

Canning Town Enterprise Hub

**Strategic
Regeneration
Framework
06.02.2025**



Working with



On behalf of:

London Borough of Newham



Revisions tracker

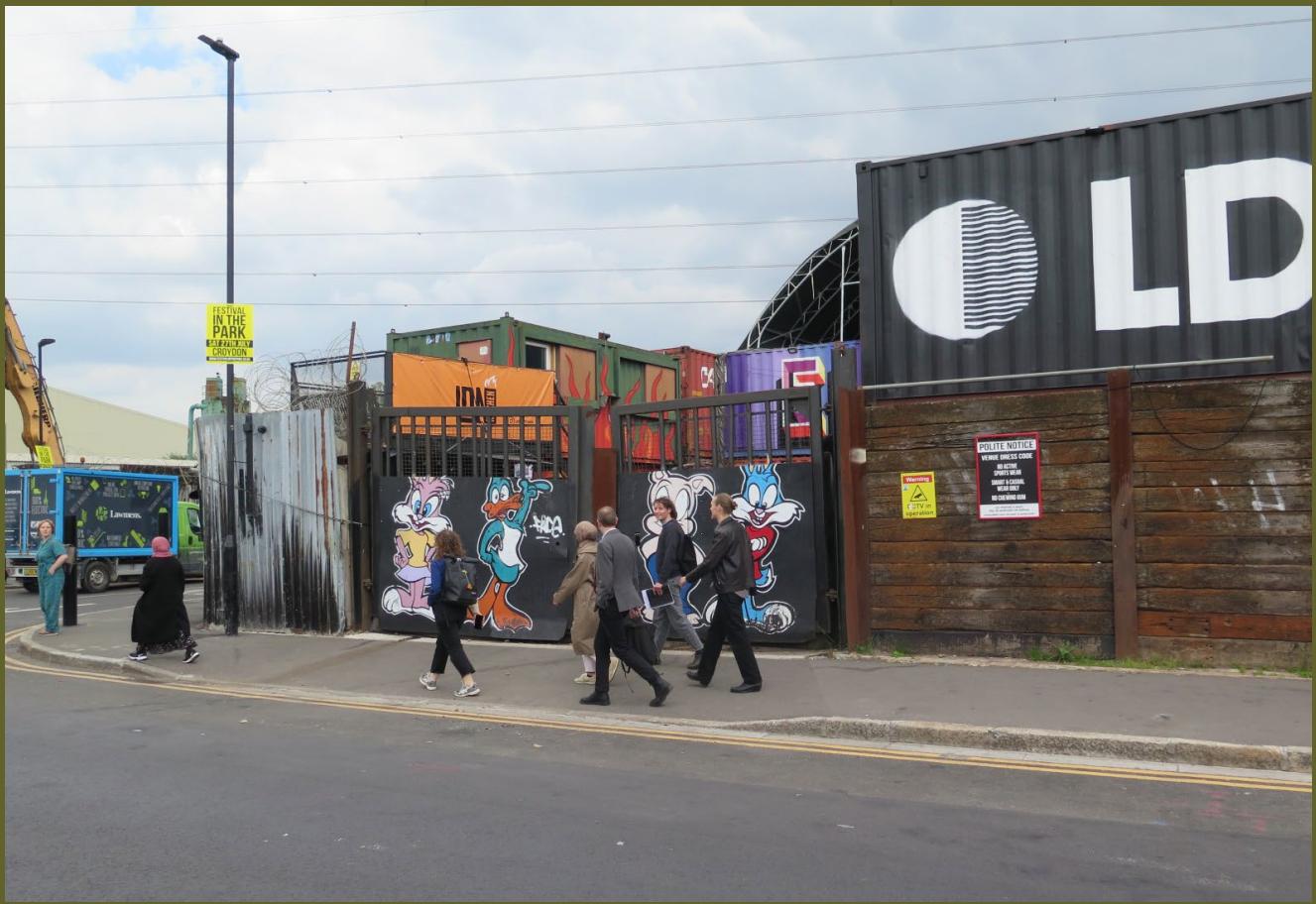
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01

Introduction



An overarching regeneration strategy for the Canning Town industrial area

The Canning Town industrial area is a strategically connected industrial site in an area of rapid transformation and investment.

The area includes the Cody Road Strategic Industrial Land (SIL) and the Local Mixed Use Area (LMUA) around Bidder Street. It is bounded to the north by the sites of two future mixed use developments (Bromley-by-Bow Gasworks and Twelvetrees Park), the River Lea to the west, the rail corridor and Stephenson Street to the east, and Newham Way to the south. The study area includes the connections to the new developments, as well as to the surrounding stations and the River Lea.

The London Borough of Newham appointed and worked with a multidisciplinary team led by We Made That to establish a long-term regeneration framework for the area that builds upon the area's unique qualities to attract new investment and opportunities.

The framework can be used across council directorates to enable inclusive growth in line with the council's core priorities. It takes a comprehensive approach to regeneration in the area including considerations of:

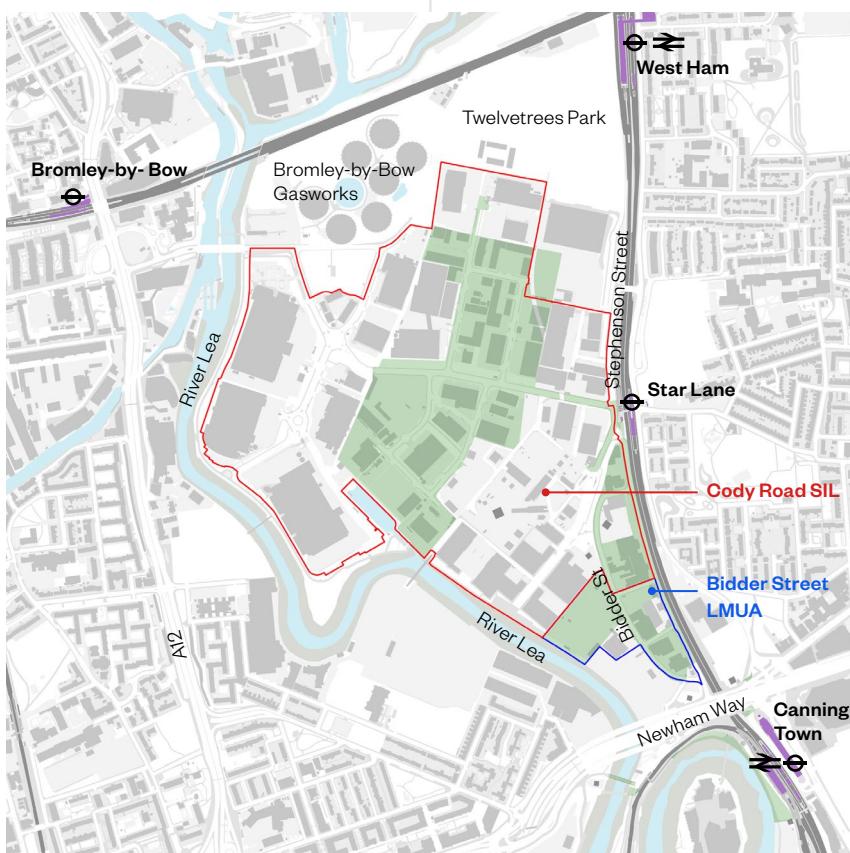
- Improvements to connectivity and public realm that can support growth of current and

- future industrial, residential, and leisure uses
- Outline parameters of future development and intensification of industrial land
- How the industrial area operates in conjunction with, and proximity to, new residential and leisure uses
- How the area can maximise its green and biodiversity areas and support the transition towards a greener, healthier neighbourhood
- Ways in which the council might collaborate with private and third sector organisations to support a more inclusive and greener economy and expand employment opportunity
- Tying the industrial area to the wider Lower Lea Valley strategy and ambition

- How to bring identity and sense of place through creative programming and public spaces that tie in with important ecology of the river and unique landmarks such as the Bromley-by-Bow Gasholders.

Key

- LBN land (freehold)
- Local Mixed Use Area (LMUA)
- Strategic Industrial Land (SIL)



The Canning Town industrial area includes the Cody Road SIL and the adjacent LMUA

01. Introduction

Engagement processes

The study has been informed by robust engagement with strategic stakeholders such as the GLA, TfL and LB Tower Hamlets, as well as with local partners.

Three 'Businesses Forums' have allowed the council and project team to understand challenges and aspirations for the area from the perspective of local businesses. These forums have also set a first step in creating a stronger businesses network which may lead into more formalised future processes of communication between businesses and the council.

Document structure

This document comprises of four key parts:

- Strategic context: strategic opportunities for intervention and wider aspirations for the area
- Vision: overarching guiding principles for the future of the area
- Site strategies: the overarching spatial framework for the area, and priority interventions
- Delivery plan: a plan for moving the strategies into action.



Exhibition space and micro cinema at Cody Dock, a local social enterprise and charity operating to protect the local biodiversity and offer creative workspaces



A Leaway North map displayed at Cody Dock



The Bromley-by-Bow Gasholders are a key industrial heritage feature within the site. There is an ongoing planning application to transform the site and deliver a new residential neighbourhood, maintaining the original structure of the gasholders as part of the architectural features



Engagement with local businesses



Securing inclusive, green growth through the renewal of the Canning Town industrial area

In the coming years, the area will play an increasingly critical role as an employment hub within a wider growth corridor that includes Stratford, Canning Town and the Royal Docks.

Protecting and enhancing the Strategic Industrial Land (SIL) will be vital to supporting Newham's economy and that of the wider City. As the area adapts and grows in the coming years, its economic role as a cluster of innovative, sustainable businesses can create a clear identity: **Canning Town Enterprise Hub**.

With new mixed-use neighbourhoods being built in the immediate area surrounding the SIL, Canning Town Enterprise Hub must become a more integrated piece of the city. Its riverside location, strong SME culture and cultural infrastructure can secure the health, wellbeing and prosperity of communities in surrounding neighbourhoods in the coming years.

With a large proportion of the SIL under LB Newham freehold ownership, the council has an exciting opportunity to actively shape, support and directly engage in the growth and diversification of the area's economy.

Leveraging strategic connectivity

Canning Town Enterprise Hub is located at a key node between Central London and the Strategic Road Network. Its direct access from the A12 and the A13 enables the area to play a major role as a logistics hub, with established businesses such as Amazon and DPD being located within the SIL boundary.

In addition to good vehicular access, the area is well connected to inner and outer London via rail, light rail and underground, with proximity to Bromley-by-Bow, West Ham, Star Lane and Canning Town stations, supporting people working and living in the area.

The site is also accessible from key cross-borough strategic cycle links such as the Cycle Superhighway 3 (CS3). However, despite proximity to these links,

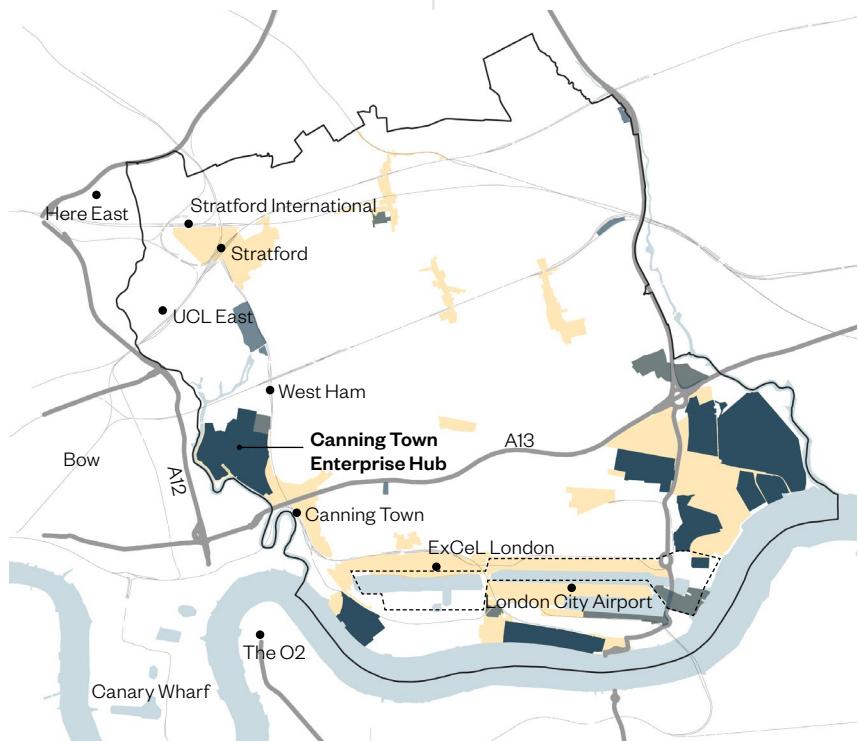
accessibility to/from the area is currently severed by convoluted routes which are perceived as unsafe by cyclists and pedestrians.

Part of a wider growth corridor

Canning Town Enterprise Hub is strategically located within a zone of significant growth and investment.

It is identified as an 'employment hub' in the Newham Local Plan, making it a priority area for investment, and it is located to the west of the Royal Docks Enterprise Zone, which has already benefited from substantial public and private sector investment since it was established 2013, and is

- Strategic Industrial Land
- Local Industrial Locations
- Employment Hubs (as per LBN Local Plan)
- Royal Docks Enterprise Zone



02. Strategic context

likely to reach more than £5bn investment by 2037/38.

The area is part of a wider growth corridor stretching from London to the coastlines of Essex and Kent, referred to as the Thames Estuary Production Corridor (TEPO). The TEPO is a significant programme established by the Mayor of London and the South East Local Enterprise Partnership in 2017 to build on the strength of the creative economy in the region.

The site is also connected to the southern end of the Lower Lea Valley, and it is adjacent to the Olympic Legacy Opportunity Area and in proximity to key anchor institutions in Stratford such as Here East and the UCL campus.

The riverside location connects the area to the wider blue and green network via the Leaway Path, making it accessible via key active travel routes.

Opportunities for intensification and diversification of the local economy

Being designated as Strategic Industrial Land for most of its extent, the area can play a vital role in responding to the growing need for industrial space and particularly in response to the shortfall of space for logistics, through intensification of industrial provision.

Concurrently, as highlighted in the Local Plan, there is an opportunity for the area to further diversify the economy, creating space for higher density,

higher value employment uses and supporting a just transition to a green economy in the borough.

Protecting and enhancing local character and culture

Canning Town Enterprise Hub has a rich industrial history linked to coal gas production, immediately visible today through the Bromley-by-Bow gasholders and Cody Dock, originally built in 1871 to serve Harper Twelvetree's Imperial Gas Light & Coke Company gasworks.

Today, Cody Dock is still a thriving site run by the Gasworks Dock Partnership, a registered charity working to develop a community based arts and creative industries quarter on the banks of the River Lea.

In addition to this, the local interventions of art organisations such as The Line, the presence of night-time and culture venues clustered around Bidder Street

and the important presence of the River Lea make up a rich and vibrant offer which this strategic framework aims to protect and celebrate.

Managing the transition with emerging developments

Major residential-led pipeline developments such as Twelvetrees Park and the Bromley-by-Bow Gasholders, as well as surrounding emerging developments within the London Borough of Tower Hamlets, will bring a new resident population and commercial activity to the edge of the industrial area.

Many sites around the SIL and the LMUA are highly constrained. Supporting a good quality of life in these new neighbourhoods will require the area to become a more humane environment that offers access to public spaces, including the River Lea, cultural venues and employment space.

