the priority for change in the plan period is within the existing town centre boundary. This will therefore be maintained until the impacts of Stratford City opening are assessed and investment momentum in the existing town centre, together with improvements to functional and physical integration, changes to the extent that the whole area can be characterised as a Metropolitan Centre. In contrast, Canning Town’s town centre boundary is in need of immediate review to enable the strategic changes to take place.

6.248 East Ham, as Stratford’s nearest competitor will also need to accommodate growth and change to retain its Major Centre status, building on its current strengths including a growing convenience role, good public transport connections as well as local walkability, and distinctive civic functions, and the availability of significant development sites (see Policy S6). This is also the case for the borough’s other Town Centres, all of which need to at least renew their offer over the plan period to keep up with changing consumer trends and thereby continue to meet, or better meet local (and wider) needs within a reasonable distance, and contribute to a reduction in trade leakage. Although each town centre has seen some development, all have the capacity and strategic need for more, through strategic development sites, renewal of existing stock and the potential to increase densities. Green Street and to some extent Forest Gate have the most capacity for growth and diversification, compared to East Beckton which is in an area already well populated by comparison provision and other food stores. East Ham and Green Street have a particular need to increase the range of unit sizes available to ensure that as well as providing for smaller independents they offer some new larger units to attract mainstream retailers with ranges suitable to the centre’s role in the hierarchy, while also providing for smaller independents. Green Street however, also needs to accommodate the particular demand generated by its wider specialist destination status, whilst ensuring this occurs in such a way that the positive aspects of its character are enhanced.
6.248a There are accessibility issues in a number of Town Centres; Stratford, East Ham, Green Street and Canning Town. In Stratford improving the capacity of the station will be of critical importance as the population grows and infrastructure comes under greater pressure. In Canning Town it will be necessary for new development sites to include good access to the town centre across major barriers. There is a need for step free station access to be provided in Green Street in addition to taking action to improve congestion in the town centre. In East Ham town centre, congestion issues and strategic transport needs need to be addressed in future development. Integration is another common theme, ensuring that centres operate as a cohesive whole – that is, so that the whole of a centre’s offer which gives rise to its position in the hierarchy and social infrastructure function is recognised and used.

6.249 Gallions Reach has always been regarded as an out of centre location in policy terms. However, the reality is that it accounts for a significant amount of spend and hence employment in the borough, is on the edge of an area of sub-regional population growth, and offers a qualitatively different offer to other nearby centres (Barking, East Ham and East Beckton). It is therefore proposed that it could change to become a Major town centre as part of the development of the Beckton Riverside site which will increase its local trading over the longer term, recognising its current deficiencies in terms of its limited range and offer, the dominance of access by car despite some improvements to bus usage, and a layout and design that cuts it off from nearby residential areas. Allocation of Gallions Reach as part of the wider site allocation for a significant new piece of urban development would allow for the various constraints that impact on the site to be managed to best effect and for the retail provision to be better integrated into the town centre network. Importantly, the immediate focus therefore should be on qualitative change and re-configuration rather than a net increase in floorspace, which should be closely linked to an increased in residents in the immediate Beckton Riverside area. As the priorities for floorspace growth and plan-period capacity remain to achieve the re-balancing of the network towards existing centres. Moreover, any changes in floorspace should be comprehensively masterplanned as part of wider changes to retail, residential and other employment, transport and utilities development in the area, which are not likely to come forward for some time. For this reason, it is not designated as a town centre in this plan period for the purposes of PPS4, and any move to do so would require significant change, as outlined, first.

6.250 Analysis of the spatial distribution and accessibility of Local Centres from neighbourhoods across the borough, together with consumer survey data, reveals certain gaps in the network. In response to these gaps, development sites in accessible locations that should enable the establishment of new viable Local Centres serving new and existing
communities have been identified. Elsewhere a benchmark of 400-800m (depending on the quality of the route) is used to denote accessibility within an easy 5-10 minute walk, in line with other policies promoting active travel, together with public transport access and consideration of the nearest alternatives. This benchmark and high footfall is deemed an appropriate locational criteria upon which to plan the establishment of other centres. This will be used, together with public transport access to help identify where a new local centre is required, encouraging new local shopping, other commercial, and community service provision to be planned on this basis, rather than allowing it to come forward in an ad hoc dispersed manner which does not optimise viability. For this reason, and given other policy objectives, where existing commercial and community uses exist outside of defined centres, and are not otherwise protected they will be encouraged to re-locate where possible within them, with the existing unit reverting or converting to residential use. This will be particularly relevant when changes of use arise outside the GPDO.

6.251 Conversely, some groups of shops previously defined Local Centres are found to be very limited in their offer and locational potential and hence scope for growth to include other community uses, but from a food access perspective, together with other clusters, they fill an important local role, where larger defined local or Town Centres are further away. This is the justification for a the new lower level designation of Local Shopping Parade, with concern to protect retail rather than allow deterioration to a collection of hot food takeaways, as risks happening in some. Below this in the more remote parts of the borough, where retail units are less commonly part of the urban fabric and there is insufficient scope for expansion, there are places where isolated shops should also be protected, and exceptionally, created, where there are no proximate strategic sites with scope to create more rounded provision. As with new Local Centres, this would be subject to capacity and retail impact assessment. The evidence base detailed in the 2014 paper Evidence Base - Local Shopping Parades, and the Options Appraisal (2015) sets out the justification for the designations and an analysis of the form and function of the parades.

6.251a Below this, in the more remote parts of the borough, where retail units are less commonly part of the urban fabric and there is insufficient scope for expansion, there are places where isolated shops should also be protected. and exceptionally, created, where there are no proximate strategic sites with scope to create more rounded provision, subject to appropriate capacity and impact testing.

6.251b A local threshold for impact assessment for out of centre proposals was recommended as per National Policy in the Newham Town Centre and Retail Study 2010 (updated in 2016). This is set low, reflecting in-centre development opportunities and Newham’s particular problems with small-
scale out of centre retail developments, with aggregate impacts on the
definition of the town and local centre network, vulnerable centres and
ground floor activation (unlettable voids - see Policy SP3).

6.251c The provision of publicly accessible toilets in new strategic development
which incorporates local or town centres is an important way in which new
development can benefits all members of the community. A lack of publicly
accessible toilets can have a negative impact on the usability of a centre,
particularly for certain groups such as older people, those people with
disabilities and limiting long term conditions, and people with young children.

Implementation

6.252 Developers will be expected to respond to this strategy in justifying their
proposals and in their retail-impact assessments and sequential tests (as per
the NPPF/NPPG) when required.

6.253 Impact Assessments should include the impact of proposals on existing,
committed and planned public and private investment in a centre or centres
within the catchment area of the proposal. It should also include the impact
of the proposal on town centre vitality and viability including in relation to
local consumer choice and trade in the town centre and wider area up to 5
years from the time the app is made. For major schemes where 5 years is not
enough it should be assessed up to 10 years.

6.253a The Council’s borough-wide Town Centre and Retail Study and capacity
projections, together with updates, is a key tool in respect of this strategy,
and we would expect proposals to respond to it, using the figures, or
reconciling their own borough-wide modelling with them. Reference to
‘proximate centres’ is intended to encourage consideration of impacts
beyond Newham’s boundaries where relevant, whilst the criterion also
highlights that within centre (particularly spatial) impacts must still be
addressed even if the development accords with other aspects of the
strategy. By spatial impacts it is meant impacts on how a centre functions
spatially, for instance, whether the development encourages or discourages
use of a particular part of a centre, affects how it is accessed or patterns of
movement (e.g. pavement congestion), or affects how it operates in relation
to its hinterland (e.g. affecting legibility/clear delineation of the centre or
undermining of its focus). The likelihood of new floorspace being unlet and
presenting as a void due to its speculative nature will also be a spatial impact
consideration, as per SP3.
6.253b Integration and accessibility requirements are further discussed in the spatial policies, site allocations and INF2.

6.253c Most sites for new local centres are identified as part of the relevant Strategic Site allocation. Where this is not the case, notably at Beckton Riverside, the same principles follow: new local centres should address access benchmarks and be located in areas of high footfall. The strategic principles, operating with national sequential test requirements, intend that new retail/town centre use provision is planned as part of new and existing centres; only where these, Local Shopping Parades or existing Protected Isolated Shops are not accessible (within 400-800 m depending on scale) should other small scale provision be proposed to service local needs. This might include circumstances where such centre-based provision has acknowledged access barriers, or could not address particular on site worker requirements.

6.253d Where opportunities arise through change of use or redevelopment to affect the future of a particular shop or other town centre use outside of a defined centre or Local Shopping Parade, and not otherwise protected as an Isolated Shop or Community facility (as per INF8), the presumption is that it will revert or convert to residential, as per Policy H1, particularly where it forms part of ribbon development along a Key Corridor as per SP7. Equally, where a non-retail use in a Local Shopping Parade is proposed for a change of use or redevelopment, the presumption is it will be re-provided as retail.

Revise the boundary of Canning Town town centre (via this Core Strategy due to the immediate need to embrace development opportunities); Stratford town centre to reflect its ongoing growth and change over time (via a subsequent DPD, once specified conditions met as identified through monitoring and review); East Beckton town centre to provide better focus and Local Centres according to their growth and change (via a subsequent DPD); Green Street and East Ham to allow for growth (via a subsequent DPD).

6.254 Through subsequent Development Plan Documents (re)define the boundaries of other new and existing centres as indicated in the spatial policies, together with Local Shopping Parades, and identify Protected Isolated Shops.

6.255 The Council and other public sector bodies will help secure the implementation of change on key Strategic Sites relevant to this network, deploying masterplanning, facilitation, development agreements and CPO powers as necessary whilst working with local businesses and business groups where possible.

6.256 The Council will aim to produce Supplementary Planning Documents to guide change for all key centres in addition to those in place for Forest Gate and Canning Town and Custom House.
6.256a The provision of publicly accessible toilets as part of strategic development refer to local or town centre development on strategic sites and will be secured through the development management process and the use of planning conditions.

Monitoring

6.256b Output monitoring will make use of London Development Database data concerning development activity in the Plan area, in house activity monitoring and sample of decisions and appeals monitoring, whilst outcome monitoring will rely on more infrequent health checks and retail surveys. However, the Council also undertakes biennial town centre surveys which can be analysed by centre against the requirements identified above, and certain health check indicators such as vacancy. Resident engagement is also an important aspect of monitoring this policy.

6.256c Indicators

i. INF – OP - 8 Strategic Management of Town and Local Centres:
   a. Floorspace for town centre uses [target: increase within town centres, subject to strategic regeneration ambitions elsewhere in the borough];
   b. Town and Local Centre Investment [target: delivery of Strategic Sites sites in line with timescales envisaged in sites schedule and capacities in latest Town Centre and Retail Study];

ii. INF – OP - 9 Use and Robustness of INF Policies:
   a. Policy use and robustness [target: withstands appeal and is used appropriately in a sample of relevant decisions];

iii. INF – OUT - 5 Rebalancing the Town Centre Network:
   a. trade retention and expenditure distribution [target: increased trade retention and more even expenditure distribution, to be measured by by updated survey within 5 years];
   b. town centre health [target, stable or improved health as per different criteria, when benchmarked against other London centres; interim assessment via biennial local survey work according to individual centre requirements by the policy].
INF5a – Local Shopping Parades

Objective

6.1 To identify Local Shopping Parades that contribute to retail accessibility benchmarks

Policy

For the purposes of the protection afforded by Policy INF5:10, the following locations are designated as Local Shopping Parades:

<table>
<thead>
<tr>
<th>Local Shopping Parade ID</th>
<th>Name/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>LSP 1</td>
<td>Jack Cornwell Street</td>
</tr>
<tr>
<td>LSP 2</td>
<td>Katherine Road</td>
</tr>
<tr>
<td>LSP 3</td>
<td>Plaistow High Street</td>
</tr>
<tr>
<td>LSP 4</td>
<td>Vicarage Lane (E6)</td>
</tr>
<tr>
<td>LSP 5</td>
<td>West Ham Memorial Parade</td>
</tr>
<tr>
<td>LSP 6</td>
<td>Prince Regent Lane North</td>
</tr>
<tr>
<td>LSP 7</td>
<td>Tolligate Road</td>
</tr>
<tr>
<td>LSP 8</td>
<td>Fife Road</td>
</tr>
<tr>
<td>LSP 9</td>
<td>Cundy Road</td>
</tr>
<tr>
<td>LSP 10</td>
<td>East Ham Manor Way</td>
</tr>
<tr>
<td>LSP 11</td>
<td>Western Gateway</td>
</tr>
<tr>
<td>LSP 12</td>
<td>Albert Road</td>
</tr>
</tbody>
</table>

Policy Links

INF5

Reasoned Justification

6.2 In line with the objective of managing a well-balanced, accessible and focussed retail network and hierarchy recognising and protecting heritage and other assets, Policy INF5:10 sets out the Council will designate small groups of shops as Local Shopping Parades where they contribute to 400m accessibility benchmarks.

6.3 The evidence base detailed in the 2014 paper Evidence Base—Local Shopping Parades, and the Options Appraisal (2015) sets out the justification for the designations and an analysis of the form and function of the parades and opportunities presented by their designation and the protection afforded by INF5.

6.4 Town/Local Centre and Local Shopping Parade boundaries are mapped on Local Plan Policies Map. A retail hierarchy map can be found in Appendix 3.
INF6 - Green infrastructure & the Blue Ribbon Network

Objective

To address existing open space deficiencies, and improve the quality and accessibility of existing open spaces, improve connections, and ensure new development includes adequate open space for new residents.

Policy

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. Strategic Principles & Spatial Strategy:

a. Green infrastructure and the Blue Ribbon Network will be protected and enhanced. For the purposes of this protection (and to be read in conjunction with policy SC4), the sites and features identified in Appendix 3 and shown on the Policies Map are designated as Protected Green Space.

b. The multiple roles and benefits of designated and undesignated Green Infrastructure will be maximised and promote implementation of policies SP2, SP5, INF7, SC1, SC3 and SC4. Deficiencies in quantity, quality and access to open space in the borough will be addressed. Key priorities are:

c. A ‘green grid’ approach will be promoted, with new and enhanced spaces - notably as part of the Lea River Park (GI-1) - adding to the connectivity established along rail and river corridors, the Greenway (GI-4), and the chain of Metropolitan Open Land in the east of the borough (GI-2/3).

d. Residential and visitor moorings will be supported where need can be demonstrated outside of SIL and LIL areas in accordance with H3 and J1.

2. Design and technical criteria:

a. In effecting the need to protect green and blue infrastructure, there should be no net loss of functionality, taking into account cumulative impacts and the multiple roles and benefits of such infrastructure (including quantum where this is material to its function).

b. Development in the vicinity of the Lea Valley Regional Park should contribute to implementation of its adopted plans.

Green infrastructure will be protected and strengthened over the plan period. Deficiencies in quantity, quality and access to open space in the borough will be addressed. Key priorities are:

1. Proposed new publicly-accessible Metropolitan Open Land (MOL) at Queen Elizabeth Olympic Park in legacy, and along the Lower Lea Valley (Lea River Park);

1 ‘GI’ references refer to the Key Diagram at the start of this plan.
2 Improving access to the Lee Valley Regional Park from surrounding areas, with improved spaces, opportunities for access to nature and visitor attractions within and adjacent to the borough;

3 De-designation of MOL on operational land at Beckton Sewage Treatment Works in the Roding Valley;

4 Address existing deficiencies in quantity and quality of District and Local Parks and ensure major development contributes to provision of new public parks, particularly within the Arc of Opportunity;

1 Provision for new allotment plots;

2 Improvements to natural and semi-natural open space having regard to the priority habitats and species targets in the Biodiversity Action Plan; and

3 Address gaps in access on foot and by cycle to open spaces and natural green space.

Green Belt and the majority of MOL and protected Green Space as designated in the UDP have been retained and are included on the Proposals Map. MOL exceptions are listed above; see Proposals Map for protected Green Space changes. Due to the scale of changes that have taken place in the Olympic Park area, an indicative symbol has been used.

New development must contribute to targets for priority habitats (Public Open Spaces and Green Corridors) in the Biodiversity Action Plan.

The most appropriate site (or sites) for additional burial space will be identified through the proposed Detailed Sites and Policies DPD. Any proposed burial ground should meet the following criteria:

1 The site must be of an appropriate size that ensures sufficient burial space for an appropriate number of years;

2 The site must be accessible to all sections of the community (multi-faith); and

3 Sites must be suitable for the purpose of burial.

New residential development including family homes should include (or contribute to the provision of) new children’s play space within 150m.

From INF6a: For the purposes of the protection afforded by Policy INF6, the sites and features identified in Table XX are designated as different types of Protected Green Infrastructure (as shown on the Policies Proposals map)
Reasoned Justification

6.256 Green infrastructure (GI) comprises the green spaces and features (street trees, and living roofs for example) that together form a living network with a multitude of benefits. Green infrastructure can enhance not only biodiversity and habitat provision, but also improve drainage capacity and reduce flooding, cool the urban environment (helping to reduce the urban heat island effect), contribute to local and historic character, tourism potential and visual amenity, and have both physical and mental health benefits, including through encouraging walking, cycling, and other leisure and recreation activities. The importance of green infrastructure has been highlighted by the creation of a Green Infrastructure Task Force for London and the resulting report ‘Natural Capital, Investing in a Green Infrastructure for London’, and its importance is recognised in London Plan and national policy and guidance.

6.256a The Blue Ribbon Network (BRN) is significant in Newham, incorporating the rivers Thames, Lea, and Roding as well as the Royal Docks. The BRN is a similar form of, and in some cases overlaps with, [green] infrastructure, performing an equivalent variety of roles (environmental and social) and therefore worthy of the same protection and enhancement.

6.256b The promotion and protection of green and blue infrastructure within this policy contributes to the delivery of high quality places people can enjoy living in (plan objective 2), to good growth by improving the environmental impacts of development (e.g. through drainage enhancement, or the preservation of habitats) (objective 3), and to optimising the benefits of development for local people, ensuring green infrastructure is not functionally eroded and new provision is delivered (objective 1).

6.256c Newham has an emerging ‘green grid’ but growth will inevitably mean increased pressure on green spaces and other forms of GI, both in the numbers of people wanting to access them and in competing demands on land use. Promotion and enhancement of the green grid is therefore encouraged, which will include improving connectivity to and between existing spaces and features as well as delivering new contributions. In doing so, the impact of green infrastructure interventions are enhanced, even when quantitative opportunities are limited. This is particularly the case in Urban Newham, which will also need to secure improved access to new and existing (in some cases inaccessible) larger green spaces in the Arc of Opportunity and in the east of the borough to help address existing and emerging deficiencies. The Lea River Park is a project highlighted in the IDP of particular significance in this respect. Even without public access however, green chain links should be protected and promoted given benefits to biodiversity, and, research also shows that merely being to see GI features such as trees can have health benefits.

Implementation

6.256d Given the desire to maximise the benefits of green infrastructure and the cross-cutting nature of those benefits, GI decisions should also be informed by policies SP2, SP5, INF7, SC1, SC3, and SC4. In line with SC4 requirements relating to the protection of habitats and

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2 Policy 2.18
3 https://www.gov.uk/guidance/natural-environment#para027
designated SINCs for instance, increasing public access is not always preferred and should be weighed against environmental protection objectives.

6.256e The policy sets out a general presumption of protection which means that loss of green and blue infrastructure will be resisted and adverse impacts mitigated. However, where the functionality of GI can be enhanced, the alteration of existing designated and undesignated assets will be considered. Where the designated green space is publicly accessible and contributing to the adequacy of open space access of Newham’s existing and future residents (see mapping in INF7 and subsequent updates published as part of IDP updates), any changes should lead to no net loss in quantum. Generally changes to GI and their impact on its functionality will need to be assessed in light of engagement with users and others benefiting or with the potential to benefit from GI, management bodies and other experts (such as the Environment Agency and Natural England).

6.256f The Blue Ribbon Network likewise has its own custodians and regulators in Newham, including the Environment Agency, Port of London Authority (PLA), Canal and Rivers Trust, Marine Management Organisation (MMO) and Royal Docks Management Authority (RoDMA). Proposals affecting these assets should therefore be discussed at an early stage with such bodies, whose advice will be taken in the assessment of proposals. The MMO delivers UK marine policy objectives for English waters through statutory Marine Plans and other measures. Newham is within the South East Inshore Marine Plan area for which a plan will be prepared at a future date. Until the relevant Marine Plan has been prepared, the UK Marine Policy Statement should be referenced for guidance on any planning activity that includes a relevant section of coastline or tidal river (extent shown on the map attached to Policy SC3).

6.256f.i Proposals incorporating new moorings should cross-reference INF1 and associated implementation advice.

6.256g The Lea Valley Regional Park Authority area (LVRPA) extends into Newham as shown on the Policies Map, development in the vicinity of the LVRP area should therefore have regard to the actions set out in its adopted plans including the Lea River Park and particular policies on biodiversity for instance.

6.256h The Lea River Park is a sub-regional project being delivered by the LVRPA, the London Boroughs of Newham and Tower Hamlets, the GLA and London Legacy Development Corporation. Further detail is found in the IDP and Lea River Park Primer, Design Guide and Curatorial Approach documents published on the Council’s website, which should be referred to in locations in the Lea Valley which may contribute to or otherwise affect its delivery. These are further signposted in the spatial policies and relevant Strategic Site Allocations set out in Appendix 1.

Monitoring

6.256i Monitoring the effectiveness of the policy will focus on consents and other known activity relevant to the policy objectives. The London Development Database requires monitoring of all open space losses and gains which is useful here; however BRN impacts are more difficult to gauge other than indirectly via consultee commentary. Similarly, there is presently no satisfactory way to monitor all contributions to GI enhancement through new
development, but focusing on those aspects that add to the connected green grid and that otherwise affect protected green space that would be recorded in the DB are nonetheless useful to inform policy review and to help scope further projects by the Council and its partners. In addition, engagement activity, particularly with local residents, will seek to bolster the GI/blue ribbon database to better understand components of functionality for each [water]space. There is no outcome indicator specific to this policy, given a full borough-wide green/blue infrastructure audit is too great a task to be an expected component of monitoring, with outcomes instead be reflected in other indicators concerning health and well-being, biodiversity, flood risk and climate change resilience, and satisfaction with parks.

6.256j Indicators:

i. INF-OP-10 Green and Blue Infrastructure Protection and Enhancement:

a. Protection of Green Infrastructure Environmental Protection and Enhancement i) Amount of natural green space (SINCs and area deficient in nature conservation interest) (Target - via monitoring of consents - is no net loss of protected green space area and/or trees unless not affecting functionality, and no unresolved objections from BRN custodians)

b. Delivery of Lea River Park projects [Target – IDP milestones];

c. Other Green Grid Enhancements [No specific target, but monitor consents and other related interventions for additions to connectivity, quantity and quality relevant to the GI database];

ii. INF-OP-11 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal].

6.258 Green Infrastructure is a term used to describe the multi-functional uses of open space. These include visual amenity, historic character, accessibility and active travel, children’s play space and quiet enjoyment, tourism, leisure and recreation, biodiversity, local food growing, surface water attenuation, reducing the urban heat island effect and improving air quality and climate change adaptation. Ensuring existing and future populations have access to high quality inclusive open space is a priority.

6.259 There are 479 hectares of open space within Newham. This is formed of formal public parks, informal parks and local open spaces, linear routes, waterways including rivers, canals and towing paths, and other informal spaces.

6.260 In common with other urban boroughs, the provision of open space per 1000 population falls short of the 2.4 ha FiT standard, with an average of 1.99 ha of open space provision per 1000 population. While the designation on its completion of the Olympic Park as Metropolitan Open Land will bring this average nearer to the FiT standard, there are deficiencies in open space elsewhere in the borough that need to be addressed to meet
the Core Strategy’s vision for a place which is attractive for families to live, work and stay, and meets the needs of visitors for recreation and leisure.

6.261 The London Plan East London Green Grid sets out the open space resource in East London and provides a spatial approach to identifying locations for new publicly accessible open spaces, improving existing open spaces, and strengthening connections between spaces and destination points. This provides a strategic overview for improvements to Green Infrastructure that crosses borough boundaries, such as the Olympic Park, Lee Valley Regional Park, Lea River Park, Roding Valley linear green space and river crossings, and links to major open space to the north such as Wanstead Flats. An open space assessment of the borough (which also took into account provision beyond the borough boundaries) found that there were areas of deficiency in the quantity, quality and accessibility of open spaces (see map).

6.262 There are deficiencies in local open space in Manor Park, East Ham and Green Street. Canning Town is not within the catchment of a District Park; improvements are programmed to existing open spaces to improve the quality and functions of the space to address this deficiency.

6.263 A key theme of the Core Strategy is to increase the number of family homes. It is important to provide easily accessible and safe playing areas within easy reach of family homes.

6.264 There are linear barriers to local connectivity particularly road, rail and water spaces and courses and large undeveloped spaces. Improvements to connectivity along and across these barriers, particularly on foot and by pedal cycle will be necessary to address this issue.

6.265 Over 500 residents are on a waiting list for allotments. This latent suppressed demand equates to 12.5 ha. There will also be latent potential demand arising from population growth over the plan period. Using GLA population projections a further 14 ha of allotment provision will be needed. 2.1 ha (85 plots) are to come forward as part of the Olympic Legacy plans but this would still leave a need for 24.5 ha of allotment provision.

6.266 In addition, the Biodiversity Study noted that there was a lack of access to natural open space for a significant proportion of residents, and there was scope to enhance biodiversity on existing open spaces and as part of new development (See Policy SC4).

6.267 With a significant proportion of residents in Newham preferring burial, or whose faith requires it, there is a need to plan for burial space. However, Newham is well provided for with a number of burial grounds in the borough. It is not considered that additional space will be required in the short term. Any additional sites will be considered in the preparation of the Detailed Sites and Policies DPD.

6.268 Areas of deficiency in quality, quantity and access to open space will be prioritised for investment. The Council will work with partners to address existing deficiencies in the Green Infrastructure network. The Council’s priorities are set out in the Parks Development Plan 2009-14. The Council’s Green Infrastructure investment plans and those of other private and third sector organisations will be included in annual updates of its Infrastructure Delivery Plan. This will include those of the LTGDC and successor
arrangements for the Lea River Park, and those relating to the statutory functions of that part of the Lee Valley Regional Park Authority (approx 63 ha) which falls within the borough (see Map above).

6.269 Opportunities to secure new local open space will be sought through the development management process in identified deficiency areas (see also Policy INF9).

6.270 ‘Meanwhile’ uses such as community food growing projects will be welcomed on appropriate sites (including floating facilities) providing they would not prejudice the longer-term regeneration aspirations of the site.

6.271 Designation and precise boundary of the remainder of MOL to be defined through the Detailed Sites and Policies DPD.

6.272 New and enhanced open space of a strategic nature is included in the spatial designations schedule (OS designations). However, more detailed implications and local open space will be considered in the preparation of the Detailed Sites and Policies DPD.

**INF6a - Protected Green Infrastructure**

**Objective**

6.5 To protect and strengthen identified green infrastructure.

**Policy**

For the purposes of the protection afforded by Policy INF6, the sites and features identified in Table K below are designated as different types of Protected Green Infrastructure (as shown on the proposals map):

Table K. Note: a fuller version of the table can be found in Appendix 5.

**Policy Links**

SP5, SP8, SC5, INF6, INF7.

**Reasoned Justification**

6.6 As per paragraphs 6.271 and 6.272 of the Local Plan: Core Strategy, this DPD sets out to update and define the boundaries of the open space component of green infrastructure to be protected across the Borough. As shown in the policy and schedule above, protected green infrastructure includes locally-significant green space, waterways, land designated as SINC, MOL or Green Belt, and other non-designated elements such as trees. Applicants should be aware that trees, whilst not specifically designated given the numbers involved, are afforded additional protection by policies SP5, SC5 and SP8 and in certain cases, Tree Preservation Orders; the blue ribbon network is also provided with additional protection by Policy INF7. It should be noted that not all such open space is publicly accessible, but it can nonetheless perform green infrastructure functions as set out in INF6.
6.7 The Reasoned Justification of Policy INF6 sets out the importance of green and open space and summarises deficiencies within Newham. This additional policy facilitates implementation by providing clarity and up-to-date designations.
INF7 - Open Space & Outdoor Recreation

Proposals that address the following strategic principles, spatial strategy and design and technical criteria will be supported:

1. **Strategic Principles**
   
a. Encouraging active use, including through improvements to the quantity, quality, accessibility and connectivity of open space and the blue ribbon network throughout the borough.

b. Realisation of the Lea River Park vision, achieving regional park and/or Metropolitan Open Land status.

c. Parks, allotment and playing pitch deficiencies (refer to SP9 and the IDP) will be reduced, with major developments incorporating provision that meets their own needs and where appropriate, contributes to wider needs. Key priorities include District and Local Parks and provision within the Arc of Opportunity.

2. **Spatial Strategy**
   
a. Existing open spaces (including riverside access, allotments and burial space) and outdoor recreation facilities will be protected as per INF6 and 8.

b. New open spaces and outdoor recreation opportunities will be delivered primarily on Strategic Sites and along the Blue Ribbon Network, including but not limited to those contributing to delivery of forming part of the Lea River Park vision at Twelvetrees Gasholders and the Limmo Peninsula (GS100/S11 and S18) and Thames Path.

c. The emerging green grid will become increasingly publicly accessible (where compatible with SC4) and contribute to connectivity in the borough and beyond, building on the roles and opportunities presented by the Greenway and Leaway, (see INF1 and INF2), the green chain of Metropolitan Open Land in the East of the borough, and continuity of river corridors.

3. **Design and technical criteria**
   
a. Infrastructure to improve the quality and accessibility of open space will have minimal impact on the open-ness and other valued qualities of the space as per SP1, SP2, SP5, SC4, INF6 and 8.

b. Open spaces should be designed to enhance urban cooling and biodiversity (see SC1, SC4 and INF6) and play a role in flood water storage and drainage (see SC3 and the SFRA).

c. Open spaces and outdoor recreation facilities should be designed to be inclusive and accessible as far as possible, delivering welcoming spaces that consider affordable access,

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*Specifically significant open space at Twelvetrees Gasholders (S11) and the Limmo Peninsula (S18)*
flexible use, security, and availability / provision of publicly accessible toilets. Proposals should include provisions for sustainable ongoing management and maintenance.

d. The requirement for Play and Informal Recreation Space to be provided for as part of new residential developments as per the Mayor of London’s SPG or subsequent updates; and.

e. Further to the set-back specified in SC3, developments located adjacent to the Blue Ribbon Network should be set back from the waterway to integrate with and enhance the waterside environment, and providing improved amenity space and access to the waterfront improved to and while facilitating safe and active use of the waterspace. This will include provision of riparian lifesaving equipment where necessary.
Map Amendment/ Addition

Legend:
- Green: Small Open Space / Pocket Park
- Red: Small Open Space / Pocket Park Deficiency Area*
- Orange: London Legacy Development Corporation within Newham
- Shaded: Non-Residential Area

* area beyond 400m catchment

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Reasoned Justification

6.272 Access to open space and outdoor recreation is an essential part of high quality, healthy, liveable places, as such this policy contributes directly to the achievement of plan objective 2. In line with aims to make the borough a place people will choose to live, work and stay, this policy addresses open space deficiencies and encourages provision that keeps up with growth. As population levels increase so will pressures on existing spaces, particularly true of the Arc of Opportunity given the relative scarcity of park space in this historically industrial area, and in Urban Newham where there is more limited opportunity to provide new open space, and with potential to affect the Epping Forest SAC if these deficiencies are not addressed. As such, the policy also contributes to the delivery of good growth (objective 3) by ensuring essential social infrastructure provision is increased in tandem with population growth. Open space is of particular importance in an urban setting like Newham, and arguably of even more importance to a population facing multiple forms of deprivation (whereby the means to travel to other locations or spend money on leisure and recreation may be impaired). As such, the policy also contributes to objective 1, ensuring that development is not at the expense of existing open spaces or outdoor recreation facilities, their function, or the user groups that benefit from them.

6.272a This policy seeks not only to ensure that new development contributes to the provision of open space by meeting its own needs and where relevant wider needs, but also to deliver access and usability/qualitative improvements to existing spaces, recognising that in some cases these are a good substitute for quantitative enhancements which are difficult in more built up areas (notably in Urban Newham). They may also be more relevant to the health and well-being outcomes sought from the encouragement of active use of open space/waterspace. At present the borough has large extents of open space and waterspace not accessible to the public or providing any discernible social benefits (in the east of the borough in particular). While improving access needs to be weighed against environmental, health and biodiversity considerations (i.e. where habitats may be valuable or land contaminated) it is an essential part of delivering better open space and outdoor recreation provision in Newham. Tackling other causes of under-use, whether in general or by particular groups, notably due to lack of provision of particular facilities or attractions will also be relevant to the policy objectives, ensuring that everyone benefits from active recreation opportunities.

Implementation

6.272b Parks deficiency is defined according to London Plan benchmarks (Table 7.2) and mapped above, with updates published as part of IDP updates as part of Cumulative Impact policy SP9, which highlights particular deficiencies in local and district park access – the former in Urban Newham, the latter particularly in the east and west of the borough. Development should respond to expected levels of growth, meeting its own needs as well as addressing existing deficiencies. Even where existing access to open space meets distance benchmarks, population growth will lead to increased pressure on those spaces, and which should be accounted for as per INF9 with reference to the IDP which sets out strategic parks management projects to enhance quality and accessibility, and hence absorb recreational pressure. Developers should also be aware, as per INF9 and S1, that there is a particular onus on sites in the Arc to makes strategic contributions to open space and
outdoor recreation, given more limited opportunity in Urban Newham. Developers will need to refer to latest IDP updates.

6.272c Improving the quality and accessibility of open space and the Blue Ribbon Network will include infrastructure for walking, cycling, river access, crossing and mooring. [Additional] Local recreational opportunities, including accessible natural greenspace are also important to help offset the likelihood of green space demand impact on the sensitive Epping Forest SAC. Proposals alongside the BRN should demonstrate that the need for riparian lifesaving equipment has been considered, with any required installations meeting recognised standards; consultation with the Port of London Authority (PLA) should be evidenced.

6.272c.i For further detail around the purpose and status of the Thames Path refer to PLA vision documents (specifically ‘priority action 4’) and TfL information.

6.272d For the purposes of part 2a of this policy, ‘existing open spaces’ is defined as those elements of designated green space (see Appendix 3) that are publicly accessible.

6.272e Opportunities for food growing, including as ‘meanwhile’ uses that do not jeopardise the overall redevelopment of allocated sites, are encouraged in line with local resilience aims. Demand for allotments is consistently unmet throughout the borough, as such allotment deficiency applies across Newham. Where new Council research indicates the issue is acute in certain areas this will be reflected through updates to the IDP.

6.272f The Playing Pitch Strategy (2017) identified deficiencies in playing pitch provision across the borough, including consideration of the likely impacts of population growth throughout the plan period. This has informed requirements set out in the IDP. Where deficiencies are identified, development will make contributions to enhance provision in line with need, to be secured through the development management process and legal agreement.

6.272g Given its strategic significance, development of sites integral to the Lea River Park will enable delivery of the vision, including through open space provision and Leaway connectivity. Developers should refer to Lea River Park guidance documents (primer, design guide, and curatorial approach) available on the Council’s website.

