

## **Newham Local Plan: Proposed additional / minor modifications for consultation**

The schedule below sets out proposed additional/minor modifications that the Council intends to make to the Plan on adoption. In accordance with the relevant legislation, additional / minor modifications may be made by the Local Planning Authority where they do not materially affect the Plan's policies.

The modifications are indicated as follows:

- ~~Strikethrough~~ (deleted text)
- **Bold underline** (new or amended text)

**Introduction, Vision and Objectives**

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM1	n/a	Part 1 p. 5	Mayor's Foreword	<p><b><u>Introduction</u></b>  <b><u>Mayor's Foreword</u></b>  <b><u>Foreword by Mayor of Newham</u></b></p> <p><b><u>Over the past 7 years, we've been working hard here at the Council to make Newham a borough that is inclusive and fairer for everyone, where the needs and wellbeing of residents are put first and where communities are supported to live healthy and sustainable lives.</u></b></p> <p><b><u>We have placed inclusive growth and community wealth building at the heart of our agenda to tackle poverty and inequality; and have emphasised the importance of enabling all of our residents to thrive.</u></b></p> <p><b><u>We celebrate the diversity of our people and the contributions they make so that they can get on in life and know that they are in neighbourhoods that are connected places to live within walking distance of all those life's necessities such as health centres, schools, vibrant high streets, lovely parks and green spaces and genuinely affordable homes. Also as we promote inclusive growth, we want our borough to be the place where our residents can access all manner of skill and training opportunities as part of our life-long learning ambitions so that our people can access secure and well paid jobs.</u></b></p> <p><b><u>We all know that the housing crisis facing so many Newham residents is growing day-by-day; and that the ongoing cost-of-living crisis compounds the economic fragility too many households face as they try to get by. It's not right that 52 per cent of our children are growing up in low income households, which is why we do all that we can to tackle poverty and inequality in all its forms. For instance, we know that health inequality impacts our communities disproportionately ways, and that's why as we work hard to improve people's well-being and health from early years to later life. We also face the local impact of global climate change which is why we are determined to address air pollution and build climate resilience as part of our Just Transition Climate Action plans.</u></b></p>