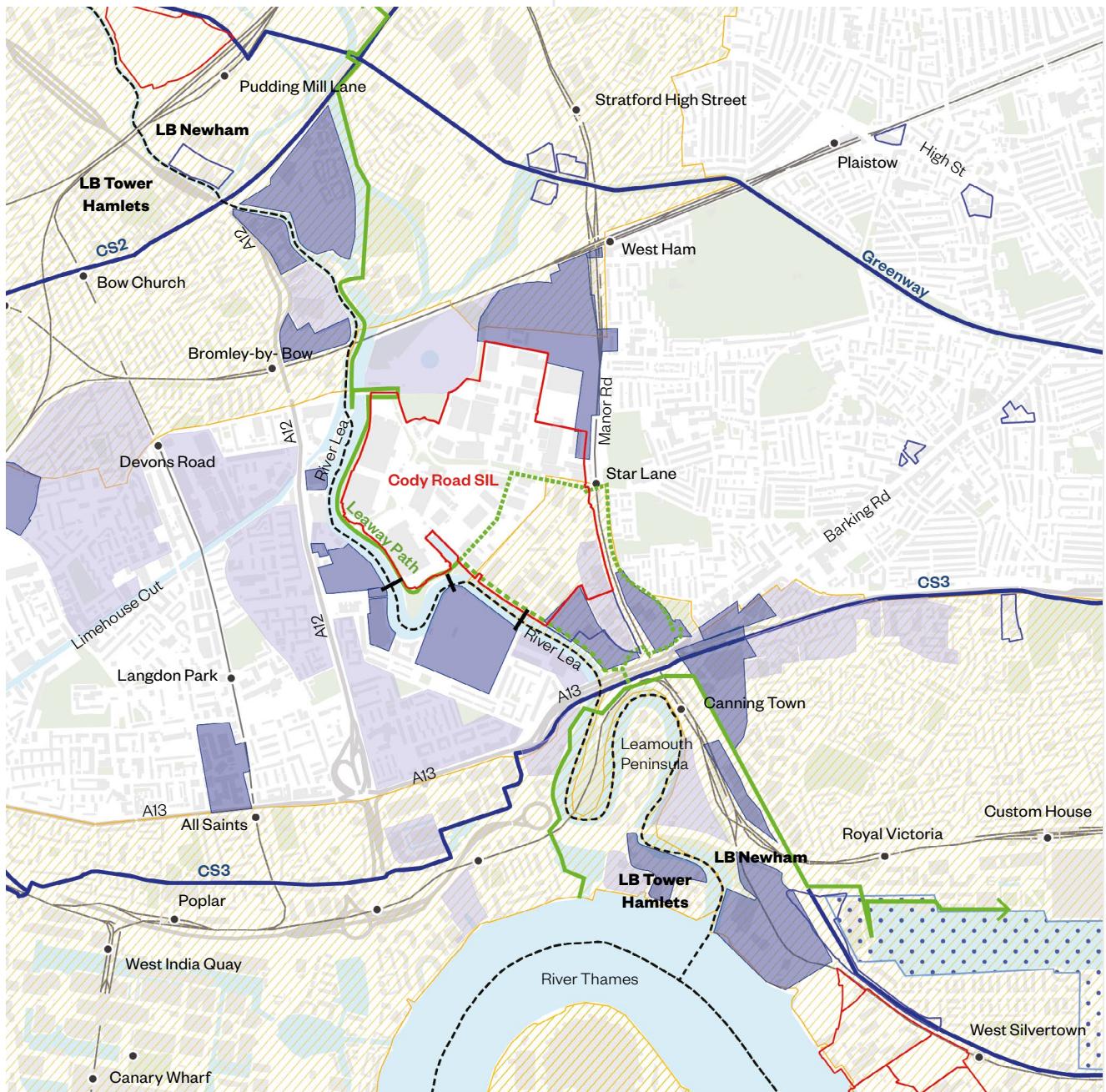


View of the Leaway Path looking south from Twelvetrees Crescent. The route connects the site to the Lower Lea Valley to the north, and to Limehouse Cut to the east. Going southwards, the route is currently interrupted at Cody Dock.

Canning Town Enterprise Hub as part of a wider growth corridor

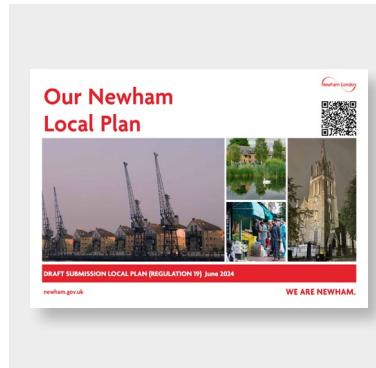
Key

- Consented developments
- Emerging sites / planning in progress
- Opportunity Areas
- Royal Docks Enterprise Zone
- Rail / London Underground / DLR stations
- Leaway Path
- Leaway Path interim route
- Leaway Path future route aspiration
- Strategic cycle network
- Lower Lea Valley priority bridges programme
- Local authority boundary
- Strategic Industrial Land (SIL)
- Local Mixed Use Area (LMUA)



Corporate and policy priorities

Key policy and corporate priority documents have informed this Strategic Regeneration Framework for Cody Road. A summary of the key relevance to the area is summarised here.



Newham Local Plan 2018-2033 (2018)

- The Canning Town industrial area is designated as an employment hub and sits within Newham's Arc of Opportunity, with the southern part of the site falling within the Canning Town and Custom House Regeneration Area.
- A future Leaway Path route runs along the western extent towards Canning Town station.
- The southern part of the site is within a Tall Buildings area
- Local Mixed Use Area at Bidder Street will complement and further diversify the employment offer moving towards lighter, cultural, creative and service uses more compatible with residential and other contexts

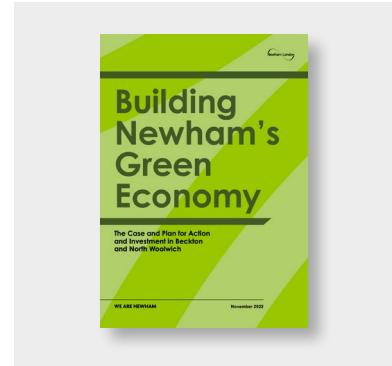
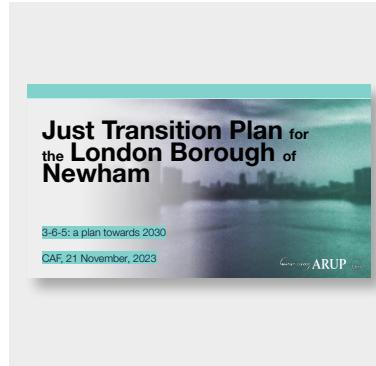
Regulation 19 Newham Local Plan Review (2024)

- The former Canning Town and Custom house area has been split between two parts, with the Canning Town industrial area now sitting under the Manor Road Neighbourhood
- Vision for Manor Road neighbourhood: this will be a successful employment focussed location with enhanced riverside character through improved connections and new bridges across the River Lea and through the extension of the Leaway south of Cody Dock. Growth in the neighbourhood will be delivered through the intensification of industrial land, supported by digital connectivity improvements

Royal Docks and Beckton Riverside OAPF (2023)

- The wider Canning Town area is a gateway to the Royal Docks and Beckton Riverside Opportunity Area
- The Bidder Street area must manage the transition between the SIL and the emerging mixed use areas
- New connections must link to new bridges across the Lea proposed as part of the Lower Lea Valley programme
- Intensification of SIL will ensure no net loss, with the LMUA becoming a mixed use area improving permeability to the river

Corporate and policy priorities



Community Wealth Building (2020)

- The document establishes a plan for Newham's economic regeneration, which focuses on enabling measures that support communities to create wealth and retain more of the benefits of economic growth emerging locally
- Three principles are identified: progressive procurement to keep wealth in the local economy, enabling fair deals between Newham workers and their employers, and nurturing an inclusive and cooperative economy

Newham Just Transition Plan (2023)

- The plan establishes three principles for a Just Transition: increasing equity, reducing emissions and future readiness
- The three principles delineate six futures for Newham around buildings, energy, transport, circularity, food and green infrastructure
- Five enablers to move the plan into action include growing the council's effectiveness, targeting investment, partnering, enabling civic action and working beyond Newham's borders

Building Newham's Green Economy (2022)

- A case for investment and action to build a green economy in Newham, and more specifically in Beckton and North Woolwich
- The document defines social foundations and planetary boundaries of a green economy
- Relevant enablers identified including 'enhancing Newham's strategic influence in the green economy'
- Identifies a series of possible catalyst interventions including a materials exchange hub, green logistics hub, circular construction hub and local and circular food systems

Transitioning towards a green and inclusive economy

Canning Town Enterprise Hub can lead the way as a demonstrator of a green and inclusive economy, playing on the existing strengths and business networks to develop circular and sustainable processes.

This opportunity is underpinned by Newham's Just Transition Plan and Community Wealth Building strategy, which build on principles of economic, social and environmental justice to build prosperity for local communities and respond to the Climate Emergency.

Towards a Just Transition

After declaring a climate emergency in 2019, Newham has developed the first Just Transition Plan in the UK, being at the forefront of climate action. The Plan establishes six futures for Newham:

1. Our homes, workplaces and schools are comfortable, healthy and efficient
2. Our energy system is resilient, equitable and not dependent on fossil fuels
3. We prefer to walk, cycle or use public transport and goods are safely moved without polluting our streets
4. We increase sharing and reduce waste building a

- sharing and circular economy
5. We eat well and sustainably
6. Our neighbourhoods are resilient, connected and green.

The Strategic Framework works towards the Just Transition Plan's six futures by identifying opportunities for improved active travel, enhanced green spaces and biodiversity, improved public spaces, and opportunities to share and reduce waste locally.

The area is already home to an important network of green infrastructure which can be enhanced and made more accessible to workers and future residents. Cody Dock, a local charity and social enterprise, plays a key role in preserving local biodiversity and wildlife conservation. There is a significant opportunity for the Canning Town industrial area to exploit its existing strengths and move towards a greener and more inclusive economy, supporting the Just Transition Plan.

Further work by Newham around building a green economy has been published in the report 'Building Newham's Green Economy', which defines 'green economy' as one which is inclusive, resilient, innovative, regenerative and thriving. These principles, together with the Borough's commitment to community wealth building, inform the vision and strategies for this Strategic Framework.

Enabling circularity

A specific opportunity has been identified for the site to become a hub for, and an enabler of, circular activity. The site is strategically

set up for this because:

- There are many recycling and waste processing businesses currently located on the site, which represent local expertise and experience in recycling and waste handling,
- Reuse is often logistically complex, and the cost of storage is a challenge; the site's position as a logistics hub might present opportunities to enable reuse across the borough and Greater London,
- Any new construction or retrofit of buildings will require materials - the proximity of local waste processing sites could encourage the reuse of construction materials
- There are a number of hospitality and food production businesses in the area which generate compostable waste, presenting an opportunity to support urban greening projects on the site.

Enabling circularity and green logistics across Newham have also been identified as priorities within the 'Building Newham's Green Economy' case for investment, where interventions such as the delivery of a materials exchange hub, a green logistics hub, a circular construction hub or the implementation of local and circular food systems, are considered as 'catalyst projects' to enable a green and inclusive economy in Newham and beyond.

This would be particularly relevant for the Canning Town Enterprise Hub, which can play on the existing business networks as well as exploiting the synergies between local businesses and waste and recycling companies.

Key challenges and opportunities

Movement

Despite having good access to public transport and the strategic road network, permeability through the area is poor and the dominance of industrial traffic limits sustainable movement. Cycling infrastructure is lacking and the walking environment is poor



Placemaking

The riverside location and green spaces define a strong sense of place, although the quality of spaces varies and is compromised by the inconsistent nature of plot boundaries and by a poor walking environment. Bidder Street and Star Lane are gateway areas that could be improved



Environment

Existing green and blue infrastructure play an important ecological role that can be enhanced. Contamination and air pollution are key challenges to be addressed through regeneration



Key challenges and opportunities

Economy

There is a broad range of existing economic sectors including cultural, community, night time uses, waste facilities and logistics. There is potential to further diversify and create employment opportunities, including through greater mix of uses such as housing, SME's and creative businesses



Circularity

There are opportunities to encourage more circular business practices within the area and enable a circular economy across Newham and neighbouring boroughs, starting with the understanding of and investment into local green and circularity initiatives



Development

The area is well placed to serve local markets. The quality of stock is varied and there are redevelopment opportunities that could intensify industrial land and return economic value to the council to fund services



03

Vision



Vision

Principles

The Canning Town Enterprise Hub will support a network of businesses to play a central role in Newham and East London's transition to a green and inclusive economy through:

Growing the role of the area as a hub for green innovation and inclusive employment opportunities

Improving infrastructure to support sustainable and active travel for local businesses and residents

Creating an inclusive public realm that supports healthy lives and enhances local uses

Restoring spaces for nature that are a part of the everyday experience of living and working in the area

Kick-starting an economy that avoids wasted resources and keeps materials at their highest value

Growing the role of the area as a hub for green innovation and inclusive employment opportunities

A number of businesses and organisations in the area are at the leading edge of sustainability and circularity. These strengths and strategic connectivity can be leveraged through making more efficient use of land and providing sustainable local infrastructure.



How will we achieve this here?

- Supporting the growth of sustainable logistics by improved active travel networks and increased EV charging infrastructure
- Leveraging the Council's land interest to intensify the use of land and increase supply of employment spaces, contributing to meeting the borough's needs to deliver 10,000 jobs and 335,000 sqm of industrial floorspace over the Local Plan period to 2038
- Improving public realm and employment space quality to capture key growth sectors
- Work with emerging digital and data sector in the area to ensure the opportunities for growth are captured locally
- Climate agreements with anchor businesses and institutions
- A sustainable/circular business network to encourage shared ambition and delivery
- Protecting cultural and night-time activities while ensuring they can coexist with industrial and residential uses
- Working with local institutions facilities to ensure that local people have skills in relevant growth sectors such as data and circularity

There are opportunities for enhancing the area as a hub for SMEs and creative practices with better and more efficient use of land. An improved active travel network can support the green transition of local logistics businesses.

Where has this been successful elsewhere?

ECOFLEET, Chiswick

Last-mile delivery service occupying one unit in The Lightbox, with 4500 sqm shared yard space and a fleet of 100% electric cargo bikes serving healthcare, retail, electronics, restaurant and food sectors.



Improving infrastructure to support sustainable and active travel for local businesses and residents

Improved cycling and walking infrastructure can attract new businesses and support surrounding neighbourhoods. The area will be easy to move through, with pleasant green routes connecting the workspaces public transport, nearby residential areas and the River Lea.



Bidder Street could become a key active travel corridor within the area, connecting the Cycle Superhighway 3 to Canning Town Enterprise Hub and providing access to the existing businesses and future residential communities alongside it.

How will we achieve this here?

- Improving access for freight and active travel along Bidder Street and Stephenson Street
- Delivering over 2km of new and improved cycling infrastructure along Cody Road and north-south links between future Twelvetrees Park and the River Lea
- Improving connectivity across the River Lea through the delivery of the Lower Lea Valley (LLV) Priority Bridges programme
- Improving the public realm and pedestrian environment along walking routes
- Unlocking over 500m of new river walkway from Cody Dock towards Canning Town station and the Limmo Peninsula
- Rationalising private highways
- Improving access to the River Lea, its new crossings and to public spaces delivered through pipeline developments
- Positively address and interface with new LLV river crossings to activate landing spaces and encourage active travel / sustainable logistics e.g. active frontage in new development

Where has this been successful elsewhere?

Mini Holland, Waltham Forest, London

A scheme by the Mayor of London's Healthy Streets Programme. Changes include redesigned junctions that are safer for cyclists and pedestrians, segregated cycle lanes on busy roads and a reduction in traffic.



Creating an inclusive public realm that supports healthy lives and enhances local uses

The area lacks spaces to dwell, rest and socialise. Active local businesses will be supported through high quality public realm, with the area's natural environment and creative spirit expressed through improved connections and wayfinding across the area.



Spaces around the active uses could be enhanced and celebrated to activate the street, improve the quality of public space and support local businesses.

How will we achieve this here?

- Improving public realm at key gateway areas such as Bidder Street and Star Lane
- Working with local businesses to create new green spaces and open space improvements in yards and left over areas
- Supporting local institutions such as The Line and Cody Dock to encourage further opportunities for public art
- Developing a coordinated plan for wayfinding
- Improving access to the River Lea and public spaces delivered through developments
- Working with local businesses to improve the frontages of active uses and blank walls, with potential to deliver over 700m of frontage and walls improvements
- Soften the edges between industrial and residential areas
- Improving access to the River Lea and its new crossings with clearer, safer routes
- Enhancing local creative practices through public art and creative wayfinding
- Working with existing creative sector to increase social activation

Where has this been successful elsewhere?

Werkspoorkathedraal, Utrecht

Public realm and greening improvements brought to life the public space surrounding a former industrial estate in Utrecht, which is now a multi-functional building home to creative workspace and event spaces.



Restoring spaces for nature that are part of the everyday experience of living and working in the area

Existing initiatives that support spaces for nature, as well as the River Lea's unique role as a biodiversity corridor, can be scaled up to become a defining characteristic of the area.

These spaces will attract green businesses, and provide amenity for residents and workers by supporting mental health and wellbeing. Green routes will reduce the impact of excess heat as well as air and noise pollution, and support biodiversity.



Restoring and enhancing the existing green spaces and green corridors can improve the quality of the environment for pedestrians and cyclists, support wildlife and biodiversity and mitigate against noise pollution.

How will we achieve this here?

- Improving biodiversity and mitigating air and noise pollution by restoring and enhancing local green corridors and planting new street trees, with potential to deliver over 1,3 km of new and improved green corridors
- Promoting the delivery of new green corridors and tree cover through future development
- Improving access to green space and delivering new greening through pipeline developments
- Encouraging collaboration between local businesses and community institutions such as Cody Dock, to expand on initiatives relating to biodiversity and conservation
- Working with local development partners to ensure BNG offsets are implemented locally
- Improving resilience to flooding through Sustainable Urban Drainage (SuDs)

Where has this been successful elsewhere?

Grey to Green, Sheffield

A scheme by Sheffield City Council, which turned a large amount of redundant highway into new walking and cycle routes, providing significant street greening, with SuDs, trees bioswales and restore areas for biodiversity.



Kick starting an economy that avoids wasted resources and keeps materials at their highest value

The Canning Town Enterprise Hub will become a centre for, and enabler of, circular activity. Businesses will work in synergy to share resources and divert as much waste as possible to reuse, recycling and compost. We will work with local waste processing businesses to develop local expertise and training opportunities that will support a transition towards a greener economy where reuse, recycling and recovery will be the norm.