Monitoring

6.272h Monitoring the efficacy of this policy will include specific indicators relating to amount of open space as well as resident satisfaction with the borough’s open space provision. Reporting will draw from review of consents (examining losses and gains as monitored through the LDD), S.106 reporting (looking at financial contributions to enhancement), and independent surveys commissioned by the Council regarding satisfaction with parks. The output indicators relating to INF6 are also relevant. Ongoing informal engagement with residents and elected members will also provides useful feedback in relation to the success of open space and outdoor recreation provision. Mapping of parks deficiency will be

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3 refer to latest PLA guidance.
4 http://www.pla.co.uk/About-Us/The-Thames-Vision
5 https://tfl.gov.uk/modes/walking/thames-path
updated as new addresses emerge in the Arc of Opportunity, and this will be published as part of the regular update to the IDP (see INF9).

6.272i Indicators

i. INF-OP-11 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal].

ii. INF-OP-12 Open Space and Outdoor Recreation Opportunities: Securing Improvements to Open Space and the blue ribbon network

a. Open space losses and gains (defined as designated/protected spaces that are publicly accessible or new spaces that are publicly accessible and suitable to be designated in further rounds of plan review) [No specific target, should be increasing positive or steady].

b. Contributions to open space / outdoor recreation improvements secured through S.106 [No specific target, should be increasing positive or steady].

iii. Blue ribbon improvements — to access etc (No net loss over 5 year period and increases/improvements in line with Infrastructure Delivery Plan and policies.)

iii. INF-OUT-6 Open Space Quality

i) Proportion of Parks with Green Flag status

ii) Satisfaction with Parks Trends in park use/ratings/non-use within Liveability Report (Section 4.13 ‘Parks in Newham’) and/or Newham Annual Residents Survey (‘What is your opinion of parks and open spaces?’). [No specific target, should be increasing positive or steady].

6.268 Areas of deficiency in quality, quantity and access to open space will be prioritised for investment. The Council will work with partners to address existing deficiencies in the Green Infrastructure network. The Council’s priorities are set out in the Parks Development Plan 2009-14. The Council’s Green Infrastructure investment plans and those of other private and third sector organisations will be included in annual updates of its Infrastructure Delivery Plan. This will include those of the LTGDC and successor arrangements for the Lea River Park, and those relating to the statutory functions of that part of the Lee Valley Regional Park Authority (approx 63 ha) which falls within the borough (see Map above).

6.269 Opportunities to secure new local open space will be sought through the development management process in identified deficiency areas (see also Policy INF9).

6.260 In common with other urban boroughs, the provision of open space per 1000 population falls short of the 2.4 ha FiT standard, with an average of 1.99 ha of open space provision per 1000 population. While the designation on its completion of the Olympic Park as Metropolitan Open Land will bring this average nearer to the FiT standard, there are
deficiencies in open space elsewhere in the borough that need to be addressed to meet the Core Strategy's vision for a place which is attractive for families to live, work and stay, and meets the needs of visitors for recreation and leisure.
Objective

6.273 The Blue Ribbon Network will be protected and enhanced, contributing to the regeneration of the borough.

Policy

The Council expects the following measures to be addressed to achieve this objective:

1. Developments located adjacent to the Blue Ribbon Network should be set back from the waterway to integrate with and enhance the waterside environment and provide access and improved amenity to the waterfront to facilitate safe and active use of the waterspace;

2. Aquatic and riparian natural habitats will be protected and enhanced, achieving the targets and objectives set out within the Newham Biodiversity Action Plan where appropriate;

3. Landscape character, heritage, views and linear nature of the network will be protected and enhanced;

4. Access to the Blue Ribbon Network will be improved, including enhanced infrastructure to support opportunities for walking, cycling, recreation and water-based activities and transport including river freight and links between the Lea River Park and River Thames.

The Council has defined a Thames Policy Area, setting out priorities for those parts of the borough located adjacent to the Thames, and contributing to sub-regional strategies and organisations to enable strategic management of the Thames Gateway.

Reasoned Justification

6.274 Newham is shaped by its Blue Ribbon Network – it is bounded to the east, south and west by the River Roding, River Thames and River Lea respectively. Additional large water bodies are located in the Royal Docks and other navigable waterways are located within the borough. These assets form the setting for the borough and much of Newham’s regeneration will be located in the areas adjacent to the Blue Ribbon Network.

6.275 The Blue Ribbon Network provides habitat for much of the Borough’s biodiversity and fulfils important functions with regard to green space, recreation, water-based transport, and drainage and flood water management.

6.276 The London Plan requires the Council to define a Thames Policy Area, which recognises the strategic importance of the Thames to London.

Implementation
A boundary has been identified for Newham’s Thames Policy Area (see map below) and detailed policy and guidance will be set out in other Local Development Framework Documents.
INF8 Community Facilities

**Objective**
Development and growth in the borough will be co-ordinated to ensure that the delivery and retention of community facilities is carefully managed in order to align with the provision of infrastructure, services and facilities needed to maintain and improve quality of life, ensuring a balance between jobs, housing and social infrastructure to meet the needs of existing and new communities.

**Policy**

The Council will ensure that a suitable range of community facilities are provided to meet existing and forecast demand by ensuring development is supported by appropriate facilities to meet local needs.

Proposals which address the following strategic principles, spatial strategy and design, management and technical criteria will be supported:

1. **Strategic Principles**

   a. Community facilities development and growth in the borough will be co-ordinated to ensure that the delivery and retention of community facilities is carefully managed in order to align provision of infrastructure, services and facilities needed to maintain and improve quality of life with the needs of new and existing communities in the borough.

   b. Retaining or [re-]providing community facilities where a local need exists, that can be clearly demonstrated.

   c. Ensuring all new community facilities are accessible, welcoming, inclusive and open and available to all members of the local community, with sufficient capacity and flexibility to meet a range of local needs.

   d. Co-locating facilities and services, and encouraging mixed use formats incorporating new or enhanced community facilities and other compatible and policy compliant uses notably housing to help support viability, security and efficient land use.

   e. Promoting innovative ways of addressing constrained sites such as the use of shared facilities, meanwhile provision on Strategic Sites, off-site and multi-storey provision.
f. **Prioritising the provision of health, childcare and education facilities (with provision for shared use where possible)** where an element of community floorspace is proposed on Strategic Sites, are prioritised.

Entering into joint venture arrangements where co-funding is considered to be the best and most cost effective means of delivering services;

Encouraging the provision of services by social enterprise and third sector organisations.

2. **Spatial Strategy**

a. Ensuring all community facilities are located in places that are or will be accessible by a range of means of transport, including walking and cycling.

b. **Prioritising town and local centre sites for the development of community facilities** where compatible with Policy SP6, but allowing exceptions to this, subject to the satisfaction of other criteria, where proposals:

i. do not result in a loss of housing as per Policy H4 or designated employment land as per policy J2, and are otherwise compliant with other policies; and

a ii. are meeting a localised need, are smaller than 75100 sq. m and staff and facility users occupying the building at any one time do not exceed 15 people; or

b. iii. will be adding to existing facilities to help form a recognisable ‘hub’ or ‘cluster’ meeting localised needs; or

c iv. will result in the protection of a public house for an alternative local community benefit with a similar catchment area; or

d v. relate to the operational needs of emergency services provision;

vi. are ancillary training or childcare facilities for employers within employment hubs; or

vii. are Class D1 uses located within the defined Community Facilities Opportunity Areas (CFOA) as set out in Table INF: below, where would be acceptable to meet local needs, when it can be
demonstrated that there are no available or affordable in-centre premises or sites.

c. To promote the delivery of community facilities in accordance with identified need the health, education and flexible community facility sites listed in Table INF:d, have been allocated for new, re-configured or intensified facilities, incorporating other compatible and policy compliant uses where appropriate as per INF8:1e above, in addition to provision accounted for on the Strategic and non-Strategic sites (as listed below the table).

3. **Design, Management and Technical Criteria:**

   a. **Facilities must be outwardly looking,** address the street and neighbourhood in their design so that they are obvious and welcoming within the urban grain, subject to design and character considerations;

   b. Proposals shall **setting out design and management measures** detailing how outside of its principal use and any sacred areas, the facility would operate as a multifunctional space with fair and affordable access to all members of the community;

   c. Proposals for new or intensified community facilities should demonstrate that they take account of other public infrastructure providers’/commissioners’ expressed needs and scope for co-location.

   d. **In order to demonstrate local need for new, intensified or replacement community facilities (typically D1)—proposals should be accompanied by evidence including:**

      i. that at least 67% of users will be ordinarily Newham residents and that existing facilities cannot meet the identified need, taking into account the need to consider innovative approaches to provision, including alternative models in relation to scale and scope, in Urban Newham; or

      ii. published sufficiency assessments, strategic infrastructure plans or capital programmes including the latest IDP as reflected in Community Infrastructure and Strategic Site site allocations; or,

      iii. where the facility is commercial D1, D2, A4 or sui generis, compliance with town centre policies, including reference to the latest capacity studies.
e. Where the release of a community facility building or site to other uses is proposed, the importance of providing evidence must be provided that the facility has been either:

i. assessed and identified as surplus as part of a broader strategic approach changing the model of provision that is considered to be of local benefit, (e.g. aligned with other Local Plan Core Strategy objectives) and may be necessary to help realise that strategy, having first drawn it to the attention of public providers and offered it to them as per ii below; or

ii. offered to the market for the range of existing lawful uses (typically Class D1) for a period of six months, at a market rent (benchmark rents would not include peppercorn rents) or sale price benchmarked against at least three other equivalent properties in the area. This will include drawing it to the attention of public providers and allowing for a mixed use ‘compromise position’ where it can be marketed for a replacement facility plus other uses such as residential; or

iii. shown to be unsuitable in size and scale for its location in relation to the spatial strategy prioritising Town and Local Centres as locations for community facilities, where the local area has good access to a Local/Town Centre and facilities which meet similar local needs where these arise.

Table INF:C

<table>
<thead>
<tr>
<th>CFOA reference</th>
<th>Area</th>
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<tbody>
<tr>
<td>CFOA1</td>
<td>East Ham</td>
</tr>
<tr>
<td>CFOA2</td>
<td>Canning Town</td>
</tr>
<tr>
<td>CFOA3</td>
<td>Forest Gate</td>
</tr>
<tr>
<td>CFOA4</td>
<td>Beckton</td>
</tr>
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<td>CFOA5</td>
<td>Stratford</td>
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<td>CFOA6</td>
<td>Manor Park</td>
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Table INF:D

<table>
<thead>
<tr>
<th>Reference</th>
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<tr>
<td>CF01</td>
<td>Tollgate Medical Centre</td>
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</tr>
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<td>CF02</td>
<td>West Beckton Health Centre</td>
<td>Health</td>
</tr>
<tr>
<td>CF03</td>
<td>Lord Lister Health Centre</td>
<td>Health</td>
</tr>
<tr>
<td>CF04</td>
<td>East Ham Memorial Hospital &amp; Shrewsbury Road Medical</td>
<td>Health</td>
</tr>
<tr>
<td>Code</td>
<td>Location</td>
<td>Use</td>
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<td>------</td>
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<td>Bow County Court</td>
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<td>Scott Wilkie Primary School</td>
<td>Education</td>
</tr>
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<td>CF08</td>
<td>Eleanor Smith Lawson Close</td>
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</tr>
<tr>
<td>CF09</td>
<td>Eastlea Community School &amp; Star Primary</td>
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<td>Langdon Academy</td>
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<td>CF13</td>
<td>Forest Gate Community School</td>
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<td>EDU1-CF14</td>
<td>Site at Flanders Road</td>
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<td>CF15</td>
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<td>Tunmarsh Centre</td>
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<td>CF21</td>
<td>Odessa Infant School and St. James Primary</td>
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<td>CF22</td>
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<td>Community Centre/flexible community use</td>
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<td>Manor Park Community Centre</td>
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</tr>
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<td>Katherine Road Community Centre</td>
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</tr>
<tr>
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<td>Barking Road Centre</td>
<td>Community Centre/flexible community use</td>
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<tr>
<td>CF28</td>
<td>Newham Leisure Centre</td>
<td>Leisure – built facilities</td>
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</table>

[See also mixed use Strategic Sites S01, S03, S04, S05, S06, S08, S10, S11, S13, S14, S15, S19, S21, S22, S23, S24, S26, S27, S28, S29, S31 and non-strategic site HSG23]
Reasoned Justification

6.278 Community facilities are defined for the purposes of this policy as education (from pre-school to further and higher education) and training, health, older people’s housing and specialist provision for other vulnerable people (falling into Use Class C2), social, leisure, children’s playspace, playing pitches (including MUGAs) and associated facilities, places of worship, burial spaces, community spaces (which could including pubs in some cases where other facilities are lacking), lawful D2, A4 and certain Sui Generis uses, public toilets), cultural and civic uses (including criminal justice and court facilities) and emergency services.

6.279 Achieving good growth, and an active and connected community supporting resilience and convergence objectives is about ensuring that residents and businesses have the local infrastructure and services they need and that give them greater choice about how they access services to maintain and improve quality of life. The Infrastructure Delivery Plan (IDP) sets out the assessed need for increased capacity in relation to healthcare, education and childcare in the borough. These are essential components of the community facility network and will be prioritised in order to ensure the needs of the borough are met. These and other identified community facilities needs – for provision to expand, be newly provided, or in some cases be re-configured/oriented - are reflected in Strategic and non-Strategic site allocations where need in the plan period and scope (for development/intensification etc) is known. Key for the borough are new education, healthcare and flexible community facilities, many of which provide an element of childcare. It is important that people have access to community centres and facilities and that they are inclusive and accessible to everyone. They should also be well managed and maintained and located in areas that are accessible to all.

6.279a To ensure that community facilities make the most effective use of land, a key component of the policy is to ensure that facilities meet local need. This is relevant to both the assessment of proposed new facilities on Strategic Sites and elsewhere, as well as the assessment of the appropriateness of loss of land/premises with lawful community facility use, careful location and design and management to ensure facilities will continue to meet [potentially changing] need over time, and preferably meet a range of needs at any one time, being inclusive, accessible, welcoming and flexible.

6.279b Co-location of facilities and services alongside other policy compliant uses, notably housing, can also achieve land use efficient and be beneficial for the viability of a facility, given residential land values. It could also be deployed to help address recruitment difficulties for key workers as well as enhancing overall security. Given evermore constrained sites, the policy also promotes the use of innovative solutions including meanwhile provision on Strategic Sites to enable redevelopment of an existing site. Other innovative solutions could include the use of shared facilities or multi-storey provision (such as
roof top playgrounds), or in some cases off-site shared provision of playing pitches and other facilities.

6.280 The Council’s Community Infrastructure Study has identified qualitative and quantitative deficits in the borough’s provision of schools, health and sports facilities. These are being addressed through existing investment programmes; however, central government funding (the main source of funding for capital projects) is to be significantly reduced over the early years of the Core Strategy. There are also moves towards commissioning and personal models of service provision, customer access strategies, shared services and greater collaboration, both within the public and local community sector.

6.281 There are also moves towards commissioning and personal models of service provision, customer access strategies, shared services and greater collaboration, both within the public and local community sector. The Council and other commissioners/providers will therefore need to carefully consider the use of its existing assets and work together with partners, including the private and voluntary sector to deliver quality services with effective use of land and buildings. This is particularly relevant when considering asset disposal, given that what might be surplus to one provider could be used by another, as well as new facility provision, where opportunities for co-location may be evident.

6.282 In the longer term, new provision will be required to support new communities emerging in the new regeneration areas. The Council has agreed to formally support the proposal for an Academy on the Stratford City (or Olympic Village) site. This would be an all through school, with a five-form entry secondary section (with a sixth form) that would open in 2013 once the Olympic Village is handed back to the site developers for long-term occupation. The Academy is not funded through the Building Schools for the Future programme. Newham Sixth Form College (NewVIc) is the largest sixth form college in London and has a vital role in providing high quality further education to Newham’s residents. The College is seeking to rationalise and relocate to an alternative site close to Stratford town centre.

6.283 Newham College of Further Education has invested heavily in its estate – some £55 million. However, to continue to develop its enterprise curriculum, and to ensure fit-for-purpose modern learning facilities, there is a strategic intention both to rationalise, re-model and modernise the East Ham campus, and relocate its main Stratford operations nearer to or in Stratford City.

6.284 These relocation plans, as set out in the Infrastructure Delivery Plan will in part be funded by the capital receipts from the sale of their existing sites at Welfare Road, Stratford and at Prince Regent Lane, Plaistow, respectively. Plans for these sites will be considered through the Detailed Sites and Policies DPD given their significance in terms of development potential and relocation.
strategies. Options will be developed in accordance with the Core Strategy and will include inter alia community and residential use.

6.285 The University of East London (UEL) is the principal higher education facility in the borough. The capital projects that are contained within UEL’s current estate strategy include the construction of a new sports and leisure building, a new library building and reception for the University’s Docklands campus building. UEL is also collaborating on development with Birkbeck College and will provide an academic and performing arts facility on a new site adjacent to the Stratford Shopping Centre called Stratford Island University Campus.

6.286 The Newham Primary Care Trust (PCT) intends to create a polysystem for delivering future health care services. Under this approach, Primary Care Networks / Spokes, containing hubs, will deliver the full range of primary and secondary health care services in a co-ordinated and joined-up manner in an environment closer to local communities. Key services will be provided from hubs in each network. The alignment of services to polysystems is the first step of shifting services out of hospitals to be closer to homes. This approach will seek to re-design community services to be provided in more innovative ways that support delivery of primary and secondary care within the polysystem setting.

6.287 Newham’s sports and leisure facilities are being significantly improved as a legacy of the Olympic and Paralympic Games. The Olympic Aquatics Centre (OAC) will be built at Stratford and will increase pool capacity in East London by 24%. However, local swimming provision is variable in quality and may need refurbishment over the plan period. By 2020, 1,500 new Health and Fitness stations will be required and the shortfall is likely to remain. Development at Stratford alongside the OAC will help meet the shortfall.

6.287a Town and local centres, within accessible areas, are prioritised for the location of community facilities, helping to promote access to services across the Borough in accordance with the wider vision and spatial strategy. Whilst the location preference for community facilities continues to follow a town/local centre first approach, the final two That said, policy criteria recognise particular circumstances where there is the potential and logical justification in light of other policy objectives and recognised delivery realities for the location of community facilities elsewhere, subject to careful management of impacts via tight criteria.

6.288 In line with the corporate community cohesion and sustainable communities approach, the Council will continue support the facilitation of inter-group working to make co-ownership, use and development possible to meet local needs, and more generally encourage the provision of services and management of facilities by social enterprise and third sector organisations.

Implementation
6.288a Policy will be implemented via the development management process, with the expectation that proposals are accompanied by supporting statements and a management plan that detail responses to the relevant criteria; these will be secured by conditions or legal agreement as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

6.289 The Council will use its land and buildings to provide community facilities, in response to local needs, where appropriate in partnership with other public agencies, the private sector and the voluntary sector. In line with the corporate community cohesion and sustainable communities approach, the Council will continue support the facilitation of inter-group working to make co-use and -development possible to meet local needs.

6.289a The policy seeks to ensure that applicants consider how best to maximise the effectiveness of community facilities not only through careful design and management, but also in the context of the broader spatial strategy which balances the need for community facilities with other demands on land. Early consideration of design, locational and needs based justifications will be explored through pre-application advice and design review.

6.289b Recognising the importance of publicly accessible toilets for many members of the community, provision of these will be one way of demonstrating that a facility is welcoming, inclusive and open and available to all members of the local community.

6.289c The policy allows for the provision of community facilities under certain specific circumstances in out of centre locations where it meets a localised need. In relation to childcare provision the term ‘facility user’ refers to children and not parents. Applicants will be expected to demonstrate that the users of the facility will not exceed 15 people at any one time. Should the facility experience growth in demand and seek to exceed 15 uses or extend beyond 75 sq. m of floorspace, an alternative site/premises must be sought within an appropriate town/local centre location.

6.289d Within supporting statements, applicants are required to provide both qualitative and quantitative evidence to allow local need to be assessed, recognising the difference between a group’s need and market opportunities, and local need. In relation to applications for the loss of community facility floorspace, peppercorn rents as a demonstration of market rent, are not acceptable.

6.289e When proposing facilities within CFOA areas, applicants are expected to evidence a lack of suitable available and affordable sites within in-centre locations and be able to demonstrate a clear end user of the facilities.
Proposals for speculative D1 development are not considered to be acceptable within Community Facilities Opportunity Areas.

6.289f In setting out a presumption in favour of health, education and childcare facilities on Strategic Sites, it is intended that community facilities floorspace in these areas be offered to relevant providers first. Where they do not require floorspace on the site, or where additional community facilities floorspace is proposed that would be surplus to their needs, provided that the applicant can adequately meet other policy criteria, including that which relates to demonstration of local need, the policy does not preclude floorspace coming forward for other community uses.

6.290 Where specific needs have been identified which require allocated sites to support them, this will be taken forward through the Detailed Sites and Policies DPD. Provision of facilities will be monitored through the Annual Monitoring Report.

6.291 Detailed infrastructure requirements will be set out where appropriate within Supplementary Planning Documents.

Monitoring

6.291a Output monitoring will make use of London Development Database and in-house activity monitoring, whilst outcome monitoring will rely on corporate surveys. Outcomes concerning infrastructure sufficiency in terms of distributional and other ‘fitness’ criteria are also the target of ongoing evidence base and audit work, along with headline ‘satisfaction with the area’ data. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.

6.291b Indicators

i. INF-OP-11 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal].

ii. INF-OP-13 Ensuring community facilities keep pace with need:

a. Net new community infrastructure floorspace in new and established neighbourhoods [monitor changes of provision against identified needs];

b. IDP project and planning milestones [monitor progress of projects and planning for community facilities against benchmarks set out in the IDP];
iii. INF-OUT-7 Residents satisfaction with community facilities (health, education, leisure) [no specific target: should be stable or improving].
INF9 Infrastructure Delivery

Objective

To ensure that infrastructure is provided alongside new development to provide for local needs, setting out clear requirements for developers and addressing existing infrastructure deficits through partnership working and making best use of existing assets.

Policy

Priorities for infrastructure will be set out in the Infrastructure Delivery Plan, and will be updated annually. Broadly, priorities that accord with the Core Strategy’s objectives include:

Proposals that address the following strategic principles and spatial strategy, and technical criteria will be supported:

1. Strategic Principles and Spatial Strategy:

   a. All development will be required to demonstrate infrastructure sufficiency accounting for existing deficits as well as new needs arising, with new infrastructure delivered alongside housing and other growth.

   b. Identified infrastructure needs and planning requirements needed to accommodate planned growth (other than those relating to access to jobs and access to conventional housing) are set out in the Infrastructure Delivery Plan and where appropriate, Site allocations and spatial policies.

   c. Where infrastructure needs, including housing mix, employability interventions and the type of infrastructure solution to an issue arising are subject to viability, the following broadly, priorities that accord with the plan’s Core Strategy’s objectives: include:

      i. Family and affordable housing to help create stable, mixed and balanced communities;

      ii. Community facilities including affordable workspaces, Local access to employment and training to help secure convergence and resilience; and

      iii. Infrastructure that secures good growth and optimises development potential, balancing local and strategic needs.

3. Education provision;

4. Intelligent infrastructure (‘smart grid’) e.g. decentralised energy network and retrofitting opportunities;

5. New and improved open space;

6. Local transport and public realm improvements; and
7. Strategic transport where it does not prejudice the achievement of other local priorities as listed above

2. Technical Criteria:

a. In demonstrating infrastructure sufficiency, account should be taken of:

i. The needs, commitments and planning requirements set out in the IDP and relevant thematic policies and site allocation specifications that reflect this.

ii. Recent technical studies and engagement with strategic infrastructure commissioners and providers that may update the position set out in the latest IDP.

iii. Accessibility, capacity and availability of existing infrastructure in the area where this is to be relied upon.

iv. Potential CIL contributions relative to the infrastructure funding gap, and mindful of the spending limitations set out in the Reg 123 list.

v. The ability of the development proposal to make physical and financial contributions to meet needs arising where consistent with other policies and latest CIL regulations.
Reasoned Justification

6.293 Local authorities have a requirement to invest in their communities and to develop the necessary infrastructure (physical, social and green, including affordable and specialist housing and mechanisms to connect people to job and business opportunities) to support them, however this is not a responsibility that falls to the local authority in isolation. The development of localities requires investment from a range of sources including healthcare providers, water and sewerage undertakers, and national agencies, and developers. Where there is a substantial programme of development or regeneration, such as in Newham, there is a need for the investment strategies of the various agencies to be effectively coordinated through integrated infrastructure planning, and for growth, notably of housing, but also of employment space, to occur alongside the evolution of infrastructure. The ultimate objective is to ensure ‘good growth’ is achieved, maintaining and preferably enhancing quality of life, rather than resulting in unacceptable impacts and externalities.

6.294 A Community Infrastructure Study has been undertaken for the Council. This focuses on the identification of the future infrastructure and services that Newham will require during the plan period up to 2027. This has been achieved by assessing the baseline of existing provision to establish how demand is currently met; assessing future infrastructure requirements to support growth estimating costs and means of funding; and establishing governance arrangements.

6.295 It is important for the Council and other infrastructure providers to have a firm grasp of the infrastructure needs of the future, and how they relate to existing plans of service providers to improve service delivery. This is because The planning process provides a forum in which to align providers’ plans with the expected population and household growth in Newham; because it is important to identify any remaining funding gaps for infrastructure provision after these plans have been assessed; and because there needs to be a sound basis for infrastructure specified in site allocations and for the collection of developer contributions.

6.296 PPS 12 requires that the deliverability of the LDF, especially the Core Strategy, is set out in an Infrastructure Delivery Plan (IDP). This comprises an infrastructure delivery strategy that covers the years 1-15, and a projects schedule which has more certainty for years 1-5/6. The IDP is included at Appendix 3, and was prepared in conjunction with other stakeholders who are responsible for implementing physical, social and green infrastructure schemes. This will form the basis of a Community Infrastructure Levy (see below) but in the interim will be used to inform the negotiation of planning obligations. The NPPF confirms that the Local Planning Authority should engage with authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands. The outcome of such engagement, set out within the Infrastructure Delivery Plan (IDP) and reflected in the spatial and thematic policies demonstrates how the infrastructure needs arising from the strategy set out in the development plan will be met, including provision for managing ‘known unknowns’ which are the inevitable consequence of varying planning horizons and processes. As such the IDP has been embedded within policy to signpost to infrastructure providers, land owners and
developers the full costs of delivering schemes in the borough and the associated impact on demand/need for infrastructure and services.

6.297 It should also be noted that there are likely to be a number of tariffs/levies operational in Newham to collect contributions from development towards the provision of supporting infrastructure e.g. the Mayor of London’s Crossrail and CIL. The LTGDC tariff will continue to apply until 2013. Some [infrastructure] policy requirements are subject to viability, and the variety of cost demands on a development means it is helpful to specify which of these are most important in light of the overall vision and objectives of the Plan. In doing so it is acknowledged that shortfalls will have to be picked up by other agencies/mechanisms e.g. direct grant funding of affordable housing.

Implementation

6.298 Infrastructure sufficiency is defined as having enough infrastructure capacity in the right places at the right time to meet needs arising in ways that meet reasonable expectations i.e. cognisant of planning benchmarks and those achieved Pan-London and more locally, set out elsewhere in the Plan, (including accessibility benchmarks described in INF2&5 the IDP and technical studies, and impact modelling on quality of life, business continuity, blight/opportunity cost and the environment. Capacity may be new or existing, particularly through enhancements to existing, and assessments will need to be mindful of existing deficits, accessibility constraints (physical, financial, temporal, inclusivity) and the role of identified sites in addressing deficits in light of the overall scarcity of sites, particularly for open space and community facilities such as schools and healthcare. Demonstrating infrastructure sufficiency will therefore include an assessment of [gross and net] infrastructure needs arising, and how these will be met on or off site, whether through physical (e.g. provision of floorspace, floorspace flexibility or access improvements) or financial contributions (e.g. Mayor of London and Newham CIL, S106) or other undertakings (e.g. relating to public access or user charges) necessary to make an application acceptable in planning terms. As part of this, particularly where the IDP indicates evolving plans, engagement will need to occur with key providers/undertakers/commissioners, such as Thames Water, the Newham CCG and the Council. There are still a number of uncertainties following the government’s Comprehensive Spending Review and subsequent cuts in local authority spending. Further work will therefore be undertaken to assess viability following confirmation of the Council’s budget in March 2011, prior to proposing a Community Infrastructure Levy (CIL) for Newham.

6.298a Development proposals, particularly on Strategic Sites, need to ensure that their infrastructure requirements do not place an unacceptable impact onto existing communities or infrastructure, in turn fettering future development i.e. through under provision of community facilities, excessive demand on utilities, insufficient public transport capacity to cope with additional demand etc. This will be particularly relevant where the development proposed is not accounted for in funded infrastructure plans including where the proposal places different infrastructure demands than envisioned in the development plan or most recent IDP. In anticipating what degree of capacity shortfall would be met by CIL expenditure, applicants should be mindful of the Regulation 123 list which delimits what CIL may be spent on locally, and the scale of the funding gap outlined in the CIL charging schedule evidence base or such other updated evidence, relative to
likely CIL receipts given CIL levels and coverage (i.e. exclusion of certain forms of
development).—The annual CIL receipts and expenditure are reported in the Community
Infrastructure Levy (CIL) Report and published in accordance with the CIL Regulations.
Broadly, mitigation of impacts of a development should not be expected to be [wholly]
provided by CIL; to ensure development is acceptable account must be taken of the full
impact of the proposal on existing communities and infrastructure.

6.298b The IDP is intended to inform the plans of both developers and providers, whilst providing
comfort for existing residents and businesses that growth can be appropriately
accommodated within planned infrastructure provision/infrastructure planning processes.
It will be periodically updated, ideally annually, to clarify what has been delivered and any
change in the need/demand for infrastructure as per updated information from providers
and technical studies, which should be factored into masterplanning, impact/sufficiency
testing and providers’ strategic planning. Infrastructure projects identified within the IDP
are regarded as having demonstrated need and a strategic approach to infrastructure
where this is a policy requirement, notably INF8.

6.298c Where engagement with infrastructure providers and commissioners to update the IDP
proves challenging despite Duty to Co-operate obligations, efforts will be made to escalate
the issue, notably through work with neighbouring authorities and the GLA. Such
difficulties will also be noted in the IDP itself, identifying its information may be
incomplete.

6.298c A Planning Obligations Supplementary Planning Document will be produced to clarify, in
line with the Regulation 123 list, what the expectations are of in-kind or financial
contributions towards physical and social infrastructure. The priority list in 1c is to guide
the application of review mechanisms and negotiations; the weight given to each priority
category will vary on a site by site basis according to particular strategic and local needs
which are reflected in specific site allocations and designations and associated policies. i
Infrastructure to deliver good growth is that that falls within the remit of the IDP.

Monitoring

6.299 Regular monitoring and review of infrastructure delivery will be required, through the
Annual Monitoring Report. Delivery of infrastructure will be kept under review, monitored
against the indicators set out below and through ongoing engagement with commissioners
and providers published in the LBN Authority Monitoring Report, annual S106 and CIL
reports and associated monitoring bulletins and in updates to the IDP. Going forward,
updates to the IDP will be used to update the spatial strategy where these updates are
aligned with Plan Review. Outcomes are not specific to the policy; rather, reference should
be made to those identified under S1 relating to the overall spatial vision of which this
policy is an important part.

6.299a Indicators

i. INF-OP-15 Securing Appropriate Infrastructure Delivery Mechanisms:

a. Developer contributions for community infrastructure and open space
improvements (including physical and financial contributions)[no specific target,
should be relevant to the IDP and spatial strategy];
b. CIL Charging Schedule and Receipts /Spend. [no target, reference to the infrastructure funding gap will be made];

c. Overall IDP progress and other infrastructure delivery mechanisms [targets are the milestones set out in the IDP];

ii. INF-OP-11 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal].
INF10—Locating Community Facilities

Objective

6.8 Ensuring that the delivery and retention of community facilities is carefully managed in order to align provision with the needs of the community.

Policy

As a resource for community resilience, the Council will ensure that the delivery and retention of community facilities is carefully managed in order to ensure provision of facilities which meet the needs of the community.

To this end, proposals that respond positively to the following will be supported:

1. The need to address the street and neighbourhood in their design, so that they are obvious and welcoming within the urban grain, subject to design and character considerations, in accordance with policies INF8, SP9, SP3 and SP5.

2. The need to provide for use by more than one section of the community, setting out design and management measures detailing how outside of its principle use and any sacred areas, the facility would operate as a multifunctional space with fair and affordable access to all members of the community.

3. The importance of demonstrating the local need for new, intensified or replacement facilities through evidence including:
   a. that at least 67% of users will be ordinarily Newham residents;
   b. where post-16-year-old education or training is proposed, that the facility directly responds to the Borough’s identified growth sectors (set out within policy J1), provides recognised and accredited qualifications, and demonstrates support from links with local employers, including reference to the relevance of the proposed qualifications offer;
   c. that existing facilities cannot meet the identified need, taking into account the need to consider innovative approaches to provision, including alternative models in relation to scale and scope, in urban Newham;
   d. published sufficiency assessments; and
   e. published strategic infrastructure plans/capital programmes.

4. Where the release of a community facility to other uses is proposed, the importance of providing evidence that the facility has been either:
   a. assessed and identified as surplus as part of a broader strategic approach changing the model of provision that is considered to be of local benefit, (e.g. aligned with other Local Plan Core Strategy objectives) and may be necessary to help realise that strategy; or
b. offered to the market for the range of existing lawful uses (typically Class D1) for a period of six months, at a rent or sale price benchmarked against at least three other equivalent properties in the area. This will include drawing it to the attention of public providers; or

c. shown to be unsuitable in size and scale for its location in relation to the spatial strategy prioritising Town and Local Centres as locations for community facilities, where the local area has good access to a Local/Town Centre.

5 On Strategic Sites where an element of community floorspace is proposed, health, childcare and education facilities (with provision for shared use where possible) are prioritised.

In accordance with policy INF8, the Council will continue to adhere to a Town/Local Centre first locational preference for community facilities. In specific circumstances however, the Council will:

6 Support proposals within the defined Community Facilities Opportunity Areas (CFOA) as set out in Table L below, where Class D1 uses would be acceptable to meet local needs, when it can be demonstrated that there are no available or affordable in-centre premises or sites.

Table L

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<td>Stratford</td>
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<tr>
<td>CFOA6</td>
<td>Manor Park</td>
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</table>

7 Allow exceptions, subject to the satisfaction of other criteria, where proposals:

a. are meeting a localised need, are smaller than 100 sq. m and building occupants at any one time do not exceed 15 people;

b. will be adding to existing facilities to help form a recognisable ‘hub’ or ‘cluster’ meeting localised needs; or

c. will result in the protection of a public house for an alternative local community benefit with a localised catchment area, subject to similar scale definitions as 7a.

d. relate to the operational needs of emergency services provision.

To promote the delivery of community facilities in accordance with identified need:

8 A site at Flanders Road is allocated for D1 school use and other ancillary D1 uses as appropriate according to local need.
6.9 This policy extends and expands policies INF8 and INF9, setting out expectations that reflect the policy’s strategic principles, whilst introducing technical requirements, design criteria and additional spatial strategy to enable policy assessment and interpretation. The definition of community facilities is considered to be that which is as set out in paragraph 6.278 of the Local Plan: Core Strategy.