There is an opportunity for the site to host a materials reuse hub, which will store waste materials from the local businesses and re-divert them for being reused locally or more widely within Newham.

How will we achieve this here?

- Working with local businesses and developers to create reuse hubs that can catalyse circular systems
- Establishing a resource sharing network between local businesses
- Explore opportunities for planning incentives to promote reuse and green leasing policies for council-owned property
- Coordinating on-site renewable energy production and community energy networks
- Exploring the opportunity of a district heat network recovering heat from on-site industry to heat local homes
- Exploring opportunities for increased and shared EV charging infrastructure
- Providing a green skills and training offer
- Promoting relationship with emerging circular economy projects in the Royal Docks

Where has this been successful elsewhere?

Kalundborg Eco-Industrial Park, Denmark

A bottom-up industrial symbiosis network initiated by local businesses in their own interest, around a power plant. Surplus heat from the plant is used to heat homes and sludge from a fish farm is used as fertilizer, among other resources shared.

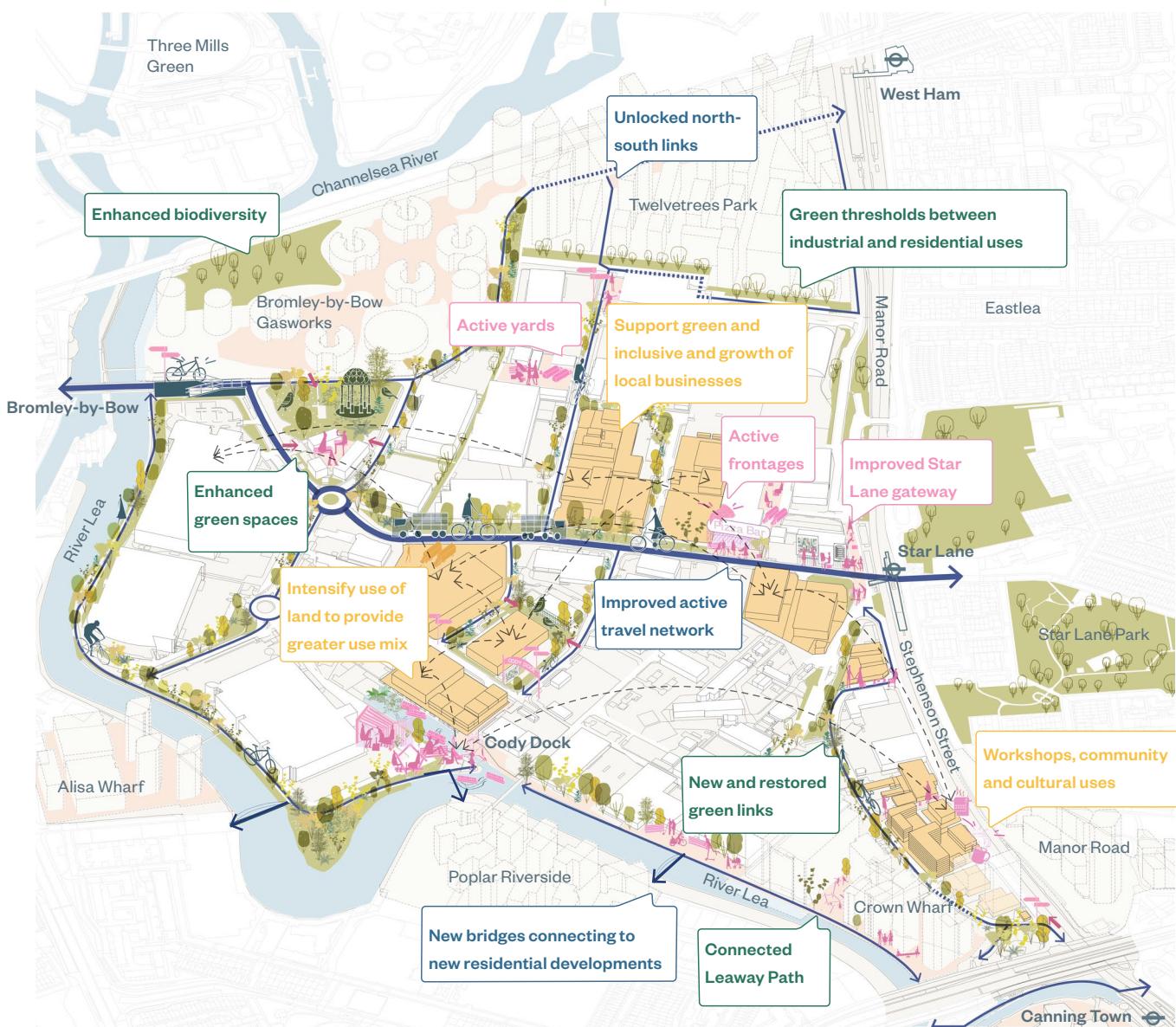


Vision

The Canning Town Enterprise Hub will support a network of businesses to play a central role in Newham and East London's transition to a green and inclusive economy through:

Key

- Growing the role of the areas as a hub for green innovation and inclusive employment opportunities
- Improving infrastructure to support sustainable and active travel for local businesses and residents
- Creating an inclusive public realm that supports healthy lives and enhances local uses
- Restoring spaces for nature that are part of the everyday experience of living and working in the area
- ↗ Kick-starting an economy that avoids wasted resources and keeps materials at their highest value





Overview of the site strategies

The site strategies provide the overall spatial framework for the Canning Town Enterprise Hub. They establish key parameters and priority projects that collectively deliver the vision for the area, and contribute to achieve Newham's Community Wealth Building and Just Transition goals.

Industrial intensification

The strategy aims to establish opportunities for intensification of industrial land, as well as defining high level land uses and workspace typologies to guide future growth. It identifies different areas which will be suited to host a range of sectors and uses.

Public realm

Opportunities for new and improved public spaces, including amenity areas, improvements to building frontages and walls, enhanced setting of active uses, incorporation of wayfinding and artwork.

Vehicular movement

Mapping of strategic connectivity routes and hierarchy of servicing. Key interventions to improve vehicular movement across the site.

Green infrastructure and climate resilience

Mapping the quality and purpose of existing and new green spaces, identification of specific interventions for the restoration of green corridors and to improve the quality of pedestrian environment through greening.

Active travel

Mapping of strategic connectivity routes which promote active modes of transport and improve permeability across the site, as well as specific improvements to infrastructure. Indicative road sections demonstrating the segregation of travel modes.

Circularity

Opportunities to implement circularity, both at the local and site-specific scale (reuse of local materials and waste), and at the strategic scale (implementation of policies and incentives)

Engagement with local businesses and partners

Engagement with stakeholders and local businesses provided a strong foundation to inform the strategies.

A series of three business forums were held at Cody Dock, aimed at creating connections between businesses and other stakeholders, exploring how the council can support new initiatives and defining how partners will collaborate in the future. Participation included businesses operating within sectors such as IT and data protection, specialist recycling, NHS and ambulance services, logistics, and creative and cultural small enterprises or charities.

Three forums were held:

Growth Forum: This event introduced businesses to the spatial framework work and focused the discussion around barriers to operational efficiency, specific needs of the businesses and how to best support their growth. It also helped to identify existing networks and initiatives that can be celebrated and enhanced.

Waste and Materials Forum: This forum brought together businesses within the area and other stakeholders working in the circular economy, to identify possible opportunities to drive circularity in the area and more widely in Newham and London. At this forum we mapped out existing waste streams and resources used by businesses in the area and in the borough, and identified opportunities for circularity and the barriers to implementing those opportunities.

Delivery Forum: This last session aimed at discussing the emerging site strategies and get businesses' feedback and input on the proposals. It also provided a platform to discuss processes for future networking and communication between the businesses and the council.



The Growth Forum



The Waste and Materials Forum



The Delivery Forum

Intensification

Intensification

Key findings



What We Learned

Challenges

- There are a number of SMEs and local occupiers, but they suffer from poor quality/ old stock, particularly around the eastern end of Cody Road and Bidder Street
- The council is a major freeholder in the area, however complex lease position of certain plots constrain development opportunities
- With future mixed use developments coming forward, including a data centre along Bidder Street, land value is expected to grow at risk to SMEs and smaller businesses

Strengths

- Being a SIL for most of its extent, the area can play a vital role in responding to the growing need for industrial space, particularly the logistics, data and construction sectors
- The area hosts a range of economic sectors including logistics, food manufacturing, construction, waste facilities, and data centres. There is a strong SME presence particularly at Cody Dock and Bidder Street
- Cultural infrastructure uses such as FOLD and LDN East (night clubs), The Bridge House (live music) and the New Docklands Steam Baths bring diversity to the area. Future change could incorporate and celebrate these facilities as part of the local culture
- Further diversification of the local economy is supported by the Local Plan policy, which encourages space for higher density, higher value employment uses particularly around the LMUA and in the areas of transition towards residential development
- Pipeline developments will offer opportunities for enhanced retail and commercial uses
- Market conditions don't seem to favour traditional offices, however a small amount of flexible office space would sit comfortably alongside smaller workspace/ SME space
- Spaces for SMEs to the southern area of the site are relatively affordable. Provision of further affordable space could capture wider audience within the creative industries



What We Heard

Engaging with local businesses

- Businesses perceive the Strategic Industrial Land designation of the area as an asset and strength for their site
- Many businesses expressed their future plans for growth and a need of more space. Growth will need to be in consideration of supporting infrastructure to sustain increased movement and traffic, greater hospitality offering and improved access to recreational space
- The lack of EV charging points is currently perceived as a barrier to growth. Some businesses are implementing sharing of EV charging points (Telent and the TfL depot). Provision of more parking should be also considered
- Power supply is limited on site and constrains growth. There are opportunities to establish a shared energy network
- Cody Dock is working to create a hub of creative enterprises and businesses within their site. Their workshops are already hosting a variety of creative businesses such as graphic designers in their indoor and outdoor exhibition spaces
- There is a need for additional affordable workspace for small businesses - The Line has expressed interest in finding a location on site
- Most of the businesses recognised the lack of food options on site as a key weakness. This also creates issues of safety at night time (many workers do night shifts), as there is a lack of night-time economy and street activity
- Yard space is key for businesses, future growth and intensification should provide enough yard space within plots



FOLD is a night-club capturing audiences from wider London, also providing shoot studios and artist workspaces. There are often conflicts on the use of outdoor space between the venue and surrounding businesses - these have been addressed through the proposed public realm projects along Bidder Street (refer to page 51)



The stock of businesses along the eastern end of Cody Road is of poor quality. There are opportunities to intensify land use and improve the quality of the buildings and their frontages



Greencore is a food manufacturer and occupies a medium sized industrial unit along Twelvetrees Crescent. The building provides an office space with active edges along the street



The New Dockland Steam Baths along Stephenson Street represent a space of community gathering within the area



Clusters of tall buildings around Canning Town station (LB Newham) and the nearby Leamouth Peninsula (LB Tower Hamlets) represent the scale of change happening in the immediate area surrounding the site



The SIL is home to many large industrial units which host a variety of sectors such as logistics (DPD, Amazon), waste management (Bywaters) or data management

Intensification

Spatial strategy

Strategy objectives

The strategy establishes opportunities for intensification of industrial land, and defines high level land uses and workspace typologies to guide future growth. It identifies different areas which will be suited to host a range of sectors and uses. Newham's land ownership can be leveraged to provide capital receipts and control the direction of intensification ensuring future development is in line with CWB objectives.

Spatial moves

New Neighbourhoods

These are high density, mixed-use areas including residential space. They are well placed to co-locate homes with workshops and light industry, particularly at the edge with SIL. They offer clear separation of servicing routes from residential streets. The LMUA along Bidder Street will be employment-led, in alignment with Local Plan policy.

Connected edges

These areas host large industrial units suited to host logistics and micrologistics hubs, exploiting improved cycle connections and good links to the road network. Where located along the river edge, they have an important place-making role in defining the waterfront and the new river crossings with positive frontages. They offer potential for multi-storey typologies.

Compact core

The central area of the SIL is currently home to medium industrial units of varied quality and low plot ratio. There is potential to intensify these areas and introduce multi-storey workspace. Units here will define positive frontages onto Cody Road, North Crescent and South Crescent. They are well suited to host manufacturing and smaller logistics businesses.

Transitional fringes

Zones of transition between SIL and mixed use areas, well placed to host high density employment including workshops and light industry, and to accommodate manufacturing and creative industries. They have an important placemaking role in defining the transition between mixed use and industrial areas, and the river edges. They interface with public spaces or gateway areas on site such as Star Lane and Cody Dock.



New neighbourhoods: The Fuel Tank, Deptford, co-locates on the same plot residential units with light industrial and workshop spaces



Connected edges: Segro Park, Dagenham (planning consented) provides large industrial spaces including multi-storey units



Compact core: multi-storey industrial unit with positive frontages and visual permeability



Transitional fringes: Florentia Village, London (under construction) is an industrial estate combining small to medium scale units at the ground floor with workshops, small units and studios on top, serviced via a goods lift. The shared yard is treated like an active courtyard, animating the space.

Intensification

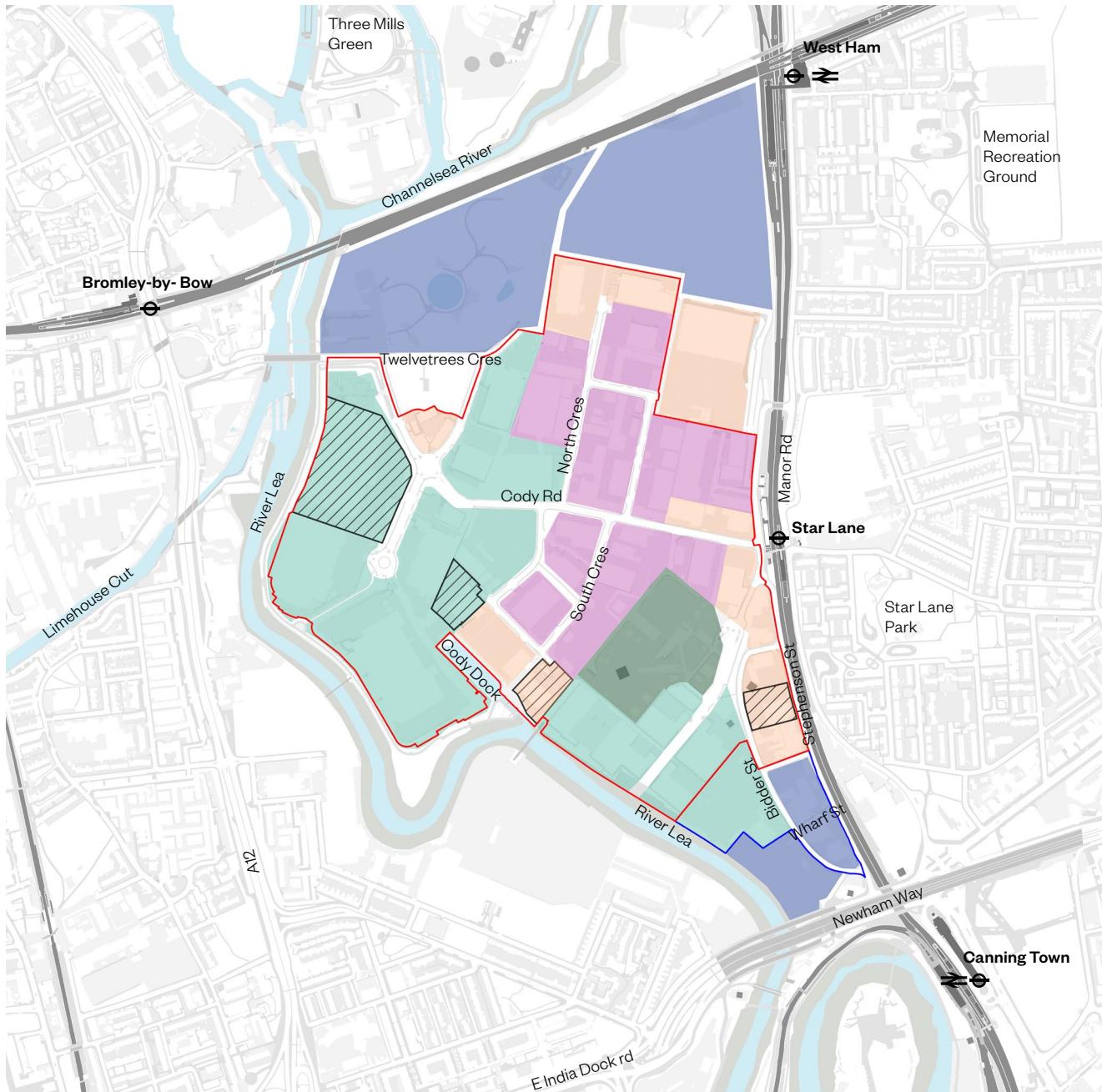
Spatial strategy

An appraisal of potential development sites has been carried out and four sites have been identified as the most suitable for redevelopment through a review of deliverability criteria. These four sites have been tested both spatially and in viability terms, following the parameters set in this strategy. Two additional sites have been considered for their potential to further unlock regeneration and intensification.

These development sites are identified in the following page 'Key projects'. Further detailed is available in the parallel study 'Industrial Land and Enabling Development'.

Key

- █ New Neighbourhoods
- █ Connected Edges
- █ Compact Core
- █ Utilities
- █ Transitional Fringes
- █ Designated waste sites
- █ LMUA
- █ SIL



Intensification

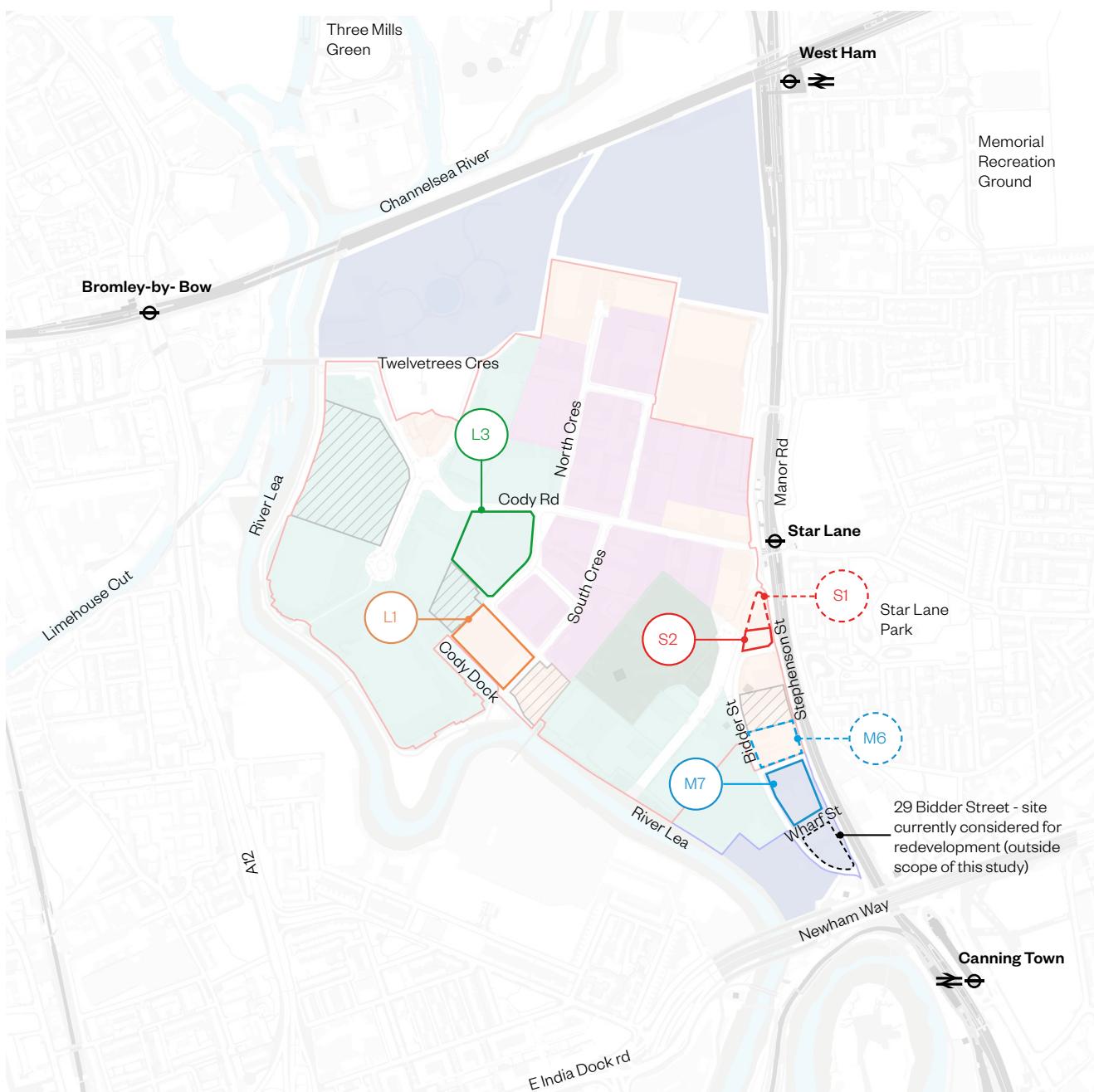
Key projects

- S2 - 1 Bidder Street: potential for high density employment including workshop and studio spaces.
- M7 - 30 Bidder Street: co-location of light industrial/workshop and residential, with retention/relocation of existing community/leisure facilities. Potential for strengthening the existing cluster of cultural uses and respond to the need of growing spaces for the culture, creative and digital sectors.
- L1 - 11c South Crescent: a key placemaking opportunity to improve the waterfront at Cody Dock and offer high density employment in adjacency to existing Cody Dock workshops

- L3 - Mc Dermott House, South Crescent: medium to large scale industrial sheds, with the potential for multi-storey provision

Additional sites:

- S1 - 67 Stephenson Street: beneficial to redevelop t with S2, to allow for optimised/shared yard and maximised floorspace.
- M6 - 9 Bidder Street: potential for larger light industrial unit along Stephenson Street and stacked studios/workshops along Bidder Street. Redevelopment would further enhance the character of Bidder Street.



Vehicular movement

Vehicular movement

Key findings



What We Learned

Challenges

- The site has 3 points of vehicular access: East access via Manor Road, South access via Stephenson Street and West access via Twelvetrees Crescent. The West access is restricted by the Prologis Park security gate (Prologis traffic and public transport only), which constrains movement throughout the site and creates congestion at the other access points
- Access into Stephenson Street is convoluted due to the street being one way southbound. This also impacts on the quality of Bidder Street, which is currently used primarily as a servicing route
- Additional constraints are created by the convoluted/complex junction to access Stephenson Street from the A13 slip road

Strengths

- The site is well connected, with direct access into the strategic road network and proximity to inner/outer London
- Despite creating a barrier to accessibility, the restricted access routes contribute to increased safety of the estate



What We Heard

Engaging with local businesses

- Most businesses are satisfied by the strategic location of the area
- Most businesses perceive congestion as a major issue through the site, particularly at peak times. Mitigating this issue is perceived as a priority for improvement
- Engaged businesses along Bidder Street and Stephenson Street report that the one-way southbound direction of Stephenson Street is inconvenient and inefficient in terms of accessibility to the site
- Local businesses perceive that the heavy freight movement significantly impacts air quality and pedestrian experience along Bidder Street
- Most businesses think that less restrictions on vehicular access from Twelvetrees Crescent would be beneficial for vehicular accessibility and congestion relief



A portion of Twelvetrees Crescent separating the industrial area from the Bromley-by-Bow Gasholders site, currently not an adopted highway



Stephenson Street is one-way southbound, creating convoluted and unintuitive access into the area



South Crescent operates well as a servicing route through the site, with businesses screened from the street by mature trees



Traffic generated by waste and recycling facilities along Bidder Street impacts on the perceived quality of the air and urban environment of the street



Cody Road is a key arterial route through the estate. It also accommodates the only public transport route within the site



Access into site from Twelvetrees Crescent, restricted by the Prologis Park security gate

Vehicular movement

Site strategy

Strategy objectives

The strategy aims to improve accessibility from the key gateway access points, the western access from Twelvetrees Crescent and southern access from Stephenson Street, as well as improving the quality of the environment at Bidder Street. The spatial moves set out below define the broad principles of changes to vehicle movements and should be developed further to test their configuration and feasibility.

Spatial moves

Making Stephenson Street two-way

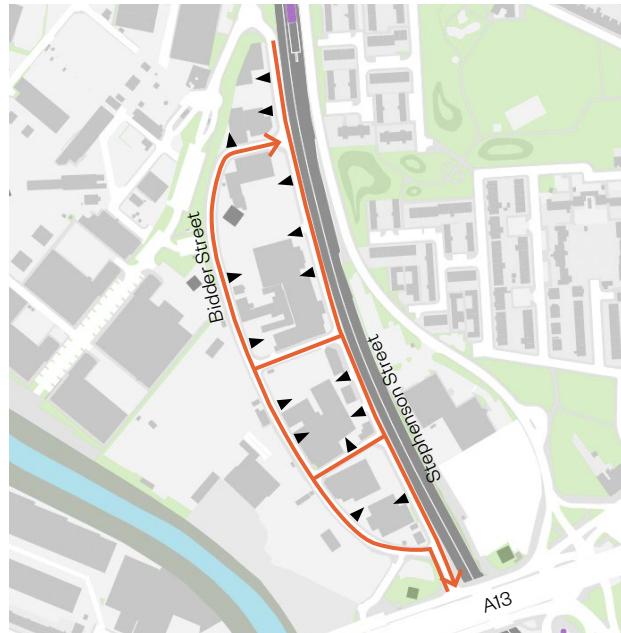
It is key for Stephenson Street to become two-way to provide more direct access to the site and to the businesses along both Bidder Street and Stephenson Street. A key challenge of this is the limited width of the carriageway - car parking would likely have to be reprovided/consolidated to allow for two-way traffic. Access/egress to the SIL should be encouraged via Manor Road rather than via Newham Way.

De-prioritising Bidder Street for freight traffic

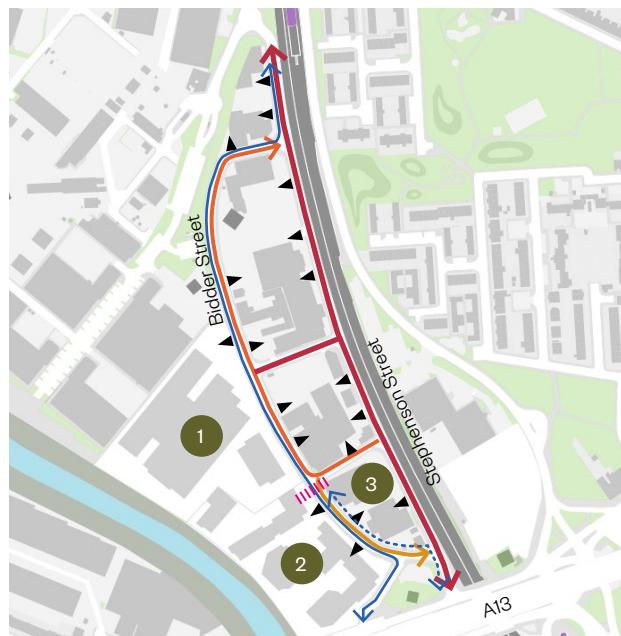
Bidder Street will significantly change, especially to the south, due to the future developments coming forward which will bring a new mixed use environment, with a new Data Centre and residential developments. Making Stephenson Street two-way would enable Bidder Street to have less freight movement and be more suitable to a mixed use environment and to accommodate an active travel route. A modal filter at the junction between Bidder Street and Wharf Street would prevent HGVs to drive through the southern portion of Bidder Street, where traffic could be restricted to the residents of the new developments.

Adopting restricted access road at Twelvetrees Crescent

The adoption of Twelvetrees Crescent would enable the council to better control access into the area, and provide access to the businesses outside of the private estates and "future-proof" the delivery of long term active travel and public realm improvements. It is important that access is still be controlled at Twelvetrees Crescent, to avoid vehicles moving from the A12 to the A13 using Cody Road as a 'rat run' and short cut to avoid traffic motorways.



Bidder Street / Stephenson Street current arrangement



Bidder Street / Stephenson Street potential future arrangement

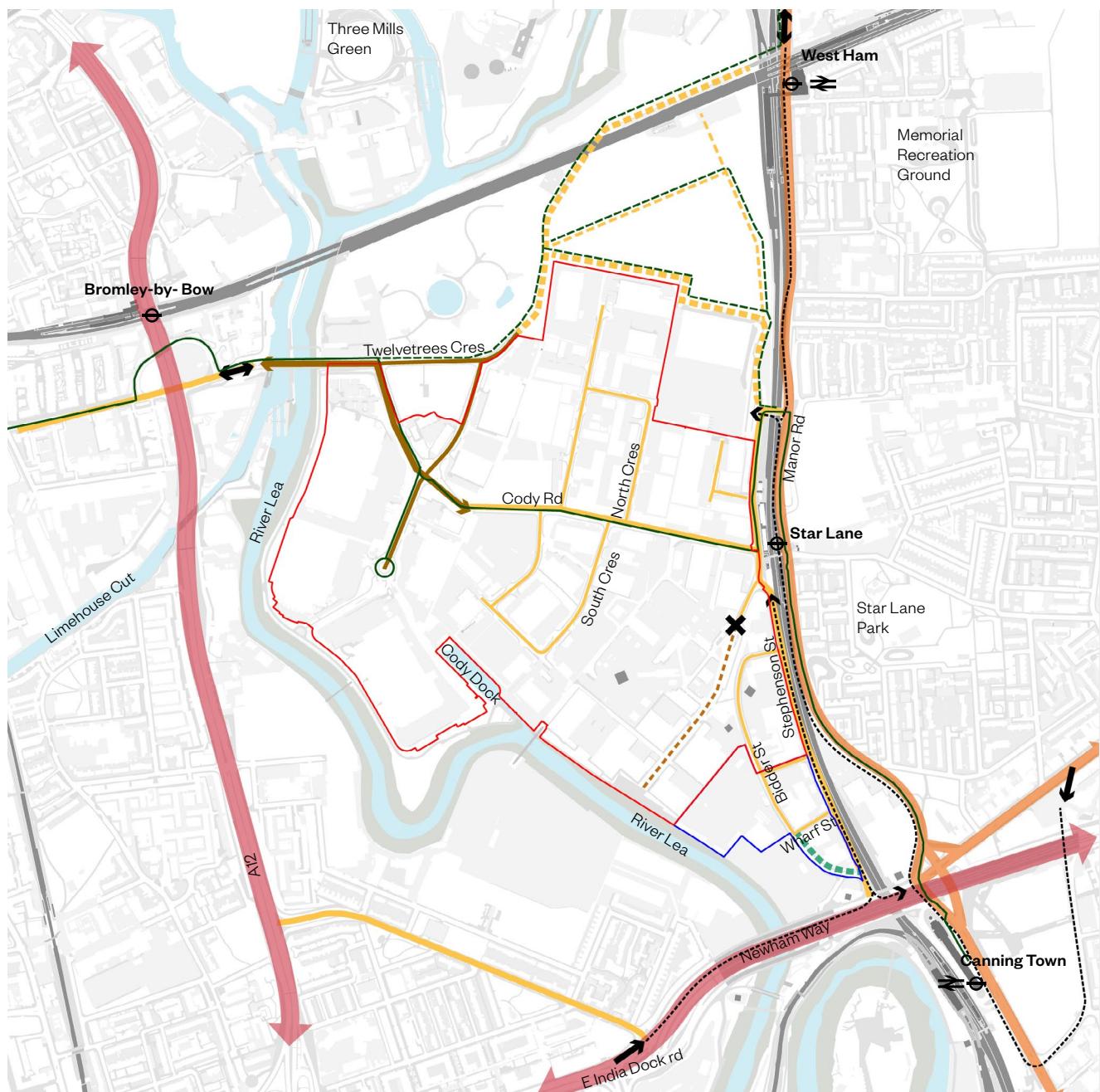
- Vehicular accesses to plots
- ||||| Modal filter
- ↔ Cycle track
- ↔ Future pedestrian movement to/from new developments at Bidder St
- ↔ Two ways servicing route
- One way servicing route
- One way route, restricted access
- 1 Future Data Centre
- 2 Future Crown Wharf development
- 3 Future residential development