6.10 A key tenet of Local Plan Core Strategy policy is designing for inclusivity, accessibility and flexibility; it ensures community facilities can draw people together, and that the most effective use is made of community spaces.

6.11 New proposals should be legible and welcoming within the urban grain. This means that as well as responding to local character and context the building should be distinct from others in the street or locality in such a way that its function is readily understood by people, including having an inviting and obvious entrance, clear signage, and information about what the building has to offer local people. In the interior, every effort should be made to enable multiple community activities to take place, beyond the building’s primary purpose.

6.12 To ensure that community facilities make the most effective use of land, a key component of the policy is to ensure that facilities meet local need. This is relevant to both the assessment of proposed new facilities on Strategic Sites and elsewhere, as well as the assessment of the appropriateness of loss of land/premises with lawful community facility use. Applicants are required to provide both qualitative and quantitative evidence to allow local need to be assessed, recognising the difference between a group’s need and market opportunities, and local need.

6.13 In setting out a presumption in favour of health, education and childcare facilities on strategic sites, it is intended that community facilities floorspace in these areas be offered to relevant providers first. Where they do not require floorspace on the site, or where additional community facilities floorspace is proposed that would be surplus to their needs, provided that the applicant can adequately meet other policy criteria, including that which relates to demonstration of local need, the policy does not preclude floorspace coming forward for other community uses.

6.14 Policy INF8 prioritises town and local centres, within accessible areas, for the location of community facilities, helping to promote access to services across the Borough in accordance with the Local Plan: Core Strategy and corporate agenda. Whilst the locational preference for community facilities continues to follow a town/local centre first approach, the final two policy criteria recognise particular circumstances where there is the potential for the location of community facilities elsewhere.
6.15 Where competing requirements and floorspace has resulted in a genuine lack of available and affordable sites within in-centre locations, some edge of centre locations are recognised as an appropriate alternative via a number of designated Community Facilities Opportunity Areas (see Local Plan Policies Map). When proposing facilities within these areas, applicants are expected to evidence a lack of suitable available and affordable sites within in-centre locations and be able to demonstrate a clear end user of the facilities. Proposals for speculative D1 development are not considered to be acceptable within Community Facilities Opportunity Areas.

6.16 The need for small-scale facilities serving a very local catchment (e.g. small childcare facilities) may appropriately be provided within residential areas, where town and local centre access is poor, especially where this results in the conversion of a pub (recognising their potential function as localised community meeting spaces). By limiting the scale of such uses, the possibility of detrimental impacts upon residential amenity (from traffic and people congregation) is reduced and the likelihood of linked trips increased. Applicants will be expected to demonstrate that the users of the facility will not exceed 15 people at any one time. Should the facility experience growth in demand and seek to exceed 15 users or extend beyond 100 sq. m of floorspace, an alternative site/premises must be sought within an appropriate town/local centre location.

6.17 In accordance with policy INF8, a school site is allocated at Flanders Road, E6. The site is proposed for D1 use, primarily a school, but allows for co-location/flexible use with other D1 uses according to local need. The allocation can be found on the Local Plan Policies Map.

Implementation

6.18 Policy will be implemented via the development management process, with the expectation that proposals are accompanied by supporting statements and a management plan that detail responses to the relevant criteria; these will be secured by conditions or legal agreement as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way. CFOA allocations further provide for a positive planning framework linked to market realities in which inappropriate proposals can be redirected.

6.19 The policy seeks to ensure that applicants consider how best to maximise the effectiveness of community facilities not only through careful design and management, but also in the context of the broader spatial strategy which balances the need for community facilities with other demands on land. Early consideration of design, locational and needs-based justifications will be explored through pre-application advice and design review.

Monitoring

6.20 The existing monitoring framework set out in the Local Plan: Core Strategy provides for the monitoring of relevant outputs including D1 floorspace gains in different parts of the borough (town centres, strategic sites, CFOAs etc). Outcomes concerning infrastructure sufficiency—in terms of distributional and other ‘fitness’ criteria—are also the target of ongoing evidence base and audit work, along with headline ‘satisfaction with the area’
Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.
Local Plan Review

Proposed Submission Draft
Appendix 1: Sites Schedule – Strategic Sites

November 2017
(as consolidated with Proposed Minor Amendments February 2018)
## Appendix 1 Contents Page

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<td>Queen’s Market</td>
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</table>
Strategic Site Name | SS ref   | Community Neighbourhood | Allocation including tall buildings specifications | Further Sources of Information
--- | --- | --- | --- | ---
Stratford Central | S05 | Stratford & West Ham | **Renewal and reconfiguration and significant expansion** of the existing retail floor space offer, with scope for expansion of (mainly comparison) floorspace (in line accordance with the requirements of Policy INF5) together with other town centre uses, and residential uses and environmental quality, character public realm and permeability improvements. **The key aim is to integrate the area** integration with Stratford City and the surrounding Olympic Legacy sites is key, ensuring that a complementary offer is developed maintained and investment opportunities are maximised, with parity of design quality and continuity of public realm momentum catches up. Indicative residential typology - medium / high density, low family. heights of 20 plus storeys: stepping down to low (4-5 storey) and mid rise (6 to 8) at the site margins, with particular sensitivity to the St Johns and University Conservation areas and Listed Buildings along the High Street/Broadway.

See also Policies S1, S2, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF4, and INF5 and INF9.

**Map**

<table>
<thead>
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<td>• PTAL (2021): 6b</td>
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<td>• Partially built out, some extant planning permissions</td>
</tr>
<tr>
<td>• Conservation Area (partial)</td>
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<tr>
<td>• Listed buildings</td>
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<tr>
<td>• APA Tier 2</td>
</tr>
<tr>
<td>• Metropolitan town centre – in centre location</td>
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<tr>
<td>• Employment Hub E5: Stratford Metropolitan</td>
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<tr>
<td>• Tallest Buildings Area</td>
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<tr>
<td>• Flood zone 2/3 (partial)</td>
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<td>• Licensing Saturation Zone</td>
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<tr>
<td>• Betting Shops and Hot Food Takeaways hotspot</td>
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<tr>
<td>• Parks deficiency</td>
</tr>
<tr>
<td>• AQMA</td>
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<tr>
<td>• Airport Safeguarding: consult LCA for all works over 45m &amp; 90m in height</td>
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<tr>
<td>• Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from surrounding natural watercourse;</td>
</tr>
<tr>
<td>• Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality</td>
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<th>Phasing</th>
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<td>Short/medium/long term</td>
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</table>
Abbey Mills S10 Stratford & West Ham

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 height of 8-12 storeys with lower development to west to maximise views of riverside and nearby heritage assets.

See also Policies S1, S2, SP4, SP5, SP7, SP9, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.

SFRA 2017
District Heat Network LDO
HRA screening report (2018);

PTAL (2021): 6b - 4
SINC (partial)
Significant contamination (prior industrial chemical use).
Listed Buildings and Conservation Area (adjacent)
APA Tier 3
Flood zone 3/2 (partial)
Critical drainage area (adjacent)
AQMA (adjacent)
Hot Food Takeaways hotspot
SINC (adjacent and partial)
Thames Tideway Tunnel Safeguarding (partial)
Airport Safeguarding consult LCA for all works over 15m & 45m in height
Major Hazards Site (former Bromley-by-Bow Gasholders) middle/outer zone
Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);
Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

Private Developer(s)
Medium to long term
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<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
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</table>
| Plaistow North      | S29    | Stratford & West Ham     | 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. Mixed use development including residential and a new clearly defined 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, height 6-8 storeys, and up to 20 storeys immediately adjacent the station. See also Policies S1, S2, S6, SP4, SP5, SP6, SP7, SP9, INF1, INF2, INF4, INF5, INF6, and INF7 and INF9. | SFRA 2017  
Town Centre Study 2016  
HRA screening report (2018); |

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| • PTAL (2021): 6a – 4  
• Extant planning permission (partial)  
• Listed Buildings and Conservation Area (adjacent)  
• Flood zone 3/2 (partial)  
• Critical drainage area (adjacent)  
• Licensing Saturation Zone  
• Betting Shops and Hot Food Takeaways hotspot  
• AQMA  
• Parks deficiency  
• Traffic Congestion Zone  
• SINC (adjacent)  
• Airport Safeguarding: consult LCA for all works over 45m in height  
• Existing heat network in Stratford (within 1km), see policy INF4  
• Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);  
• Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality |

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</tbody>
</table>
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 activation of and connectivity through 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 the dock to the ExCeL centre, and across North Woolwich Road. Public access to the dock edge should be provided. Indicative residential typology — medium density, medium family. height: 6 to 8 storeys, up to 16 storeys at key locations.

See also Policies S1, S3, SP4, SP5, SP6, SP7, SP9, J2, INF1, INF2, INF3, INF4, INF5, INF6, INF7, and INF8 and INF9.

- SFRA 2017
- Town Centre Study 2016
- District Heat Network LDO
Strategic Site Name | SS ref  | Community Neighbourhood  | Allocation including tall buildings specifications  | Further Sources of Information  
--- | --- | --- | --- | ---  
Minoco Wharf | S22  | Royal Docks  | The Managed 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. Indicative residential typology—medium density, medium family, heights: 6 to 8, 10 to 12 storeys and up to 15, 18 storeys at key locations; views and the pre-eminence of the distinctive Marco Polo building are to be protected.  
See also Policies S1, S3, SP4, SP6, SP7, SP9, J2, INF1, INF2, INF4, INF5, INF6, and INF7 and INF9.  
  |  |  |  |  
Map  

| Constraints and Other Advisory Information  
---  
SFRA 2017  
Town Centre Study 2016  
District Heat Network LDO  
PTAL (2021): 2  
Extant planning permissions/under construction  
**Grade II listed Silvertown War Memorial**  
Flood zone 3/2  
AQMA  
Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]  
APA Tier 3  
Parks deficiency  
Airport Safeguarding: consult LCA for all works  
Airport noise insulation (see Policy INF2)  
Water mains on site (Piling Method Statement and consultation with Thames Water required);  
  
| Partners  
---  
Private Developer(s)  
  
| Phasing  
---  
Short term  

384
<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silvertown Landing</td>
<td>509</td>
<td>Royal Docks</td>
<td>Mixed use consolidating the community centred on the new DLR station at Thames Wharf on the western part of the site through Managed Release of SIL, and employment/strategic infrastructure development at the east of the site, where the functionality and capacity of the SIL will be protected but may be re-positioned to best effect securing buffering of both new and existing SIL and strategic infrastructure consolidation and strengthening of the SIL on the eastern side of the site and beyond through continued SIL protection, together with strategic infrastructure. Employment uses on the SIL should include modern industrial and warehousing, but may also link to the adjacent LMUA, with the scope to secure Managed Intensification (as per J2) and further release if new formats are realised, reducing the spatial footprint whilst achieving the same capacity, functionality and ability to respond to industrial and warehousing demand. The Managed Release of the western part of the site for mixed use will secure an appropriate transition from SIL and strategic infrastructure and include residential uses, green and community infrastructure meeting local need, and employment generating uses. Convenient and comfortable connections to the DLR stations at West Silvertown, Thames Wharf and Royal Victoria, and along and across North Woolwich Road will be improved as will pedestrian and cycle links through to and along the river (where public space will open out) and docks and to nearby local centres and Canning Town town centre. Indicative building heights 6 to 8, 10 to 12 storeys with buildings of up to 15 to 18 storeys being acceptable at key locations ensuring that views of and the pre-eminence of the distinctive Marco Polo building at Royal Wharf are protected. See also Policies S1, S3, SP4, SP7, SP8, SP9, J1, J2, INF1, INF2, INF4, INF6, INF7, and INF8 and INF9.</td>
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<td>Silvertown Tunnel DCO</td>
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<td>SFRA 2017</td>
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<td></td>
<td>District Heat Network LDO</td>
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<td></td>
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<td></td>
<td>HRA screening report (2018);</td>
</tr>
</tbody>
</table>

### Constraints and Other Advisory Information

- PTAL (2021): 3 - 2
- SIL (partial)
- Employment Hub E2: Thameside West
- Silvertown Tunnel safeguarding
- Protected Mooring Point
- Cable Car Protection Zone
- APA Tier 3
- Contamination
- Flood zone 3/2
- AQMA
- Parks deficiency
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Wharf safeguarding until such time as consolidated wharf brought into action.
- Airport Safeguarding: consult LCA for all works
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent (Piling Method Statement and consultation with Thames Water required);
- PLA to be consulted early on in development of any new river crossing options
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

### Partners
GLA / Private Developer(s)

### Phasing
(Medium to) Long term
<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
</table>
| Central Thamside West   | S07    | Royal Docks             | Employment and wharf development comprising the reactivated Peruvian Wharf and consolidation of other Thameside West Wharves at Royal Primrose Wharf. Employment development will be consistent with the Strategic Industrial Location (SIL) designation, maximising opportunities for modern industrial uses and support the wharf use including providing access, together with improved access to adjoining SIL uses from North Woolwich Road, preferably in the form of a central spine road with connections east, west and to the wharves. See also Policies S1, S3, SP7, SP9, J1, J2, INF4 and INF6 and INF9. | - ELR 2017  
- SFRA 2017  
- HRA screening report (2018);  
- PTAL (2021): 3 - 2  
- Some extant planning permissions  
- SIL  
- Employment Hub E2: Thameside West  
- Safeguarded Wharves/consolidation area  
- Flood Defence Safeguarding  
- APA Tier 3  
- Flood zone 3/2  
- AQMA  
- SINC (adjacent)  
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]  
- Airport Safeguarding: consult LCA for all works & works over 15m in height (see mapping)  
- Sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River  
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality |

**Map**

![Map of Strategic Site](image)

- Strategic Site
- Other Strategic Site
- Strategic Industrial Location
- Improved Connectivity

**Constraints and Other Advisory Information**

- PTAL (2021): 3 - 2
- Some extant planning permissions
- SIL
- Employment Hub E2: Thameside West
- Safeguarded Wharves/consolidation area
- Flood Defence Safeguarding
- APA Tier 3
- Flood zone 3/2
- AQMA
- SINC (adjacent)
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCA for all works & works over 15m in height (see mapping)
- Sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

**Partners**

PLA / GLA / Private Developer(s)

**Phasing**

Short to medium term
Mixed use redevelopment through the Managed Release of land designated as a Strategic Industrial Location and consolidation of wharves on the adjacent site (which will allow for subsequent removal of their safeguarding) will assist in the consolidation of a new neighbourhood at West Silvertown, with an additional small scale local centre around the station complementing that at Royal Wharf. The neighbouring industrial uses will be buffered by design responses at the western side of the site, whilst at the eastern side, Lyle Park will be enhanced and activated through integration with the new development. Connections to the DLR stations at Pontoon Dock and West Silvertown will be secured as will pedestrian and cycle links to Silvertown Quays and through to the river. Indicative heights: 6 to 8, 10 to 12 storeys and up to 15 to 18 storeys at key locations including West Silvertown DLR station, ensuring that views of and the pre-eminence of the distinctive Marco Polo building at Royal Wharf are protected.

See also Policies S1, S3, SP4, SP6, SP7, SP8, SP9, J1, J2, INF1, INF2, INF4, INF5, INF6, and INF7 and INF9.
Mixed use, consolidating the new neighbourhoods at Pontoon Dock and Silvertown Quays and securing an effective transition to the SIL to the east, and airport and existing residential uses to the north east. On the northern section of the site, industrial and warehousing will be consolidated in the LIL, with surrounding plots affording the opportunity to integrate with this and surrounding residential and to introduce and enhance the visitor economy and cultural industry and effct place-making focused on the character and heritage asset of St Marks Church/Brick Lane Music Hall.

Residential development and new community infrastructure including a school will be focused at the southern section of the site through Managed Release of SIL, with employment uses with separate access, including modern industrial/warehousing and workshops, buffering neighbouring SIL. Connectivity through the site and beyond is a key priority, particularly pedestrian and cycling routes to DLR stations at Pontoon Dock, Prince Regent and London City Airport across the railway, and through to the river and docks, where access will be opened out. Indicative heights: 6 to 8 storeys including in the vicinity of the listed St Marks Church, and up to 15 storeys at key locations, ensuring that views of and the pre-eminence of the distinctive Marco Polo building at Royal Wharf are protect.

See also Policies S1, S3, SP4, SP5, SP6, SP7, SP8, SP9, J1, J2, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.


SFRA 2017
District Heat Network LDO

PTAL (2021): 2 - 1b
LIL (partial)
SIL (partial)
Operational wharf adjacent (Tate & Lyle Refinery) [INF1]
Employment Hub E3: Thameside East
Listed building
APA Tier 3
Contamination
Flood zone 3/2
Critical Drainage Area (partial)
AQMA
Hot Food Takeaways hotspot
Parks deficiency
Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
Airport Safeguarding: consult LCA for all works
Airport noise insulation (see Policy INF2)
Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;
Strategic Site Name  | SS ref  | Community Neighbourhood  | Allocation including tall buildings specifications  | Further Sources of Information
---|---|---|---|---
North Woolwich Gateway  | S04  | Royal Docks  | Employment-led mixed use redevelopment reflecting the gateway location and activating and enhancing heritage and character assets including the station, foot tunnel portal, river and Royal Victoria Gardens. New SIL uses will be focussed on the west of the site, and cultural, community and creative uses focused around North Woolwich Station, complementing the local centre and securing integration with the wider neighbourhood. Residential uses will be suitable for careful deployment where compatible with these uses and the operation of the ferry; longer term should the ferry crossing cease, more residential opportunities may arise. Quality pedestrian and cycle connections to King George V DLR station and North Woolwich local centre will be crucial, together with improvements to Albert Road, as will improved links to and along the river, opening up riverside spaces for public use. Indicative building heights of 6 to 8 storeys with buildings of up to 15 storeys at key locations, ensuring that views and the pre-eminence of the distinctive Marco Polo building at Royal Wharf are protected. See also Policies S1, S3, SP4, SP6, SP7, SP8, SP9, J1, J2, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.  | • SFRA 2017  
• District Heat Network LDO  
• HRA screening report (2018);  
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Constraints and Other Advisory Information

- PTAL (2021): 3 - 2  
- SIL (partial)  
- Employment Hub E3: Thamside East  
- Protected Mooring Point  
- APA Tier 3  
- Contamination  
- Flood zone 3/2  
- Listed buildings  
- AQMA  
- Hot Food Takeaways hotspot  
- Parks deficiency  
- Traffic congestion zone  
- Flood defence safeguarding  
- Crossrail Safeguarding  
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]  
- Protected public access to the river point (INF1)  
- Airport Safeguarding: consult LCA for all works  
- Water mains on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;  
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

Partners  | Phasing
---|---
GLA / Private Developer(s)  | Short/medium/long term
<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thames Wharf</td>
<td>S08</td>
<td>Canning Town &amp; Custom House</td>
<td>Proposed release from Strategic Industrial Location (see Policy J2). There is scope to reconfigure consolidate the safeguarded wharf at Central Thameside West (Royal Primrose Wharf) and on the site to the adjacent site (Carlsberg-Tetley) or subsequently 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, Tthis and Managed Release from SIL (see Policy J2) could provide the opportunity to develop a new neighbourhood, comprising new residential and community uses including a school, and employment, leisure/tourism and residential uses grouped around a potential new DLR station and Local Centre, well connected by pedestrian and cycle links. 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. Continuous riverside access; links to the Lea River Park and across to Trinity Buoy Wharf, to Royal Victoria and West Silvertown DLR stations and Canning Town town centre; North Woolwich Road active street improvements; and appropriate connectivity and integration with adjacent Silvertown Landing strategic site will be secured. Indicative - residential typology - medium density, medium family, building heights of 6 to 8 10 to 12 storeys with buildings of up to 15 18 storeys at key locations. 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. See also Policies S1, S3, S4, SP4, SP6, SP7, SP9, J2, INF1, INF2, INF3, INF4, INF5, INF6, INF7, and INF8 and INF9.</td>
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<td>PTAL (2021): 3 - 1a</td>
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<td>APA Tier 3</td>
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<td>Flood zone 3/2</td>
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<td>Crossrail Safeguarding</td>
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<td>Silvertown Tunnel Safeguarding</td>
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<td>PLA to be consulted early on in development of any new river crossing options</td>
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<td>Licensed waste facilities on site [INF3]</td>
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<td>DLR service access road</td>
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<td>AQMA</td>
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<td></td>
<td>Parks deficiency</td>
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<td>DLR station (passive safeguarding)</td>
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<td>Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]</td>
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<td>Airport Safeguarding: consult LCA for all works over 15m in height (see mapping)</td>
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<td>Airport noise insulation (see Policy INF2)</td>
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<td>Water mains adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;</td>
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<tr>
<td>Partners</td>
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<td>LDA GLA / PLA / Private Developer(s)</td>
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<tr>
<td>Phasing</td>
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<td>Medium to long term</td>
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Employment-led mixed use (linking to existing Cody Road industrial uses) area that contributes to the creation of a new local centre in the station vicinity of West Ham station and integration of the protected historic gasholders, along with delivery of a riverside open space. Facilitation of a possible future link to S10 Abbey Mills. Site access improvements will be required, including links to West Ham station, the neighbourhood beyond, and to S10 and to Bromley-by-Bow. Indicative—residential typology—medium density, medium family, height of 8-12 storeys with lower development towards the west of the site sensitive to the heritage assets, and up to 19 storeys around the station, subject to addressing the sensitivity of existing homes on Manor Road.

See also Policies S1, S4, SP4, SP5, SP6, SP7, SP8, SP9, J1, J2, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.

Constraints and Other Advisory Information
- Town Centre Study 2016
- District Heat Network LDO
- HRA screening report (2018); 
- PTAL (2021): 6b – 3
- Listed gasholders
- Major Hazards Site (former Bromley-by-Bow Gasholders) inner/middle/outer zone
- APA Tier 3
- Significant contamination
- Flood zone 3/2
- Critical Drainage Area (adjacent)
- Licensing Saturation Zone
- AQMA
- SINC (adjacent and partial)
- Thames Tideway Tunnel Safeguarding
- Parks deficiency
- Delivery of Lea River Park aspirations
- Airport Safeguarding: consult LCA for all works over 15m & 45m in height (see mapping)
- Sewers on site may not be diverted (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Channelsea River;
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5; INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

Partners
LTGDC, LDA GLA / private developer(s)

Phasing
Medium to long term
### Strategic Site Name

<table>
<thead>
<tr>
<th>Strategic Site Name</th>
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<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
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<tbody>
<tr>
<td>Manor Road</td>
<td>S13</td>
<td>Canning Town &amp; Custom House</td>
<td>Residential-led mixed use scheme incorporating high quality, prominent open space with green grid links to Star Park, a considered design response to the land adjacent to the railway and beneath pylons, avoiding its marginalisation, a defined cluster of flexible B1 business space, and town centre commercial and community frontage (including B1) to the part of the site along Barking Road section east of Manor Road which lies within will be the only part of the site to remain in the town centre boundary. and business use alongside the railway. Quality walking and cycling connections with the town centre and station interchange, the wider neighbourhood and along the Manor Road Key Corridor will be crucial. Indicative residential typology—medium density, medium family, building heights of 6 – 8 storeys, stepping up in height to 8 to 12 towards the ‘tallest building area’ where 20+ storeys may be acceptable, and stepping down towards the existing Area of Townscape Value. See also Policies S1, S4, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.</td>
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</tbody>
</table>

### Constraints and Other Advisory Information
- SFRA 2017
- District Heat Network LDO
- PTAL (2021): 6a – 5
- Employment Hub E8: Canning Town
- Town Centre (partial)
- Tall Buildings Area TBA2: Canning Town (partial)
- Green Space
- Listed buildings and ATV
- Parks deficiency
- APA Tier 3
- Flood zone 3/2
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Pylons/power lines
- Railway
- Airport Safeguarding: consult LCA for all works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on site (Piling Method Statement and consultation with Thames Water required);

### Partners

GLA LTGDC/HCA /LBN / Private Developer(s)

### Phasing

Medium to long term
Strategic Site Name  |  SS ref  |  Community Neighbourhood  |  Allocation including tall buildings specifications  |  Further Sources of Information
--- | --- | --- | --- | ---
Canning Town Central | S14 | Canning Town & Custom House | Expanded District Centre abutting a transport hub, moving towards a Major Centre in composition and scale, within a revised boundary to comprise *town centre uses notably* retail (*to include* anchor *uses anchor* food store of up to 6,500 sq m net, and significant comparison floorspace - up to 25,000 sq m net) leisure, *workspace* 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 *interchange and neighbourhoods beyond* 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* heights: *Potential for 20 storeys plus, stepping down to address cumulative impacts and transitions at the margins.*

See also Policies S1, S4, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.

- Town Centre Study 2016
- SFRA 2017
- District Heat Network LDO
- HRA screening report (2018);

### Constraints and Other Advisory Information

- PTAL (2021): 6a – 4
- Extant planning permission, largely built out (part of the site).
- Strategic Retail Growth SR2: Canning Town
- Employment Hub E8: Canning Town
- Town Centre
- Listed buildings and ATV (adjacent)
- APA Tier 3
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover
- AQMA
- Parks deficiency
- Licensing Saturation Zone (partial)
- Betting Shops and Hot Food Takeaways hotspot
- Airport Safeguarding: consult LCA for all works over 15m in height (see mapping)

- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

### Partners

LTGDC/LBN/Private Developer(s)

### Phasing

Short to medium term
Canning Town East

<table>
<thead>
<tr>
<th>Strategic Site Name</th>
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<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canning Town East</td>
<td>S15</td>
<td>Canning Town &amp; Custom House</td>
<td>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, linking to the new residential street connection 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, together with enhancement of the setting of the listed church. Indicative residential typology medium density, medium family height of 6 to 8 storeys and a maximum of 15 storeys at key locations forming a transition to the Canning Town tall buildings area, whilst stepping down to surrounding low rise housing and around the listed church. See also Policies S1, S4, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.</td>
<td>SFRA 2017</td>
</tr>
</tbody>
</table>

Constraints and Other Advisory Information

- PTAL (2021): 5 - 1a
- Strategic Retail Growth SR2: Canning Town (partial)
- Employment Hub E8: Canning Town (partial)
- Town Centre (partial)
- Listed buildings
- APA Tier 3
- Flood zone 3/2
- A13 flyover/A13
- AQMA
- Parks deficiency
- Licensing Saturation Zone (partial)
- Betting Shops and Hot Food Takeaways hotspot
- Airport Safeguarding: consult LCA for all works & works over 15m in height (see mapping)
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required)

Partners
LBN/ registered providers/ private developer(s)

Phasing
Short to medium term
<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silvertown Way East</td>
<td>S16</td>
<td>Canning Town &amp; Custom House</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. Indicative residential typology—medium density, medium family, height 6-8 storeys, stepping up to 13 storeys at the northern edge and down to adjoining existing housing. See also Policies S1, S4, SP4, SP5, SP7, SP9, J1, INF1, INF2, INF4, INF6, and INF7 and INF9.</td>
<td>SFRA 2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>District Heat Network LDO</td>
</tr>
</tbody>
</table>

**Map**

- SFRA 2017
- District Heat Network LDO

**Constraints and Other Advisory Information**

- PTAL (2021): 6a - 3
- Silvertown Tunnel river crossing may have significant amenity implications (if permitted)
- Employment Hub E8: Canning Town
- APA Tier 3
- Listed building (adjacent)
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover
- Parks deficiency
- AQMA
- Airport Safeguarding: consult LCA for all works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);
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. Height: potential for 20+ storeys in the tallest building area, stepping down to up to 8-12 storeys.

See also Policies S1, S4, SP4, SP6, SP9, J1, INF1, INF2, INF4, INF5, INF6, and INF7 and INF9.

**Further Sources of Information**
- Town Centre Study 2016
- SFRA 2017
- District Heat Network LDO

**Constraints and Other Advisory Information**
- PTAL (2021): 6a – 4
- Extant Planning permission
- Silvertown Tunnel river crossing may have significant amenity implications (if permitted)
- Employment Hub E8: Canning Town
- Town Centre (partial)
- Tallest Buildings Area
- APA Tier 3
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover and rail lines
- AQMA
- Airport Safeguarding: consult LCA for all works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);

**Partners**
LDA GLA / Private Developer(s)

**Phasing**
(Short to) Medium term
### Strategic Site Name

<table>
<thead>
<tr>
<th>Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limmo</td>
<td>S18</td>
<td>Canning Town &amp; Custom House</td>
</tr>
</tbody>
</table>

#### Allocation including tall buildings specifications

High quality accessible open space on the peninsular, together, on the eastern side of the station, with town centre uses, new bus station and residential, facilitating an increase in transport hub capacity and through connections forming appropriate connections and terminus. Open space provision, making a significant contribution to the Lea River Park will be enabled by some residential development on the peninsular should access and environmental constraints be overcome. Appropriate connections, including provision for 24 hour non-fare paying access need to be made to Canning Town station, the town centre, new and existing and—neighbourhoods, and to the Leamouth peninsula, and beyond via the Leaway, station and bridges, in line with the spatial vision and policy INF2. Indicative residential typology: medium density, medium family. height: potential for 20 storeys plus within Canning Town ‘tallest buildings area’ with remainder of the site stepping down to mid rise 6 to 8 storeys or lower, ensuring spacing between clusters at City Island and Canning Town town centre, and maintaining views to and across the river.

See also Policies S1, S4, SP4, SP6, SP7, SP9, J1, INF1, INF2, INF4, INF5, INF6, and INF7 and INF9.

#### Further Sources of Information

- SFRA 2017
- District Heat Network LDO
- PTAL (2021): 6a - 0

#### Constraints and Other Advisory Information

- Employment Hub E8:
- Town Centre (partial) rest of the site outside town centre
- Tallest Buildings Area
- APA Tier 3
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover and rail lines
- AQMA
- Hot food takeaway hotspot (partial)
- Park deficiency
- Pylons/power lines
- Access requirements and station/bus station capacity
- PLA to be consulted early on in development of any new bridging options
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCA for all works over 15m in height (Airport noise insulation (see Policy INF2))
- Surface water discharge expected from Bow Creek/Lea River;
<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
</table>
| Custom House/ Freemasons | S28    | Canning Town & Custom House              | Intensified residential, community, commercial/ business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre and effective transport interchange including Key Corridor enhancement of Freemasons Road, 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. height: 6 to 8 storeys stepping down to integrate with low-rise residential context with scope for 15 storeys at station. See also Policies S1, S4, SP4, SP6, SP7, SP9, INF1, INF2, INF4, INF5, INF6, INF7, and INF8. | • Town Centre Study 2016  
• SFRA 2017  
• District Heat Network LDO  
• PTAL (2021): 5 – 3  
• Crossrail operational from 2018  
• Intensification Around Crossrail Stations IC3: Custom House.  
• Local Centre  
• APA Tier 3  
• Flood zone 3/2  
• Licensing Saturation Zone  
• Hot Food Takeaways hotspot  
• Parks deficiency  
• Airport Safeguarding: consult LCA for all works (see mapping)  
• Airport noise insulation (see Policy INF2)  
• Water mains and sewers on site (Piling Method Statement and consultation with Thames Water required); |

### Constraints and Other Advisory Information
- PTAL (2021): 5 – 3
- Crossrail operational from 2018
- Intensification Around Crossrail Stations IC3: Custom House.
- Local Centre
- APA Tier 3
- Flood zone 3/2
- Licensing Saturation Zone
- Hot Food Takeaways hotspot
- Parks deficiency
- Airport Safeguarding: consult LCA for all works (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains and sewers on site (Piling Method Statement and consultation with Thames Water required);
Strategic Site Name | SS ref | Community Neighbourhood | Allocation including tall buildings specifications | Further Sources of Information
--- | --- | --- | --- | ---
Royal Victoria West | S30 | Canning Town & Custom House | New residential, leisure and cultural uses will be supported at this gateway site to the Royal Docks. The Siemens Building and building on the success of the Cable Car Link to Greenwich Peninsula are due to be completed in 2012, providing new visitor attractions. High quality public realm and existing water/waterside recreation uses. Improvements, including an enhanced pedestrian and cycle link, along with improved walking and cycling links. Connections to the DLR station, Leaway, Canning Town and active water space are key priorities in this location. and S08 will be prioritised, with the waterside open space enhanced to form the Newham terminus of the Lea River Park. Indicative residential typology – medium density, low family. Heights: potential for up to 19 storeys subject to addressing cumulative impacts.
See also Policies S1, S4, S3, SP4, SP5, SP7, SP9, J1, INF1, INF2, INF4, INF6, and INF7 and INF9. | • SFRA 2017
• District Heat Network LDO

**Map**

**Constraints and Other Advisory Information**

- PTAL (2021): 4 - 3
- Partially built out
- Silvertown Tunnel river crossing may have significant amenity implications (if permitted)
- Employment Hub E9: ExCeL/Royal Victoria West
- Cable Car Protection Zone
- Listed cranes nearby
- APA Tier 3
- Flood zone 3/2
- Parks deficiency
- AQMA
- Dockside location therefore protection of SINC / water ecology
- Airport Safeguarding: consult LCA for all works & works over 15m in height
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent and sewers on site that may not be diverted (Piling Method Statement and consultation with Thames Water required);

**Partners**
GLA/Private developer(s)

**Phasing**
Short to medium term
<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canning Town</td>
<td>S12</td>
<td>Canning Town &amp; Custom House</td>
<td>Employment led mixed-use facilitating the delivery of the Leeway, including the A13 south ramp and Beubens DLR Bridge improvements, and Lea River Park along the river frontage with retention and buffering of the Strategic Industrial Location (SIL). Development proposals at the northern end will be consistent with the SIL designation, whilst opening up riverside access and connectivity beyond. Should existing uses relocate off the site and wharf safeguarding be removed, subject to Managed Intensification criteria in J2, there is scope for intensification of SIL on a smaller footprint, particularly for modern warehousing with its own access. At the southern end development will incorporate residential with a suitable transition to the SIL and neighbouring employment uses and buffering of the A13, secure improved pedestrian and cycle routes to Canning Town Station and town centre, and provide access to the river frontage and [onward connections to] the Lea River Park. Indicative building heights 8-12 storeys with 20+ storeys in the Tallest buildings area.</td>
<td>SFRA 2017, District Heat Network LDO, Lea River Park Vision, HRA screening report (2018); Wharf safeguarding on site and adjacent [INF1]</td>
</tr>
</tbody>
</table>

**Map**

![Map of Canning Town Riverside](Image)

**Constraints and Other Advisory Information**

- PTAL (2021): 6a – 2
- SIL (partial)
- Employment Hub E8: Canning Town
- Wharf safeguarding on site and adjacent [INF1]
- Tallest Buildings Area (partial)
- APA Tier 3
- Flood zone 3/2
- AQMA
- Parks deficiency
- Licensing Saturation Zone
- Hot Food Takeaways hotspot
- Pylons/power lines
- Major Hazards Site (Tower Hamlets) outer zone
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCA for all works over 15m in height
- Sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Bow Creek/Lea River
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

**Partners**

GLA / Private Developer(s)

**Phasing**

Medium to long term
### Strategic Site Name
Coolfin North

### SS ref
S06

### Community Neighbourhood
Canning Town & Custom House

### Allocation including tall buildings specifications
Residential led mixed use to include a new, potentially all through or expanded school with flexible community space, together with a key component of the ‘Activity Street’ providing a legible, high quality public realm and linear green grid link between Canning Town town centre and Custom House local centre & transport hub.