Vehicular movement

Site strategy

Key

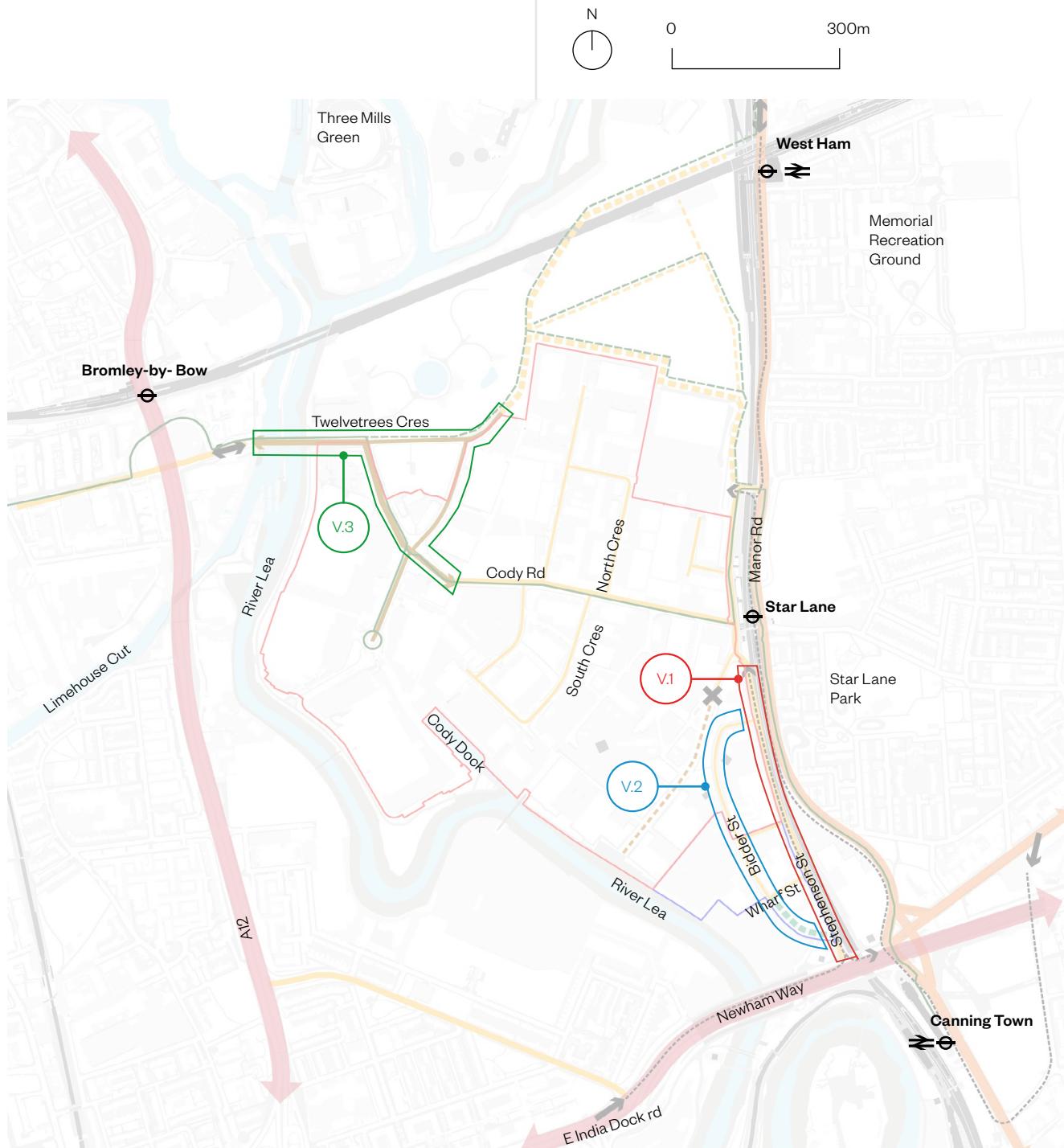
- Strategic road network
- Existing primary routes
- Existing servicing routes
- Proposed servicing routes
- Proposed route with residential access only
- Proposed adoption of private route (restricted access maintained)
- Private route
- Vehicular gateway to site
- ✗ Private access
- Key freight access route into site
- Existing 323 bus route
- Potential future bus routes running through new developments
- LMUA
- SIL



Vehicular movement

Key projects

- V.1 – Stephenson Street two ways working, becoming key freight access route
- V.2 – De-prioritisation of Bidder Street for freight traffic
- V.3 – Twelvetrees Crescent highway adoption and additional gateway into site



Active travel

Active travel

Key findings



What We Learned

Challenges

- The dominance of industrial traffic limits sustainable movement. Road markings highlight the on-street cycle route along Cody Road, but they are poorly visible and the freight traffic can limit the perception of safety for cyclists
- There is an absence of cycling infrastructure such as cycle lanes, bike racks and pumps; and the walking environment is poor, particularly along South Crescent, North Crescent, Cody Road, Bidder Street and Stephenson Street
- Private access roads and large industrial plots limit permeability and constrain active travel movement throughout the estate, particularly to the river
- Access to the Leaway Path from Twelvetrees Crescent is constrained by a ramp with a non-compliant gradient and by a lack of wayfinding and clarity of routes
- Connections to the Cycle Superhighway 3 (CS3) are poor and unsafe
- The Leaway Path is currently interrupted at Cody Dock, limiting its potential of connecting to Canning Town station

Strengths

- The area provides access to wider strategic and leisure cycle routes such as the Leaway Path, the Limmo Peninsula and the CS3 - improving connections to these routes is key
- Future developments offer an opportunity for delivering improved active travel infrastructure and strengthening connectivity to the river
- The high level of shared electric bikes (Lime bikes) on site shows that many workers choose to cycle to the workplace. Cycling infrastructure can be improved to support this
- There is potential to unlock a continuous river walkway and cycle route from Stratford to Canning Town



What We Heard

Engaging with local businesses

- Improvements to the active travel network and particularly cycling infrastructure is identified as one of the key priorities for improvements for many local businesses, as they reported many workers travelling to work by bike
- Supporting active travel and cycle movement can ultimately help in reducing traffic and congestion and support sustainable travel across the site
- Improving connectivity to the river is seen as a priority, as it can provide better access to green space for workers and residents and increase access to The Line art trail
- Night-time safety should be improved to support and promote active travel for shift workers
- Improvements to star lane station accessibility (lift improvements) is a nice-to-have intervention that would enhance accessibility on the network, however the business case would be difficult to make



Shared electric bikes are located outside many industrial units. Cycle infrastructure should be improved to support movement throughout the estate



The active travel connection between the towpath at Bow Locks and the Leaway Path, via Twelvetrees Crescent is unclear and has poor signage. Step-free access to the Leaway route terminates with a gradient which is not compliant for disabled users



The Wharfside Road underpass connects Bidder Street to the Bow Creek Ecology Park and Canning Town station. Improvements to the quality of the route are key to support active travel connectivity



Cody Road has the potential to accommodate an East-West cycle route connecting Star Lane station with wider residential developments



The Leaway Path is a key walking and cycling route connecting the Lower Lea Valley to the industrial area. The route currently stops at Cody Dock and could be unlocked to connect to Canning Town station through the redevelopment of the Crown Wharf site and agreements with Segro, who own a portion of land along the route



A dead end at the northern end of North Crescent, where a potential route to Twelvetrees Park is interrupted by an industrial unit



The quality of pedestrian environment at Star Lane station is poor, with narrow pedestrian pavements shared with bicycles

Active travel

Site strategy

Strategy objectives

Shifting to more sustainable modes of travel is key to supporting the green transition of the area, as well as the wellbeing of those working within the Canning Town Enterprise Hub. Overall, the strategy aims at promoting active modes of transport, implementing safety measures for walking and cycling, supporting sustainable logistics, and providing better access to the Leaway Path.

Spatial moves

Cody Road cycle track

Cody Road can be an important active travel connector between Star Lane and Bromley-by-Bow. Segregation of a cycle track along the road should be explored to encourage active travel movement and improve cyclists' safety.

Bidder Street active travel route

Bidder Street has the potential to accommodate a walking and cycling route (stepped cycle track) connecting the Bow Creek Ecology Park and Canning Town station to Star Lane, as well as prioritising a pleasant walking environment for the residents of future developments.

North-South cycle links

Enhancing north-south cycle and pedestrian connectivity along North Crescent and South Crescent will provide better access to/from the river for future residents and the local businesses, as well as consolidating the interim Leaway Path while the riverside access is interrupted.

River connectivity

Other than unlocking the Leaway Path, once delivered, the Lower Lea Valley bridges will improve connectivity across the river and the overall accessibility of the area.

Improvements to safety and infrastructure

Improvements to pavements and wayfinding on key routes, particularly underpasses towards Canning Town station, as well as providing further cycle parking where required.



SuDs planting areas which define and delineate pedestrian and cycle routes, helping buffer pedestrians/cyclists from vehicles



Light segregation of cycle routes through street greening



Continuous footpath and cycle route over side street (Gower Street, Bloomsbury)

Active travel

Site strategy

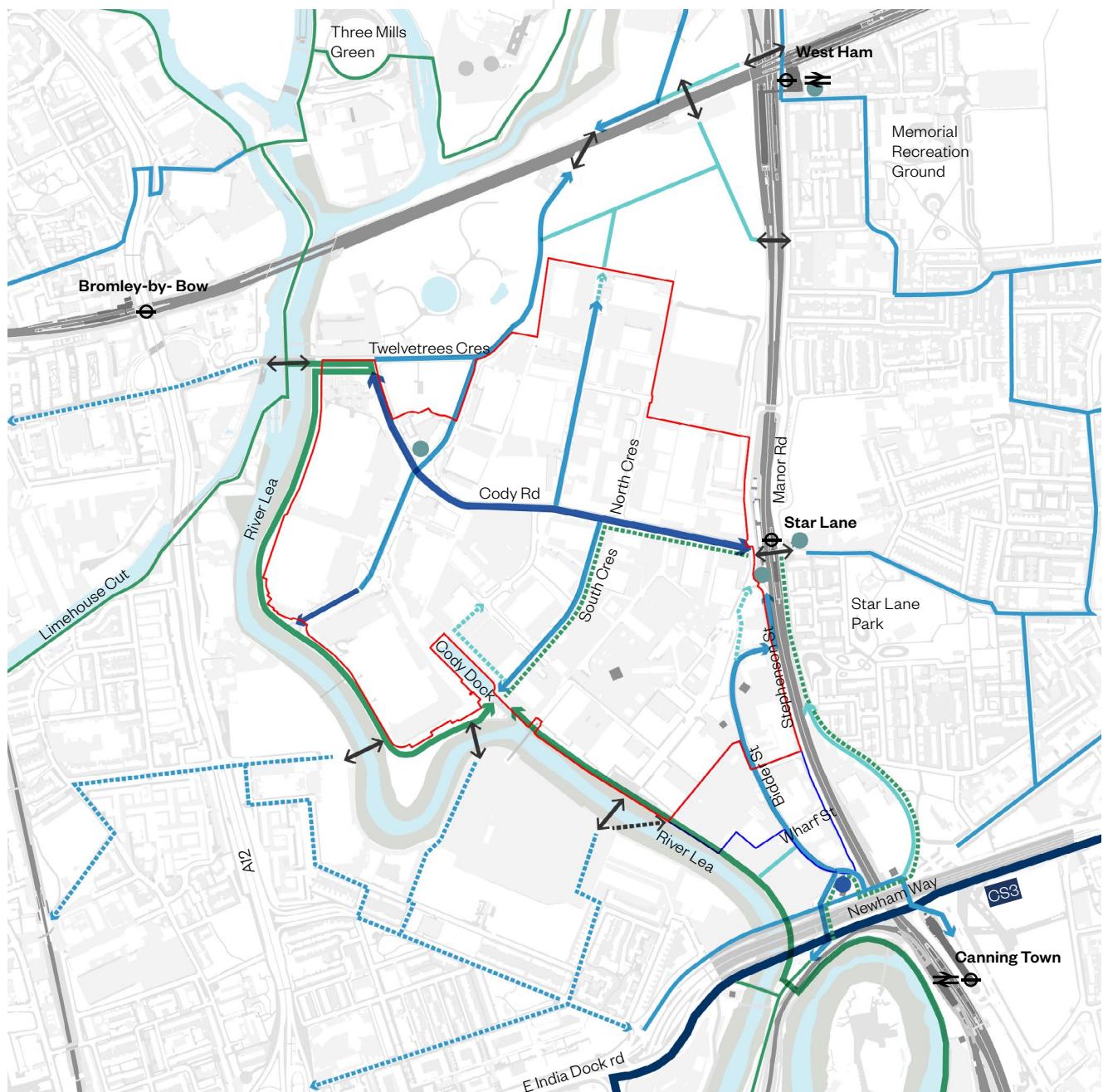
Key

- On-street cycle route
- Segregated cycle route
- Cycle super highway
- Towpath / Leaway Path
- Active travel route proposed as part of planning application
- Potential active travel link unlocked by development
- Interim Leaway route
- Onward active travel route (within LB Tower Hamlets)
- Existing on street cycle parking
- Proposed on street cycle parking
- ↔ Rail / river crossings
- ↔ River crossing option 2 (Mayer Parry bridge)
- LMUA
- SIL



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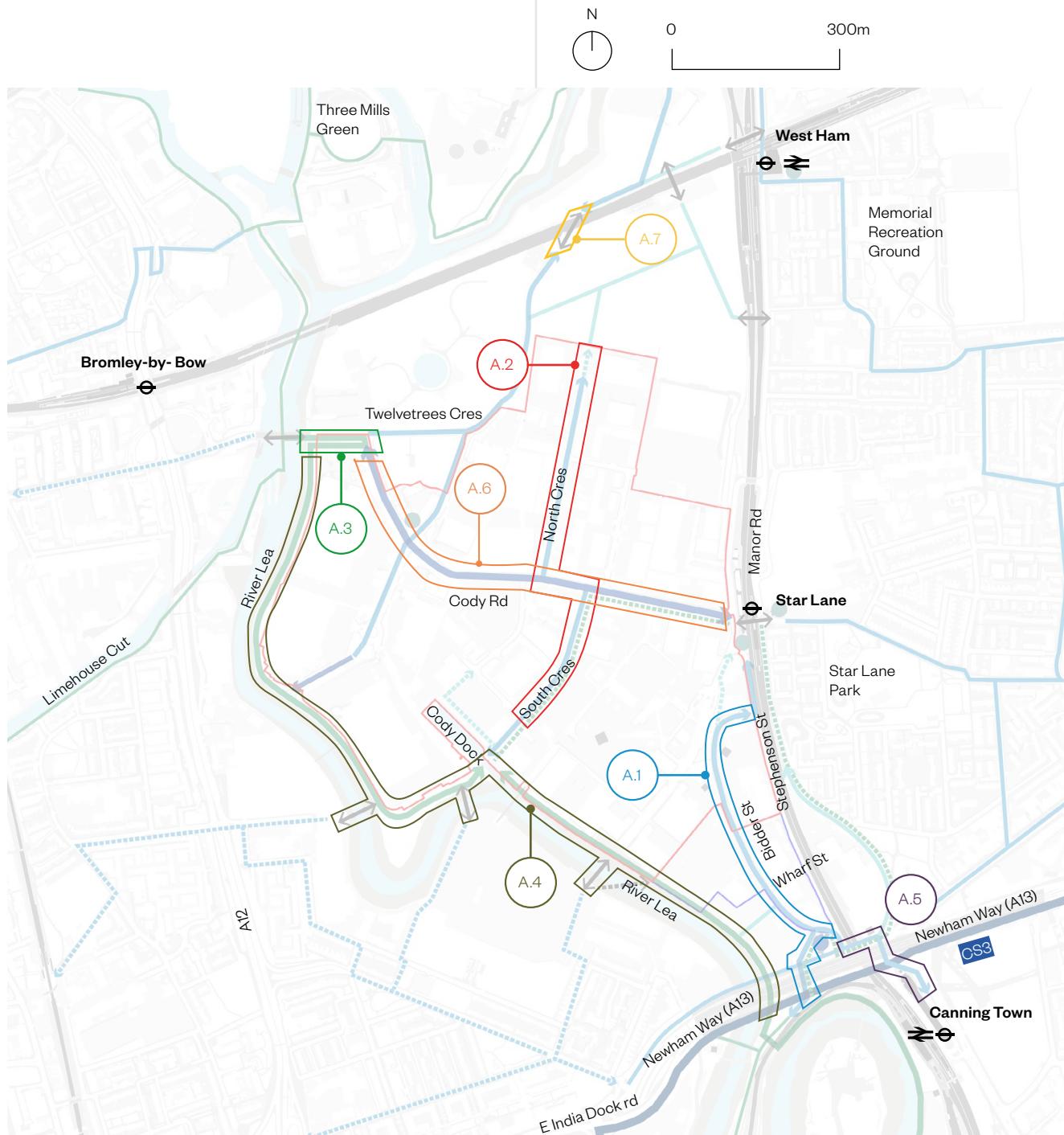


Active travel

Key projects

- A.1 – Bidder Street active travel route and improvements to Wharfside Road underpass
- A.2 – Twelvetrees Park to Cody Dock cycle route
- A.3 – Improvement to Twelvetrees Crescent ramp and connection into the Leaway Path
- A.4 – Unlocking the Leaway Path and delivery of Lower Lea Valley bridges

- A.5 – Improvements to cycle connection into CS3 and to the walking environment at A13 underpass crossings
- A.6 – Cody Road segregated cycle track
- A.7 – Crows Road underpass

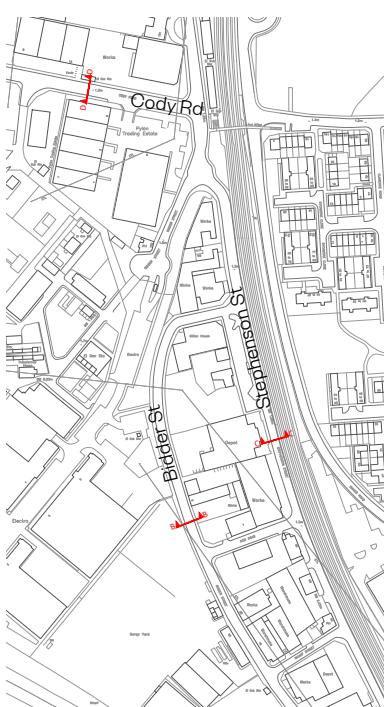


Active travel

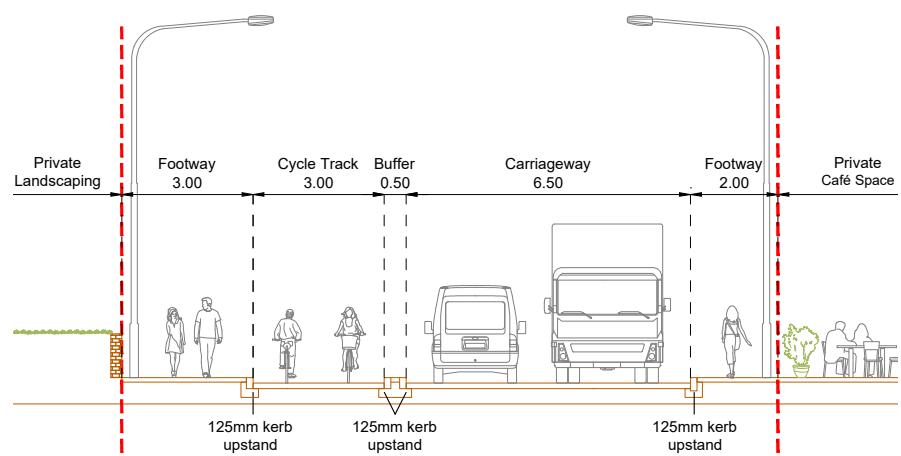
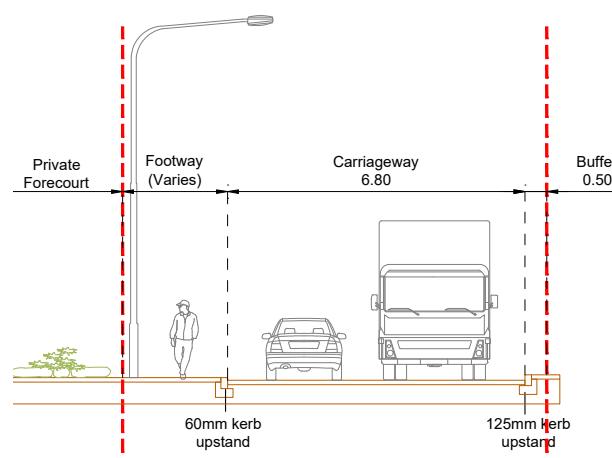
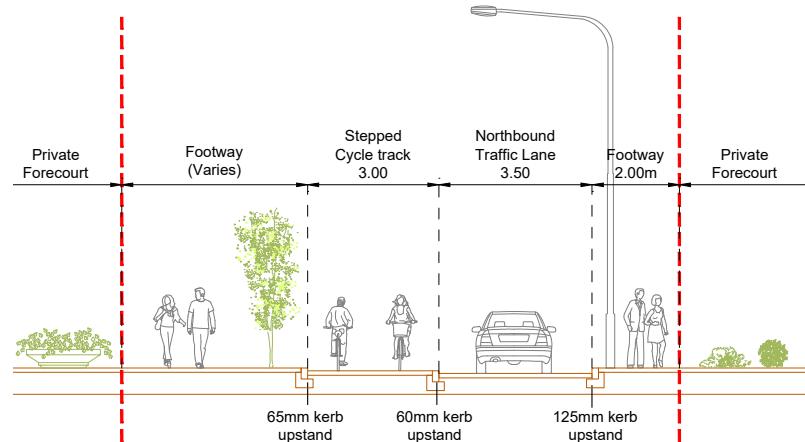
Key projects

Bidder Street will need to operate one way for traffic to make space for an active travel corridor. A modal filter can prevent freight access to the southern end of the street, where new residential developments are proposed. To enable this, Stephenson Street will operate two ways and become the main servicing route. As a consequence, existing car parking would have to be reprovided on plot to accommodate the wider carriageway.

Cody Road could accommodate a two way cycle track providing that on-street car park is reprovided either in consolidated location or within plot boundaries.



Key plan



Note: street sections are indicative. A detailed study would need to be carried out to understand feasibility of the proposals.

Public realm

Public realm

Key findings



What We Learned

Challenges

- The area significantly lacks in good quality public realm spaces. There are a few pockets of existing public realm along wharfside road and some along the Leaway Path, but they lack quality and are not overlooked
- There are a lack of F&B options and active frontages across the site
- Blank façades and fences along the industrial units detriment the quality of the streetscape
- Local cafes and restaurants have poor street frontages that create a sense of enclosure
- Wayfinding across the area is lacking and could be improved to create a more consistent identity for the area
- The sense of arrival at Star Lane station is poor and compromised by dominant vehicular traffic

Strengths

- The riverfront is a key asset that should be utilised to offer an improved public realm
- Cody Dock currently offers the key public realm and amenity space across the whole estate, with garden areas, spaces to sit and two cafes
- There is a programme of art installations curated by The Line (The Line art trail) which brings quality, interest and community activation along the Leaway Path. Further interventions have been explored within the industrial estate, including wayfinding and artwork on fences
- Future developments at Crown Wharf, Bromley-by-Bow Gasworks and Twelvetrees Park will deliver additional public spaces of high quality in the area. The council can work with developers to ensure section 106 contributions are captured locally



What We Heard

Engaging with local businesses

- The streetscape in areas around Bidder Street and Stephenson street are perceived as particularly poor in quality
- Businesses report a lack of spaces to rest, dwell and eat
- The entry point to the site are perceived as intimidating and unwelcoming. This is in contrast with their need to operate in a safe and welcoming environment for visitors and clients
- Night time safety is an issue, with a lack of lighting and night-time activity to overlook the streets
- There is a lack of infrastructure to support night time activity, such as bins.



Artwork installations along the Leaway Path curated by The Line, as part of The Line public art trail connecting Queen Elizabeth Olympic Park and the O2



Cody Dock currently offers one of the few open and accessible seating and dwelling spaces within the area, with picnic tables, green spaces, a cafe and public toilets



The arrival at Star Lane station feels dominated by vehicles and the quality of plot edges is poor



The public realm along Wharfside Road could be enhanced with interventions on blank walls and improved lighting



Wayfinding installations as part of The Line public art trail



The frontages of active uses along Cody Road could be enhanced and opened up to increase the attractiveness, activation and surveillance of the road

Public realm

Spatial strategy

Strategy objectives

Interventions should enhance the setting of active uses, increasing overlooking and activation of the streets. They should provide areas for workers to eat and rest during the workday, as well as a welcoming public realm and environment for future residents and visitors. Opportunity for public art and community activation should be encouraged, for example along plot fences or blank façades.

Spatial moves

Threshold spaces

Key spaces for improvement of public realm, which include resurfacing, provision of seating and lighting, greening. These include the area around Star Lane station, Wharfside Road underpass, Cody Dock, and areas along the Leaway Path.

Active yards

Shared businesses' yards could be spaces offering areas to seat and rest. The council could collaborate with landowners and businesses to test improvements.

Improvements to blank walls and fences

Blank walls and fences across the site offer an opportunity for creative interventions, such as wayfinding and wall art, but also for implementing community activation projects.

Spill out spaces

The setting of active uses, particularly along Cody Road, can be significantly improved to create more accessible and open spill out spaces.

Enhanced/new wayfinding

A comprehensive wayfinding strategy could be implemented to facilitate movement across the site. Wayfinding interventions could include work on walls and the provision of notice boards to sponsor local initiatives.



Clear separation between vehicular and pedestrian space through greening and well defined pedestrian crossing



A yard in Hackney Wick where street furniture provides opportunity to rest and socialise for people working and visiting



Improvements to businesses frontages and provision of spill out areas for businesses in Lockwood Way, London



Improvements to blank façades in Lockwood Way, London, brought characterful wayfinding and playfulness to the industrial estate

Public realm

Spatial strategy

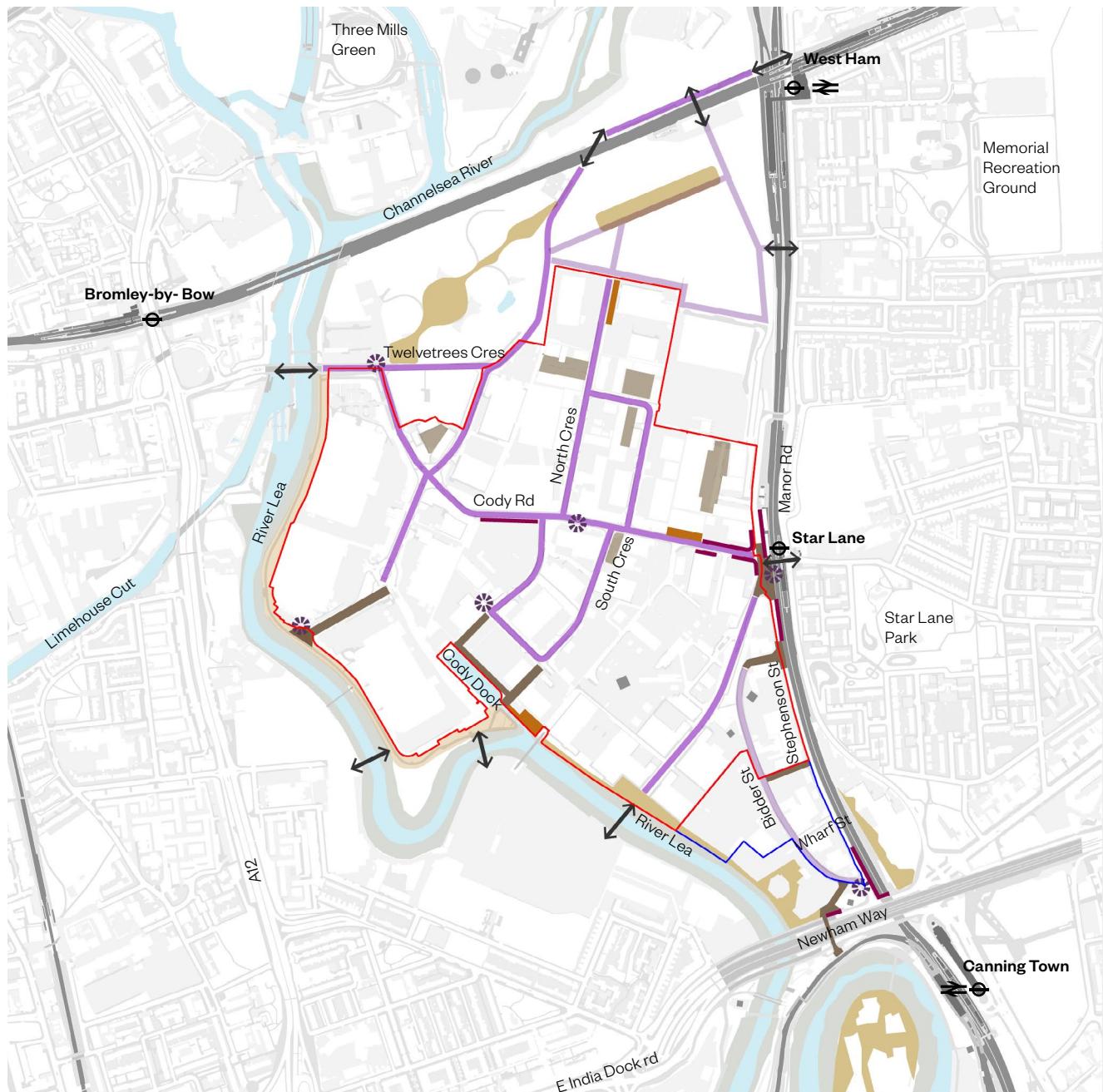
Key

- ✳ Enhanced/new wayfinding
- Improvements to blank walls or fences
- Mixed use streets
- Servicing streets
- Threshold spaces
- Active yards
- Spill out spaces
- Public spaces provided by future developments
- Leeway Path
- ↔ Rail / river crossings
- LMUA
- SIL



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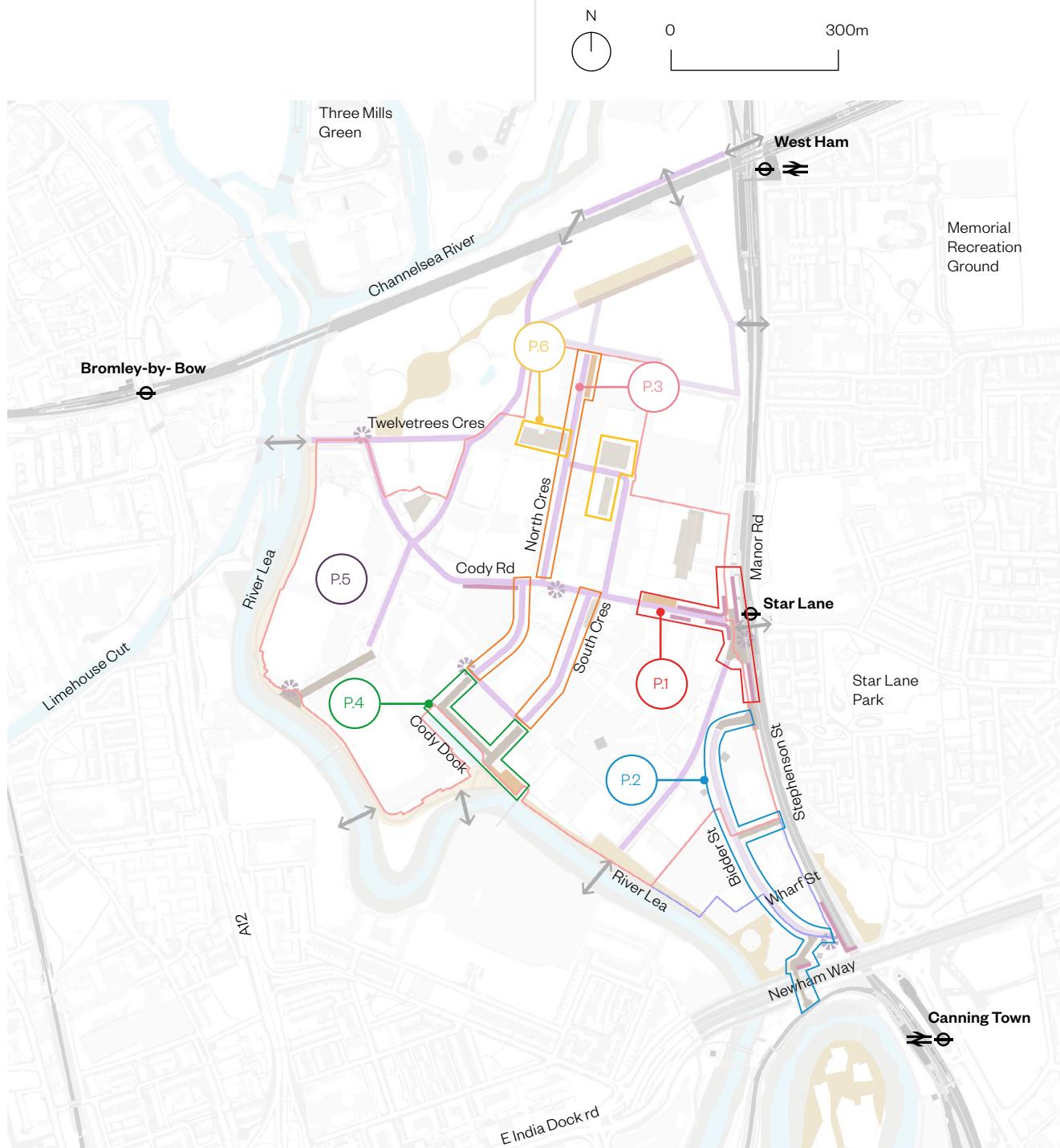
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Public realm

Key projects

- P.1 – Improve gateway at Star Lane
- P.2 – Public realm interventions along Bidder Street
- P.3 – Public realm interventions along North Cres and South Cres
- P.4 – Unlock public realm at Cody Dock
- P.5 – Site-wide wayfinding strategy
- P.6 – Active yards



Green infrastructure and climate resilience

Green infrastructure and climate

Key findings



What We Learned

Challenges

- Significant mature trees constitute important green corridors along Cody Road, North Crescent and South Crescent, however their quality is often compromised: in several areas they are interrupted, not well maintained or constrain pedestrian movement on pavements
- There is an overall lack of green amenity spaces where workers can dwell and rest
- Noise pollution and air quality are poor particularly around the area of Bidder Street and Stephenson Street, where there is heavy HGV movement and no greening
- The Bromley-by-Bow Gasworks Memorial Gardens are protected in the Local Plan as a Site of Importance for Nature Conservation (SINC), however their setting and accessibility could be significantly improved to make them more accessible and celebrated within the site
- The site has proximity to surrounding green spaces such as Star Lane Park or the Bow Creek Ecology Park, however access is constrained by poor quality of connections

Strengths

- The quality of the existing green corridors could be enhanced and extended
- The riverfront offers a significant green and biodiversity area
- Cody Dock currently offers the main accessible green amenity space across the site and acts as a catalyst for green initiatives and habitat conservation
- Further provision of green areas is offered by future developments such as Bromley-by-Bow Gasworks and Twelvetrees Park, which will provide green amenity and biodiversity areas as part of their masterplans. Connectivity with these areas should be improved



What We Heard

Engaging with local businesses

- There are several green initiatives ongoing in the area, looking at improving local green spaces and habitats. Cody Dock is working with some local businesses to improve biodiversity on their sites and support them with adapting their lighting so that it doesn't affect the local wildlife
- Businesses such as NHS, DPD and Bywaters are interested in building on this to deliver wider biodiversity projects
- The lack of green space is perceived by local businesses as a weakness. Many expressed that the utilisation of local green space should be improved to support the wellbeing of staff
- Some businesses recognise the importance of growing their environmental targets
- There is an interest in implementing practices to maintain and grow spaces for wildlife, for example creating nesting boxes and animal food boxes
- The greenery present on site is perceived as a strength, as well as the proximity to the river, but the utilisation and quality of green areas needs to be improved
- Upcoming developments may require BNG offsets that could be used locally



The Bromley-by-Bow Gasworks Memorial Gardens are a quiet green space of good quality. They are poorly visible from Twelvetrees Crescent and their accessibility could be enhanced



Areas along the Leaway Path which are dedicated with biodiversity conservation and protection



Cody Road is partly framed by significant mature trees. The quality of these green corridors could be improved and the greening extended to the whole length of the road



Union, local coffee-roasting business, collaborated with Cody Dock in the transformation of Bird Park into a wildlife area. The space is currently not accessible



The quality of the green corridor along South crescent can be improved to define more consistent plot edges



Cody Dock plays a key role for biodiversity and wildlife protection within the area

Green infrastructure and climate resilience

Spatial strategy

Strategy objectives

The spatial strategy looks at improving access to green space for people working and living in the area, whilst preserving and enhancing local wildlife and biodiversity. Interventions should provide shading and cooling to key pedestrian and cycle routes, supporting active travel from residential and industrial areas to the River Lea. Maximising the tree cover also will improve air quality and mitigate against noise pollution. To achieve this, it will be key to work with local landowners and institutions such as Cody Dock, and to coordinate BNG contributions from local developments.