Indicative building heights 6-8 storeys, stepping up to around 12 storeys at key locations notably along Freemasons Rd.

See also Policies S1, S4, SP4, SP7, SP9, J1, J2, INF1, INF2, INF6, INF7, and INF8 and INF9.

### Further Information
- SFRA 2017

### Constraints and Other Advisory Information
- PTAL (2021): 4 - 3
- Some extant planning permissions (partial)
- APA Tier 3
- Flood zone 3/2
- Parks deficiency
- Hot Food Takeaways hotspot
- Airport Safeguarding: consult LCA for all works over 15m in height
- Airport noise insulation (see Policy INF2)
- Water mains and sewers on site (Piling Method Statement and consultation with Thames Water required);

### Partners
LBN/Private developer(s)

### Phasing
Medium term
### Strategic Site Name
Albert Basin

### SS ref
S19

### Community Neighbourhood
Beckton

### Allocation including tall buildings specifications
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 to the Beckton Riverside area and from the enhanced DLR station to the waterfront opening this up for public access. Indicative residential typology — medium density, medium family, heights: 6 to 8 storeys, with some taller elements of up to 13 storeys at key locations.

See also Policies S1, S5, SP4, SP6, SP7, SP9, J2, INF1, INF2, INF4, INF5, INF6, INF7, and INF8 and INF9.

### Further Sources of Information
- Town Centre Study 2016
- SFRA 2017
- District Heat Network LDO

### Constraints and Other Advisory Information
- Subject to build out
- PTAL (2021): 3 – 1a
- APA Tier 3
- Flood zone 3/2
- Beckton Radar Sightline
- AQMA (adjacent)
- Parks deficiency
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCA for all works
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent site [Piling Method Statement and consultation with Thames Water required]

### Partners
LBN/Private developer(s)/TfL/ExCeL/Crossrail/LDA

### Phasing
Short to Medium Long term
### Strategic Site Name
Royal Albert North

### SS ref
S31

### Community Neighbourhood
Beckton / Canning Town & Custom House

### Strategic Site Name
Royal Albert North

### SS ref
S31

### Community Neighbourhood
Beckton / Canning Town & Custom House

### Allocation including tall buildings specifications
**This site straddles both Canning Town and Beckton Community Forum Areas. Promotion of Business and education uses, building on the strengths of the University of East London and UTC 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. **Indicative height: 6 to 8 storeys and up to 14 at key locations.**

See also Policies S1, S4, S5, SP4, SP5, SP7, SP9, J1, INF1, INF2, INF4, INF6, INF7, and INF8 and INF9.

### Further Sources of Information
- SFRA 2017
- District Heat Network LDO

### Constraints and Other Advisory Information
- PTAL (2021): 2
- Extant planning permission covering the majority of the site; some build out elsewhere
- Employment Hub E10: Royal Albert
- Listed buildings
- APA Tier 3
- Flood zone 3/2
- AQMA
- Parks deficiency
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCA for all (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from surrounding natural watercourse;

### Partners
LDA/UEL/Private developer(s)

### Phasing
Short to medium to Long term
<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
</table>
| Beckton Riverside   | S01    | Beckton                 | Mixed use delivering new neighbourhoods centred on a Major town centre and new station and wider transport hub, new and expanded Strategic Infrastructure and other SIL uses. The new neighbourhoods and town centre - comprising residential, pedestrian and cycle links through the site and to the river, proportionate open space and other green infrastructure that opens up riverside access including space that adds to MOL, retail, leisure, supporting community uses notably an all-through primary and secondary school provision, and other employment generating uses - will be delivered through partial Managed Release of SIL, appropriate buffering of remaining SIL, and re-formatting and diversification of the existing retail park around a the new transport hub, preferably moving it south. New Strategic Infrastructure including an expanded DLR depot to meet growth needs, and river crossing(s), together with the existing CHP plant and legacy gas pressure infrastructure will be accommodated within the site, minimising its spatial impact, where possible allowing for Managed Intensification of associated SIL as per Policy J2. The quantum and functionality of other SIL in the southern part of the site will be protected, but could be re-located to better effect, securing improved land use transitions and integration given potential compatibility with the DLR depot, neighbouring SIL and bridge footprints. There is scope to incorporate the safeguarded waste development site within a comprehensive redevelopment, either through the inclusion of a waste facility, or where lack of... | - Town Centre Study 2016  
- SFRA 2017  
- District Heat Network LDO  
- HRA screening report (2018): Constraints and Other Advisory Information |
|                     |        |                         | - PTAL (2021): 3 – 0  
- SINCs / MOL  
- Employment Hub E1: Beckton  
- SIL (partial)  
- Thames Gateway Bridge Safeguarding  
- APA Tier 3  
- Waste site (partial)  
- Substantial contamination  
- Major Hazards Site (former Beckton Gasholders) inner/middle/outer zone  
- Flood zone 3/2  
- AQMA (adjacent)  
- Parks deficiency  
- DLR depot  
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]  
- PLA to be consulted early on in development of any new river crossing options  
- Airport Safeguarding: consult LCA for all works & works over 15m in height (see mapping)  
- Airport noise insulation (see Policy INF2)  
- Water mains on/adjacent site [Piling Method Statement and consultation with Thames Water required];  
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality |
demonstrated, as a further opportunity for residential-led mixed use. Indicative heights: 5 – 8 storeys or less, stepping up to 12 storeys at key locations and up to 19 storeys in a new town centre and around a new DLR station.

See also Policies S1, S5, SP4, SP6, SP7, SP8, SP9, J1, J2, INF1, INF2, INF3, INF4, INF5, INF6, INF7, and INF8 and INF9.

<table>
<thead>
<tr>
<th>Partners</th>
<th>Phasing</th>
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<tbody>
<tr>
<td>Private developer(s)/TfL</td>
<td>(Medium to) Long term</td>
</tr>
<tr>
<td>Strategic Site Name</td>
<td>SS ref</td>
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<tr>
<td>---------------------</td>
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</tr>
<tr>
<td>Alpine Way</td>
<td>S02</td>
</tr>
</tbody>
</table>

See also Policies S1, S5, SP4, SP7, SP8, J1, J2, INF1, INF2, and INF8 and INF9.

Constraints and Other Advisory Information

- PTAL (2021): 4 – 1a
- SINC/ green space 246 & 257 (partial)
- Employment hub, partial [J1]
- APA Tier 3
- Flood zone 3/2
- SINC (adjacent)
- Parks deficiency
- Outside the town centre boundary
- Hot Food Takeaways hotspot (partial)
- Airport Safeguarding: consult LCA for all works (see mapping)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);

Map

<table>
<thead>
<tr>
<th>Partners</th>
<th>Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private developer(s)</td>
<td>Medium to long term</td>
</tr>
</tbody>
</table>
Woodgrange Road West  

**Mixed use comprising town centre uses including retail, arts and cultural, residential, community, and business and residential; 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. heights: 4-6 storeys with sensitivity to the town centre Conservation Area; scope for a taller building of up to 19 storeys immediately adjacent to the station.**

See also Policies S1, S6, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF5, and INF8 and INF9.

- Forest Gate Town Centre Conservation Area Appraisal and Management Plan
- Town Centre Study 2016
- HRA screening report (2018)

### Constraints and Other Advisory Information
- PTAL (2021): 5
- Some extant planning permissions
- Crossrail station operational from 2018
- Town Centre (partial)
- Employment Hub E14: Forest Gate
- Conservation Area
- Listed buildings
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- Traffic Congestion Zone
- Parks deficiency
- Critical Drainage Area (adjacent)
- Airport Safeguarding: consult LCA for all works above 45m in height
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); Thames Waters’ Groundwater Resources Team need to be contacted if works are likely to penetrate by more than 15mbgl
- Appropriate Assessment of potential impact on Epping Forest SAC (SC1-5, INF2, INF6, INF7) from in-combination significant effects on recreational intensity and air/water quality

### Partners
Private developer(s)

### Phasing
Short to medium term
### Strategic Site Name

<table>
<thead>
<tr>
<th>Strategic Site Name</th>
<th>SS ref</th>
<th>Community Neighbourhood</th>
<th>Allocation including tall buildings specifications</th>
<th>Further Sources of Information</th>
</tr>
</thead>
</table>
| East Ham Market     | S25    | East Ham                 | 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. East-West connectivity through the site and enhancement of Ron Leighton Way should be incorporated. Indicative residential typology — medium density, low family, heights 6 to 8 storeys, and up to 12 storeys at key locations subject to sensitivity to the Conservation Area and listed buildings. | • Town Centre Study 2016  
• SFRA 2017  
• HRA screening report (2018); |

### Further Sources of Information

- Town Centre Study 2016
- SFRA 2017
- HRA screening report (2018);

### Constraints and Other Advisory Information

- PTAL (2021): 6a
- Some extant planning permissions
- Town Centre
- Employment Hub E7: East Ham Town Centre
- East Ham Conservation Area (partial/adjacent)
- Listed buildings
- APA Tier 2
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Traffic Congestion Zone
- Parks deficiency
- Airport Safeguarding: consult LCA for all works above 45m in height
- Water mains adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required)
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

### Map

![Map of East Ham Market](Image)

### Partners

Private developer(s)

### Phasing

Medium term
Strategic Site Name | SS ref | Community Neighbourhood | Allocation including tall buildings specifications | Further Sources of Information
--- | --- | --- | --- | ---
East Ham Town Hall Campus | S26 | East Ham | 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 height 6 to 8 storeys subject to sensitivity to the Conservation Area and listed buildings. See also Policies S1, S6, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF5, and INF8 and INF9. | • Town Centre Study 2016
• HRA screening report (2018); Constraints and Other Advisory Information

<table>
<thead>
<tr>
<th>Constraints and Other Advisory Information</th>
</tr>
</thead>
</table>
| • PTAL (2021): 6a – 3
• Some extant planning permissions
• Town Centre
• Employment Hub
• Conservation Area
• Listed buildings
• APA Tier 2
• Licensing Saturation Zone
• Betting Shops and Hot Food Takeaways hotspot
• AQMA
• Parks deficiency
• Traffic Congestion Zone
• Access difficulties/constrained site make it likely that police station and college sites need to be considered together.
• Parks deficiency
• Airport Safeguarding: consult LCA for all works above 45m in height

• Water mains adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);
• Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

Partners
LBN / Private developer(s) Phasing
Medium term
### Strategic Site Name

**East Ham Western Gateway**

<table>
<thead>
<tr>
<th>SS ref</th>
<th>Community Neighbourhood</th>
</tr>
</thead>
<tbody>
<tr>
<td>S03</td>
<td>East Ham</td>
</tr>
</tbody>
</table>

### Allocation including tall buildings specifications

Mixed use comprising residential and community uses making efficient use of the site. Design and public realm reflecting the town centre gateway location and Key Corridor status. Indicative height: 6 to 8 storeys.

See also Policies S1, S6, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF5, and INF8 and INF9.

### Further Sources of Information

- HRA screening report (2018);

### Constraints and Other Advisory Information

- PTAL (2021): 6a – 3
- Community Forum Opportunity Area
- APA Tier 2
- Listed buildings and Conservation Area (adjacent)
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Traffic Congestion Zone
- Parks deficiency
- Airport Safeguarding: consult LCA for all works above 45m in height (see mapping)
- Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

### Partners

LBN / Private developer(s)

### Phasing

Medium term
Queen’s Market

Strategic Site Name | SS ref | Community Neighbourhood | Allocation including tall buildings specifications |
---|---|---|---|
Queen’s Market | S27 | Green Street | Mixed use redevelopment comprising retail, including retention of market use, residential, and community uses (notably healthcare) and including retention of a viable market to provide a central focus for the site’s commercial and community role, as well as improvements to the site’s relationship with the wider town centre and adjacent station, where step-free access will be facilitated. Indicative residential typology—medium density, low family, heights of 8 to 12 storeys with potential for a step-up in height of up to 19 storeys at station and stepping down to the low-rise residential context.

See also Policy S1, S6, SP4, SP5, SP6, SP7, SP9, J1, INF1, INF2, INF5, and INF8 and INF9.

Further Sources of Information

- Town Centres Study 2016
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a
- Town Centre
- Employment Hub E6: Green Street Town Centre
- Listed buildings (adjacent)
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- Critical Drainage Area (adjacent)
- Operational market
- Airport Safeguarding: consult LCA for all works above 45m in height (see mapping)

Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);

Appropriate Assessment of potential impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] from in-combination significant effects on recreational intensity and air/water quality

Partners

LBN / Private developer(s)

Phasing

Medium term
Proposed Submission Draft
Appendix 2: Sites Schedule – Non-strategic Residential Site Allocations

November 2017
(as consolidated with Proposed Minor Amendments February 2018)
The following schedule updates Appendix 2 (Fig 14) of the Local Plan: Detailed Sites and Policies DPD.

<table>
<thead>
<tr>
<th>Site ref</th>
<th>Site Name</th>
<th>Community Neighbourhood</th>
<th>Address</th>
<th>Allocation</th>
<th>Indicative residential typology (see Core Strategy H1 para 6.119 to 6.121)</th>
<th>Further Information</th>
<th>Partners and Phasing</th>
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<tbody>
<tr>
<td>HSG1</td>
<td>North of Forest Gate Station E7</td>
<td>Forest Gate</td>
<td>169-180 Forest Lane &amp; 79-119 Woodgrange Road, E7</td>
<td>Residential-led, mixed use See also Policies INF5, S6, SP5</td>
<td>Low to medium-density Medium to high-family</td>
<td>Within Forest Gate Town Centre Conservation Area (refer to Appraisal areas 4 &amp; 7) Medium noise exposure PTAL 4</td>
<td>Private sector Medium to long term</td>
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<tr>
<td>HSG2</td>
<td>Bow Street</td>
<td>Forest Gate</td>
<td>1-2 Bow Street, E15 1HD</td>
<td>Residential See also Policy S6</td>
<td>Medium density Medium to high-family</td>
<td>Medium noise exposure Within AQMA Within APA PTAL 3 Interim use as a hostel has consent until 2020</td>
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<td>HSG3</td>
<td>Methodist Church Community Centre</td>
<td>Forest Gate</td>
<td>Methodist Church Community Centre, Woodgrange Road, E7 0QH</td>
<td>Residential-led, mixed use See also Policies INF5, S6, SP5</td>
<td>Low to medium-density Medium to high-family</td>
<td>Within Forest Gate Town Centre Conservation Area (refer to Appraisal Area 15) High noise exposure PTAL 4</td>
<td>Private Sector/communit y group Medium to long term</td>
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<td>Carroll Close / Chatsworth Road</td>
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<td>McGrath Road 2-5</td>
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<td>236 Romford Road</td>
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<td>Wordsworth Avenue 16</td>
<td>Manor Park</td>
<td>16 Wordsworth Avenue E12 6SU</td>
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<td>Long term</td>
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<td>Former Le Bon Club / John Street</td>
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<td>Within APA PTAL 4 Private sector Short term</td>
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<td>HSG17</td>
<td>Kent Street - Court Area</td>
<td>Plaistow</td>
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<td>HSG18</td>
<td>Doherty Road</td>
<td>Canning Town &amp; Custom House</td>
<td>Doherty Road (garages, 33A &amp; 35), E13 8DR</td>
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<td>3-5 Beckton Road, E16 4DT</td>
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<td>Public/private Sector Medium to long term</td>
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<td>Canning Town Area 4</td>
<td>Canning Town &amp; Custom House</td>
<td>Ashburton Road and Freemasons Road, E16 3QL</td>
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<td>Within APA PTAL 2 Public/Private sector Medium term</td>
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<td>HSG21</td>
<td>Location</td>
<td>Address</td>
<td>Type</td>
<td>Density</td>
<td>Sector</td>
<td>Term</td>
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<td>Baxter Road/Alnwick Road</td>
<td>Canning Town &amp; Custom House</td>
<td>52 Baxter Road/Alnwick Road (land at corner of), E16 3EZ</td>
<td>Residential</td>
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<td>Within APA PTAL 2</td>
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<td>Canning Town Area 5 (Hooper Road) E16 3QW</td>
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<td>Medium-to-high-density Medium-to-high-family</td>
<td>PTAL 2 Within APA</td>
<td>Public/private sector Medium-term</td>
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<td>Canning Town Area 18 (Coolfin Road) E16 3AQ</td>
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<td>Balaam Street</td>
<td>Canning Town &amp; Custom House</td>
<td>44-46 Balaam Street, E13 8AQ even odds</td>
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<td>Medium noise exposure PTAL 4</td>
<td>Within APA Medium noise exposure PTAL 4</td>
<td>Public/Private sector Medium to long term</td>
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<td>Balaam Leisure Centre</td>
<td>Canning Town &amp; Custom House</td>
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<td>PTAL 4</td>
<td>Public/private sector Long term</td>
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<td>Cyprus 4</td>
<td>Beckton</td>
<td>Cyprus 4 (Land at Ferndale St), E6</td>
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<tr>
<td>ExCel Site 4</td>
<td>Canning Town &amp; Custom House</td>
<td>ExCel Site 4 (Seagull Lane, site adjacent to carpark), E16 1AZ</td>
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<td>Within an APA PTAL 2 High noise exposure</td>
<td>Private sector Medium term</td>
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<td>ExCel Site 3</td>
<td>Canning Town &amp; Custom House</td>
<td>ExCel Site 3 (west End Carpark, Western Gateway), E16 1DR</td>
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<td>Within an APA PTAL 2 High noise exposure</td>
<td>Private sector Medium term</td>
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<tr>
<td>HSG27</td>
<td>Leonard Street</td>
<td>Royal Docks</td>
<td>Leonard Street (land corner of Leonard St/Newland St), E16</td>
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<td>Low-density Medium-to-high-family</td>
<td>Within APA Medium noise exposure PTAL 2</td>
<td>Public/private sector Long term</td>
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<td>Public/private sector Medium to long term</td>
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<td>HSG29</td>
<td>Rymill Street</td>
<td>Royal Docks</td>
<td>Rymill Street E16 (land at junction of Ryland St/Dockland St) E16 2</td>
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<td>Albert Road/Fernhill Street</td>
<td>Royal Docks</td>
<td>268 Albert Road/242 Fernhill Street E16 2HX</td>
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<td>Within APA Medium noise exposure PTAL 2</td>
<td>Public/private sector Long term</td>
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<td>HSG32</td>
<td>Pier Road Crossrail works site E16 (land corner of Store Road/ Pier Road E16)</td>
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<td>Within APA PTAL 2</td>
<td>Public/Private sector Short-Medium term</td>
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| HSG33 | 2 Pier Road  
E16 2JJ | Residential  
See also Policy S3 | Medium density  
Medium to high family | Within APA  
High noise exposure  
PTAL-2 | Private sector  
Medium – long term |
|-------|----------------|-----------------|-----------------|-----------------|-----------------|
| HSG32 | Abbey House  
Stratford and  
West Ham | Abbey House,  
Bakers Row,  
E15 3NB | Residential-led, mixed use  
See also Policy S2 | Within APA  
PTAL 2-4 | Private sector  
Short to medium term |
| HSG33 | 15-21 Leytonstone Road  
Stratford and  
West Ham | 15-21 Leytonstone Road, E15 1JA | Residential-led, mixed use (in accordance with CFOA and MBOA)  
See also Policy S2 | Within APA  
Within AQMA  
High noise exposure  
PTAL 6b | Private sector  
Short to medium term |
| HSG34 | David Street  
Stratford and  
West Ham | 1-15 David Street (garage site, E15) | Residential  
See also Policy S2 | Low to medium density  
Medium to high family | PTAL 6a | Public/Private sector  
Medium term |
| HSG35 | Rosebery Avenue  
Manor Park | Rear of 100 Rosebery Avenue, E12  
6PS | Residential  
See also Policy S6 | PTAL 1b - 3 | Private sector  
Long term |
| HSG36 | Prince Regent Lane  
Plaistow | 9-11 Prince Regent Lane (Falcon Carriage site), E13 8RH | Residential  
See also Policy S6 | Within APA  
High noise exposure  
Within AQMA  
PTAL 4 | Private sector  
Long term |
The following schedule updates Appendix 5 (Fig 17) of the Local Plan: Detailed Sites and Policies DPD.

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Abbreviations
AMR: Authority Monitoring Report
AQMAs: Air Quality Management Zones
BFL12: Building For Life 12
BIM: Building Information Modelling
BREEAM: Building Research Establishment Environmental Assessment Method
CAA: Civil Aviation Authority
CHP: Combined Heat and Power
CIL: Community Infrastructure Levy
CPO: Compulsory Purchase Order
Defra: Department for Environment, Food and Rural Affairs
DECC: Department for Energy and Climate Change
DIF: Development Infrastructure Funding
DLR: Docklands Light Railway
DPD: Development Plan Document
ELFT: East London Foundation Trust
ELR: Newham Employment Land Review
ELWA: East London Waste Authority
FE: Further Education
GDPO: The (Town and Country Planning) General Permitted Development Order
GLA: Greater London Authority
GTAA: Gypsy and Traveller Accommodation Assessment
HMO: House in Multiple Occupation
HSSA: Housing Strategy Statistical Appendix
IDP: Newham’s Infrastructure Delivery Plan
IIA: Integrated Impact Assessment
JSNA: Joint Strategic Needs Assessment
LBN: London Borough of Newham
LCR: London and Continental Railways
LIL: Local Industrial Location
LIP: Local Implementation Plan
LLDC: London Legacy Development Corporation
LMUA: Local Mixed Use Area
LDA: Local Development Agency
LDC: Local Development Order
LPA: Local Planning Authority
LPD: Litres Per Day
LPR: Local Plan Review
MBOA: Micro Business Opportunity Area
MMO: Marine Management Organization
MOL: Metropolitan Open Land
MUGAs: Multi-Use Play Areas
NCCG: Newham Clinical Commissioning Group
NCFE: Newham College of Further Education
NPFA: National Playing Fields Association
NPPF: National Planning Policy Framework
OAPF: Opportunity Area Planning Framework
ONS: Office of National Statistics
PCT: Primary Care Trust
PLA: Port of London Authority
PPG: Planning Practice Guidance
PRS: Private Rented Sector
PSZ: Public Safety Zone
PTAL: Public Transport Accessibility Level
**SAC: Special Area of Conservation**
SCC: Sustainability and Climate Change
SFRA: Strategic Flood Risk Assessment
SIL: Strategic Industrial Location
SINC: Site of Importance for Nature Conservation
SPD/G: Supplementary Planning Document/Guidance
SoS: Secretary of State
SuDS: Sustainable Urban Drainage System
STOAs: Sustainable Travel Opportunity Areas
TER: Target Emission Rate
TfL: Transport for London
TPO: Tree Preservation Order
UEL: University of East London
Affordable Housing: Social rented, affordable and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or the subsidy to be recycled for alternative affordable provision.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Affordable Housing Off site Provision is securing the provision of required affordable housing on a site separate to and outside of the development site.

Affordable Housing Payment in Lieu is a cash payment taken through planning obligations in lieu of direct provision of affordable housing on or off site. It can be used to purchase street properties to be used as affordable housing, fund building new affordable housing, make improvements to existing stock, or to bring vacant properties back into use.

Apportionment: PPS10 requires the Mayor of London through the London Plan to identify the tonnages of municipal and commercial / industrial waste requiring management and to apportion them by waste planning authority area (LB Newham is part of the East London Waste Authority area comprising four boroughs), evaluate the adequacy of existing strategic facilities, identify the number and type of new or enhanced facilities required, and identify opportunities for the location of such facilities. The GLA borough apportionments are detailed in a new borough level projections document ‘Future Waste Arisings in London, 2010-2031’. The apportionment deals with post-mechanical biological treatment / waste transfer / storage waste management stages and forms part of a strategy for achieving self-sufficiency in waste management and the minimisation through recycling and recovery of post-treatment residual (landfill) waste streams.

Areas of Townscape Value (ATV): An area of heritage value, with potential for designation as a Conservation Area, which the Council designates, protects and enhances.
Archaeological Priority Areas (APA): Defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. These areas are technical in nature and defined by Historic England.

‘Bad neighbour’ uses are activities that generate negative impacts that affect adjoining properties, for example, noise, odour and dust.

Biodiversity Action Plan (BAP): Outlines the aspirations and priorities for biodiversity in Newham. The BAP summarises the priorities for biodiversity management and investment in Newham and includes the targets for what should be achieved and an action plan to achieve these targets.

Blue Ribbon Network is a spatial description for London’s waterways and the waterside environments adjacent to them.

Building Research Establishment Environmental Assessment Method (BREEAM): A national standard for sustainable design and construction for new non-residential development. BREEAM assesses the sustainability performance of developments, rating them ‘Pass’, ‘Good’, ‘Very Good’ or ‘Excellent’. BREEAM includes nine sustainable design elements, including management, energy use, health and well-being, pollution, transport, land use, ecology, materials and water. BREEAM assessments must be undertaken by licensed and trained assessors.

Car clubs: Clubs where a number of people share a pool car(s) for rent or otherwise for personal use.

Class B1: Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.

Cluster: A concentration of interconnected businesses or uses that mainly relates to economic activities that support each other and benefits from scale economies.

Code for Sustainable Homes is a national standard for sustainable design and construction of new homes. The Code assesses the sustainability performance of developments using a 1 to 6 star rating system, with Level 6 representing best practice in sustainable development. The Code includes mandatory standards for energy/CO2 and water at each level of the Code, as well criteria for building materials, surface water run-off, waste, pollution, health and well-being, management and ecology. Code for Sustainable Homes assessments must be undertaken by licensed and trained assessors.
Community Facilities: The Local Plan defines these as facilities for education (from pre-school to further and higher education) and training, health, social, leisure, places of worship, community (which could include pubs in some cases where other facilities are lacking), cultural and civic uses (including criminal justice and court facilities) and emergency services.

Conservation Area: An area with a special architectural and historic interest, buildings and streets which a local planning authority designates for its protection and enhancement and where specific planning controls apply.

Conventional Housing: Housing which falls into Use Class C3.

Convergence [DSPDPD]: The aim that in Newham and the other five Growth (formerly Host) boroughs – Greenwich, Tower Hamlets, Hackney, Barking and Dagenham and Waltham Forest – that within 20 years the communities who host the 2012 Games will have the same social and economic chances as their neighbours across London.

The Convergence Framework comprises three themes, each of which has specific objectives and action plans:
  - Creating wealth and reducing poverty
  - Supporting healthier lifestyles
  - Developing successful neighbourhoods

Convergence [CS]: is an objective of the Olympic Host Boroughs Strategic Regeneration Framework (2009) to achieve socio-economic convergence between the host boroughs and the London average for key indicators of deprivation within a 20-year timeframe. These include:
  1. Raising results at Key Stage Four (GCSE)
  2. Improving results at Key Stage Two (11 year olds)
  3. Increasing employment rates
  4. Increased mean incomes in the bottom two fifths of earners
  5. Reducing the number of families in receipt of benefits
  6. Reducing the rate of violent crime
  7. Increasing life expectancy

Critical Drainage Area: An area within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency.
Crossrail 2 or Chelsea-Hackney Line is intended to link north-east and south-west London. The precise route, the character and the role of the link have not yet been finalised.

Cumulative Impact: The combined impact of uses or activities that add up to something of greater significance (positive or negative) than when assessed on their own.

District Centre: Part of the Retail Hierarchy – see below

Edge of centre: Defined in the NPPF as ‘for retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.’

Elizabethan Line, formerly Crossrail 1, is an east-west rail line crossing central London between Paddington and Whitechapel serving Stratford, Canary Wharf and Heathrow Airport. It will serve major development and regeneration corridors and improve access to large areas of central and suburban London.

Environmental Impact Assessment: Defined in the NPPF as ‘a procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.’

Family Housing/Family Dwellinghouses: For the purposes of paragraph 2 of Policy H4 only, this comprises houses or flats within Use Classes C3 or C4 containing three or more bedrooms. This definition reflects the Council policy objective to retain a range of family sized accommodation, (including very large houses) and to prevent their subdivision into smaller units.

Green Corridors: This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green Enterprise District: This is an area covering 48km 2 of land in East London, which aims to create a thriving economic region, which could lead the world in developing and providing low carbon goods and services.
**Greenfield Run-off:** The rate of run-off that would occur from the site in its undeveloped and undisturbed state.

**Green Infrastructure [CS]:** Open environment within urban areas, the urban fringe and the countryside. It is a network of connected, high quality, multifunctional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

**Green Infrastructure [DSPDPD]:** An area of land comprising primarily vegetation which is considered to make a significant contribution to one or more of the following: recreation (including formal and informal), biodiversity, sustainable drainage, visual amenity and/or protection from noise and other pollution. In terms of use, each area has been categorised as one of the following: Allotment, Amenity, Cemetery, Church Yard, City Farm, Community Garden, Education Land, Estate Amenity, Grazing Land, Landscape Buffer, Linear Open Space, Park, Nature Reserve, Play, Railway Land, Sports Grounds, Sports Pitch, Waterway or Woodland.

**Habitats Regulations Assessment (HRAs)** are a requirement of the European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the ‘Habitats Directive’), and the Conservation (Natural Habitats, &c) (Amendment) (England and Wales) Regulations 1994 (as amended 2007), and assess the impact of plans on habitats and species of European significance. The HRA of the Core Strategy Local Plan can be found on the Council’s website.

**Heritage Asset:** A building, monument, site, place, area or landscape positively identified as having a degree of significance as a component of the designated heritage assets (those buildings, monuments, structures, parks, etc. that are subject to national listing/scheduling, and those areas designated as Conservation Areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

**High Speed 2:** Proposals are being developed for the construction of a new high speed railway between Euston and the north of England via Birmingham. It has been suggested that the line might extend to serve Stratford International; however this - as with other proposals including halting international trains at the station - is subject to the availability of line capacity and other matters including engineering. High Speed 1 domestic services already call at Stratford International Station.

**Housing Typology** describes the expected housing type within an identified area, including a broad density guide and the approximate family housing component, subject to viability considerations.
Inclusive Access: Designed to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Incubator, Accelerators and Co-working spaces (IACs): Types of workspace designed primarily for start-up, micro and small businesses. There are no universally accepted definitions for these different types of space and how they differ from other more conventional forms of business space.

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered, for planning purposes, as affordable housing.

Joint Waste Development Plan Document for the East London Waste Authority Boroughs (Joint Waste DPD): This is a waste strategy produced jointly by the London Boroughs of Newham, Barking and Dagenham, Havering and Redbridge for the management of waste arising after they have been collected and sorted for recycling, recovery or disposal. The document provides lists of operational and proposed waste management sites; these are safeguarded in the Core Strategy.

Key Movement Corridor: As defined in policy SP7, these corridors refer to arterial streets that form strategic linear gateways and offer the shortest way between main centres of activity. Due to their particular characteristics and alongside improvements to the public realm, they make an important contribution to people’s perception of place by providing clear and identifiable linear connections where there is good to excellent access to sustainable modes of transportation (pedestrian, bicycle, bus, train); on-street parking controls (Residential Parking Zones and other on-street parking restrictions) and services as part of mixed, town centre uses.

Large Houses in Multiple Occupation (HMO): Shared houses or flats occupied by more than six unrelated individuals who share basic amenities.

Listed Building: A building of special architectural and historic interest, designated by Historic England.

Local Centre: Part of the Retail Hierarchy – see below.
Local Industrial Locations (LILs): Coherent areas of land with existing or forthcoming employment uses. They exhibit land use conformity with SIL.

Local Mixed Use Areas (LMUAs): Existing or former local employment locations which largely contain under-occupied premises and underused land within a poorer quality environment. Overall they comprise a broad range of uses falling within A, B, D and C3 Use Classes.

Locally Listed Building: A building designated by a local planning authority which does not meet the criteria for inclusion on the national list, but makes a positive contribution to the local scene or is valued for local historical associations.

Local Shopping Parade: Part of the Retail Hierarchy – see below.

London Plan Apportionment: The capacity requirement (in tonnes of waste) set by the London Plan, which must be accommodated through the safeguarding of sites for the ongoing operation or future development of waste management facilities. The list of Schedule 1 sites contained in the Joint Waste DPD is the list of existing, licensed operational waste treatment sites. The list of Schedule 2 sites in the DPD is of sites for safeguarding in the Core Strategy Local Plan.

Major Centre: Part of the Retail Hierarchy – see below.

Major Developments [CS]: Dwellings: where 10 or more are to be constructed (or if number not given, the area is more than 0.5 hectares). All other uses: where the floorspace will be 1000 square metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floorspace is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretaker’s flats etc. should be included in the floorspace figure.

Major Development [DSPDPD]: Defined by the London Plan as:
- for dwellings: where 10 or more are to be constructed (or if number not given, the area is more than 0.5 hectares); and
- all other uses: where the floorspace will be 1000 square metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floorspace is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, roof top plant rooms, caretakers’ flats etc. should be included in the floorspace figure.
**Materials Recovery Facility:** A facility for sorting waste collected from households and businesses into recycling streams for distribution for further processing. The London Plan ultimately aims to manage and recycle all waste streams at locations within the Greater London area.

**Meanwhile use:** Temporary use that helps bridge the gap between a site’s present condition and the vision for it as part of the wider area, ensuring it is activated and helping bring forward the likelihood of more permanent development.

**Metropolitan Centre:** Part of the Retail Hierarchy - see below.

**Metropolitan Open Land (MOL):** Strategic open land within the urban area that contributes to the structure of London.

**Micro Business Opportunity Areas (MBOAs):** Areas considered to have potential to provide for incubator and micro business space.

**Micro Enterprises [CS]:** Any type of small business that has fewer than five employees.

**Micro Enterprises [DSPDPD]:** A small business employing ten or fewer people.

**Newham Biodiversity Action Plan (BAP):** This outlines the aspirations and priorities for biodiversity in Newham. The BAP summarises the priorities for biodiversity management and investment in Newham and includes the targets for what should be achieved and an action plan to achieve these targets. The BAP was developed with input from the Newham Biodiversity Partnership (NBP).

**On street cycle parking:** This normally comprises evenly spaced small groups of ‘Sheffield’ type stands placed within the highway or in other public spaces.

**Planning Obligations** are a private agreement, usually negotiated in the context of a planning application, between a local authority and persons with an interest in the land. Planning obligations are currently negotiated under Section 106 of the Town and Country Planning Act 1990, as substituted by Section 12 of the Planning and Compensation Act 1991.

**Primary Shopping Area:** Defined by the NPPF as ‘an area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage)’.
Primary Shopping Frontage: Defined in the NPPF as ‘likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.’

Quality leisure: Leisure uses for the benefit of the community which fall under Use Class D2, A3 or A4.

Resilience: Encapsulates the Mayor of Newham’s approach to addressing the multiple challenges of being the second most deprived borough in the UK. It is about possessing a set of skills and having access to the resources that allow us to negotiate the challenges that we all experience and also that allow people to overcome the more difficult circumstances many of Newham and other boroughs’ residents experience and to take up opportunities that come our way.

Retail Hierarchy: An interrelated network and hierarchy of retail and associated service provision. In Newham this comprises:

- Town Centres: Defined area which may be a successful economic places or destinations in their own right containing town centre uses. This is a collective term for:
  - Metropolitan Centre (Stratford);
  - Major Centre (East Ham); and
  - District Centre (Canning Town, Forest Gate, Green Street and East Beckton)
- Local Centres: An accessible area of shops and services which perform a local shopping and service role.
- Local Shopping Parades: Small groups of shops (three or more units).

Ribbon Developments are long rows of buildings along main roads.

Scheme Viability: Economic viability of a scheme taking into account all development costs and profit, ultimately determining whether a scheme comes forward. (HCA definition: a viable development will support a residual land value at a level sufficiently above the sites existing use value (EUV) or alternative use value (AUV) to support a land acquisition price acceptable to the landowner).

Secondary Shopping Frontage: Defined by the NPPF as ‘providing greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.’

Section 106 Agreements place planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.
Secure, Covered Cycle Parking: This normally incorporates security features such as individual cycle lockers, cycle cages with lockable gates, card-access cycle stands, CCTV, cycle repair workshops, and so on, depending on the location.

Shared Equity is where more than one party has an interest in the value of the home, e.g. an equity loan arrangement or a shared ownership lease. There may be a charge on the loan, and restrictions on price, access and resale.

Shared Ownership is a form of shared equity under which the purchaser buys an initial share in a home from a housing provider, who retains the remainder and may charge a rent. The purchaser may buy additional shares (‘staircasing’), and this payment should be ‘recycled’ for more affordable housing. In most cases, a purchaser may buy the final share (‘staircase out’) and own the whole home.

Small and Medium Enterprise (SME): Business with more than 10 and fewer than 250 employees.

Social Enterprises: Specific forms of enterprise which reinvest all profits into the business or community rather than being driven to maximise profits for stakeholders or owners. They have primarily social or environmental objectives; but to achieve their purposes by operating commercially. If a Social Enterprise has fewer than five employees it can also be a micro enterprise.

Social rented housing is owned by local authorities and private registered providers*, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

*As defined in S80 of the Housing and Regeneration Act 2008.

Specialised/Specialist Housing: Housing which meets the specialised housing needs of groups such as older and disabled people.

Strategic Flood Risk Assessment (SFRA): Framework for the consideration of flood risk when making planning decisions. The SFRA is a requirement of the NPPF and enables a sequential risk based approach to be applied to decision making at all levels of the planning process. Newham’s SFRA was published in June 2010 September 2017 and can be found on the Council’s website.

Strategic Industrial Location (SIL): The London Plan (2016) defines these as Preferred Industrial Locations (PILs) and Industrial Business Parks (IBPs) and exist to ensure that London provides sufficient quality sites, in appropriate locations, to
meet the needs of industrial and related sectors including general and light industrial uses, logistics, waste management and environmental industries (such as renewable energy generation) utilities, wholesale markets and some transport functions.

**Subsidy** means monetary assistance granted by the government to support the construction of affordable housing.

**Sui Generis:** Land use that does not fall under the Use Class categories as defined in the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 or any subsequent amendment.

**Sustainability Appraisals (SAs)** assess the likely environmental, economic and social impact of plans and integrate sustainable development considerations into the plan-making process. SAs are a requirement of the Planning and Compulsory Purchase Act (2004) and Strategic Environmental Assessments (SEA) are required by European Directive EC/2001/42, which was transposed into UK law by the Environmental Assessment Regulations for Plans and Programmes (July 2004). Government guidance ‘A Practical Guide to the SEA Directive (ODPM 2005), and the ‘National Planning Policy Framework (NPPF) 2012’ and Planning Practice Guidance (PPG) has have merged this process to allow for a single joint appraisal (SA/SEA) to be carried out.

**Sustainable Urban Drainage Systems (SuDS):** Sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routeing run-off through a pipe to a watercourse.

**Tall Buildings Study:** A full and thorough assessment of where and in what form tall buildings should be located in a given area taking into account local, wider and cumulative impacts. Such an assessment should consider the historic context and character of the wider and immediate area, the immediate context and character of the site including topography, urban grain, significant views of skylines, scale and height, heritage assets, streetscape, landmarks and their settings and important local and strategic views, prospects and panoramas including existing tall building impacts. Taking these factors into account, it should identify opportunities where the arrangement (including re-configuration as appropriate) of building heights will minimise negative impacts, and where possible might enhance the overall townscape, and local and historic character, contributing to an area’s legibility and identity, helping to define and enclose space, coordinate together as a cluster and so on. Alternative forms of higher density development should also be considered, where higher densities are justified. If it is likely that a taller buildings will incorporate residential, careful consideration also needs to be given to how a successful
community will be created, including the creation of meaningful and useful amenity space, issues of overshadowing, microclimate (wind eddying) and overlooking, management of lettings and communal space.

Tenure: The legal and financial arrangements under which someone has the right to live in a house or flat, for example private ownership, affordable rent, shared ownership, intermediate rent or private rent.

Town Centre: Part of the Retail Hierarchy – see above.

Town Centre Uses: Defined in the Local Plan as: Retail, including warehouse clubs outlets leisure entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-throughs, bars, pubs and clubs, casinos, health and fitness centres, bowling and bingo), offices, arts, culture and tourism (including theatres, museums, galleries and concert halls, hotels and conference facilities) and community facilities (including colleges, health care facilities, libraries, contact centres, places of worship and community centres).

Unit: Distinct part of a building or land used solely for one specific purpose. For the interpretation of policy SP10, a unit relates to a single frontage unit in accordance to street naming and numbering.

Unitary Development Plan (UDP): The UDP provided the land use planning framework for guiding the borough’s physical change/improvement. The UDP saved policies (2012) will be superseded once the Detailed Sites and Policies Development Plan Document (DPD) is adopted.

Urban Newham: The areas located outside the Arc of Opportunity.

Utilities Infrastructure: Provision for the delivery of electricity, gas, telecommunications and water for public use. Decentralised energy networks and localised energy generation methods are also regarded to be a form of utilities infrastructure.
Newham 2027
Newham’s Local Plan - The Core Strategy
Adopted Version January 2012
Foreword

Newham is the home to over 300,000 Londoners, with the most diverse community in the UK and the youngest population in the country. The Queen Elizabeth Olympic Park, Westfield Stratford City, the Crystal—Siemens’ innovation hub for sustainable technologies—and the ExCeL Exhibition Centre are all in the borough.

Decades of investment in transport infrastructure mean that Newham boasts some of the best transport connections across the capital, which have brought the world to our fingertips. With every major European city within two hours of London City Airport, unrivalled rail connections, and Crossrail on its way in 2018, Newham is a place of unprecedented connectivity and opportunity.

Newham’s Core Strategy sets out our plans for making the most of the space and opportunities we have. It aligns with our values and vision to make Newham a place where people choose to live, work and stay. Over the next 15 years this Strategy will drive economic development and regeneration right across the borough. Most importantly, local people are at the heart of this Strategy and we will always be guided by what matters most to hard working residents.

I would like to thank all those involved in the production of the Strategy. We look forward to working with our partners to achieve our shared vision for Newham.

Sir Robin Wales
Mayor of Newham
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1 | Introduction to the Core Strategy

1.1 Following Examination by the Planning Inspectorate, (April 2011 to January 2012, with an Examination in Public in September 2011) this document is the final version of the Core Strategy as found ‘sound’ by the Inspector. Associated documents, including the Proposals Map are published on the Council’s website at www.newham.gov.uk (see Planning Policy on menu). The Inspector’s Report is also available on this website.

1.2 The Core Strategy commences with a spatial vision (Chapter 4) which builds on an analysis of the challenges and opportunities faced by the borough (Chapter 3, sections B and C) and the Council’s Sustainable Community Strategy (Chapter 3, section D). It is also linked to the wider London vision presented by the London Plan (Chapter 4, section D). The vision is translated into a series of spatial and thematic objectives, which in turn are linked to spatial policies (Chapter 5) and core, thematic policies (Chapter 6). The spatial policies are accompanied by a series of spatial designations and strategic sites, summarised on the Key Diagram in Chapter 4 (Map 3) with more detail provided in Appendix 1. The spatial policies draw out the spatial implications of the thematic policies and therefore both sets of policies should be used together, alongside the information in the Appendices, and the Proposals Map.

1.3 The Core Strategy was produced as a part of a wider set of documents comprising the Local Development Framework (see Chapter 3, section A). If the information you require is not to be found within this document or on our website, www.newham.gov.uk (see Planning Policy on menu) please contact the LDF team at ldf@newham.gov.uk or on 0208 430 4588.

1.4 Please note that since the adoption of this document changes by the government to the planning system include terminology. The Core Strategy is therefore now part of the Council’s Local Plan.
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#### Homes
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- H3 Specialist Accommodation Needs
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Introduction to the Core Strategy and Local Development Framework

What is the Core Strategy?

3.1 The Core Strategy is the most important part of a new plan for Newham — called the Local Development Framework (LDF). This will replace the Unitary Development Plan. It will ensure that new development will achieve the Council’s objective to make Newham a place where people will choose to live, work and stay.

3.2 As well as the Core Strategy the LDF will contain various other planning documents; for more information, including the overall timetable for the LDF, please see www.newham.gov.uk (see Planning Policy on A-Z menu).

3.3 There has been a process of continuous engagement in preparing the Core Strategy. Public consultations were held on Issues and Options in March 2008, Choices in November 2010, Proposed Submission in February 2011, and Post Submission Minor Amendments in November 2011, alongside a series of stakeholder meetings, Member workshops and other public events which have shaped the strategy. This is summarised in a consultation report published on the website www.newham.gov.uk (see Planning Policy on A-Z menu).

3.4 A series of evidence base studies have also informed the Core Strategy; more details are provided within the document and on the Council’s website www.newham.gov.uk (see Planning Policy on A-Z menu).

3.5 Whilst there are many locally distinctive policies within the Core Strategy — based on specific local evidence and priorities, it must be consistent with government planning policies and with the overall strategy for London prepared by the Mayor of London (the London Plan — July 2011), unless there are clear reasons to propose a specific local response.

3.6 The document has also been through a process of Sustainability Appraisal, Habitats Regulations Assessment and Equalities Impact Assessment to make sure its policies are fair and minimise their negative environmental, social and economic impacts through mitigation where necessary. The reports of these processes are published alongside on the website at www.newham.gov.uk (see Planning Policy on A-Z menu).
3B – Newham in 2011: Spatial Portrait

3.7 Newham is an inner London borough at the heart of East London surrounded by other urban and suburban authorities, whilst being only a few miles from the City. To the south it adjoins the Thames with a major area of historic docks, to the west, the River Lea and to the east the River Roding. Strategic road and rail connections link it to the City to the west, the wider Thames Gateway area to the east, and the Stansted-Cambridge corridor to the north, with Stratford being a particularly important interchange, with potential for high speed rail travel to Europe, complementing London City Airport’s domestic and international air links.

3.8 Major Town Centres are located at Stratford in the north-west, and East Ham towards the east, and important district centres are located at Canning Town to the west, Forest Gate to the north, Green Street towards the centre, and East Beckton to the south-east. These originated during different eras of development, broadly starting with Georgian development at Stratford, late Victorian and Edwardian development at East Ham and Forest Gate and to some extent Canning Town and Green Street, post war redevelopment notably in Canning Town, and more recently, land reclamation and 1980s private sector development in East Beckton. Today all Town Centres other than East Beckton are a blend of old and new, and continue to provide a focus for local communities and neighbourhoods which have evolved alongside them, as well as being very important for providing employment and business opportunities in retail, leisure and services. The area is divided into nine Community Forum Areas, which are based on electoral wards, and are used for community engagement as well as monitoring planning data such as housing delivery (see map below).

3.9 This pattern of development is also broadly reflected in the distribution of heritage assets, including listed buildings and nine Conservation Areas, which are more prominent in the north and north-east of the borough. In turn, river and railway corridors provide the most valuable semi-natural habitats in the borough, though the 41 identified and 11 proposed Sites of Importance for Nature Conservation (SINCs) also include aquatic habitats, brownfield land, churchyards, open grassland and cemeteries. Other valuable green assets include tree-lined streets and 186 open spaces including parks, allotments and neighbourhood greens and amenity spaces, totalling around 479ha. Many date from Victorian times (e.g. Central Park and West Ham Park) but there have also been more recent additions including Beckton Park and Thames Barrier Park.

3.10 Late Victorian and Edwardian terraced housing (and associated flat conversions) and post war walk-up and tower block flats comprise the majority of the housing stock, though other elements include inter war suburban style houses, 1980s and 90s estate built homes, and more recent infill apartment blocks. Housing continues to be relatively inexpensive on the London scale and as such continues to be an attraction for international migrants seeking to establish themselves, who sustain the area’s distinctive ethnic diversity, high fertility rate and youthful population structure. Many terraced houses have been converted into flats however, which together with recent development patterns focused on high density development, have led to an erosion in the proportion of family sized homes.
3.11 Industrial areas also reflect a historic pattern of development, concentrated along waterways, railways and docks to the west and south/south-east of Newham largely separate from residential areas. These areas are within easy reach of central London and provided for many of its needs, including coal gas production and grain import. Relatively cheap land and good transport connections mean food and waste processing together with industries that service commerce in the City and Canary Wharf continue to feature. This includes sewage management which takes up a large amount of land to the east, and gives Newham its unusual north west to south east path, the Greenway, which is elevated above a Victorian sewer.

3.12 However, over time, gaps have developed in these industrial areas due to changes in the economy including the closure of the Docks, which have meant that certain industries declined, vacating or less intensively using their sites. Whilst once this created an overall impression of dereliction and decay, today the new development benefiting from the locational advantages of this area, known as the ‘Arc of Opportunity’ (see map below), is beginning to shine through, particularly with the large scale transformation catalysed by preparation for the Olympic and Paralympic Games in 2012, and ongoing improvements to transport links. This is contributing to an area that is becoming more mixed use and densely developed, or in effect, urbanising relative to what elsewhere in the borough increasingly seems suburban.
3C: Challenges and Opportunities

3.13 Newham is a unique place with a unique population—it is the youngest place in England and Wales and one of the most diverse places in the UK. Approximately 37% of the people living in Newham are aged under 25 and 70% of the population come from Black, Asian and Minority Ethnic groups. Newham also has one of the highest birth rates in the country. This, together with people choosing to live in Newham, has led to a steady increase in the borough’s population in recent years to around 270,000. This will result in a “demographic dividend”—an increase in the working-age population relative to the rest of the UK. Supporting this are steadily improving rates of educational attainment amongst Newham’s young people.

3.14 Although the Borough has historically served as a point of arrival for in-migrants from London’s new communities, Newham also suffers from a high churn, with over 20% of its households having moved within the last 12 months, and the highest net outward migration rate in London. Over the last decade there has been a significant shift in the balance of the housing stock, with a large number of family dwellings converted to small self-contained flats, leaving only around 40% of the borough’s housing stock as family sized homes containing three or more bedrooms. In addition, 90% of new homes built since 2004 comprise one or two bed units. Larger family homes containing four or more bedrooms now comprise only 6.8% of the borough’s housing stock. This has a huge influence on the level of churn, together with the fact that there are currently insufficient opportunities to encourage those with improving income that their aspirations for better homes, schools and local amenities and safer, more attractive and connected neighbourhoods can be met by staying, spending and investing in Newham. A transformation in the nature of the local environment, including Town and Local Centres is required for communities to become more stable and to thrive.

1 See LB Newham (2010) AMR—NHSCR statistics for 2009 show a net rate of -32.6 per 1000 move to other authority areas annually.
3.15 There is also a high level of deprivation in the borough, contributing to its position towards the top of the Index of Multiple Deprivation 2007. There are persistently high levels of worklessness, unemployment and low skills amongst the working age population, which are significant causes of economic underperformance\(^2\). As a consequence, household income is significantly lower than the London average, and social rent, and increasingly private rent supported by housing benefit, account for large proportions of housing tenure. Local businesses, particularly in Town and Local Centres are also affected, whilst health statistics likewise compare poorly with the London average.

3.16 Recognising that this is a situation common to other boroughs locally, and the opportunity for transformation presented by the investment in the Olympic and Paralympic Games, Newham and the four other host boroughs in East London have joined together to develop a shared vision. Together the boroughs want to ensure a real and long lasting legacy so that within 20 years, those communities who host the Games achieve convergence with the rest of London, having the same social and economic chances as their neighbours across the rest of the city.

3.17 The only sustainable way to achieve convergence on income and employment is to get more people into work and to change the employment profile of the borough, against the backdrop of a step change in the quality of the built environment and landscape. However this must be done through not only getting more people ready and able to work within the borough and across London, but also by increasing the demand for labour, and the range of employment opportunities, through attracting new investment and supporting existing businesses to grow.

3.18 Employment in Newham is out of step with London’s current and future growth sectors. There are approximately 89,500 jobs in the borough, although a significantly high proportion of these jobs are in the public sector; the largest employers in the borough include the National Health Service, the Council and the University of East London. Large numbers of people are also employed in wholesale, distribution, and transport due to Newham’s aforementioned strategic location and connectivity. There is a need to grow the business base in Newham to reduce the reliance on the public sector, introduce more high value commercial jobs within emerging sectors such as IT, life sciences, green technologies, leisure and tourism, and increase entrepreneurial activity, with a growth in micro businesses and SMEs. Importantly however, the Borough has a developing tourism offer, incorporating London City Airport and the ExCel exhibition centre, and the public sector provides important business opportunities.

3.19 Fortunately, Newham is in an ideal position to maximise the opportunities for economic development; it is able to provide London with a large supply of brownfield development land over the plan period to 2027 to help meet its targets for new housing and economic growth.

\(^2\) See LB Newham (2010) Local Economic Assessment: for 2009 e.g. employment rate is just 56% (London average of 70%); unemployment in Sept 09 was 14.3% (8.6%).
This is concentrated mainly in the ‘Arc of Opportunity’ stretching from Stratford and the Olympic Park, down the Lower Lea Valley and east through the Royal Docks to Beckton (see map above), where changes in the economy mean there is a large supply of employment land, some of which can be justifiably released for alternative uses.

3.20 Coupled with the fact that the Arc has benefited from decades of public investment in land assembly, remediation, and infrastructure development, shifting industry to modern estates particularly at Beckton, this means the area is on the cusp of transformation. Excellent, and ever-improving transport connections, including five new Crossrail stations, high-speed rail, light rapid transit, an airport and new river crossings mean it is well positioned as part of the wider London, south east and European economic hubs.

3.21 The 2012 Olympic and Paralympic Games are further key catalysts, with 60% of the Olympic site falling within Newham, including the Olympic Village, the Stadium, the Aquatics Centre and the Velodrome, bringing Newham within the sight of a worldwide audience. The resultant scale and range of investment interest and opportunity, encompassing the development of the Olympic Park, Stratford Metropolitan Centre and the Royal Docks—some 124 hectares of development land, and approximately 30 kilometres of waterside frontage—is unique in London.

3.22 In the north-west of the borough, the Westfield Development at Stratford City opened in 2011, creating Europe’s largest new area of retail floorspace, with the Queen Elizabeth Olympic Park and sporting venues bringing new visitors to the area who can also enjoy and contribute to the regeneration of the old town as the civic and cultural heart of Stratford.

3.23 These developments, together with new A Grade office, technological, cultural and educational investment over the next 15 years will see the creation of a new coherent Metropolitan Centre in East London, which will support many thousands of jobs, yielding the dividend of one of the best connected (digitally and physically) locations in Greater London. Together with new residents and businesses drawn to the superlative parkland setting for post-games quality business space, housing development and associated new community facilities, this will mean that Stratford Station will have the highest volume of passenger traffic in London after Waterloo.

3.24 Likewise, the Royal Docks is ideally placed as a business and leisure destination with the waterfront, London City Airport, the expanding ExCeL estate and growing University of East London, new investment by Siemens and the proximity to Canary Wharf and the O2 Centre. The aim, outlined in ‘The Royal Docks Vision’ (LBN/LDA, 2010) document is to redefine the Royal Docks as a place with its own centre of gravity and identity, with clusters of activity blending educational centres of excellence, hi technology and first class office accommodation, and the global market place of ExCeL and London City Airport, linked into the City and Canary Wharf, and Stratford Metropolitan. In doing so it is well-placed to become an area of national economic importance in new economic sectors.
3.25 The cable car link to the O2 centre on the Greenwich Peninsula, and potential for other river crossings will open up the Royal Docks and riverside to the wider area for new and existing residents and visitors, though further river crossing points will also be important to cement the area’s connectivity. This complements the additional significant infrastructure, retail, leisure and housing investment underway at Canning Town and Custom House, which will bring a new Crossrail station to the area, and transform the neighbourhoods and town centre.

3.26 However, the scale of development potential also carries with it a risk of mediocrity, environmental impacts and infrastructure capacity issues if development is not managed and controlled carefully, recognising for instance, that low incomes have resulted in low car ownership, and flood risk from various sources is a risk in various parts of the borough. The Core Strategy provides a means to secure integrated, quality, well designed and safe development that will result in mixed, balanced, low carbon, thriving and stable communities, improving opportunities for existing residents and encouraging those who improve their income and living standards to settle in the borough and enjoy what the local area has to offer. This means improving existing underperforming town (and local) centres and residential environments, as well as significantly improving the quality of larger scale new development, and local connections.

3.27 The regeneration of the Olympic Park as a Royal Park as part of the legacy plans is one example of this transformational shift. In the rest of the borough, levers include improved connections with new areas of investment to spread its benefits, as well as the opportunities brought by imaginative reuse of existing buildings, structures and spaces, and ongoing investment in improvements to the housing stock and infrastructure. In some areas of large-scale change, temporary ‘meanwhile’ uses will also be important components to help bridge the gap between the present and the future, setting a marker for quality and innovation.

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3 See LB Newham (2010) AMR 2010 – cycling rates are the lowest in London; car usage levels, though relatively low, are increasingly problematic in terms of congestion.
3D: The Context for Newham’s Spatial Development

The London Plan

3.28 Policies for London as a whole are set out in the London Plan, adopted in July 2011.

3.29 The London Plan emphasises the importance to London as a whole of the rejuvenation of East London, including the securing of a lasting Olympic legacy.

3.30 The main spatial proposals in the plan relevant to Newham are two large Opportunity Areas stretching from Stratford and the Olympic Park, down the Lea Valley and east through the Royal Docks to Beckton. The plan recognises the role of Stratford as one of the most important Town Centres in East London – it also recognises the importance of other centres in Newham – East Ham, Green Street, Canning Town, Forest Gate and East Beckton.

3.31 The Plan estimates that 33,000 new homes are required in London each year. Within this, the annual target for Newham is set at 2,500 dwellings per annum. This only covers the period from 2011 to 2021 as the Plan requires this target to be rolled forward to cover the remainder of the Core Strategy period to 2027. Affordable housing should normally be included in all schemes of ten dwellings or more. Whilst there is a target for London as a whole there is no specific target for the amount of affordable housing to be built in each borough.

3.32 The Plan seeks to support the growth in London’s economy. Key aims include facilitating change and innovation, and moving to a more diverse and low carbon economy.

3.33 The Plan shows Strategic Industrial Locations at Beckton Riverside, Cody Road/British Gas, Marshgate Lane, Thameside East and West and the London Industrial Park. Precise boundaries for these areas are included in the Core Strategy.

3.34 Provision for industry is about managing supply in order to meet needs, and Newham is described as a borough where a ‘managed transfer of industrial land to other uses’ is required. The Core Strategy identifies how we will respond to this challenge by releasing some of the industrial land in these locations where it is no longer required for industry, thereby adding to land available for housing, commercial and mixed use developments.

3.35 The Plan contains policies relating to climate change and sustainable development, with staged carbon reduction targets for both residential and non-residential developments—leading up to zero emissions by the end of the plan period. Transport and land use planning should be integrated and there are proposals to improve public transport, reduce congestion, and make better use of London’s streets. The possibility of additional river crossings in East London remains under investigation. Significant improvements for walking and cycling are proposed including a number of ‘cycle super highways’.
The Newham Sustainable Community Strategy

3.36 The 2010 Sustainable Community Strategy aims to make Newham a place where people choose to live, work and stay, stating that this requires a shared vision and commitment from all concerned – the Council, partners and the local community. The document is divided into three broad themes: Living Here, Building Community and Building the Future, under which there are seven headings which together set the objectives of the strategy:

Safer Newham: reducing crime and antisocial behaviour.

Cleaner, Greener Newham: investing in roads and pavements, streetlighting, waste management and reducing fly tipping, enhancing public parks and open spaces and their amenities.

Housing Newham: providing sufficient housing of good, sustainable design to deliver a stable community.

Active and Connected Newham: social integration and accessibility for all, community engagement and volunteering.

Young Newham: improving access to and the quality of education and training, and ensuring that young people’s views are taken into account.

Ambitious Newham: taking the opportunities presented through regeneration, including training, employment and better places.

Healthy Newham: improving the health and well being of residents and promoting active lifestyles, promoting access to healthy foods, involvement in voluntary work and sports, and addressing the link between ill health and unemployment.

3.37 The Core Strategy will have a major role in delivering these priorities and giving them spatial expression. The section below summarises how the Core Strategy addresses the themes set out above. In a number of cases the objectives of the Core Strategy will be explored in more detail in other LDF documents, such as the Detailed Sites and Policies DPD.
**Safer Newham**

The Core Strategy seeks to build sustainable communities in quality neighbourhoods where residents feel safe and choose to live, work and stay. Actions that will help to make Newham a safer place include:

- Ensuring that new developments, open spaces, residential and business areas are designed in ways that reduce the opportunities for crime. This includes creating spaces that are overlooked, suitably lit, and with clear demarcations between public and private space.

- Providing a high quality public realm which people feel proud of, including vandal-proof materials and natural surveillance.

- Encouraging mixed use schemes which are well used throughout the day, and Town Centres that are attractive to all sections of the community.

- Ensuring that flood risk is considered in the design and location of new development.

- Creating ‘Quality Corridors’ and streets and spaces where pedestrians and cyclists feel less threatened by motor vehicles.

- Providing a mix of housing types (including family housing) together with good amenities and services so that people will want to stay longer in Newham—reducing the population churn and creating sociable, inclusive and balanced communities.

The spatial strategies for each part of the borough will also address these issues, so that local neighbourhoods such as Beckton will be places where people feel that they can settle down and bring up their children in a safe and secure environment.

**Key policy references:** S3, S5, SP3, SP6, SP7, SC3, INF2, H1.
**Cleaner, Greener Newham**

Newham residents place a high value on clean streets and spaces and this can be facilitated in new development through high quality design. An improved network of open spaces and waterways and a focus on quality corridors will also help to achieve this aim— as will the objective to create more stable and sustainable residential communities. New development will include improved provision for recycling and dealing with waste—and the LDF will allocate sites for waste management.

Creating a ‘greener’ borough in its broadest sense also involves reducing carbon emissions and supporting biodiversity. These aims are fundamental to the strategy and relevant actions include:

- Major developments to achieve high environmental standards (measured against the ‘Code for Sustainable Homes’ and ‘BREEAM’ ratings).
- Minimum carbon emissions standards from buildings and transport with major developments including renewable energy and provision to link to community heat networks.
- Achieving a net gain in the quantity and quality of biodiversity habitats in Newham with major developments contributing to targets set out in the Newham Biodiversity Action Plan.

**Key policy references:** SP3, SP7, SC1, SC2, SC3, SC4, INF3, INF4, INF6.
SGS Theme — Spatial expression in Core Strategy

Housing Newham

The Strategy seeks to build quality neighbourhoods with the right mix and balance of housing types, sizes and tenures. Targets are set out to ensure that as many houses as possible are built, and that these provide good internal space standards.

The strategy also ensures that our communities are places where residents can afford to live, and are adaptable to their changing economic circumstances. An overall target for affordable housing is set out, together with detailed policies to achieve this.

The plan also seeks to prevent the loss of housing to other uses and to resist the subdivision of family accommodation into smaller units.

The spatial policies for the neighbourhoods in Newham show where most of the housing growth in Newham will take place. Most of this is within the Arc of Opportunity that runs south from Stratford, and through Canning Town and Custom House to the Royal Docks. However the strategy recognises the importance of integrating this new development with the existing communities in ‘Urban Newham’. New and enhanced physical, social, transport and green infrastructure will need to be provided to support these new communities.

Key policy references: S1, S4, S6, H1, H2, H3, H4, INF1, INF2, INF6 and INF8
**Spatial expression in Core Strategy**

**Active and Connected**

The SCS defines this to include social integration, community engagement and accessibility for all. The Core Strategy objective to build sustainable communities with the right mix and balance of housing types, sizes and tenures will help to increase social integration. The plan aims to reduce population churn and to create more stable communities where people will wish to stay. Policies within the strategy to encourage employment, and access to employment, in the borough will contribute to raising living standards so that they are comparable to London boroughs which are currently more affluent. The plan also seeks to protect important community buildings and to encourage new provision where it is needed. Finally the design of new housing and places will respond to the needs of the people with reduced mobility. This includes building to ‘lifetime homes’ standards, providing sufficient wheelchair housing and reducing physical barriers to movement.

*Key policy references: SP3, H1, H2, H3, J3, INF8.*

**Young Newham**

A third of Newham’s population is 19 or under - the highest proportion of anywhere in the country. In many ways young people’s expectations of their environment will be similar to that of the broader population, and the strategy seeks to meet these needs by building safe and attractive places in which to live with easy access to shops, recreation and entertainment facilities. Young people need play facilities (for younger children in particular), easy access to high quality educational provision (nursery, school, college, university) and access to suitable jobs and training.

The spatial strategy for Newham’s neighbourhoods will include the creation of vibrant Town Centres (including Stratford), recreational and sporting facilities arising from the Olympic legacy, and a focus on higher education and recreation uses in the Royal Docks.

Facilities within the home are as important as those outside, and the Core Strategy will help to ensure new houses have enough space, and that young people are not disadvantaged in life due to inadequate housing conditions.

*Policy references: S2, S3, S6, SP6, H1, INF6.*
Theme Spatial expression in Core Strategy

Ambitious Newham

The Core Strategy is an ambitious document proposing a scale of change and regeneration unequalled anywhere else in London. The overall spatial strategy will secure transformational change for the borough and its residents and create capacity to provide 37,500 new homes and 24,000 additional jobs. The Olympic Games will provide a lasting legacy, shifting London’s centre of gravity further to the east. Stratford will be developed as a thriving Metropolitan Centre that acts as a hub for the new and rejuvenated communities in Newham whilst 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.

The spatial strategy for Newham’s neighbourhoods proposes the creation of a network of new places and employment hubs, together with new transport infrastructure to sustain employment growth. Although the scale of change is impressive the strategy also seeks to ensure that new development is of high quality, creating a series of successful and distinctive places that will transform the borough as a whole. Living standards will be raised — eliminating the gap between Newham and the average for London as a whole.

Key policy references: S1, S2, S3, SP1, J1, J2, J3, INF1:
Healthy Newham

The Core Strategy seeks to promote healthy lifestyles, reduce health inequalities, and create healthier neighbourhoods. Actions that can be implemented through the strategy include improving air quality, ensuring that new homes are built to high standards (including sufficient space inside the home), facilitating walking and cycling, and ensuring that everywhere in the borough has good access to open space and to health care facilities. Policies relating to changing the use of buildings to hot food take-aways will be tightened—including an exclusion zone around secondary schools. Land use policies will also seek to ensure an inspiring and accessible sporting legacy from the Olympic Games.

Key policy references: SP2, SP3, H1, INF2, INF6, INF8
Our Vision for Newham

4.1 The strategy for Newham’s development, in spatial terms, is to maximise the development potential of the Arc, securing the highest quality development in ways that drive improvements to Urban Newham. Realising the potential of Newham’s development capacity creates opportunities for integrating new development with existing neighbourhoods. Investment opportunities in the Arc must therefore provide opportunities for Newham residents, particularly jobs and housing, but also through supply of new areas of parkland, amenities and services.

4.2 Our Spatial Vision for Newham is:

4.3 Newham has a vital role in the continuing development of London as a World City. Our ambition is to develop sustainably, building on the area’s heritage and location, and as the City spreads eastwards, to place the Borough at the heart of the economic growth of London. Newham will be a vibrant, dynamic, cohesive and ambitious Borough that maximises the opportunities for transformation and regeneration that come from the Olympic and Paralympic Games, excellent transport connections, a wealth of development land and wider sub-regional growth, and its young and diverse population.

4.4 Newham will be the most exciting place in East London offering improved living standards, a wealth of job opportunities and a sense of well-being that comes from a high quality and safe environment. In twenty years time those living here can expect to be as skilled, as prosperous, as safe and as healthy as those living anywhere else in London—with access to good schools, a better choice of homes, shops, services and facilities that reflect our population’s diversity and a world class Olympic Legacy. The area’s natural and built resources of waterside, docks, rivers and green spaces will be improved, facilitating their active use and creating outstanding public spaces as part of development that exemplifies excellence of design.

4.5 By 2027, many more people will be living and working in Newham, in and around a connected and integrated series of distinctive successful places, with vibrant, accessible and focused multi-functional Town and Local Centres at the heart of stable, mixed and balanced communities. These will be supported by recognised and enhanced natural, cultural, heritage and infrastructural assets that provide vital connections, breathing and social space, interest and variety, together with opportunities to work locally through a greater mixing of land uses. The overall image of the borough is of a series of beacons across its whole area, woven into a fabric of equivalent quality and diversity.

4.6 Most growth will be focused across the urbanising ‘Arc of Opportunity’. Here, Stratford to the north will be a thriving, varied yet integrated Metropolitan Centre, well connected to its hinterland and European cities beyond it, helping to deliver wider Olympic Legacy whilst retaining a distinct ‘East End’ character, bridging old and new and the borough boundary. The Olympic site will retain iconic structures and be partly covered by the largest urban park created in recent times, seamlessly connected into the surrounding urban structure, and enlivened by both visitors attracted to this world class destination and local residents.
4.7 High-quality accessible parkland incorporating landscape and water features will extend from the Olympic Park down the Lower Lea Valley connecting with the docks and Thameside areas, creating a high-quality setting for a number of distinctive yet new and rejuvenated communities. These will exhibit innovative approaches to family housing, mixed use, sustainable development (notably energy and flood risk management) and improved accessibility, connectivity and integration, incorporating new local Centres at West Ham, Silvertown, and in other well-located gaps in the network. Canning Town will be another important centre, having diversified and expanded in terms of increased retail, improved public realm and re-orientating the town centre to the south. This will enable Canning Town to take more of a borough-wide role and become a revalued part of surrounding neighbourhoods in Newham and Tower Hamlets.

4.8 This riverside open space will also provide important buffering for modern industrial areas in Croydon Road and Thameside, with an equivalent to the east along the River Roding around the industrial area of Beekton, further enhanced by improvements to the sewage treatment works. These areas, though important for green industries which make use of and re-interpret the area’s traditions (e.g. waste processing and its energy potential) will be less prominent spatially. Instead, new communities and hallmarks of the new economy, notably visitor attractions, service, leisure and knowledge industries, will grow and connect with other areas to create a substantial well-designed presence around them, reclaiming the waterside for public use. Key features of this connectivity will be a Crossrail station at Custom House, new southward river crossings including a cable car connecting with the North Greenwich peninsula, modernised wharf facilities and smaller scale bridging of more localised barriers, ensuring existing communities can also benefit from new development.