Spatial moves

Green corridors

These are major green routes due to presence of significant mature trees. They act as key movement corridor through the site and they will act as green buffers to mitigate noise pollution generated by vehicle movement. They play an important role in increasing biodiversity, shading and cooling and improving air quality.

Cooling routes

These will support active travel connectivity to/from the stations, residential developments and the River Lea. They will provide street trees and where possible further greening such as SuDs. Material specification should seek to enhance albedo to support temperature reduction.

Amenity spaces

These are easily accessible, green spaces which can be used by people living and working locally to dwell and rest

Biodiversity and wildlife spaces

These are areas which focus on enhancement and preservation of biodiversity and wildlife habitat. Access to people should be restricted or controlled.

Green buffers

Areas of greening to buffer between industrial and residential areas.



Green corridors where mature trees provide a pleasant and shaded environment, whilst mitigating the noise and impact of traffic



Greening of streets with planters and integrated street furniture. A quality that can be expanded through other parts of the site



Amenity spaces will provide accessible green areas for residents, visitors and workers



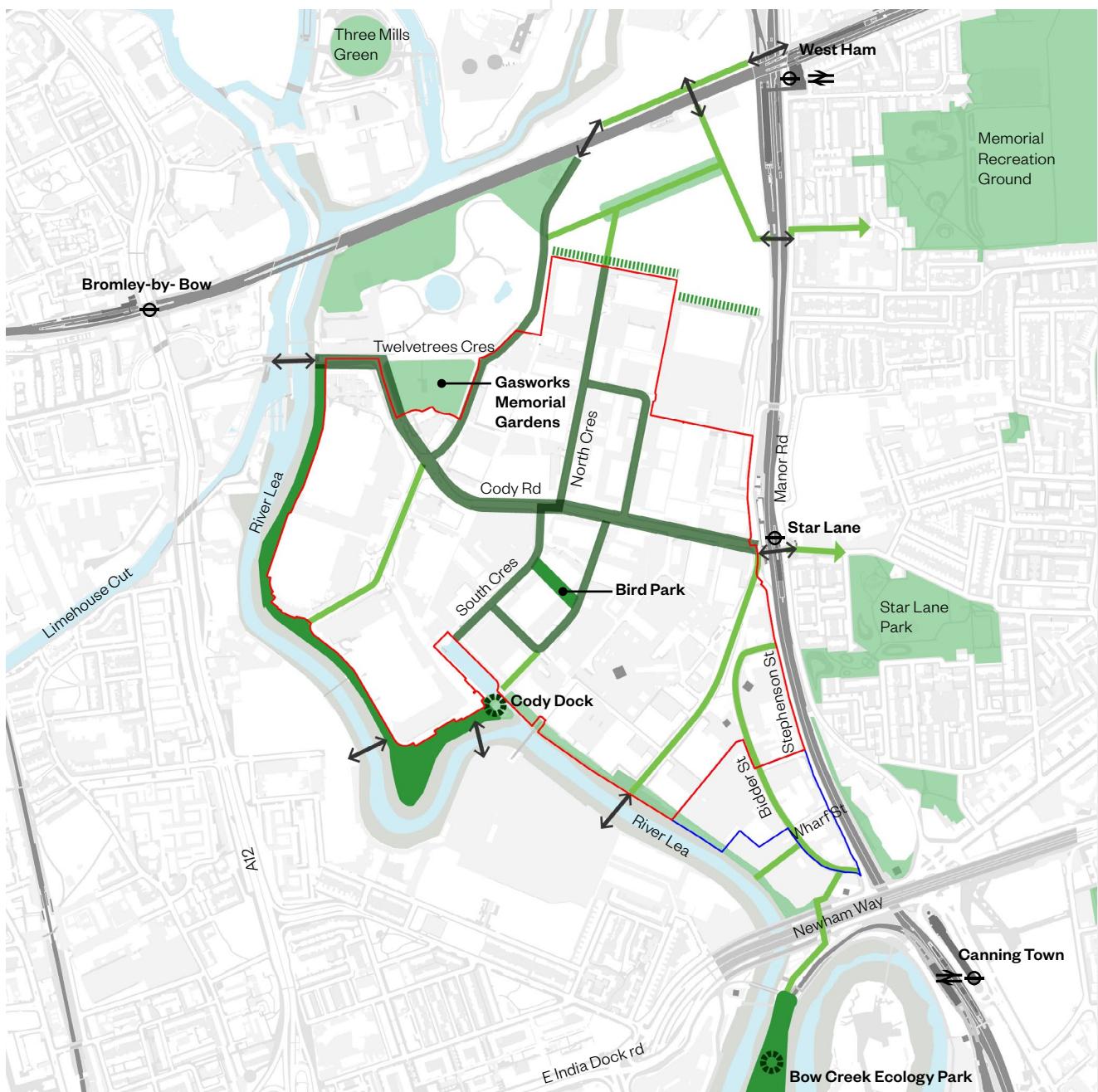
Biodiversity and wildlife spaces for habitat conservation

Green infrastructure and climate

Spatial strategy

Key

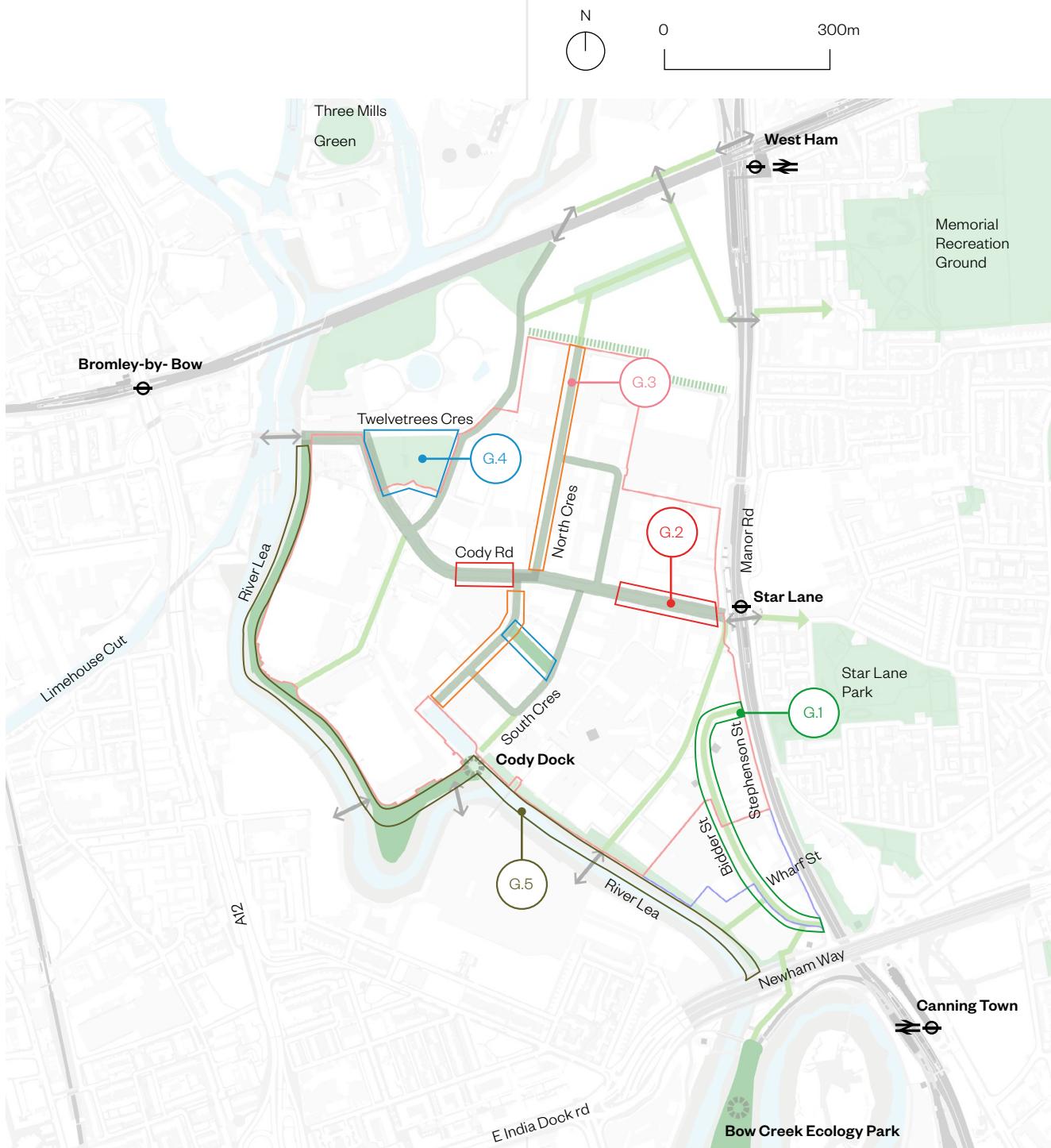
- Amenity spaces
- Biodiversity and wildlife spaces
- Cool routes
- Primary green corridor
- Secondary green corridor
- Green buffers
- Biodiversity hub
- ↔ Rail / river crossings
- LMUA
- SIL



Green infrastructure and climate

Key projects

- G.1 – Greening Bidder Street
- G.2 – Restore green corridor along Cody Road
- G.3 – Enhance and improve quality of green corridor along North Crescent
- G.4 – Improve access to local green spaces
- G.5 – Enhance wildlife and habitats along the river bank, exploring the potential for reed-beds and other aquatic habitats



Circularity

Circularity

Key findings



What We Learned

Challenges

- Despite ongoing circular initiatives already present in the area, a lack of communication and networking between organisations constrains further opportunities
- There is a lack of suitable infrastructure to make reuse and sharing easy, such as space for storage, space for re-manufacturing, initial investment for sharing schemes
- More generally, there isn't a market for reuse at the moment - for example no demand for recycled materials

Strengths

- There is a wealth of circular economy activity within the industrial area, as multiple businesses are already enabling recycling, material reclamation and reuse. This includes Reskinned and LMB carrying out textile recycling, EMR supplying reclaimed steel sections, Haircycling (based at UEL) recycling hair from salons in east London, and others
- Some ongoing, smaller scale reuse activity is taking place: surplus pallets and wood being donated to Cody Dock, for example
- There are potential synergies that could be mapped out and exploited to enable circular processes
- Newham strongly supports the implementation of circular economy practice and identified an opportunity to provide a circular construction hub within the borough. There is an opportunity to explore whether this could be provided on site, given the potential development taking place on the site, and the presence of existing waste handling sites
- Opportunity to create Lower Lea Valley gateway to circular economy activities in the Royal Docks Opportunity Area



What We Heard

Engaging with local businesses

- Businesses are keen to get involved into sharing processes that could benefit them and support cooperation and networks
- For businesses it is critical that initiatives around circularity are easy to embed and financially viable
- Businesses also highlighted that there is often an initial cost associated with identifying an opportunity and making it happen and risk associated with testing new models of sharing
- Convening businesses and exploring how circularity and materials exchanges might be viable under existing and possible new business models is critical to establishing trust between businesses and to ensure circular initiatives are actually implemented
- Businesses discussed opportunities for reusing some of the waste produced on site, for example construction materials, single use PPE, pallets and food and coffee waste
- Sharing existing EV charging infrastructure was mentioned as a potential interim solution to the lack of EV charging points
- Businesses discussed implementing practices to share waste collection but would require initial investment



LMB textiles, located within Bidder Street, operates within textiles recycling and circularity



During the Waste and Materials Forum, local businesses and wider stakeholders discussed opportunities around implementing circularity practices within the Cody Road area



There are opportunities for food and coffee beans waste to be collected and reused on site to support local greening initiatives



Pulse Environmental is a waste facility located within a designated waste site at Cody Dock



Local waste such as pallets could be reused creatively on site to build street furniture for local amenity spaces, such as Bird Park



Bywaters are a waste management service. They expressed high interest in being involved in initiatives around water reuse and to support the green transition of the area. As other businesses on site, Bywaters installed solar arrays - this, together with the local interest in shared EV charging systems, offers the opportunity to explore the establishment of a community energy scheme

Circularity Opportunities

Objectives

The aim for the site is that it becomes a hub for, and enabler of, circular activity. This will mean that:

- Businesses on the site benefit from the economic advantages of sharing resources and reusing materials,
- Developments on the site (whether buildings or public realm, including greening) can benefit from using reclaimed or existing materials wherever possible, and
- Residents in the area benefit from increased circularity, for example reduced air pollution from fewer HGV movements and material transportation
- Residents and businesses benefit from shared energy infrastructure, including shared EV charging, the use of waste heat, and energy schemes driven by and accessible to the community.

Opportunities

Enabling opportunities for Newham to act to make circularity more feasible and accessible across the borough:

- **Reuse policy:** Explore planning incentives to require reuse on new construction projects (e.g. a minimum % of reused and/or recycled materials, beyond the GLA requirements), and provide pointers to reclamation approaches
- **Green leasing policies for council-owned property:** Facilitating space for circular business, through subsidised rents, partnerships and/or meanwhile use spaces
- **Matchmaking affordable space:** Establish a matchmaking service to link circular businesses with more affordable, unused spaces
- **Waste sharing community:** Facilitate a community of businesses in the SIL to map waste streams on site, and resources being used, in more detail and facilitate ongoing exchanges of waste & resources
- **Skills & training for reuse:** facilitate funding for waste reduction, reuse and recycling skills development in the SIL, that is tailored to specific waste streams (e.g. textiles)
- **Energy & Waste Heat Strategy:** Develop and implement a strategy to utilise waste heat from industrial businesses (including existing and proposed data centres) and enable energy to be shared locally.



CAMA Asset Store: part of an existing logistics business enabling reuse and storage.

CAMA was initially a family business focused on logistics and storage, based in Park Royal in West London. CAMA Asset Store was subsequently set up to work primarily with the film and theatre production industries, where there was a need to reuse set materials to minimise the cost of creating new ones, but the cost and complexity of storing those materials was prohibitively expensive. CAMA Asset Store addresses this issue by providing secure, affordable and easily accessible storage for production materials; it is supported by a digital system that allows those using the service to easily manage their assets.



Kalundborg Eco-Industrial Park: a network for resource sharing, initiated and run by businesses

Kalundborg Eco-Industrial Park is an industrial symbiosis network in Kalundborg (Denmark) which emerged organically from an industrial cluster, originating from the development of a power station in 1959.

The network was not facilitated or funded by a public body, but arose from collaboration between businesses in the cluster around the power station. Individuals recognised the possible benefits to their businesses of sharing resources and utilising other business' by-products. Surplus heat from the power plant is used to heat homes, sludge from a fish farm is used as fertilizer, and steam from the power plant is used in an enzyme manufacturing plant, among other resources shared.

It is recognised that one of the key factors in the park's success has been a high level of trust between the actors involved.

Circularity

Opportunities (cont.)

Specific opportunities for sharing, reuse and recycling of resources in the area:

- **Reuse/recycling of PPE:** multiple businesses mentioned using and disposing of personal protective equipment (PPE), and textile recycling businesses on site (LMB, Reskinned, LaundRe) could explore approaches to repurposing those materials.
- **Food waste & coffee bean collection for composting:** food producers on site (and other businesses who have useful organic waste) could have waste food locally collected to be used as compost for the local green corridor development & Cody Dock.
- **Shared EV charging scheme:** participants talked about a desire to use electric vehicles (EVs), but a barrier is the investment required for charging points. A shared charging scheme could be implemented in the short term, although existing grid capacity may present a challenge.
- **Pallet reuse & alternatives:** many of the logistics-focused businesses talked about reusing pallets, or exploring design alternatives to traditional pallets (including alternatives to plastic wrapping). This could be explored through a design competition.
- **Construction waste reused for new building:** EMR, Powerday and others handle construction waste, which could be used for new construction in the SIL and Newham (and incentivised by LBN) given its locality.