4.9 The remainder of the borough – existing Urban Newham – will see less change, though it will have been managed to best effect. This will have reinforced existing strengths and well-known places such as Green Street, East Ham and Forest Gate Town Centres, and West Ham and Central Parks, and deployed retrofitting and creative use of small spaces and character assets to overcome constraints and address weaker aspects. Corridors will be upgraded, connectivity and environmental performance improved, more open space and play space created, family housing reclaimed from the reversal of flat conversions, and Town and Local Centres will have evolved to incorporate more modernised community facilities and new forms of employment. In the north, larger town centre opportunity sites together with Crossrail stations will have created a regeneration impetus, driving wider investment in the urban fabric and infrastructure to bring revalued Victorian and Edwardian built heritage to the fore alongside new additions. Localised interpretations reflect a civic focus at East Ham, the London-wide and local specialist ethnic draw of Green Street, Maryland as the gateway to Metropolitan Stratford, and the urban village orientation at Forest Gate and Manor Park. In the south, Plaistow and Beekton will benefit from the wider regeneration impetus further west and east, with selective re-modelling aimed at improving their focus and connectivity, including a new local centre centred around Plaistow station, and a consolidated district centre at East Beekton, and better links between these, homes and other facilities in the area.
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Mayor’s Foreword

2015 marked the 50th anniversary of the creation of the London Borough of Newham. It has been a momentous 50 years.

During that time we’ve witnessed the decline of the Royal Docks and the harsh unemployment of the 1980s. We have also seen a huge change in the nature of our population as people from all over the world were, and still are, attracted to London and Newham – making us the most diverse place in the UK.

In the past 20 years we have seen major progress. Nowhere else in the UK is undergoing transformation on the scale of Newham. With an abundance of development land, excellent transport links and a young, energetic and increasingly skilled workforce, the Borough is well placed to accommodate London’s eastwards growth in the 21st century.

I’m proud that as a Council we embrace opportunities for our people. Since the adoption of the Local Plan Core Strategy, which is our blueprint for regeneration in the Borough, physical transformation and plans for Newham have progressed at an unprecedented rate.

The greatest ever Olympic Games and Paralympic Games were held here. We now have an Enterprise Zone in the Royal Docks. Development projects like Westfield in Stratford and the Canning Town and Custom House regeneration programme are delivering and creating thousands of new homes and jobs.

But regeneration which doesn’t do anything for residents is simply pointless. We must harness this massive physical change for the benefit of our residents. Newham’s Detailed Sites and Policies Development Plan Document focuses on parts of the Local Plan where we think further work is needed to strengthen existing policies, in particular looking at the provision of jobs, homes and the infrastructure needed to support them. This is essential in our ambitions to build resilience in the Borough to create a positive and lasting impact for our residents.

I thank those of you who have taken part in the plan-making process. We have listened to you through consultation and we now present the final Detailed Sites and Policies DPD. It is important that we keep on working together in shaping our Borough for the benefit of all of us. A full review of the Local Plan will begin in 2016, please continue to let us know what you think.

Sir Robin Wales – Mayor of Newham
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1 Policy Context

Newham’s Spatial Vision

1.1 Newham is a borough with unrivalled regeneration opportunities, particularly within the Arc of Opportunity. The effects of the Olympic Legacy in Stratford and the Lower Lea Valley, as well as major redevelopment schemes in Canning Town, and the Royal Docks will continue to see the creation of thousands of jobs and homes supported by new and improved transport, shopping, leisure, social infrastructure and enhanced public realm.

1.2 The many benefits from these opportunities will spread across the whole Borough, and beyond to other areas of East London, with a clear objective of reducing inequalities on a large scale.

1.3 Newham’s Local Plan is guided by Newham’s Spatial Vision for the Borough up to 2027, set out within the Local Plan: Core Strategy, adopted January 2012. The Local Plan is a key means of ensuring that the Council’s ambitious regeneration programme is realised and that the benefits of development and growth are fully harnessed.

Corporate Policies

1.4 Newham’s Local Plan is prepared with two key themes of corporate policy in mind, Convergence and Resilience, each summarised in the table overleaf and reflected in the Integrated Impact Assessment (IIA) objectives. All policies within the Local Plan seek to contribute to the achievement of the objectives set out by these agendas, particularly those which promote more and better jobs and homes in quality environments, creating a more holistic approach to policy making and the delivery of the Council’s vision. If you wish to find out more, the Issues and Options consultation document provides the audit trail linking the proposed policy coverage to specific elements of these agendas.

1.5 The objectives of the Local Plan are also based upon the Council’s Sustainable Community Strategy, approved in 2010 and refreshed in 2012. The document is available on the Council’s website.

1 Detailed Sites and Policies DPD: Issues and Options (Jan2015)
www.newham.gov.uk/planningconsultations
### Convergence

**What?**

Convergence, established by the Olympic Host Boroughs Strategic Regeneration Framework (2009), is the objective of achieving socio-economic convergence between the host Boroughs and the London average for key indicators of deprivation within a 20-year timeframe.

Newham and the other five ‘Growth Boroughs’ (Greenwich, Tower Hamlets, Hackney, Barking & Dagenham, Waltham Forest) the communities who hosted the 2012 Olympic Games will have the same opportunities and quality of life as their neighbours across London.

**How?**

The Convergence Framework is organised across three themes, each with its own objectives and action plans:

- creating wealth and reducing poverty;
- supporting healthier lifestyles;
- developing successful neighbourhoods

**More info**

More information on the concept can be found in the document Newham’s Legacy Story available on the Council’s website.


### Resilience

**What?**

Resilience encapsulates the Mayor of Newham’s approach to addressing the multiple challenges of being the second most-deprived borough in the UK. It is defined as:

‘much more than an ability to bounce back from a single damaging-event. It is about possessing a set of skills and having access to the resources that allow us to negotiate the challenges that we all experience and that allow people to overcome the more difficult circumstances many of Newham and other boroughs’ residents experience’

**How?**

The Resilience Agenda includes many aspects, including those addressed by Local Plan Policy:

- maintaining a strong local economy to get people into work;
- providing genuine housing options;
- improving the quality of the physical environment;
- improving people’s health.

**More info**

More information can be found by searching ‘resilience’ on the Council’s website, or at the page below:

http://www.newham.gov.uk/Pages/Services/Resilience.aspx
Planning Policy Overview

1.6 As well as the Council’s Local Plan, there are a number of policy documents that together will shape the future of Newham, including national and regional policy and guidance, which the Local Plan must be consistent with.

1.7 As of the 20th October 2016 the adopted Local Plan comprises the Local Plan: Core Strategy (2012), the Joint Waste Development Plan Document for the East London Waste Authority Boroughs (2012), the Detailed Sites and Policies DPD (DSPDPD) and the Local Plan Policies Map (2016) consolidated with the Local Plan Proposals Map (2012). The previously ‘saved’ UDP policies as well as key components of two area-based Supplementary Planning Documents (SPDs), Canning Town and Custom House (2008) and Forest Gate (2010), have been replaced by the DSPDPD, together with the Local Plan: Core Strategy.

1.8 The figure opposite summarises the key elements of the planning context within which the document sits. Reference should always be made to the Council’s Local Plan page for the most up to date information.

Lee Valley Regional Park Authority

1.9 The Lee Valley Regional Park Authority (LVRPA) extends into Newham, primarily within the London Legacy Development Corporation (LLDC) area. The Local Plan is required by statute to be consistent with the LVRPA’s plan, currently The Park Plan (2000) which is gradually being replaced by the Lee Valley Park Development Framework.

London Legacy Development Corporation

1.10 The London Legacy Development Corporation (LLDC) was established on 1st April 2012 and acquired plan-making and development management powers from 1st October 2012. The LLDC’s Local Plan, setting out a vision for the area up until 2031, was adopted in July 2015.

1.11 The LLDC boundary can be found on the Local Plan Policies Map. The DSPDPD will not apply to the LLDC area.
The Detailed Sites and Policies DPD

Introduction to the DPD

1.12 Following Independent Examination by the Planning Inspectorate on behalf of the Secretary of State, which took place between December 2015 and September 2016, this document is the final version of the Local Plan Detailed Sites and Policies Development Plan Document (DSPDPD) as found ‘sound’ by the Inspector. The Plan is accompanied by the Local Plan Policies Map (2016), which provides a spatial demonstration of planning policies. This is consolidated with the Local Plan Proposals Map (2012) which accompanied the Local Plan: Core Strategy.

1.13 The DPD, Policies Map and Inspector's Report is available to view on the Council’s website. https://www.newham.gov.uk/Pages/Services/Local-plan.aspx

1.14 The vision for Newham, set out within the Local Plan: Core Strategy, is for the Borough to become a place where people choose to live, work and stay, and that development should lead to improvements to health and deprivation, making Newham more like the rest of London. To achieve this the Local Plan: Core Strategy comprises a number of spatial and core policies set across five major themes. The policies are accompanied by a series of spatial designations and strategic sites where the majority of development in Newham will take place throughout the plan period up until 2027.

1.15 The Detailed Sites and Policies Development Plan Document (DSPDPD) is to be read and used in conjunction with the Local Plan: Core Strategy. The DPD complements and strengthens the Local Plan by adding further detailed policies across the five major themes, allocating non-strategic sites to help boost the delivery of homes and jobs and reviewing boundaries to help implement other policies.

Policies

1.16 A key tenet running through all policies within the DSPDPD is that small changes matter in contributing to broader change and the achievement of the vision, therefore all opportunities should be taken to improve standards.

1.17 Areas of Townscape Value and Archaeological Priority Areas identifies these specific locations of heritage value to allow for their protection, conservation and enhancement.

1.18 Ensuring Neighbourly Development looks at the range of aspects that affect and contribute to ‘neighbourliness’ including environmental impacts, crime and anti-social behaviour and land-use conflicts. Policy brings together standards and benchmarks that will aid the assessment of new development to ensure that, as far as possible, uses and neighbours function well together and result in high-quality neighbourhoods.

1.19 Managing and Recognising Cumulative Impact policies give clearer direction in terms of the range of cumulative impacts issues to consider, highlighting areas where it of particular concern, seeking to prevent negative impacts and promoting improvements. Policy finds rationalised-
ways to limit the negative impacts of certain uses, and encourage the positive impacts of others.

1.20 Continuing the promotion of jobs as part of the overall spatial strategy for a mixed use borough, Managing a Mixed Use Borough details how the strategy will be applied, to ensure that the location and promotion of business is positively planned. The DPD reflects a review undertaken in response to land use changes both locally and regionally and ensures that existing protections do not unjustifiably impede other forms of development, notably housing.

1.21 The availability of development land within Newham’s boundaries gives it a strategic role in providing new homes for London; this responsibility is matched by the Olympic legacy ‘Growth Borough’ ambition of achieving convergence with other London boroughs. Housing policies Achieving Housing Mix, Achieving High Quality Design and Distribution of Specialist Housing seek to ensure that high-quality mainstream housing is provided for residents of the Borough and specialist housing provided in rationalised, well-managed ways. Growth and change need not mean that the needs of new residents overtake the needs of the Borough’s existing communities. The policy also gives clearer specification to requirements in relation to specialist and multiple occupancy housing so that developments of this type do not undermine the core principles of high-quality housing for all.

1.22 The overall scale of new development in Newham is substantial and the Council has a role of London-wide significance to play in helping secure more sustainable forms of development. In many parts of the Borough the scale of individual development opportunities may be modest; however collectively this amounts to a great deal of change. Maximising Sustainable Design seeks to influence the standards and impacts of all development to improve overall sustainability, recognising that as the Borough prospers and development intensity increases, environmental impacts must be addressed, and that the most effective way of doing this is to incorporate early measures at the design stage. This is vital to ensuring we are working towards a more resilient borough, one where changes that will improve socio-economic conditions do not come at the expense of long-term sustainability and resilience.

1.23 In terms of infrastructure Local Shopping Parades are identified within policy, contributing to retail accessibility, ensuring protection of these areas as part of the retail hierarchy set out by the Local Plan: Core Strategy. Similarly a number of Protected Green Infrastructure sites are also designated, strengthening existing green infrastructure policy and helping to address deficiencies in quality and quantity of such spaces across the borough.

1.24 Locating Community Facilities seeks to balance the need for community infrastructure with a variety of other competing land uses (notably housing) and manage potential impacts, particularly where facilities attract large numbers of users through design and location of new development.
Monitoring

1.25 Following adoption of the DDPD, the performance of the plan’s policies will be subject to continual monitoring and review. Monitoring will be carried out in accordance with the Indicator Framework set out within the Local Plan: Core Strategy and published where possible, subject to data availability and capacity. Monitoring against the outcome and output indicators of the Framework will provide an indication of how well policy is working in practice, signposting any problems which could result in shortcomings to the Local Plan’s delivery, and will allow for interventions, where necessary, to keep the plan on track, to prevent shortcomings becoming significant.

1.26 Policies will also be subject to regular review to determine whether any amendments, supplements or deletions are required, in light of any changes to national, regional (London-wide) and Newham corporate policy.
# Table of Policies

Policies in the Local Plan:
- Core Strategy (2012)
- Detailed Sites and Policies DPD (2016)

## Successful Places
- SP1 Borough-wide Place-making
- SP2 Healthy Neighbourhoods
- SP3 Quality Urban Design within Places
- SP4 Tall Buildings
- SP5 Heritage and other Successful Place-making Assets

## SP5a Areas of Townscape Value and Archaeological Priority Areas

## SP6 Successful Town and Local Centres

## SP7 Quality Corridors

## SP8 Ensuring Neighbourly Development

## SP9 Managing Cumulative Impact

## SP10 Cumulative Impact Thresholds

## Jobs, Business and Skills
- J1 Investment in the New Economy
- J2 Providing for Efficient Use of Employment Land
- J3 Skills and Access to Employment
- J4 Managing a Mixed-use Borough

## Homes
- H1 Building Sustainable Mixed Communities
- H2 Affordable Housing
- H3 Specialist Accommodation Needs
- H4 Protecting and Re-shaping the Existing Housing Stock
- H5 Achieving Housing Mix
- H6 Achieving High-Quality Accommodation
- H7 Distribution of Specialist Accommodation

## Sustainability and Climate Change
- SC1 Climate Change
- SC2 Energy
- SC3 Flood Risk
- SC4 Biodiversity
- SC5 Maximising sustainable design

## Infrastructure
- INF1 Strategic Transport
- INF2 Sustainable Transport
- INF3 Waste and Recycling
- INF4 Local Heat and Power Networks
- INF5 Town Centre Hierarchy and Network
- INF5a Local Shopping Parades
- INF6 Green Infrastructure
- INF6a Protected Green Infrastructure
- INF7 Blue Ribbon Network
- INF8 Community Facilities
- INF9 Infrastructure Delivery
- INF10 Locating community facilities
**UDP policies deleted upon adoption of this document:**

- EQ2 Waterside Access
- EQ3 Waterside Commercial Development
- EQ5 Waterway Structures
- EQ6 Extension of Waterside Sites to Waterways
- EQ10 Development of Sites of Nature Conservation Importance
- EQ13 Tree Preservation Orders
- EQ15 Tree Loss and Retention
- EQ16 Inclusion of Tree Planting in New Development
- EQ22 Advertisement Hearings
- EQ23 Removal of Advertisements
- EQ33 Protection of Trees
- EQ34 Areas of Townscape Value
- EQ36 Buildings of Local Interest
- EQ43 Archaeology
- EQ45 Pollution
- EQ47 Noise Impact Statement
- EQ48 Noise-Sensitive Development
- EQ49 Contaminated Land
- EQ60 Aggregates Recycling
- H17 Housing Design and Layout
- EMP7 Local Employment Areas: Preferred Uses
- EMP17 Telecommunications Development
- T9 Minicab Offices
- T10 Road Hierarchy: New Roads
- T14 Design to Minimise Road Accidents in New Development
- T20 Pavement Congestion

**UDP designations deleted upon adoption of this document:**

- m1 Aldersbrook Hostel, Romford Road, E12
- m2 Sprowston Mews, E7
- h1 Maryland Road, E15
- emp9 Tavistock Road, E15
- emp10 Forest Gate Arches, E7
- emp11 Nursery Lane, E7
- emp13 Butchers Road, E16
- t1 Cycle Network
- t2 Recreational Footway Network
- t22 Safeguarded Wharves: Priors, Mayer Parry, Thames, Peruvian, Manhattan, Sunshine, Tate and Lyle
- t27 Thames Gateway Bridge safeguarded route and safeguarding Gallions Reach area E16
- t31 Light rapid transport link
- t32 Bass Charrington, Thames Barrier Lands, North Woolwich, Albert Dock Basin, Beckton Gasworks, E16
1. Introduction

E6: Protection of mooring points for potential riverbus service

t36 North Woolwich Road, E16: Pedestrian and cyclist land bridge-crossing

t38 West Ham/Manhattan Stairs, North Woolwich (2 locations)

Old Barge House Drawdock, E16: Protection of public access points along the River Thames

t39 North Woolwich and Beckton, E16: Port of London Authority Radar Stations

**UDP-designations updated upon adoption of this document:**

Protected Sites of Nature Conservation Importance

Green Belt & Green Space to be protected

Metropolitan Open Land

Areas of Townscape Value

Conservation Areas

Shopping Centres and Frontages
Abbreviations

AMR: Authority Monitoring Report
APA: Archaeological Priority Area
ATV: Area of Townscape Value
BAP: Biodiversity Action Plan
BFL12: Building For Life 12
BRE: Building Research Establishment
BREEAM: Building Research Establishment Environmental Assessment Method
GAA: Civil Aviation Authority
CDA: Critical Drainage Area
cSH: Code for Sustainable Homes
CHP: Combined Heat and Power
CIL: Community Infrastructure Levy
CPO: Compulsory Purchase Order
DCGL: Department of Communities and Local Government
Defra: Department for Environment, Food and Rural Affairs
DfT: Department for Transport
DPD: Development Plan Document
ELR: (Newham) Employment Land Review
GEA: Gross External Area
GIA: Gross Internal Area
GLA: Greater London Authority
GPDO: The (Town and Country Planning) General Permitted Development Order
GTNA: Gypsy and Traveller Needs Assessment
HMO: House in Multiple Occupation
IAC: Incubators, Accelerators and Co-working spaces
IDP: Newham’s Infrastructure Delivery Plan
IIA: Integrated Impact Assessment
LBN: London Borough of Newham
LDF: Local Development Framework
LDS: Local Development Scheme
LIL: Local Industrial Location
LIP: Local Implementation Plan
LMUA: Local Mixed Use Area
LLDC: London Legacy Development Corporation
LVRPA: Lee Valley Regional Park Authority
NPPF: National Planning Policy Framework
MBOA: Micro Business Opportunity Area
MOL: Metropolitan Open Land
ONS: Office for National Statistics
PPG: Planning Practice Guidance
PPR: Positive Planning Response
PSZ: Public Safety Zone
PTAL: Public Transport Accessibility Level
RHS: Restriction Hotspot
SCI: Statement of Community Involvement
SFRA: Strategic Flood Risk Assessment
SIL: Strategic Industrial Location
SINC: Site of Importance for Nature Conservation
SME: Small and Medium Enterprises
SE: Statement of Engagement
SPD/G: Supplementary Planning Document/Guidance
SoS: Secretary of State
SuDS: Sustainable Urban Drainage Systems
SWDS: Surface Water Drainage Strategy
TfL: Transport for London
TPO: Tree Preservation Order
UDP: Unitary Development Plan
WFD: Water Framework Directive
Appendix 1 - Strategic Site Schedule and Designations

New and Rejuvenated Communities


Please note the sites have been grouped by area rather than in numerical order.

<table>
<thead>
<tr>
<th>Strategic Site/ Map Reference</th>
<th>Land Use Designations</th>
<th>Indicative Housing Typology</th>
<th>Further Information</th>
<th>Partners and Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>S01 Stratford North</td>
<td>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 open space and it will be supported by new education and</td>
<td>Low density (flats/houses with high family element)</td>
<td>LMF indicates this will be designated as a family orientated neighbourhood. OPLC plans currently show approximately 2.9 ha open space on the 12.45 ha site. Future design and development of the site will need to take into account the existing high voltage transmission lines that pass through/close to the site.</td>
<td>Short term</td>
</tr>
</tbody>
</table>
### Strategic Site/ Map Reference

<table>
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<tr>
<td>health provision at Chobham Academy and the adjacent Olympic Polyclinic. See also Policies S2, INF5 and SP4</td>
<td>High density (low family housing)</td>
<td>LMF indicates high density with limited family housing. Site includes Zones 2 and 7 of the Stratford City development. Stratford City outline permission 07/90023 gives approval for the following uses within Zone 2: A1, A2, A3 = 1,000m² B1 = 257,267m² (55% of total Stratford City office space) C3 = 29,310m² D1 Community facilities = 297m²</td>
<td>Medium term Reserved matters applications within Zone 2 must be made by 17/02/2017, commencement no later than 17/02/2020 (or 2 years from approval of reserved matters).</td>
</tr>
</tbody>
</table>

**S02 Stratford Waterfront**

This site includes Zone 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, 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.
- See also Policies S2, INF5 and SP4.
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<tr>
<td>S03 Olympic Quarter</td>
<td></td>
<td>Medium density (medium family)</td>
<td>LMF indicates:</td>
<td>Medium term</td>
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<td></td>
<td>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</td>
<td>An innovative model in high density family housing should be explored and tested. A compact layout of high density, south-facing buildings/blocks designed for singles and couples will be the focus. Limited family provision at lower levels will make use of the amenity of the Old Ford Nature Reserve, the Greenway and its connections.</td>
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<td>This site includes the Olympic Stadium and adjacent sites.</td>
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<tr>
<td>S04 Chobham Village</td>
<td>This site will become a residential neighbourhood with an emphasis on low density family housing, but with higher densities near the station, that Low density (flats/houses with high family element)</td>
<td>ELR recommends release from employment use. SFRA includes more detail on this site.</td>
<td>ODA, LCR, East Thames Homes, private developers Medium/Long term</td>
<td></td>
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</tbody>
</table>
### Strategic Site/ Map Reference

**Land Use Designations**

- 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 Housing Typology

#### Further Information

Stratford Metropolitan Masterplan indicates that this will be a family neighbourhood and link closely with the Athletes' Village (Stratford North S01).

### Partners and Phasing

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<td></td>
<td>Stratford Metropolitan Masterplan indicates that this will be a family neighbourhood and link closely with the Athletes' Village (Stratford North S01).</td>
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<tr>
<td>S05 Stratford Central</td>
<td>See also Policies S2, INF5, SP4 and J2</td>
<td>Medium/High Density (low family)</td>
<td>SFRA includes more detail on part of this site. Town centre boundary to be reviewed in subsequent DPD. Stratford Metropolitan Masterplan indicates that more flats (and offices) to add more life at all times of the day and evening. Stratford St John's Conservation Area Appraisal and Management Plan.</td>
<td>Medium term</td>
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<tr>
<td>Includes Stratford Island, station concourse and environs</td>
<td>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. See also Policies S2, INF5, SP4, and J1</td>
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<td>S06</td>
<td>Extensive redevelopment to create a more mixed use area across Carpenters District. 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. Where this does not conflict with wider regeneration aspirations set out in Policy S2 the Council will support the retention of</td>
<td>Medium density (medium family)</td>
<td>The Stratford Metropolitan Masterplan identifies this area in the short term for a mix of homes to replace tower blocks and in the longer term for more housing to better integrate with the town centre. Newham College’s aspirations for the area will be further assessed as part of the Detailed Sites and Policies DPD process as more detailed proposals emerge.</td>
<td>Short to long term</td>
</tr>
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**Carpenters District**

Includes Carpenters Greater Neighbourhood as well as an area lying to the east of the Olympic Stadium between Waterworks River and City Mill River.
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<td>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 (Appendix 3). This will be further assessed as part of the Detailed Sites and Policies DPD process as more detailed proposals emerge. See also Policies S2, SP4, and J1</td>
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<tr>
<td>S07 Sugar House Lane &amp; Three Mills</td>
<td>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 (see OS9). See also Policies S2, INF5, INF6, SP4, J2 and SP5</td>
<td>Sugar House Lane: medium density (flats/houses with high family)</td>
<td>Stratford Metropolitan Masterplan indicates this as a new neighbourhood in combination with Pudding Mill Lane creating a new urban quarter for living and working. Three Mills lies within the Lee Valley Regional Park. The Park Plan 2000 and Park Development Framework proposals identify Three Mills as an area of opportunity to enhance visitor facilities, a priority site for new recreation and leisure facilities (including events) as part of the Lea River Park and an area within which to develop an enhanced heritage offer especially by working in partnership with the Three Mills Trust on the future of the House Mill. The Lee Valley Regional Park Act does not allow residential or employment uses unless ancillary to the purpose of the Act. The Employment Land Review does not suggest the site is released. Enhanced connections to Bromley-by-Bow over the river are necessary.</td>
<td>LVRPA, LTGDC, LDA, OPLC, private developers/land owners and Three Mills Trust Medium to long term</td>
</tr>
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<td>Future design and development of the site will need to take into account the existing high voltage/underground transmission lines that pass through/close to the site. Sugar House Lane and Three Mills Conservation Area Appraisal and Management Plan</td>
<td>OPLC, private developers, British Waterways and land owners</td>
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<tr>
<td>S08 - Please see after S18</td>
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<tr>
<td>S09</td>
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<td>Medium density (flats/houses with high family)</td>
<td>The LMF indicates the area will accommodate a vibrant mix of employment uses including light industrial. Some sensitive locations could accommodate residential over time. The ELR recommends that the area is retained as a Strategic Industrial Location. However, to maximise Olympic Legacy regeneration potential, reallocation for mixed use development may be more appropriate. Mixed use development should activate and make use of the waterways.</td>
<td>Medium to long term</td>
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<tr>
<td>S10 Abbey Mills</td>
<td>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.</td>
<td>Medium density (medium family)</td>
<td>SFRA includes more detail on this site. Future design and development of the site will need to take into account the existing high voltage overhead/underground transmission lines that pass near the site. Note PTAL improvement resulting from new DLR station.</td>
<td>Medium to long term</td>
</tr>
</tbody>
</table>

Future design and development of the site will need to take into account the existing high voltage underground transmission lines that pass through/close to the site. An employment buffer zone adjacent to the A12 and Crossrail portal), residential and community uses with scope for 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.

See also Policies S2, INF5 and SP4.
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<tr>
<td>(Comprises former Abbey Mills Riverine Centre and Channelsea Offices)</td>
<td>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. See also Policies INF5, S2 and SP4</td>
<td>Site has significant contamination constraints resulting from previous industrial chemical use. Appeal (Ref:APP/G5750/C/10/2125895) Abbey Mills Riverine Centre, Canning Town E15. The appeal was allowed and planning permission was granted for a mixed use comprising a mosque and associated buildings (for full description see appeal) subject to conditions including time limited permission for two years (Planning Inspectorate: 23 May 2011).</td>
<td>Private developer</td>
<td></td>
</tr>
<tr>
<td>S11 Parcelforce</td>
<td>Employment-led mixed use linked to Cody Road industrial area that contributes to the</td>
<td>Medium density (medium family).</td>
<td>Site falls partly within HSE consultation zones due to proximity to gas holders, which advises against more intensively used facilities and vulnerable users in the south-west of the site with increasing</td>
<td>LTGDC, LDA and private developers Long term</td>
</tr>
<tr>
<td>Strategic Site/ Map Reference</td>
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<td>Partners and Phasing</td>
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<td>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. See also Policies INF5, SP4 and S4</td>
<td>On-site constraints including accessibility need to be addressed to make suitable for residential.</td>
<td>restriction – this includes large housing developments of more than 30 units in the middle zone. Bus garage to south of site is buffered with a landscaping strip, and careful design required to allow comfortable sit with adjacent residential. The site has significant accessibility constraints that would need to be addressed to allow for residential use.</td>
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<tr>
<td>Please note there is no Site S12</td>
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<tr>
<td>S13 Manor Road</td>
<td>Residential-led mixed use 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 railway.</td>
<td>Medium density (medium family). Significant environmental issues need to be addressed to make suitable for residential.</td>
<td>Manor Road to be re-aligned at junction with Barking Road as part of Canning Town roundabout scheme. Further re-alignment of Manor Road north of the junction to align with the railway line is a longer term aspiration that would enable a better residential environment to be created on the site. Canning Town and Custom House SPD (2008) and future updates.</td>
<td>LTGDC/HCA/LBN Medium to long term</td>
</tr>
<tr>
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<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 revised boundary to comprise retail, (to include anchor food store of up to 6,500 sq m, and significant comparison floorspace - up to 25,000 sq m) leisure, 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 Activity Street to the south/southeast, and residential street to the east/north-east, and through to</td>
<td>Medium density (medium family)</td>
<td>Identified as a Strategic Growth area in the Town Centre and Retail study. SFRA includes more detail on part of this site. Canning Town and Custom House SPD (2008) and future updates.</td>
<td>Short to medium term LTGDC/LBN/private developer</td>
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See also Policies S4, SP4, J1 and INF5
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<tr>
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</thead>
<tbody>
<tr>
<td>S15 Canning Town East</td>
<td>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.</td>
<td>Medium density (medium family) housing</td>
<td>School site has permission. SFRA includes more detail on part of this site. Canning Town and Custom House SPD (2008) and updates.</td>
<td>Short to medium term LBN/ River Christian Centre/ registered providers/ private sector</td>
</tr>
<tr>
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<tr>
<td>S16 Silvertown Way East</td>
<td>Mixed use comprising residential, 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. See also Policy S4 and SP4</td>
<td>Medium density (medium family)</td>
<td>Silvertown river crossing may have significant amenity implications. ELR recommends release from employment use. Canning Town and Custom House SPD (2008) and future updates.</td>
<td>Private sector/ LBN Short to medium term</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</td>
<td>Medium density (medium family). Significant environmental</td>
<td>ELR recommends release from employment use. Canning Town and Custom House SPD (2008) and future updates.</td>
<td>LDA/private sector Short to medium term</td>
</tr>
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<tr>
<td><strong>S18 Limmo</strong></td>
<td>Open space forming appropriate connections and terminus to proposed Lea River Park with enabling residential 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.</td>
<td>Medium density (medium family)</td>
<td>ELR recommends release from employment use. SFRA includes more detail on this site. Short term use for Crossrail (until 2018). Site crossed by one of National Grid's high voltage overhead electricity transmission lines. Canning Town and Custom House SPD (2008) and future updates.</td>
<td>Crossrail/LTGDC and successor bodies/ private sector Long term, though open space could come forward on standalone basis in medium term</td>
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<tr>
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<tr>
<td>S08 Thames Wharf</td>
<td>Proposed release from Strategic Industrial Location (see Policy J2).</td>
<td>Medium density (medium family)</td>
<td>Silvertown crossing safeguarding area lies within site. Contains a safeguarded wharf. Provision for a new DLR station within the site. The Council will work together with other public sector agencies and developers to take forward proposals for 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 more details.</td>
<td>LDA/private developer Medium to long term Will require a Masterplan</td>
</tr>
<tr>
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<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 Location (SIL). Residential development will be</td>
<td>Medium density (medium family)</td>
<td>ELR recommends release of Albert Basin from employment use. SFRA includes more detail on this site. Local Centre boundary will be defined in a subsequent DPD.</td>
<td>LDA / private developer Short/medium/long term Likely to require review of SPG</td>
</tr>
<tr>
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<td>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. See also Policies S4, S5, J1, J2, SP4 and INF5</td>
<td>Medium density (medium family)</td>
<td>Town Centre and Retail study supports a local centre in this location. SFRA includes more detail on this site. Local Centre boundary will be defined in a subsequent DPD.</td>
<td>LDA/private developer Medium to long term Will require Masterplan</td>
</tr>
</tbody>
</table>

**Please note there is no Site S20**

**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 and Siemens building). New residential development on this site will
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<tr>
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</thead>
<tbody>
<tr>
<td>S22 Minoco Wharf</td>
<td>The release of land designated as a Strategic Industrial Location (SIL) at Thameside West up to the eastern boundary of Lyle</td>
<td>Medium density (medium family)</td>
<td>Minoco Wharf has outline planning permission (07/01143) for a residential-led mixed use development including 2,598 residential units,</td>
<td>Private developer Short term</td>
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<td></td>
<td>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 water space, with clear pedestrian and cycle connections through to the new local centre and across North Woolwich Road. Public access to dock edge should be provided. See also Policies S3, SP4 and INF5</td>
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<tr>
<td>Strategic Site/ Map Reference</td>
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<td>Park, and west of Lyle Park adjacent to North Woolwich Road (18 ha), 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. See also Policies S3, J2, SP4, INF1 and INF5</td>
<td>employment, retail, professional services, food and drink, community, health, education, cultural and assembly, and recreational and leisure uses. Planning application 11/00844/LTGOUT has been submitted with a revised major scheme. Local Centre boundary will be defined in a subsequent DPD</td>
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</tr>
</tbody>
</table>
## Strategic Retail Growth

<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Strategic Site</th>
<th>Existing and Proposed Land Use Designations</th>
<th>Indicative Housing Typology</th>
<th>Further Information</th>
<th>Delivery Partners and Phasing</th>
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</thead>
<tbody>
<tr>
<td>SR1</td>
<td>Stratford Metropolitan</td>
<td>S05 - Stratford Central</td>
<td>See S05 - Stratford Central</td>
<td>Town Centre and Retail Study</td>
<td>S05 - Stratford Central</td>
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<td></td>
<td></td>
<td>S05 - Stratford Central, and Policies S2, SP4, INF5 and J1</td>
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<tr>
<td>SR2</td>
<td>Canning Town</td>
<td>S14 - Canning Town Central</td>
<td>See S14 - Canning Town Central</td>
<td>Town Centre and Retail Study</td>
<td>S14 - Canning Town Central</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S14 - Canning Town Central, and Policies S4, SP4, INF5 and J1</td>
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</table>

## Existing and Enhanced Centres

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<tr>
<th>Spatial Designation</th>
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</tr>
</thead>
<tbody>
<tr>
<td>EC1</td>
<td>Forest Gate</td>
<td>S24 Woodgrange Road West</td>
<td>Medium density (medium family)</td>
<td>Forest Gate SPD (2010) and future updates</td>
<td>Private developer Short/medium term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mixed use comprising retail, residential, community and business; limited intensification to take advantage of opportunities afforded by Crossrail.</td>
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<td>Spatial Designation</td>
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<tr>
<td>EC2</td>
<td>East Ham</td>
<td>S25 East Ham Market</td>
<td>S25: Medium density (low family)</td>
<td>Town centre boundary to be reviewed through subsequent DPD</td>
<td>S25: Private developer, medium term</td>
</tr>
</tbody>
</table>

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.

See also Policies SP5, SP4, S6 and INF5 and spatial designation IC4.

Forest Gate Town Centre Conservation Area Appraisal and Management Plan.

Town centre boundary to be reviewed through subsequent DPD.

Town Centre and Retail Study.
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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>S26</td>
<td><strong>East Ham Town Hall Campus</strong> (including college and police station)</td>
<td>Town Hall campus: mixed use incorporating residential, office and community uses, in a scheme sensitive to important heritage and civic assets on the site. See also Policies J1, INF5, SP4, SP5 and S6</td>
<td><strong>S26: Medium density (low family)</strong></td>
<td>Town Centre and Retail Study</td>
<td>S26: Private developer, medium term Likely to require SPD to cover both sites</td>
</tr>
<tr>
<td>EC3</td>
<td><strong>Green Street</strong></td>
<td><strong>S27 Queen's Market</strong></td>
<td>Mixed use comprising retail, including retention of market use, residential and community uses. See also Policies J1, INF5, SP4 and S6</td>
<td>Medium density (low family)</td>
<td>Town Centre boundary to be reviewed through subsequent DPD</td>
</tr>
<tr>
<td>EC4</td>
<td><strong>North Woolwich</strong></td>
<td>No site identified</td>
<td>Local Centre: renewal - see also Policies S3 and INF5</td>
<td>Local Centre boundary to be redefined as appropriate in a subsequent DPD</td>
<td>Town Centre and Retail Study</td>
</tr>
<tr>
<td>Spatial Designation</td>
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<tr>
<td>EC5 East Beckton</td>
<td>No site identified</td>
<td>See also Policies S5 and INF5</td>
<td>Medium to high density (medium family)</td>
<td>Town Centre boundary to be reviewed through subsequent DPD Town Centre and Retail Study</td>
<td>Private developer Medium term</td>
</tr>
<tr>
<td>EC6 Custom House</td>
<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. See also Policies S4, SP4, INF5 and INF1 and spatial designation IC3</td>
<td>Medium to high density (medium family)</td>
<td>Local centre boundary to be revised through subsequent DPD Canning Town &amp; Custom House SPD and future updates</td>
<td>Private developer/TfL/ Crossrail/LDA/ExCeL/ LBN Long term</td>
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### New Local Centres

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>LC1</td>
<td>Silvertown Quays</td>
<td>See S21 Silvertown Quays and S22 Minoco Wharf and Policies S3 and INF5</td>
<td>See S21 Silvertown Quays and S22 - Minoco Wharf</td>
<td>See S21 Silvertown Quays and S22 - Minoco Wharf</td>
<td>See S21 Silvertown Quays and S22 - Minoco Wharf</td>
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<tr>
<td></td>
<td>S22 - Minoco Wharf</td>
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<tr>
<td>LC2</td>
<td>Plaistow</td>
<td>New Local Centre incorporating retail, residential and community uses, with 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</td>
<td>Medium density (medium family)</td>
<td>The Town Centre and Retail study identifies an opportunity for a new Local Centre</td>
<td>Private developer/Newham New Deal Partnership</td>
</tr>
<tr>
<td></td>
<td>S29 - Plaistow North</td>
<td></td>
<td></td>
<td>Local centre boundary and green space to be reviewed/defined through a subsequent DPD</td>
<td>Long term</td>
</tr>
</tbody>
</table>

*See S21 Silvertown Quays and S22 Minoco Wharf and Policies S3 and INF5*
<table>
<thead>
<tr>
<th>LC3</th>
<th>Maryland</th>
<th>No site identified</th>
<th>New Local Centre comprising retail, business and community uses, maximising potential of proposed Crossrail station. See Policies S2 and INF5 and designation IC1.</th>
<th>Not specified</th>
<th>Identified as appropriate in Town Centre and Retail Study Local centre boundary to be defined in a subsequent DPD</th>
<th>Private developer/TfL Long term</th>
</tr>
</thead>
<tbody>
<tr>
<td>LC4</td>
<td>West Ham</td>
<td>S10 - Abbey Mills and S11 - Parcelforce</td>
<td>New Local Centre around West Ham Station - see S10 - Abbey Mills, and S11 - Parcelforce, and Policies INF5, S4 and S2</td>
<td>See S10 - Abbey Mills and S11 - Parcelforce See S10 - Abbey Mills and S11 - Parcelforce Boundary to be defined in subsequent DPD</td>
<td>See S10 - Abbey Mills and S11 - Parcelforce</td>
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</tr>
<tr>
<td>LC5</td>
<td>Albert Basin</td>
<td>See S19</td>
<td>New Local Centre focused around Gallions Reach DLR station. See S19, and Policies S5 and INF5</td>
<td>See S19</td>
<td>See S19 Boundary to be defined in subsequent DPD</td>
<td>See S19</td>
</tr>
</tbody>
</table>

### Employment Hubs

<table>
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<tr>
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<th>Indicative Housing Typology</th>
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<th>Delivery Partners and Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>East Beckton</td>
<td>n/a</td>
<td>Part SIL</td>
<td>n/a</td>
<td>Comprises major industrial, utility and retail areas. ELR recommends extension of SIL</td>
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<td>Biodiversity Study proposes new SINC to address deficiency</td>
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<td>SFRA includes more detail on part of this site</td>
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<td>n/a</td>
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<tr>
<td>E2  Thameside West</td>
<td>n/a</td>
<td>SIL - see Policies S3, J1 and J2</td>
<td>n/a</td>
<td>Draft Joint Waste Plan DPD proposes a new waste management facility at Beckton Riverside (subsequently adopted).</td>
<td>n/a</td>
</tr>
<tr>
<td>E3  Thameside East</td>
<td>n/a</td>
<td>Strategic Industrial Location - see Policies J1, J2 and S3</td>
<td>n/a</td>
<td>-</td>
<td>n/a</td>
</tr>
<tr>
<td>E4  Cody Road/Prologis</td>
<td>n/a</td>
<td>SIL - see Policies S4, J1 and J2</td>
<td>n/a</td>
<td>ELR recommends extension of SIL</td>
<td>n/a</td>
</tr>
<tr>
<td>E5  Stratford Metropolitan</td>
<td>S05 - Stratford Central</td>
<td>See Area SR1, Site S05, Policies S2, J1, SP4 and INF5</td>
<td>See S05</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>E6  Green Street Town Centre</td>
<td>S27 - Queen’s Market</td>
<td>See Area EC3, Policies S6, INF5 and J1</td>
<td>See S27</td>
<td>See EC3</td>
<td>See EC3</td>
</tr>
<tr>
<td>Spatial Designation</td>
<td>Strategic Sites</td>
<td>Land Use Designations</td>
<td>Indicative Housing Typology</td>
<td>Further Information</td>
<td>Delivery Partners and Phasing</td>
</tr>
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</tr>
<tr>
<td><strong>E7</strong> East Ham Town Centre</td>
<td>S25 - East Ham Market and S26 - East Ham Town Hall</td>
<td>See Area EC2, Policies S6, INF5 and J1</td>
<td>Medium density/low family</td>
<td>See EC2</td>
<td>See EC2</td>
</tr>
<tr>
<td><strong>E8</strong> Canning Town</td>
<td>S14 - Canning Town Central, S13 - Manor Road (part) S17 - Silvertown Way West (part)</td>
<td>See Area SR2/Site S14 and surrounding sites, and Policies S4, INF5 and J1</td>
<td>See Area SR2, Site S14 and surrounding sites</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>E9</strong> ExCeL/Royal Victoria West</td>
<td>S30 - Royal Victoria West</td>
<td>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</td>
<td>Medium density (low family) Significant environmental issues need to be</td>
<td>-</td>
<td>Private developer Short to medium term</td>
</tr>
<tr>
<td>Spatial Designation</td>
<td>Strategic Sites</td>
<td>Land Use Designations</td>
<td>Indicative Housing Typology</td>
<td>Further Information</td>
<td>Delivery Partners and Phasing</td>
</tr>
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<td>-------------------------------</td>
</tr>
<tr>
<td>E10 E10</td>
<td>Royal Albert</td>
<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-technology manufacturing and research and development. A link will be created from Beckton Park,</td>
<td>n/a</td>
<td>SFRA includes more detail on part of this site</td>
</tr>
</tbody>
</table>

completed in 2012 as 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. See also Policies S4, S3, SP4 and J1
<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Strategic Sites</th>
<th>Land Use Designations</th>
<th>Indicative Housing Typology</th>
<th>Further Information</th>
<th>Delivery Partners and Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>E11</td>
<td>London City Airport</td>
<td>See Policies INF1, J1 and S3 and designation T1</td>
<td>n/a</td>
<td>-</td>
<td>n/a</td>
</tr>
<tr>
<td>E12</td>
<td>Newham University Hospital</td>
<td>See Policies SP2, J1 and S6</td>
<td>n/a</td>
<td>-</td>
<td>n/a</td>
</tr>
</tbody>
</table>

- bringing the park into the Dock and enhancing access for local residents to new employment and training opportunities
- See also Policies S4, SP4, S5 and J1
### Strategic Connections and New Transport Links

<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Description of Infrastructure / Scheme</th>
<th>Additional Information</th>
<th>Delivery Partners</th>
<th>Phasing</th>
</tr>
</thead>
</table>
| **T1** London City Airport | Permission granted for extension to 120,000 flight movements per annum in July 2009  
See also Policy INF1 | The airport had approximately 70,000 flight movements in 2010 | London City Airport | n/a |
| **T2** Stratford International | The station opened to domestic services in December 2009. Potential to link to high speed services (when constructed) in midlands, north-west/north-east of England and Scotland (High Speed 2) and European services via the Channel Tunnel  
See also Policy INF1 and Infrastructure Delivery Plan | European services could start in the short term subject to agreement with rail operators  
The High Speed 2 scheme is at the initial proposal stage. Completion will be in long term | London and Continental Railways and Train Operating Companies/Investors | See additional information in Policy INF1 |
| **T3** Thames Gateway Bridge Safeguarding | A proposed road bridge link from Beckton Riverside to Thamemead, LB Bexley  
See also Policy INF1 | Route safeguarded by Secretary of State for Transport | TfL | Long Term |
<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Description of Infrastructure / Scheme</th>
<th>Additional Information</th>
<th>Delivery Partners</th>
<th>Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>T4</td>
<td>Barking to Royal Docks Bus Corridor</td>
<td>A proposed bus route from Barking Town Centre to Custom House/Canning Town via London City Airport</td>
<td>Funding not yet committed</td>
<td>TfL</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td></td>
<td>See also Policy INF1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T5</td>
<td>a) Silvertown Crossing safeguarding</td>
<td>a) A proposed fixed link to provide relief for Blackwall Tunnel</td>
<td>a) A route is currently safeguarded by Secretary of State for Transport</td>
<td>TfL</td>
</tr>
<tr>
<td></td>
<td>b) Cable car crossing</td>
<td>b) From the O₂ to Royal Docks - planning permission granted 2011</td>
<td>b) Planning permission granted and construction commenced</td>
<td>TfL</td>
</tr>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>See also Policy INF1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T6</td>
<td>Crossrail</td>
<td>Two new rail lines connecting central London with Essex, Kent and Heathrow airport</td>
<td>Due to be operational by 2018</td>
<td>TfL</td>
</tr>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>See also Policy INF1 and Infrastructure Delivery Plan</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Existing/Enhanced Open Spaces

<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Description of Infrastructure / Scheme</th>
<th>Additional Information</th>
<th>Delivery Partners and Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>OS1</td>
<td>Greenway</td>
<td>Linear open space along the Northern Outfall sewer; links to many open spaces along the route</td>
<td>Improvements to the route from Stratford High Street to Manor Road for the Olympic Games have been completed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Description of Infrastructure / Scheme</th>
<th>Additional Information</th>
<th>Delivery Partners</th>
<th>Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>T8</td>
<td>DLR Extension to Dagenham Dock</td>
<td>Extension of the Docklands Light Railway from Gallions Reach to Dagenham Dock See also Policy INF1 and Infrastructure Delivery Plan</td>
<td>Not in current TfL Business Plan but supported by key stakeholders e.g. GLA, TfL, LB Barking and Dagenham and LTGDC. No funding confirmed</td>
<td>TBC</td>
</tr>
<tr>
<td>Spatial Designation</td>
<td>Description of Infrastructure / Scheme</td>
<td>Additional Information</td>
<td>Delivery Partners and Phasing</td>
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<td>----------------------------------------</td>
<td></td>
</tr>
<tr>
<td>OS2</td>
<td>District Park serving Stratford, West Ham and Canning Town</td>
<td>See also Policies SC4, INF6, SP5 and S2</td>
<td>City of London Corporation</td>
<td></td>
</tr>
<tr>
<td>OS3</td>
<td>District Park serving Beckton and Custom House</td>
<td>See also Policies SC4, S5 and INF6 and Infrastructure Delivery Plan</td>
<td>LB Newham</td>
<td></td>
</tr>
<tr>
<td>OS4</td>
<td>District Park serving East Ham, Manor Park and Green Street</td>
<td>See also Policies S6, SC4 and INF6 and Infrastructure Delivery Plan</td>
<td>LB Newham</td>
<td></td>
</tr>
<tr>
<td>OS5</td>
<td>District Park serving Royal Docks</td>
<td>See also Policies S3 SC4 and INF6</td>
<td>LDA</td>
<td></td>
</tr>
<tr>
<td>Spatial Designation</td>
<td>Description of Infrastructure / Scheme</td>
<td>Additional Information</td>
<td>Delivery Partners and Phasing</td>
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<td>---------------------</td>
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<td></td>
</tr>
<tr>
<td>OS6</td>
<td><strong>Blue Ribbon Network</strong>&lt;br&gt;Proposed improvements to river access and new linkages to create an enhanced strategic Blue Ribbon Network&lt;br&gt;See also Policies S2, S3, S4, S5 and INF7</td>
<td></td>
<td>Multiple public, private and voluntary agencies</td>
<td>Short term</td>
</tr>
<tr>
<td>OS7</td>
<td><strong>Roding Valley</strong>&lt;br&gt;Improved public access for recreation&lt;br&gt;Some de-designation of Metropolitan Open Land&lt;br&gt;See also Policies INF7, SC4 and S5</td>
<td></td>
<td>TfL, private sector, adjacent boroughs</td>
<td>Medium term</td>
</tr>
<tr>
<td>OS9a</td>
<td><strong>Bow Creek Ecology Park</strong>&lt;br&gt;Park/Nature reserve which has a role as an educational resource, given its special biodiversity interest. Access to the site needs to be maintained and enhanced, given it is surrounded by significant infrastructure barriers&lt;br&gt;See also Policies INF6, SC4 and S4</td>
<td></td>
<td>Lee Valley Regional Park Authority</td>
<td></td>
</tr>
<tr>
<td>OS9b</td>
<td><strong>Lee Valley Regional Park</strong>&lt;br&gt;Improvements to take place within the boundaries of the park as indicated in the Park Plan 2000 and the Park Development Framework&lt;br&gt;The Lee Valley Regional Park Authority (LVRPA) was created by the Lee Valley Regional Park Act 1966 with statutory</td>
<td></td>
<td>Lee Valley Regional Park Authority</td>
<td></td>
</tr>
<tr>
<td>Spatial Designation</td>
<td>Description of Infrastructure / Scheme</td>
<td>Additional Information</td>
<td>Delivery Partners and Phasing</td>
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</tr>
<tr>
<td></td>
<td>See also Policies INF6, SC4, S2 and S4</td>
<td>responsibility to either provide directly or work with partners to provide facilities for sport, recreation, leisure, entertainment and nature conservation throughout the park, of which approximately 62ha falls within Newham. The Act requires the Authority to prepare a plan setting out proposals for the future management and development of the regional park: the current plan, the Park Plan 2000, is being updated and replaced by the Park Development Framework. The London Plan 2011 recognises the Lee Valley Regional Park as a Strategic Cultural Area (see London Plan Policy 4.5)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## New Open Spaces

<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Description of Infrastructure / Scheme</th>
<th>Additional Information</th>
<th>Delivery Partners and Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>OS8</td>
<td>A 102 hectare park is to be provided after the Olympic and Paralympic Games. The detailed design has yet to be determined. See also Policies S1, S2, SC4 and INF6.</td>
<td>Lee Valley Regional Park including the Velopark form part of this area; proposals in the Park Plan 2000 and Park Development Framework will apply. Also lies partly within London Boroughs of Hackney and Tower Hamlets.</td>
<td>OPLC/LVRPA Medium term</td>
</tr>
<tr>
<td>OS9</td>
<td>Improved access along the Lower Lea Valley and new linkages between open spaces. Completion of the strategic link from the Lee Valley Regional Park to the Thames, through the creation of a parkland route along the River Lea and new park areas. First Phase: A new pedestrian and cycle linear parkland route for use by members of the public, linking new and existing green spaces along the River Lea. Includes the construction of a new footbridge over the River Lea and a new footbridge through the trusses of the western side of the A13 East India Dock Road Bridge.</td>
<td>See Lea River Park website.</td>
<td>LTGDC and successor organisations First phase short term; second phase short to medium term; depending upon when the land becomes available</td>
</tr>
</tbody>
</table>
Later Phases:
Includes the creation of new park areas at Twelvetrees Gasworks, Mill Meads, Limmo, as well as new park areas in London Borough of Tower Hamlets. Three Mills Green has already been enhanced by the LVRPA
See also Policies S4, SC4 and INF6

| OS10 | Albert Island | The northern part of the site falls within the Airport Public Safety Zone. Additional open space providing a link between the Roding Valley and the Royal Docks Thames frontage could be provided |

See also Policies S3 and INF6 |

| OS11 | Beckton Riverside | Proposed new linear open space designated as Metropolitan Open Land. Boundaries are defined on the Proposals Map |

See also Policies S5 and INF6 |

LDA |

Short to medium term |

Short term |
## Utilities

<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Description of Infrastructure / Scheme</th>
<th>Additional Information</th>
<th>Delivery Partners and Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>U1</strong> Beckton Waste Management Facility</td>
<td>The Joint Waste Plan identifies this site for waste management in Newham to 2020 See also Policies J1, J2, S5 and INF3</td>
<td>This is consistent with the wider employment land strategy for the borough, which focuses it to the east. Such a waste management facility is similar in form and impact to an industrial shed</td>
<td>Waste operators Medium term</td>
</tr>
<tr>
<td><strong>U2</strong> Thames Tideway Sewer Tunnels (Thames Tunnel and Lee Tunnel)</td>
<td>The proposed Thames Tideway Tunnels will reduce the amount of untreated sewage overflowing into the River Thames and River Lea to ensure that the UK complies with the Urban Waste Water Treatment Directive (UWWTD). Construction on the Lee Tunnel began in Summer 2010 See also Policies S5 and INF3</td>
<td>Tideway Tunnel runs between Abbey Mills and Beckton STW. Thames Tunnel runs under the line of the Limehouse Cut and connects with Abbey Mills pumping station (the new building). Consultation on the Thames Tunnel took place in September 2010 for 12 weeks</td>
<td>Thames Water Short term</td>
</tr>
<tr>
<td><strong>U3</strong> Decentralised energy network</td>
<td>Thames Gateway decentralised energy network will provide low carbon heating and hot water to commercial and residential properties See also Policies INF4 and S3</td>
<td>Proposals for the network have been developed jointly with the LDA and London Boroughs of Barking and Dagenham and Havering</td>
<td>LDA / private developers Short term</td>
</tr>
</tbody>
</table>
### Intensification Around Crossrail Stations

<table>
<thead>
<tr>
<th>Spatial Designation</th>
<th>Strategic Site</th>
<th>Land Use Designations</th>
<th>Indicative Housing Typography</th>
<th>Further Information</th>
<th>Delivery Partners and Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>IC1</td>
<td>Maryland</td>
<td>See LC3</td>
<td>See LC3</td>
<td>See LC3</td>
<td>See LC3</td>
</tr>
<tr>
<td>IC2</td>
<td>Manor Park</td>
<td>No site identified</td>
<td>Enhanced Local Centre with scope for intensified retail, residential and community uses</td>
<td>n/a Boundary to be revised through subsequent DPD</td>
<td>TFL/Private developer Long term</td>
</tr>
<tr>
<td>IC3</td>
<td>Custom House</td>
<td>S28</td>
<td>See EC6</td>
<td>See EC6</td>
<td>See EC6</td>
</tr>
<tr>
<td></td>
<td>Custom House / Freemasons</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>IC4</td>
<td>Forest Gate</td>
<td>See EC1</td>
<td>See EC1</td>
<td>See EC1</td>
<td>See EC1</td>
</tr>
</tbody>
</table>
## Appendix 2: List of Retained UDP Policies and Proposals

The UDP is being superseded in stages. The first stage was in the Secretary of State Saving Direction 2007 which kept parts of the UDP in place. Of these “Saved” parts only the following remain in place on adoption of this Core Strategy.

### List of Retained UDP Policies

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Title</th>
<th>Policy Number</th>
<th>Policy Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>EQ2</td>
<td>Waterside Access</td>
<td>EQ34</td>
<td>Areas of Townscape Value</td>
</tr>
<tr>
<td>EQ3</td>
<td>Waterside Commercial Development</td>
<td>EQ36</td>
<td>Buildings of Local Interest</td>
</tr>
<tr>
<td>EQ5</td>
<td>Waterway Structures</td>
<td>EQ43</td>
<td>Archaeology</td>
</tr>
<tr>
<td>EQ6</td>
<td>Extension of Waterside Sites to Waterways</td>
<td>EQ45</td>
<td>Pollution</td>
</tr>
<tr>
<td>EQ10</td>
<td>Development of Sites of Nature Conservation Importance</td>
<td>EQ47</td>
<td>Noise Impact Statement</td>
</tr>
<tr>
<td>EQ13</td>
<td>Tree Preservation Orders</td>
<td>EQ48</td>
<td>Noise - Sensitive Development</td>
</tr>
<tr>
<td>EQ14</td>
<td>Tree Loss and Retention</td>
<td>EQ49</td>
<td>Contaminated Land</td>
</tr>
<tr>
<td>EQ15</td>
<td>Inclusion of Tree Planting in New Development</td>
<td>EQ60</td>
<td>Aggregates Recycling</td>
</tr>
<tr>
<td>EQ22</td>
<td>Advertisement Hoardings</td>
<td>H17</td>
<td>Housing Design and Layout</td>
</tr>
<tr>
<td>EQ23</td>
<td>Removal of Advertisements</td>
<td>EMP7</td>
<td>Local Employment Areas: Preferred Uses</td>
</tr>
<tr>
<td>EQ33</td>
<td>Protection of Trees</td>
<td>EMP17</td>
<td>Telecommunications Development</td>
</tr>
</tbody>
</table>
The following policies are to be superseded on adoption of the Joint Waste DPD for the East London Waste Authority Boroughs:

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>EQ54</td>
<td>Promoting Sustainable Waste Management</td>
</tr>
<tr>
<td>EQ55</td>
<td>Safeguarding of Suitable Sites</td>
</tr>
<tr>
<td>EQ56</td>
<td>Criteria for Assessing Waste Management Facilities</td>
</tr>
<tr>
<td>EQ57</td>
<td>Special, Hazardous, Chemical and Radioactive Wastes and Prescribed Processes</td>
</tr>
</tbody>
</table>

T9 Minicab Offices
T10 Road Hierarchy: New Roads
T14 Design to Minimise Road Accidents in New Development
T20 Pavement Congestion
T22 Public Access to the River Thames
T23 Cycle Network
T28 Safeguarding of PLA Radar Station Facilities
T30 Restrictions on Development Within the Airport Safeguarding Area
T31 Effect of Airport on new Noise Sensitive Development Proposals
T32 Heliports
OS7 Green Space: Protection
OS8 Green Space in New Housing Development
OS10 Protection of Existing Facilities
List of Retained UDP Designations:

<table>
<thead>
<tr>
<th>Proposal Reference</th>
<th>Proposal Location and/or Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>m1</td>
<td>Aldersbrook Hostel, Romford Road, E12</td>
</tr>
<tr>
<td>m2</td>
<td>Sprowston Mews, E7</td>
</tr>
<tr>
<td>h1</td>
<td>Maryland Road, E15</td>
</tr>
<tr>
<td>emp9</td>
<td>Tavistock Road, E15</td>
</tr>
<tr>
<td>emp10</td>
<td>Forest Gate Arches, E7</td>
</tr>
<tr>
<td>emp11</td>
<td>Nursery Lane, E7</td>
</tr>
<tr>
<td>emp13</td>
<td>Butchers Road, E16</td>
</tr>
<tr>
<td>t1</td>
<td>Cycle Network</td>
</tr>
<tr>
<td>t2</td>
<td>Recreational Footway Network</td>
</tr>
<tr>
<td>t22</td>
<td>Safeguarded Wharves: Priors, Mayer Parry, Thames, Peruvian, Manhattan, Sunshine, Tate and Lyle</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposal Reference</th>
<th>Proposal Location and/or Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>t27</td>
<td>Thames Gateway Bridge safeguarded route and safeguarding Gallions Reach area E16</td>
</tr>
<tr>
<td>t31</td>
<td>Light rapid transport link</td>
</tr>
<tr>
<td>t32</td>
<td>Bass Charrington, Thames Barrier Lands, North Woolwich, Albert Dock Basin, Beckton Gasworks, E16, E6: Protection of mooring points for potential riverbus service</td>
</tr>
<tr>
<td>t36</td>
<td>North Woolwich Road, E16: Pedestrian and cyclist land bridge crossing</td>
</tr>
<tr>
<td>t38</td>
<td>West Ham/Manhattan Stairs, North Woolwich (2 locations) Old Barge House Drawdock, E16: Protection of public access points along the River Thames</td>
</tr>
<tr>
<td>t39</td>
<td>North Woolwich and Beckton, E16: Port of London Authority Radar Stations</td>
</tr>
<tr>
<td>Proposal Reference</td>
<td>Proposal Location and/or Description</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Proposals Map</td>
<td>Protected Sites of Nature Conservation Importance</td>
</tr>
<tr>
<td>Proposals Map and UDP Appendix OS3</td>
<td>Green Belt &amp; Green Space to be protected</td>
</tr>
<tr>
<td>Proposals Map and Policy OS2</td>
<td>Metropolitan Open Land</td>
</tr>
<tr>
<td>Proposals Map</td>
<td>Areas of Townscape Value</td>
</tr>
<tr>
<td>Proposals Map</td>
<td>Conservation Areas</td>
</tr>
<tr>
<td>Proposals Map UDP Shopping and Town Centres and Appendix 1</td>
<td>Shopping Centres and Frontages</td>
</tr>
</tbody>
</table>

Note

1. A number of these designations have been partly changed by the Core Strategy. Please also refer to the relevant Core Strategy policy.
2. Designations that have been superseded by development that has occurred since the adoption of the UDP in 2001 have been deleted.
Appendix 3: Infrastructure Delivery Plan

Note: Due to ongoing changes in funding availability, infrastructure costs and funding sources will need to be reviewed periodically, and prior to proposing a Community Infrastructure Levy charging schedule for the borough.