Immediate next steps

1. Convening businesses in the area to test the desire for an ongoing sharing forum

A key next step to enable local and specific opportunities – LBN should set up a set of initial engagement activities, ensuring they capture all the businesses in the area, to understand possible opportunities for economically viable sharing of materials. Early opportunities for sharing – such as the composting, and shared EV charging, could be tested here – businesses at the delivery forum emphasised the need to start with and workshop some initial ideas.

2. Work with existing waste companies, including Powerday, to explore new circular initiatives

LBN should set up a conversation with Powerday and others handling construction waste in the area to

explore the feasibility of reuse (as reuse targets will only be effective if the targets are achievable). This conversation should explore:

- What waste could be collected,
- What might realistically be reused (given duty of care requirements)
- What other infrastructure might be needed to enable reuse.

This conversation should also include representatives from LBN's climate action team working on the Circular Economy Construction Hub project, and other construction reuse initiatives such as the Enfield Excess Materials Exchange.

3. Facilitate space for re-use

The cost of space is a significant barrier to reuse and recycling, but the feasibility of providing affordable space was not explored in the forum. LBN should carry out a brief study to identify whether (and where) there are any suitable spaces for reuse projects: either the specific reuse opportunities identified in the forum, or ongoing reuse initiatives.



The Wolverhampton Reuse Hub: a local-authority funded service for construction material reuse

The Wolverhampton Reuse Hub is a physical space and service that collects surplus materials from construction sites, and re-sells these at low cost to the local community and tradespeople. The idea for the Hub was identified as an opportunity in the WMCA's Circular Economy Routemap, which highlighted construction logistics as a key opportunity sector for circularity in the region.

The Reuse Hub is based on similar models found elsewhere in the UK and Europe. It received initial funding from the combined authority, and was set up adjacent to an existing wood recycling centre; it is intended to become a self-sustaining business over time. It is strategically located close to an area where significant regeneration is taking place, so agreements have been made with the contractors working on those projects to distribute any surplus materials to the Hub. A longer-term (and more challenging) goal is to incentivise contractors to utilise materials from the Hub.

05

Delivery Plan



Making it happen

Phasing and next steps

The delivery plan establishes short, medium and long term actions steps to deliver projects and priorities for the Canning Town Enterprise Hub.

The plan keeps together both the spatial interventions identified through the site strategies, and the 'non-physical' interventions aimed at consolidating networks between businesses and partners and move towards a greener economy for the area.

The delivery plan is structured around the five overarching vision objectives, setting the

key steps to achieve them. Within the delivery plan tables in the following pages, each intervention has a reference code to the relative spatial strategy project (if applicable).

Below is an summary of the key steps that the council will have to undertake to consolidate opportunities for development, infrastructure and networks.

Short

Medium

Long

Infrastructure

Secure funding streams for priority projects and carry out feasibility studies including costings, engaging with businesses

Deliver priority projects and develop briefs for additional projects

Keep reviewing the requirements for additional infrastructure based on site intensification and future growth

Development

Establish internal governance procedures, engage with leaseholders and occupiers and refine development delivery strategy

Develop development briefs with weights in planning terms
Market testing with potential development partners/purchasers

Sale of sites and development partnership moving forward

Networks

Develop a plan for continuous engagement with businesses and key partners and carry out quarterly engagement

Establish climate agreements with key businesses

Establish a formal businesses network such as a BID and establish a digital platform to enable sharing and reuse

Continuous engagement with businesses and key partners

Growing the role of the area as a hub for green innovation and inclusive employment opportunities

Projects	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
S2, M7, L1, L3 Test pilot sites for industrial intensification, within LBN freehold (Refer to map at p. 32)	<p>Refine and agree site delivery strategy, identifying sites for disposal, lease or development. Present strategy to necessary governance forums</p> <p>Engage with leaseholders and occupiers to understand future plans</p> <p>Market testing with potential purchasers/development partners</p>	<p>Market testing with potential purchasers/development partners</p> <p>Produce development briefs with appropriate weight in planning terms to help mitigate reduction in council control after sale</p>	Developers to deliver schemes
Establish a formalised network of local businesses to capture investment, attract further businesses and diversify sectors	Building on the Businesses Forums, develop an engagement plan with businesses and establish appropriate ways for on-going communication for priority projects such as Bidder Street improvements, EV charging schemes and climate agreements	Establish a formal platform between businesses such as a Business Improvement District	
Provide for improved site-wide EV charging infrastructure	<p>Establish potential for interim shared EV charging scheme through collaboration with businesses and potential incentives for EV charging points providers</p> <p>Engage with District Network to establish grid capacity and limitations of delivering new EV charging points across the site</p>	<p>Deliver interim shared EV charging scheme</p> <p>Develop site-wide EV charging strategy and establish funding sources</p>	Deliver improved site-wide EV charging infrastructure

05. Delivery Plan

Projects	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
Climate agreements with anchor businesses and institutions	Further explore appetite for climate agreements with local businesses and anchor institutions	Develop objectives and terms of climate agreements and test appetite with major businesses across the site	Sign off and implement agreements
Coordinate with developers of emerging development sites	Coordinate with developers on ground floor uses, community infrastructure and training hubs that compliment industrial area uses and objectives of this strategy		
Support the growth of sustainable logistics by improved active travel network Refer to Active Travel projects (A) and Vehicular Movement projects (V)			

Improving infrastructure to support sustainable and active travel for local businesses and residents

Projects (refer to map at p. 38 and p. 44)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
V1. Stephenson Street two ways working, becoming key freight access route	Funding through upcoming development to be coordinated with planning, highways and CWB teams	Engage with local businesses to test measures and ensure their access requirements are met	Phased delivery of improvements
V.2/A.1. Bidder Street active travel route and improvements to Wharfside Road underpass	Undertake feasibility studies including parking study to test impact on car parking provision Engage with local businesses and developers to ensure access requirements are met	Detailed design	
V3. Twelvetrees Crescent highway adoption and additional gateway into site	Establish detailed strategy for controlling traffic through to Cody Road upon adoption Phased adoption of highways from Twelvetrees Bridge to Cody Road		
A.6 Cody Road segregated cycle track	Adoption of highway from Twelvetrees Crescent to Cody Road Establish funding routes with consideration of funding through upcoming development, to be coordinated with planning, highways and CWB teams	Commission feasibility study to test feasibility of cycle track including car parking study to test impact on car parking provision along Cody Road Engage with local businesses to test scheme	Detailed design and delivery
A.3 Improvement to Twelvetrees Crescent ramp and connection into Leaway Path		Commission feasibility study	Deliver ramp improvements

05. Delivery Plan

Projects (refer to map at p. 38 and p. 44)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
A.5 Improvements to cycle connection into CS3 and to walking environment at A13 underpass crossings	<p>Establish funding routes with consideration of funding through upcoming development</p> <p>Undertake feasibility study</p>	Detailed design and delivery	
A.2 Twelvetrees Park to Cody Dock cycle route (Note: project could be coordinated with project G.3)	<p>Establish funding routes with consideration of funding through upcoming development</p> <p>Engage with landowners of plot at the northern end of North Crescent to explore feasibility of opening Public Right of Way through their site</p>	<p>Commission feasibility study for design of route</p> <p>Detailed design and delivery</p>	
A.4 Unlocking Leaway Path and deliver LLV bridges	Engage with landowners and developers to coordinate phasing and delivery of river walkway	<p>Construction of Crown Wharf development and Data Centre</p> <p>Unlock Leaway Path towards Canning Town station</p>	Delivery LLV bridges
A.7 Crows Road underpass	Establish funding routes with consideration of funding through upcoming development	<p>Engage with developers to coordinate between design development of underpass and new neighbourhoods</p> <p>Commission feasibility study</p>	Detailed design and delivery

Create an inclusive public realm that supports healthy lives and enhances local uses

Projects (refer to map at p. 51)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
<p>P.1 Improve gateway at Star Lane (includes resurfacing and widening pedestrian space around station, improved crossings and lighting, improvements to fences and blank walls, spill out areas and improvements to frontages along Cody Road)</p>	<p>Engage with landowners and businesses along Cody Road to discuss active frontages improvements and reconfiguration of spill out areas, and establish programme of incentives with support of with support of contributions from local development</p> <p>Work with The Line and other stakeholders to explore potential public art commissions on fences and blank walls around Star Lane</p>	<p>Commission study for frontages/spill out areas and deliver improvements</p> <p>Establish funding routes for public realm improvements at Star Lane station with consideration of funding through upcoming development, and commission feasibility study</p>	<p>Deliver public realm improvements around Star Lane station</p>
<p>P.2 Public realm interventions along Bidder Street (includes resurfacing, lighting, seating and provision of bins along Bidder Street, Ives Road and Wharf Street and Wharfside Road underpass; blank walls improvements (potential for artwork) particularly at Wharfside Road and underpass)</p> <p>Note: project to be coordinated with project A.1</p>	<p>Establish funding routes with consideration of funding through upcoming development</p> <p>Undertake feasibility study for public realm improvements in coordination with active travel proposals</p> <p>Engage with developers of pipeline sites along Bidder Street to coordinate design proposals</p> <p>Work with The Line and other stakeholders to explore potential public art commissions on fences and blank walls at Wharfside Road</p>	<p>Engage with local businesses and residents</p> <p>Detailed design and delivery</p>	

05. Delivery Plan

Projects (refer to map at p. 51)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
<p>P.3 Public realm interventions along North Crescent and South Crescent (surfacing improvements to support pedestrian movement, and explore opportunities for SuDs and greening)</p> <p>Note: can be coordinated with project A.2</p>	<p>Establish funding routes with consideration of funding through upcoming development</p>	<p>Commission feasibility study</p> <p>Engage with local businesses and residents</p>	<p>Detailed design and delivery</p>
<p>P.4 Unlock public realm at Cody Dock (improvements to surfacing and lighting to unlock pedestrian link around identified development site)</p>	<p>Work with partners and LBN Property team to confirm delivery route for redevelopment of site at 11c South Crescent</p>	<p>Work with Cody Dock and with future developer on requirements for public realm and unlocked active travel route across the site</p>	<p>Deliver public realm (alongside development)</p>
<p>P.5 Site-wide wayfinding strategy</p>	<p>Rationalise existing signposts and minor amendments to wayfinding, as quick interim win</p>	<p>Establish funding route and scope out/commission site-wide wayfinding strategy including improvements to accesses to green spaces</p>	<p>Deliver wayfinding project</p>
<p>P.6 Active yards (improvements to yards including street furniture/seating areas, bike racks, greening)</p>		<p>Engage with businesses and landowners to explore opportunities for improved yard spaces, and establish programme of incentives</p>	<p>Work with local partners to deliver improvements taking into account circular processes (reuse of pallets, food waste for compost, etc)</p>
<p>Parallel projects delivered by third parties</p>		<p>Delivery of new public realm within Crown Wharf development and Twelvetrees Park phase 1</p>	<p>Delivery of new public realm within Twelvetrees Park phase 2 and Bromley-by-Bow Gasholders development</p>

Restoring spaces for nature that are a part of the everyday experience of living and working in the area

Projects (refer to map at p. 57)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
G.1 Greening Bidder Street (Deliver street trees and SuDs) Note: to be developed in coordination with active travel and public realm projects A.1 and P.2	<p>Establish funding routes with consideration of funding through upcoming development</p> <p>Undertake feasibility study for greening improvements in coordination with active travel and public realm proposals. Establish whether street greening is deliverable within adopted highway boundary or if delivery through individual sites is necessary</p> <p>Engage with developers of pipeline sites along Bidder Street to coordinate design proposals</p>	<p>Engage with local businesses and residents</p> <p>Detailed design and delivery</p>	
G.2 Restore green corridor along Cody Road (Provide streets trees and greening along Cody Road where the green corridor is interrupted - particularly around Star Lane station) Note: to be coordinated with public realm and active travel projects P.1 and A.6	Engage with landowners and businesses along Cody Road to discuss active frontages improvements and reconfiguration of spill out areas (P.1), including greening the plot boundaries	Commission study and deliver frontages improvements (P.1), to be coordinated with delivery of street greening and potential cycle track along Cody Road (A.6)	

05. Delivery Plan

Projects (refer to map at p. 57)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
<p>G.3 Enhance and improve quality of green corridor along North Crescent (Note: project could be coordinated with project A.2)</p>	<p>Establish funding routes with consideration of BNG contributions from future developments and carbon offset fund</p>	<p>Commission study for improvements of green edges and explore further potential for SuDs Deliver improvements</p>	
<p>G.4 Improve access to local green spaces (Gasworks Memorial Gardens and Bird Park could benefit from enhanced wayfinding at accesses and reconfigured entry points to make them more accessible to all users)</p>	<p>Establish funding routes with consideration of BNG contributions from future developments and carbon offset fund Engage with Cody Dock for collaboration on Bird Park improvements Understand any special requirement and planning considerations for interventions on Gasworks Memorial Gardens (protected SINC) and engage with landowner to establish collaboration route</p>	<p>Deliver access improvements</p>	
<p>G.5 Enhance wildlife and habitats along the river bank, exploring the potential for reed-beds and other aquatic habitats</p>	<p>Work with Cody Dock to assess potential for further enhancements of river bank habitats and scope out potential studies Establish funding routes with consideration of BNG contributions from future developments and carbon offset fund</p>		

Kick starting an economy that avoids wasted resources and keeps materials at their highest value

Projects (refer to detail on p. 61-62)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
<p>Develop a comprehensive site-wide circularity strategy (Building on the work done through this Regeneration Framework and the Businesses Forums, to consolidate a coordinated and long term plan)</p>	<p>Establish funding sources (such as the carbon off-set fund) and scope out study</p>	<p>Commission plan which builds on the ongoing circularity initiatives to build a consolidated roadmap into action for circularity. This should include testing potential sites for a material reuse hubs and align with other strategic borough-wide initiatives, as well as act as a catalyst to capture future funding streams</p>	
<p>Facilitating specific opportunities for sharing, reuse and recycling of resources in the area (reuse/recycling of PPE, food and coffee waste collection for composting, pallet reuse)</p>	<p>Facilitate a Waste Sharing Forum for businesses in the SIL to map wastes occurring on site, and resources being used, in more detail and facilitate ongoing exchanges of waste and resources</p> <p>Test the appetite for a more formalised waste sharing forum with some proposals on functioning/arrangements</p>	<p>Establish a waste sharing digital platform to enable reuse across the site</p>	<p>Connect waste sharing platforms with those across Newham, London and more widely to enable sharing of resources across a wider area</p>
<p>Shared EV charging scheme (interim scheme before delivering more permanent solutions)</p>	<p>Establish funding and partnerships needed to set up the scheme, engage with businesses</p> <p>Consider potential incentives for EV charging points providers</p>	<p>Use shared EV scheme to test demand for a more permanent scheme and the infrastructure to support EV charging across the site</p>	

05. Delivery Plan

Projects (refer to detail on p. 61-62)	Short term (0-1 year)	Medium term (2-5 years)	Long term (5-10 years)
Enabling opportunities to make circularity more feasible and accessible across the borough (such as Reuse Policy, matchmaking space, discounted rents)	Cross-department council collaboration (Regeneration, Climate Action, Planning) to discuss measures, potential funding routes and appropriate timescales for implementation		
Construction waste reused for new buildings	Engage with Powerday and others handling construction waste to explore feasibility of reuse, involving LBN's teams working on the CECH project	Establish what will be built, what could be reclaimed and how those might match up, with potential support of Reuse Policy Identify space for physical reuse hub and carry out feasibility study	Deliver space for physical reuse hub
Explore potential low-rent spaces to enable reuse	Carry out a brief study to identify whether (and where) there are any suitable spaces for reuse projects: either the specific reuse opportunities identified in the Waste and Materials Forum, or ongoing reuse initiatives	Identify space for physical reuse hub and carry out feasibility study	Deliver space for physical reuse hub
Provide skills and training for reuse	Engage with developers and landowners of pipeline development sites and with Cody Dock to explore potential of delivering a space for a training/skills hub within their sites Establish funding routes with consideration of BNG contributions from future developments and carbon offset fund	Procure external team to deliver training programme, or understand if it is possible to deliver this internally via LBN Climate Action Team and collaboration with key external partners such as waste/recycling businesses or Cody Dock	

06

Next Steps



What to do next

Immediate actions

Immediate next steps for Newham to progress the regeneration framework towards delivery will be to:

Infrastructure

Confirm cross-council collaboration arrangements and responsibilities to lead on the different infrastructure projects identified

Confirm funding sources and rapidly commission feasibility studies to establish costs of the priority projects

Development

Engage with leaseholders and occupiers to understand future plans for their sites and refine development sites' delivery strategy

Networks

Rapidly develop a forward plan for engagement with businesses and partners establishing clear priorities and expected outcomes

Progress with quarterly engagement to build on the momentum of the Businesses Forums, establishing clear short term targets for delivery and making sure all businesses are involved

- a) Baseline assessment
- b) Trip generation
- c) Delivery projects schedule

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