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Project</th>
<th>Project Description</th>
<th>Community Forum Area</th>
<th>Project Value</th>
<th>Committed Funding source</th>
<th>Phasing</th>
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</thead>
<tbody>
<tr>
<td>Physical</td>
<td>New and improved highway</td>
<td>Roads in Olympic Park</td>
<td>Stratford &amp; West Ham</td>
<td></td>
<td>ODA</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Physical</td>
<td>Jubilee Line</td>
<td>Jubilee Line Capacity Upgrade</td>
<td>Stratford and West Ham; Canning Town and Custom House</td>
<td></td>
<td>TfL</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Physical</td>
<td>Central Line Upgrade</td>
<td>Central Line Upgrade</td>
<td>Stratford and West Ham</td>
<td></td>
<td>TfL</td>
<td>2010-2014</td>
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<td>Infrastructure Type</td>
<td>Project Description</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Physical</td>
<td>London Overground Upgrade</td>
<td>Stratford and West Ham</td>
<td>TfL</td>
<td>2010-2014</td>
<td></td>
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<tr>
<td>Physical</td>
<td>Cycle Superhighway</td>
<td>Stratford and West Ham, Forest Gate, Manor Park</td>
<td>TfL</td>
<td>2010-2014</td>
<td></td>
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<tr>
<td>Physical</td>
<td>Local Implementation Plan 2011/12 to 2013/4</td>
<td>All</td>
<td>Indicative allocation for 2011/12 is £3,725,000</td>
<td>Central Government (DfT)</td>
<td>2010-2014</td>
<td></td>
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<tr>
<td>Infrastructure Type</td>
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<tr>
<td>Physical</td>
<td>Thames Gateway Heat Network</td>
<td>Decentralised Energy Network</td>
<td>Royal Docks Canning Town and Custom House Plaistow Beckton</td>
<td>A fully built out network in the Royals would cost circa £26 million and generate lifetime carbon savings of 560,000 t/CO₂ equating to £72 per t/CO₂ invested</td>
<td>Funding not yet confirmed. A contribution to the construction costs of the network is to be generated by the proposed Community Infrastructure Levy</td>
<td>2010-2014</td>
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<tr>
<td>Physical</td>
<td>INF3 Waste Site East Beckton</td>
<td>Medium to large scale waste facility potentially comprising IVC/AD/MBT Thermal but excluding incineration</td>
<td>Beckton</td>
<td>Not known</td>
<td>Awaiting proposals to come forward</td>
<td>2010-2015</td>
</tr>
<tr>
<td>Social</td>
<td>Vicarage Primary</td>
<td>PCP/Basic Need</td>
<td>East Ham</td>
<td>£5,965,543</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Avenue Primary</td>
<td>PCP/Basic Need</td>
<td>East Ham</td>
<td>£5,965,543</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
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<tr>
<td>Social</td>
<td>Brampton Primary</td>
<td>PCP/Basic Need</td>
<td>East Ham</td>
<td>£6,426,075</td>
<td>2010-2014</td>
<td></td>
</tr>
<tr>
<td>Social</td>
<td>Expansion of Upton Cross Primary from a 1.5 FE to 4FE, by establishing a second site at the former Credon Centre</td>
<td>New Primary School</td>
<td>Green Street</td>
<td>DfE Basic Need Allocation and DfE Capital Maintenance Programme</td>
<td>2010-2014</td>
<td></td>
</tr>
<tr>
<td>Social</td>
<td>Additional primary school provision in the Arc of Opportunity</td>
<td>New schools to support Strategic Site development within Olympic Site and wider Stratford area and Royal Docks – sites yet to be identified but scope to be defined through masterplans and if appropriate in Detailed Sites and Policies DPD</td>
<td>Stratford and West Ham; Royal Docks</td>
<td>Funding not confirmed but likely to be from a combination of central government funding, LBN capital programme/ developer contributions/ CIL</td>
<td>2010-2014</td>
<td></td>
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<tr>
<td>Social</td>
<td>Additional Primary School Provision in Urban Newham</td>
<td>Initial design work for a potential further phase of projects; involves</td>
<td>Community Forum</td>
<td>DfE Basic Need Allocation and DfE</td>
<td>2015-2019</td>
<td></td>
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<tr>
<td>Capital Maintenance Programme</td>
<td>New Primary School Provision</td>
<td>Additional 1FE at Salisbury School through reuse of former Trading Standards building.</td>
<td>East Ham</td>
<td>Use of existing LBN asset valued at £810k</td>
<td>DfE Basic Need Allocation and DfE Capital Maintenance Programme</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Langdon Community Secondary School</td>
<td>New build for additional primary school pupil place provision</td>
<td>East Ham</td>
<td>£5,000,000</td>
<td>2010-2014</td>
<td></td>
</tr>
<tr>
<td>Social</td>
<td>Little Ilford School</td>
<td>New build replacement of Community school for 1350 mainstream and 35 ASD students on existing site</td>
<td>Manor Park</td>
<td>£34,480,000</td>
<td>Bidding for Priority Schools Building Programme</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Stratford School</td>
<td>New build Academy school, bringing together two existing sites onto single new site</td>
<td>Stratford &amp; West Ham</td>
<td>£29,380,000</td>
<td>Bidding for Priority Schools Building Programme</td>
<td>2010-2014</td>
</tr>
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<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
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<tr>
<td>Social</td>
<td>Plashet School</td>
<td>New build</td>
<td>East Ham</td>
<td>£19,090,000</td>
<td>Bidding for Priority Schools Building Programme</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Tunmarsh KS3 PRU</td>
<td>New build replacement of PRU facilities for 66 students</td>
<td>Plaistow</td>
<td>£3,790,000</td>
<td>LBN Inclusion Review</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>John F Kennedy Special (PMLD)</td>
<td>Refurbishment/remodelling, with some elements of new build</td>
<td>Beckton/Stratford &amp; West Ham</td>
<td>£6,400,000</td>
<td>LBN Inclusion Review</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Eleanor Smith Special School</td>
<td>New build school for 55 SEBD students, bringing together two existing sites onto single new site</td>
<td>Plaistow</td>
<td>£7,870,000</td>
<td>LBN Inclusion Review</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Saints Sixth Form</td>
<td>Refurbishment and some new build at current Stratford Annexe site to create new Joint Saints Sixth Form</td>
<td>Stratford &amp; West Ham</td>
<td>£12,260,000</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
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<td>Project Description</td>
<td>Community Forum Area</td>
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<tr>
<td>Social</td>
<td>St Angela’s School</td>
<td>Phased refurbishment of existing VA girls school for 900 students</td>
<td>Green Street</td>
<td>£5,460,000</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>St Bonaventure’s</td>
<td>Phased refurbishment of existing VA boys school for 900 students</td>
<td>Green Street</td>
<td>£8,710,000</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>New Directions KS4 PRU</td>
<td>New build PRU facility for 144 students (FTE) on new site</td>
<td></td>
<td>£8,250,000</td>
<td>LBN Inclusion Review</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>New 7FE School</td>
<td>Additional pupil place provision through new build 1050 place school</td>
<td>Location not yet confirmed</td>
<td>£24,400,000</td>
<td></td>
<td>2015-2019</td>
</tr>
<tr>
<td>Social</td>
<td>UEL Estate Strategy</td>
<td>UEL Estate Strategy</td>
<td>Stratford and West Ham, Royal Docks</td>
<td>Unknown</td>
<td>UEL/Birkbeck, LBN</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
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<tr>
<td>Social</td>
<td>NewVic</td>
<td>Proposed relocation of NewVic to Stratford</td>
<td>Stratford and West Ham</td>
<td>£45m-£50m</td>
<td>Funding not committed but likely to be a combination of sources including bank borrowings, land sale receipts, grant and other forms of fund raising</td>
<td>2016-2020</td>
</tr>
<tr>
<td>Social</td>
<td>Stratford Skills and Enterprise Campus</td>
<td>Proposed relocation of Newham College of Further Education to the Olympic Park (or other suitable site within Stratford) including a proposed 14-19 'studio' school for retail skills</td>
<td>Stratford and West Ham</td>
<td>£45m</td>
<td>Funding not committed but likely to be a combination of sources including bank borrowings, land sale receipts, grant and other forms of fund raising</td>
<td>2016-18</td>
</tr>
<tr>
<td>Social</td>
<td>Newham College of Further Education - East Ham Campus</td>
<td>Rationalisation and remodelling</td>
<td>East Ham</td>
<td>Unknown</td>
<td>Funding not committed but likely to be a combination of sources including bank borrowings, land</td>
<td>2015-2019</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
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<tr>
<td>Social</td>
<td>14-19 Enterprise 'Studio' School</td>
<td>Significant expansion and development of Barclay Hall to provide improved education facilities</td>
<td>Green Street</td>
<td>Approx 12m</td>
<td>Funding sources to be defined, through the free school initiative, LBN</td>
<td>2015-2019</td>
</tr>
<tr>
<td>Social</td>
<td>PCT hubs in Community Forum Area</td>
<td>PCT hubs in Community Forum Area</td>
<td>Stratford &amp; West Ham, Canning Town and Custom House, East Ham and Beckton</td>
<td>Estimated costs not currently available</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Her Majesty's Court Service Estate Strategy</td>
<td></td>
<td>Whole Borough</td>
<td>Unknown</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project Description</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Social</td>
<td>Metropolitan Police Authority</td>
<td>Estate Strategy</td>
<td>Whole Borough</td>
<td>Unknown</td>
<td></td>
<td>2010-2014</td>
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<tr>
<td>Social</td>
<td>Plaistow Fire Station</td>
<td>Rebuild</td>
<td>Plaistow</td>
<td>Unknown</td>
<td>National Fire Service PFI</td>
<td>2010-2014</td>
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<tr>
<td>Social</td>
<td>Aquatics Centre</td>
<td>New</td>
<td>Stratford and West Ham</td>
<td>ODA</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Canning Town</td>
<td>New swimming pool</td>
<td>Canning Town and Custom House</td>
<td>£5m</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Green Street</td>
<td>New swimming pool</td>
<td>Green Street</td>
<td>£5m</td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Social</td>
<td>Refurbished/ Redeveloped Libraries</td>
<td>2 Integrated Front Offices based at: - East Ham - Stratford</td>
<td>East Ham, Canning Town and Custom House, Stratford</td>
<td>£29m (includes refurbishment and new build)</td>
<td></td>
<td>2010-2014</td>
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<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Social</td>
<td>New build libraries</td>
<td>New build libraries at East Ham, Canning Town, Stratford and Manor Park</td>
<td>East Ham, Canning Town and Custom House, Stratford and West</td>
<td>2010-2014</td>
<td></td>
<td></td>
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<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
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<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Green</td>
<td>Beckton District Park</td>
<td>Event Infrastructure</td>
<td>Beckton</td>
<td>£600,000 across 4 sites</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Central Park</td>
<td>Event Infrastructure</td>
<td>East Ham</td>
<td>£600,000 across 4 sites</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Memorial Recreation Ground</td>
<td>Event Infrastructure</td>
<td>Stratford &amp; West Ham</td>
<td>£600,000 across 4 sites</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Plashet Park</td>
<td>Event Infrastructure</td>
<td>Manor Park</td>
<td>£600,000 across 4 sites</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Newham Farm</td>
<td>Raise standards to Folkestone Road benchmarks</td>
<td>Beckton</td>
<td>£275,000 for lifetime of Plan</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Ham Creek Wood</td>
<td>Raise standards to Folkestone Road benchmarks</td>
<td>Stratford and West Ham</td>
<td></td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
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<td>Committed Funding source</td>
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<tr>
<td>Green</td>
<td>Bridle Path Allotment</td>
<td>Raise standards to Folkestone Road benchmarks</td>
<td>Manor Park</td>
<td></td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>St Mary’s Allotment</td>
<td>Raise standards to Folkestone Road benchmarks</td>
<td>Beckton</td>
<td></td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Mill Meads Allotments</td>
<td>Raise standards to Folkestone Road benchmarks</td>
<td>Stratford and West Ham</td>
<td></td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Reynolds Avenue Allotment</td>
<td>Raise standards to Folkestone Road benchmarks</td>
<td>East Ham</td>
<td></td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Leyes Road Allotment</td>
<td>Raise standards to Folkestone Road benchmarks</td>
<td>Canning Town and Custom House</td>
<td></td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
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<td>Project Description</td>
<td>Community Forum Area</td>
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<tr>
<td>Green</td>
<td>Improve interpretation of nature and heritage at key sites</td>
<td>Improve interpretation of nature and heritage at key sites</td>
<td>Various</td>
<td>£50,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Beckton District Park</td>
<td>Sport and activity trails</td>
<td>Beckton</td>
<td>£500,000 for all 10 sites</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Brampton Park</td>
<td>Sport and activity trails</td>
<td>East Ham</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Canning Town Recreation Ground</td>
<td>Sport and activity trails</td>
<td>Canning Town and Custom House</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Forest Lane Park</td>
<td>Sport and activity trails</td>
<td>Forest Gate</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Keir Hardie Recreation Ground</td>
<td>Sport and activity trails</td>
<td>Canning Town and Custom House</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
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<tr>
<td>Green</td>
<td>Memorial Recreation Ground</td>
<td>Sport and activity trails</td>
<td>Stratford and West Ham</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>New Beckton Park</td>
<td>Sport and activity trails</td>
<td>Beckton</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Plashet Park</td>
<td>Sport and activity trails</td>
<td>Manor Park</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Plaistow Park</td>
<td>Sport and activity trails</td>
<td>Green Street</td>
<td>Share of £500,000</td>
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<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Priory Park</td>
<td>Sport and activity trails</td>
<td>Plaistow</td>
<td>Share of £500,000</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Abbey Lane Open Space</td>
<td>Masterplanning to exploit potential of key open spaces</td>
<td>Stratford and West Ham</td>
<td>£2 million over lifetime of plan</td>
<td>LBN funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Hathaway Crescent Open Space</td>
<td>Pocket Parks (Neighbourhood Greens)</td>
<td>Manor Park</td>
<td></td>
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<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>May Green</td>
<td>Pocket Parks (Neighbourhood Greens)</td>
<td>Plaistow</td>
<td></td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Green</td>
<td>Odessa Road Open Space</td>
<td>Pocket Parks (Neighbourhood Greens)</td>
<td>Forest Gate</td>
<td></td>
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<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Pier Road Open Space</td>
<td>Masterplanning</td>
<td>Royal Docks</td>
<td></td>
<td></td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Beckton District Park South</td>
<td>Sport and activity hub</td>
<td>Beckton</td>
<td>£800,000 to be split between 5 parks over the lifetime of the plan</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Gooseley Playing Fields</td>
<td>Sport and activity hub</td>
<td>East Ham</td>
<td>Share of £900,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Little Ilford Park</td>
<td>Sport and activity hub</td>
<td>Manor Park</td>
<td>Share of £900,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>Memorial Recreation Ground</td>
<td>Sport and activity hub</td>
<td>Stratford and West Ham</td>
<td>Share of £900,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Green</td>
<td>New Beckton Park</td>
<td>Sport and activity hub</td>
<td>Beckton</td>
<td>Share of £900,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project Description</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td><strong>Green</strong></td>
<td>Beckton District Park North</td>
<td>£500,000 for lifetime of plan across five sites</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Green</strong></td>
<td>Cundy Park (Year 5)</td>
<td>Share of £500,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Green</strong></td>
<td>Hermit Road Recreation Ground (Year 4)</td>
<td>Share of £500,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
<td></td>
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</tr>
<tr>
<td><strong>Green</strong></td>
<td>King George V Park</td>
<td>Share of £500,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
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<td></td>
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<tr>
<td><strong>Green</strong></td>
<td>Star Park (Year 2)</td>
<td>Share of £500,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
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<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
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<td>Phasing</td>
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<tr>
<td>Green</td>
<td>Canning Town Recreation Ground</td>
<td>Delivery of existing masterplans</td>
<td>Canning Town and Custom House</td>
<td>Part of £5.8m central fund</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
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<td>Green</td>
<td>Keir Hardie Recreation Ground</td>
<td>Delivery of existing masterplans</td>
<td>Canning Town and Custom House</td>
<td>Part of £5.8m central fund</td>
<td>LBN Funding not committed</td>
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<tr>
<td>Green</td>
<td>Valetta Grove Open Space</td>
<td>Delivery of existing Masterplans</td>
<td>Plaistow</td>
<td>Part of £5.8m central fund</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
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<tr>
<td>Green</td>
<td>Gallions Square</td>
<td>Hard wearing space</td>
<td>Beckton</td>
<td>Unknown</td>
<td>unknown - LDA</td>
<td>2010-2014</td>
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<td>Green</td>
<td>Riverside Square</td>
<td>A more formal space to complement the wildness of Armada Green</td>
<td>Beckton</td>
<td>Unknown</td>
<td>LDA</td>
<td>2010-2014</td>
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<tr>
<td>Green</td>
<td>Eco Park</td>
<td></td>
<td>Beckton</td>
<td>Unknown</td>
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<td>2010-2014</td>
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<tr>
<td>Green</td>
<td>Canning Town Recreation Ground</td>
<td>Mini Soccer League venues</td>
<td>Canning Town and Custom House</td>
<td>£10,000 between 3 sites</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
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<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Area</td>
<td>Project Value</td>
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<td>Phasing</td>
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<td>Green</td>
<td>Hermit Road</td>
<td>Mini Soccer League venues</td>
<td>Canning Town</td>
<td>£10,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
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<tr>
<td></td>
<td>Recreation Ground</td>
<td></td>
<td>Custom House</td>
<td>between 3 sites</td>
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<td>Green</td>
<td>Plashet Park</td>
<td>Mini Soccer League venues</td>
<td>Manor Park</td>
<td>£10,000</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>between 3 sites</td>
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<tr>
<td>Green</td>
<td>Beckton District</td>
<td>Destination Play Areas</td>
<td>Beckton</td>
<td>£1.25m</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
<tr>
<td></td>
<td>Park</td>
<td></td>
<td></td>
<td>between 4 parks</td>
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<tr>
<td>Green</td>
<td>Plaistow Park</td>
<td>Destination Play Areas</td>
<td>Plaistow</td>
<td>£1.25m</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
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<td></td>
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<td>Green</td>
<td>Plashet Park</td>
<td>Destination Play Areas</td>
<td>Manor Park</td>
<td>£1.25m</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
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<td></td>
<td></td>
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<tr>
<td>Green</td>
<td>Star Park</td>
<td>Destination Play Areas</td>
<td>Stratford and</td>
<td>£1.25m</td>
<td>LBN Funding not committed</td>
<td>2010-2014</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>West Ham</td>
<td>between 4 parks</td>
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<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Green</td>
<td>All LBN Open Space improvements (Parks Development Plan)</td>
<td>District Line capacity upgrade</td>
<td>Stratford and West Ham, Plaistow, Green Street, East Ham</td>
<td>Sub-total: £11,835,000</td>
<td>TFL</td>
<td>2015-2019</td>
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<tr>
<td>Physical</td>
<td>District Line capacity upgrade</td>
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<tr>
<td>Physical</td>
<td>Crossrail</td>
<td>Crossrail</td>
<td>Stratford and West Ham, Canning Town and Custom House, Beckton, Royal Docks,</td>
<td>£17 billion</td>
<td></td>
<td>2015-2019</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Physical</td>
<td>DLR Dagenham Dock Extension</td>
<td>DLR Dagenham Dock Extension</td>
<td>Beckton</td>
<td>Not in MTS2 or TfL Business Plan</td>
<td>TfL</td>
<td>2015-2019</td>
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<tr>
<td>Physical</td>
<td>Gallions Reach Transport Interchange</td>
<td>Gallions Reach Transport Interchange</td>
<td>Beckton</td>
<td></td>
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<tr>
<td>Physical</td>
<td>Stratford International station Interchange</td>
<td>Improvements</td>
<td>Stratford and West Ham</td>
<td>£238m</td>
<td>TfL</td>
<td>2015-2019</td>
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<tr>
<td>Physical</td>
<td>West Ham station</td>
<td>Improvements</td>
<td>Stratford and West Ham</td>
<td></td>
<td></td>
<td>2015-2019</td>
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<tr>
<td>Physical</td>
<td>Electricity</td>
<td>132kV power lines replacement</td>
<td>Stratford and West Ham</td>
<td></td>
<td>EDF</td>
<td>2015-2019</td>
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<tr>
<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Physical</td>
<td>Electricity</td>
<td>132kV network between West Ham and Brunswick Wharf</td>
<td>Stratford and West Ham</td>
<td></td>
<td>EDF</td>
<td>2015-2019</td>
</tr>
<tr>
<td>Physical</td>
<td>Electricity</td>
<td>132kV network laid from West Ham to Orchard Place</td>
<td>Stratford and West Ham</td>
<td></td>
<td>EDF</td>
<td>2015-2019</td>
</tr>
<tr>
<td>Physical</td>
<td>Jubilee Line</td>
<td>Stratford to Canary Wharf</td>
<td>Stratford and West Ham, Canning Town and Custom House</td>
<td></td>
<td></td>
<td>2015-2019</td>
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<td>Physical</td>
<td>Overland Rail</td>
<td>Overland Rail upgrade</td>
<td>Stratford and West Ham</td>
<td></td>
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<tr>
<td>Physical</td>
<td>Flood Risk - Olympic Online Wetland</td>
<td>Olympic Online Wetland</td>
<td>Stratford and West Ham</td>
<td></td>
<td></td>
<td>2015-2019</td>
</tr>
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<td>Infrastructure Type</td>
<td>Project</td>
<td>Project Description</td>
<td>Community Forum Area</td>
<td>Project Value</td>
<td>Committed Funding source</td>
<td>Phasing</td>
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<tr>
<td>Green</td>
<td>Greenway</td>
<td>Improvements to access, signage along Greenway, West Ham to Beckton</td>
<td>Plaistow, East Ham, Beckton</td>
<td>unknown</td>
<td></td>
<td>2015-2019</td>
</tr>
</tbody>
</table>
### Appendix 4 Monitoring Framework

<table>
<thead>
<tr>
<th>Core Strategy Theme and associated summary objectives</th>
<th>Delivery Agencies</th>
<th>AMR Output Indicator &amp; target (numbered as per 2009-10 AMR; to be re-numbered)</th>
<th>AMR outcome indicator and target (to be re-numbered)</th>
<th>Additional monitoring Needed &amp; Targets</th>
<th>Data Sources and Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SUCCESSFUL PLACES</strong></td>
<td>LBN and agencies e.g. Design Review Panel; English Heritage; GLA/LDA (successor arrangement); Private sector developers and investors (e.g. their shopping centre managers)</td>
<td>H6 Building for Life Assessments Majority good or excellent BD4: Floorspace for town centre uses Increase in proportion in town centres, subject to strategic regeneration ambitions elsewhere in the borough. LO-BDTC3 Major Sites Progress (Change to ‘Strategic Sites Progress’) Monitored against indicative timescales in schedule</td>
<td>BTC OUT/C6 Town Centre Vitality a) Vacancy Levels and non-retail uses in primary frontages in town centres b) Historic buildings at risk within defined town centres LO-BDTC7 Consolidating the retail hierarchy i) Broadening the attraction of town centres a) Town Centre Management b) Community uses in Town Centres c) Town Centre Development and Environmental improvements (change</td>
<td>LIP outputs relating to the street scene (to be finalised)</td>
<td>LBN Planning Records and survey work; London Development Database; TfL LIP monitoring; English Heritage; H6 and BD4 are former national indicators, but we will continue to monitor them, due to their local relevance. H6</td>
</tr>
<tr>
<td><strong>Place-making (SP1)</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>Promoting Healthy Urban Planning (SP2)</strong></td>
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<tr>
<td><strong>Securing Quality Urban Design in Places (SP3)</strong></td>
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<tr>
<td><strong>Strategic management of tall buildings (SP4)</strong></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td><strong>Re-valuing of heritage and</strong></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Core--Strategy Theme and associated summary objectives</td>
<td>Delivery Agencies</td>
<td>AMR--Output Indicator &amp; target (numbered as per 2009–10 AMR; to be re-numbered)</td>
<td>AMR--outcome indicator and target (to be re-numbered)</td>
<td>Additional monitoring Needed &amp; Targets</td>
<td>Data Sources and Comments</td>
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</tr>
<tr>
<td>other assets (SP5)</td>
<td>to-Town Centre Investment</td>
<td>EQW--OUT/C7 Mortality rate</td>
<td>supported at appeal (output: no specific target; should be using regularly if effective, and supported at appeal the majority of times used)</td>
<td>however will be monitored on a part-random-part stratified (to ensure cross borough coverage) sample basis. Availability of NI data may decrease with relaxation of central government requirements and alternative indicators may be required.</td>
<td></td>
</tr>
<tr>
<td>ii) Conversion of out of centre commercial premises to residential use</td>
<td></td>
<td>EQI--OUT/C3 Rates of physical activity</td>
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<td></td>
</tr>
<tr>
<td>a) No specific target: monitor to ensure ongoing commitment to improvement</td>
<td></td>
<td>H--OUT/C4 Crime and fear of crime</td>
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<tr>
<td>b) No specific target, but ongoing development should be evident</td>
<td></td>
<td>H--OUT/C5 Levels of out-migration to other UK authorities</td>
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<tr>
<td>c) No specific target, but ongoing investment should be evident in line with spatial vision.</td>
<td></td>
<td>To be monitored against Host Borough Averages and London average where possible to assess convergence; otherwise monitor for appropriate trends in line with SEA</td>
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<tr>
<td>ii) No specific target, but should be increasing</td>
<td></td>
<td>LO-EQW2 Protected trees lost</td>
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<tr>
<td>LO-EQW3 Conservation area appraisals and Management Plans</td>
<td></td>
<td>No specific target: monitor trend to ensure reasonable protection is being afforded</td>
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<tr>
<td>Full--coverage</td>
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<td>LO-EQW3 Conservation area appraisals and Management Plans</td>
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<td>LO-EQW3 Conservation area appraisals and Management Plans</td>
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<td>AMR–Output Indicator &amp; target (numbered as per 2009–10 AMR; to be re-numbered)</td>
<td>AMR–outcome indicator and target (to be re-numbered)</td>
<td>Additional monitoring Needed &amp; Targets</td>
<td>Data Sources and Comments</td>
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<td>LO-EQW5 Environmental improvements objectives</td>
<td>LO-EQW5 Environmental improvements objectives</td>
<td>LO-EQW5 Environmental improvements objectives</td>
<td>LO-EQW5 Environmental improvements objectives</td>
<td>LO-EQW5 Environmental improvements objectives</td>
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<td>NO-Specific target; monitor for effectiveness</td>
<td>NO-Specific target; monitor for effectiveness</td>
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<td>NO-Specific target; monitor for effectiveness</td>
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<td>NO-EQW8 Controlling environmental nuisance and health impacts objectives</td>
<td>NO-EQW8 Controlling environmental nuisance and health impacts objectives</td>
<td>NO-EQW8 Controlling environmental nuisance and health impacts objectives</td>
<td>NO-EQW8 Controlling environmental nuisance and health impacts objectives</td>
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<td>NO-EQW8 Controlling environmental nuisance and health impacts objectives</td>
</tr>
<tr>
<td>No-specific target, but monitor for ongoing commitment to improvements and adequate mitigation.</td>
<td>No-specific target, but monitor for ongoing commitment to improvements and adequate mitigation.</td>
<td>No-specific target, but monitor for ongoing commitment to improvements and adequate mitigation.</td>
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<td>New monitoring of decisions required</td>
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<td>LO-TAN4 Inclusive access improvements</td>
<td></td>
<td>No specific target: monitor for indication of ongoing commitment to improvements</td>
<td></td>
<td>and hot food takeaways account for (outcome: no specific target, monitor for downward trend or sustained low levels)</td>
<td>Conservation and heritage studies completed as part of masterplanning</td>
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<td>Street trees (output: net increase annually)</td>
<td>Street trees (output: net increase annually)</td>
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<td></td>
<td>Better streets (output: Projects completed according to LIP programme: 200–300 street bollards, 300m of guardrail and 100 other items of redundant street</td>
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| JOBS                                                  | LBN and its agencies (e.g. Workplace), GLA/LDA (successor arrangement), LTGDC, ODA/OPLC and their successors | BD1—Additional employment floorspace  
*No-specific target: maintain trend in line with ongoing development of strategic sites* | BTC-OUT/C1  
*Businesses by sector*  
BTC-OUT/C2  
*Jobs, employment and activity Rates*  
BTC-OUT/C3  
*Low earnings and deprivation (proxy)*  
BTC-OUT/C4  
*New business formation and Survival* | Loss of employment land—a)identified for release b) not identified for release (output; b should be de minimis compared with a)  
Vacancy rates on Employment Land (outcome/health indicator; should be steady) | London Development Database and LBN Planning Records and survey work; LBN Food Safety Team; LBN Business Development Team; LBN Workplace; Newham Info; NOMIS; |
| —Promoting investment in the New Economy (J1)         | Private-sector    | BD3—Employment land available  
*No-specific target: maintain trend in line with ongoing development of strategic sites* |  |  |  |
| —Effective use of employment land (J2)                | LO-BDTC2-Small business space  
a) Live/work units  
b) Small-business space (<1000sqm) recorded as part of larger schemes |  |  |  |  |  |
| —Enhancing Skills and access to                        |  |  |  |  |  |
| Private-sector |  |  |  |  |  |

clutter to be removed from Borough Roads every year 2011-2014.  
See also infrastructure monitoring of active travel and satisfaction with the area, infrastructure etc.
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<tr>
<td>employment (J3)</td>
<td>developers</td>
<td>c) Affordable workspace/local business occupancy provision</td>
<td>a) Rate of Business Formation per 10,000</td>
<td>New childcare provision (output indicator to be added to LO-BDTC6; target in line with infrastructure needs – annual sufficiency statement)</td>
<td>HMRC; ONS; NI data</td>
</tr>
<tr>
<td></td>
<td>Local businesses including local childcare and training providers</td>
<td>No specific target - continue to add to provision LO-BDTC3 Tourism and leisure development in Stratford and Royal Docks</td>
<td>b) 3-year business survival rate</td>
<td>Up-to-date (up to 5 years old) masterplanning/SPDs in place for release sites (output: should be increasing up to number of significant release sites)</td>
<td>BD1-3 are former national indicators. BD2 has been dropped would be if no longer required by the Government as it is not relevant to the Newham context.</td>
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<td></td>
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<td>No-specific target – Increase subject to appropriate-sequential-tests/town-centres-first policy LO-BDTC4 Business and environmental quality</td>
<td>BTC-OUT/C5 Proportion of working age population qualified to level 2 or more</td>
<td>Use of J-policies in refusals; proportion of times J-policies supported at appeal (output: no specific</td>
<td>Availability of NI data may decrease with relaxation of</td>
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<td></td>
<td></td>
<td>a) Improvement schemes in employment areas (change to: Investment in employment hubs)</td>
<td>BTC-OUT/C7 Environmental nuisance linked to economic activity</td>
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<td></td>
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<td>b) Preventing and managing environmental nuisance (modify to focus on EH comments used in planning refusals on A5, A3, A4, B2 and B8 uses)</td>
<td>To be monitored against Host Borough Averages and London average where possible to assess</td>
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<td>a) No specific target, but ongoing investment should be evident b) No specific target, but should be evidence that we are making use of appropriate technical advice.</td>
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<td>LO-BDTC6-Employability outputs linked to Planning</td>
<td>a) Number of job filled by employment mechanism including workplace [breakdown per sector] Workplace Beneficiaries b) Business support through planning at the construction phase and end user jobs secured through S106 negotiations [trend commensurate with major development progress] c) Education, Skills and Training contribution secured through S106 Planning Obligations [trend commensurate with major development progress] d) Education and training Facility developments completed [deliver in line with infrastructure delivery plan] e) New childcare provisions facilities completed [target in line with infrastructure needs—annual sufficiency statement]</td>
<td>convergence; otherwise monitor for appropriate trends in line with SEA objectives</td>
<td>target; should be using regularly—if effective, and supported at appeal the majority of times used) See also town centre monitoring (Successful Places, Infrastructure) and infrastructure monitoring, particularly transport projects.</td>
<td>central government requirements and alternative indicators may be required. New monitoring of decisions required.</td>
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<td>HOMES — Building Sustainable Mixed Communities (H1) — Ensuring people can afford to live locally, as their circumstance change (H2) - Meeting specialist accommodation needs (H3)</td>
<td>LB Newham Registered Social Landlords Providers Private Sector Developers</td>
<td>a) Maintain and increase in line with Council or other targets b) Deliver in line with infrastructure delivery plans</td>
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<td>H2-Net additional dwellings and housing trajectory</td>
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<td>As per London Plan and core strategy.</td>
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<td>H5-Affordable housing completions a) Gross affordable housing (Social Rent, Intermediate and Affordable Rent) b) % of affordable housing in new development</td>
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<td>As per London Plan — 50% of net additional housing for that year, and CS negotiation targets of 35–50%, 60:40 split (65:/35 in Canning Town regeneration areas).</td>
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<td>LO-H1 Housing density—(Apply only on major housing developments)</td>
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<td>No-specific target—Monitor against ranges in</td>
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<td>H-OUT/C1 Housing need a) Homeless Households in temporary accommodation b) Number of Households on the Local Authority waiting list</td>
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<td>H-OUT/C2 Housing quality—(stock condition)</td>
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<td>H-OUT/C3 Housing affordability</td>
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<td>To be monitored</td>
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<td>See also Successful Places indicators re population churn, quality of design. Use of H policies for refusals; proportion of times supported at appeal (output: no specific target; should be using regularly if effective, and supported at appeal the majority of times used)</td>
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<td>Compliance with London Plan space standards</td>
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<td>[Sample] LBN Spatial Planning and Regeneration Policy, Housing trajectory work &amp; Planning Records; London Development Database; LBN Housing &amp; Public Protection; LBN HSSA Returns; LBN Domestic Energy</td>
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| London Plan for PTAL level, for appropriateness      | LO–H2 Housing mix and choice | a) Family housing  
 i. Gain (approvals and completions, monitor all bedroom numbers)  
 ii. Loss via conversions, (approvals)  
 iii. Houses cf. flats (approvals)  
 (i. 39% 3 bed; ii. no specific target, but monitor for downward trend; iii. No specific target - monitor for upward trend in terms of proportion of houses)  
 b) Net provision of specialist housing (completions)  
 i. Sheltered  
 ii. Extra care  
 iii. Live-work  
 iv. Hostel beds  
 v. Serviced apartments | against Host Borough Averages and London average where possible to assess convergence; otherwise monitor for appropriate trends in line with SEA objectives | (output: 100% of permissions)  
 Loss of residential — C2, C3, C4 and HMOs (SG) (via approvals): a) Net loss to ST lettings  
 b) Net overall loss | Efficiency Team; ONS; CLG Live Tables; HIP Statutory Return; Newham INFO; LBN Corporate Research Team |
| Losses of C2, C3, C4 and HMOs (SG) (via approvals):  
 a) Net loss to ST lettings  
 b) Net overall loss |  
 Losses of C2, C3, C4 and HMOs (SG) (via approvals): a) Net loss to ST lettings  
 b) Net overall loss |  
 Loss of residential — C2, C3, C4 and HMOs (SG) (via approvals): a) Net loss to ST lettings  
 b) Net overall loss | Efficiency Team; ONS; CLG Live Tables; HIP Statutory Return; Newham INFO; LBN Corporate Research Team |
| H1–5 are former national core output indicators  
 H1 is covered by H2 and need not be monitored separately; H3 has been |  
 H1–5 are former national core output indicators  
 H1 is covered by H2 and need not be monitored separately; H3 has been |  
 H1–5 are former national core output indicators  
 H1 is covered by H2 and need not be monitored separately; H3 has been | Efficiency Team; ONS; CLG Live Tables; HIP Statutory Return; Newham INFO; LBN Corporate Research Team |
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<td></td>
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<td>vi. HMOs</td>
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<td>dropped as not-relevant to the local context. H4 to be subsumed within LO-H2 (a broader indicator concerning specialist housing need) H5 modified to consolidate affordable housing indicators</td>
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<td></td>
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<td>vii. Wheelchair homes</td>
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<td>viii. Lifetime Homes</td>
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<td>ix. Gypsy traveller pitches</td>
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<td>{i–vi no specific target, monitor for provision; vii = 10%; viii = 100% of majors}</td>
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<td></td>
<td></td>
<td>c). Proportion of units of particular sizes delivered by tenure (including Affordable Rent)</td>
<td>(no specific target, monitor for more balanced provision, notably upward trend in market provision of family units)</td>
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<td>d). Overall size mix within tenures (no specific target, monitor for more balanced provision, notably upward trend in market provision)</td>
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<td>LO-H3 Housing Quality</td>
<td></td>
<td>a) Alignment with London Plan space standards (approvals)</td>
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<td>b) Existing stock improvements (including enforcement action)</td>
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<td><em>(a. 100%; no specific target—monitor for ongoing action)</em></td>
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<td>may also require changes to the monitoring framework</td>
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<td>See also Successful Places and Sustainability and Climate Change output indicators relating to Building for Life and Code for Sustainable Homes</td>
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<td>New monitoring of decisions required</td>
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<td>Existing local indicators overhauled to allow for real time monitoring of Council priorities and reduce overlap with other themes</td>
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| **SUSTAINABILITY AND CLIMATE CHANGE**                 | LB Newham, GLA, LDA, LTGDC, ODA and successor bodies | E1-Planning permissions granted contrary to EA advice | EQW-OUT/C1 Resource consumption  
| Climate Change Adaptation and Mitigation (SC1)        | Environment Agency | Zero, subject to careful analysis of conditions etc. that often address their concerns | EQW-OUT/C3 Amount of natural green space  
<p>| Reducing Carbon Emissions (SC2)                       | Voluntary and Community Sector developers | E2-Changes in areas of biodiversity importance No net loss | | Use of SC policies, for refusals; proportion of times supported at appeal (output: no specific target; should be using regularly if effective, and supported at appeal the majority of times used) | Environment Agency; GIG; LBN Planning Records; DECC; London Development Database; LBN Public Realm; LBN Environmental Health; LBN Food Safety; OfWat; ONS |</p>
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<td>— Managing Flood Risk (SC3) — Promoting and Enhancing Biodiversity (SC4)</td>
<td>land owners</td>
<td>100% of major consents to meet Code level 4/BREEAM Very Good</td>
<td>H-OUT/C6 Environmental performance of housing stock</td>
<td>network delivered (output: to be monitored in line with Infrastructure Delivery Plan/show a sustained increase in heat network infrastructure)</td>
<td>ELWA; NI data</td>
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<td>EQW-OUT/C5 River water quality</td>
<td>Flood protection projects delivered (output: to be monitored in line with Infrastructure Delivery Plan)</td>
<td>E1-3 are former national core output indicators E3 is deleted as it is more meaningfully covered by LO-EQW7 and infrastructure delivery plan monitoring (see new indicator).</td>
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<td>To be monitored against Host Borough Averages and London average where possible to assess convergence; otherwise monitor for appropriate trends in line with SEA objectives</td>
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<td>Reviews in other national indicator/monitoring requirements</td>
</tr>
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<td>INFRASTRUCTURE — Secure strategic transport investment (INF1) — Secure a more sustainable pattern of movement (INF2)</td>
<td>LB Newham, GLA/LDA, ODA, LTGDC and successor bodies NHS Newham/Successor bodies TfL Local colleges</td>
<td>LO-EQW1 Open space losses and gains and improvements</td>
<td>LO-CIS1 New development—access to infrastructure No-specific target: ongoing improvements in line with Infrastructure Delivery Plan</td>
<td>CIS-OUT/C1 Distribution of key community facilities in the borough CIS-OUT/C2 Parks quality a) Proportion of Parks with Green Flag status b) Satisfaction</td>
<td>See also Successful Places monitoring of health outcomes, environmental/street improvements and town-centres and Sustainability and Climate Change output indicators concerning flood and energy infrastructure. Main monitoring will require changes to the monitoring framework New monitoring of decisions required</td>
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<td>Improve the sustainability of waste management (INF3)</td>
<td>Environment Agency Utility companies Private sector developers Voluntary and community sector groups</td>
<td><em>policies.</em></td>
<td>with Parks CIS-OUT/C4 Overall satisfaction with the area (include desire to move to a ‘better area’) TA-OUT/C1 Modal shift a) Walking mode share Percentage of personal walking trips originating in borough, 39.0% 2007/8–2009/10 average; 39.3% share in 2014; 40.5% by 2026 b) Cycling mode share cycling trips originating in borough (average day, 7 day</td>
<td>be through monitoring and review of Infrastructure Delivery Plan Use of INF-policies, for refusals: proportion of times supported at appeal (output: no specific target; should be using regularly if effective, and supported at appeal the majority of times used) Provision of multi-purpose community facilities (output: 100% of community facilities should be multi-purpose)</td>
<td>Research; LBN Parks; LBN Traffic Management and Road Safety Unit; ELWA; TFL; LEGGI Indicators relating to developer contributions may need to be revised to reflect CIL charging regime once implemented. Transport</td>
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<td>Protect and enhance the Blue Ribbon network (INF7)</td>
<td>commitment to provision as part of development, alongside Infrastructure Delivery Plan.</td>
<td>week) Baseline: 1.0% 2007-10 average Short term target 1.7% by 2014 Longer term target 4.5% by 2026</td>
<td>Cycle parking (output) L-Plan minima achieved; also Council aims to secure 200 cycle-parking spaces on-street</td>
<td>indicators and targets to reviewed with LIP to ensure alignment (</td>
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<tr>
<td>Ensure community facilities keep pace with needs (INF8)</td>
<td>LO-TA1-Milestones in transport schemes</td>
<td>TA-OUT/C2-Traffic volume and congestion (proxy) Excess waiting time: 1.2 minutes 2014, 1.3 minutes 2018</td>
<td>Electric-charging points (output) Targets to be confirmed following report to Council, summer 2011, to be reported as part of infrastructure delivery plan monitoring.</td>
<td>National indicators may need to be reviewed following changes to monitoring and reporting requirements</td>
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<tr>
<td>Provide for appropriate delivery mechanisms and monitoring (INF9)</td>
<td>LO-TAN5-School travel plans in place Complete coverage</td>
<td>Bus journey time route no. 25 eastbound, PM peak 14.34 minutes 2014 to be maintained to 2018</td>
<td>New monitoring of decisions required</td>
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<td></td>
<td>W1-New waste management facilities Monitor in line with Infrastructure Delivery Plan, bearing in mind sub-regional waste apportionment and management</td>
<td>Bus journey time route no. 115 eastbound, PM peak</td>
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<td>W2-Waste arising by management type Increase recovery (recycling and composting) and reduce landfill. Recycling and composting waste (Municipal Solid Waste) baseline 40% in</td>
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<td>Core Strategy Theme and associated summary objectives</td>
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<td>Additional monitoring Needed &amp; Targets</td>
<td>Data Sources and Comments</td>
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</table>
| 2011; targets 45% in 2016; 50% in 2021; C, E and D (construction, excavation and demolition) waste: 95% in 2020; C&I (commercial and industrial waste) 56% in 2011; 64% in 2016; 70% in 2021 | 17.17 minutes 2014, to be maintained to 2018  
Bus journey time route 300, northbound, PM peak, 6.79 minutes 2014, to be maintained to 2018  
TA-OUT/C3 Road traffic casualties (KSIs)  
Percentage change per million vehicle km from 1994-1998 average: 89.09 end 2013/14 (2010-2012 three-year average); 83.52 end 2020/21 (2017-2019 three-year average) against base line 92.8 per mvk. |
<table>
<thead>
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<tr>
<td>[Moved from SCC] EQW-OUT/C1 Resource consumption</td>
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<td>a) — Waste arising and recycling rates</td>
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<td>b) — Proportion of waste dealt with within the borough</td>
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<td>TA-OUT/C4 Environmental impacts of transport</td>
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<td>a) — Air quality exceedences</td>
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<td>b) — Complaints about transport noise</td>
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<td>c) — Transport related CO2 emissions</td>
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<td>a/b and other outcome indicators To be monitored against Host Borough Averages and London average where possible to assess convergence; otherwise monitor for appropriate trends in line with SEA objectives</td>
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<td>e.g.: 192,00 tonnes by 2014; 129,960 tonnes by 2025</td>
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<td>SPATIAL POLICIES AND SITES – Transforming places in line with the borough-wide and local visions</td>
<td>LB Newham Developers and land owners</td>
<td>See column 4</td>
<td>CIS-OUT/C4 Overall satisfaction with the area (breakdown by community forum area) Increase or maintenance at a high level (over 75%)</td>
<td>Use of S policies for refusals: proportion of times supported at appeal (output: no specific target; should be using regularly if effective, and supported at appeal the majority of times used)</td>
<td>New monitoring of decisions required</td>
</tr>
</tbody>
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