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				<p><u>Here in Newham, we are a young, diverse and growing population with the second youngest age profile of any borough in the capital: in our borough nine in ten people are under 65 years-old! With circa 371,000 people living in Newham, as at the last Census in 2021, we have one of the biggest populations in London and we'd be the 14th largest city in the UK if we had core city status. Nearly three quarters – or 72 per cent – of our residents are from Black, Asian and ethnically diverse communities, meaning that we literally have a connection to every part of the world and some 242 dialects and languages are spoken across all our vibrant neighbourhoods. Our ethnically and religiously diverse community is something we are rightly proud of as we celebrate our 60th year as a London borough in 2025.</u></p> <p><u>Newham is a place of rapid growth and investment, and is regionally significant for London future growth plans. There are high levels of transport connectivity across our borough, with Stratford the location of one of the most busy stations in the UK; and we have the highest number of new Elizabeth Line stations of any London borough, with five providing so much investment and growth potential for our high streets and town centres. We have growing appeal for visitors to come to the Queen Elizabeth Park and enjoy all the cultural, green space and sporting activities on offer and are an important destination for tourists and investors alike because of our data economy plans and innovation hubs like Here East and the majestic Royal Docks, which is London's only Enterprise Zone.</u></p> <p><u>Our Building a Fairer Newham[<a href="https://mgov.newham.gov.uk/documents/s158737/Addendum%209050_CORPORATE_PLAN_BOOKLET_v18.pdf">hyperlink</a>]</u></p> <p><u>[<a href="https://mgov.newham.gov.uk/documents/s158737/Addendum%209050_CORPORATE_PLAN_BOOKLET_v18.pdf">https://mgov.newham.gov.uk/documents/s158737/Addendum%209050 CORPORATE P LAN BOOKLET v18.pdf</a>] vision is all part of our plans to make Newham a place where are residents can lead healthy, happy and thriving lives. This Newham Local Plan plays a key part in delivering on our fairer Newham mission and outlines the important steps we are taking to improve and develop our borough's built environment so that we build a fairer, greener and more equal place for everyone through:</u></p> <ul style="list-style-type: none"> <li><u>• Delivering genuinely affordable housing our people can afford, including pushing private developers to build more housing our people actually need;</u></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<ul style="list-style-type: none"> <li>• <u>Tackling the Climate Emergency through a Just Transition to meet our 2030 carbon neutral and 2045 carbon zero plans;</u></li> <li>• <u>Improving the quality of the air that our children and residents breathe;</u></li> <li>• <u>Enabling more and more sustainable transport options so that our streets are people friendly for our children and young people, women and girls, parents / carers who are needing to push prams, our elderly and those with special educational needs or visual impairments or who use wheelchairs to get around;</u></li> <li>• <u>Building an inclusive economy to tackle poverty and inequality, and increase inward investment that leads to sustainable jobs;</u></li> <li>• <u>Ensuring our borough supports the potential of our young people, enabling them to thrive and succeed;</u></li> <li>• <u>Creating well-connected neighbourhoods with a premium on well-designed places that are safe and promote health and well-being through more green spaces;</u></li> <li>• <u>Respecting the diversity of our people and the richness of Newham as an inclusive community which respects all the ethnicities, cultures and faiths;</u></li> <li>• <u>A borough that is confident about its future and its people, future-proofing Newham for the impact data and technology will have on our lives.</u></li> </ul> <p><u>This document is the version of our new Local Plan for Newham that we intend to submit to the national Planning Inspector. It contains the vision, objectives, spatial strategy and planning policy framework which we consider will best address the challenges and make the most of opportunities which face Newham now, and in the future.</u></p> <p><u>Everything Newham Council does is designed to improve the lives of our residents and our communities and I am committed in ensuring that our borough’s new Local Plan delivers meaningful, inclusive and fairer benefits for all.</u></p> <p><u>Thank you.</u></p> <p><u>Rokhsana Fiaz OBE</u> <u>Mayor of Newham</u></p>

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				<p><del>Since 2018, the Council has worked hard to make Newham a borough where the needs and wellbeing of residents are put first and to develop a borough that is inclusive for everyone.</del></p> <p><del>The housing crisis was real for Newham residents long before the cost of living emergency. At the same time air pollution is worse in Newham than anywhere else in London. We also continue to have significant levels of poverty and inequality, with 52 per cent of children growing up in low income households. Alongside these challenges, Newham is becoming the place to work and invest. There are high levels of transport connectivity with Stratford the busiest station in the UK and home to the new Elizabeth Line. We are also home to innovation hubs like Here East and the Royal Docks, London's only Enterprise Zone. We also have a young, diverse and growing population: with 351,000 people living in Newham, we have one of the biggest populations in London and would be the 14th largest city in the country in terms of population. Nearly three quarters (72 per cent) of our residents are from Black, Asian and ethnically diverse communities. We also have the second youngest age profile of any borough in London, with over nine in ten aged under 65.</del></p> <p><del>It is vital these opportunities are used to address our challenges and create improvements for all our residents and create a place where everyone can deliver their potential. The Council's new corporate plan, Building a Fairer Newham, is our commitment to residents to do just that, against the backdrop of the wider challenges and uncertainty in the world around us. The Local Plan plays a key part in delivering these commitments. It outlines the important steps we are taking to improve and develop the built environment we live and work in, so that we build a fairer, greener and more equal borough.</del></p> <p><del>This document is the submission version of our new Local Plan for Newham. It contains the vision, objectives, spatial strategy and planning policy framework which we consider will best address the challenges and make the most of opportunities which face Newham now, and in the future.</del></p> <p><del>Everything we do as a council is designed to improve the lives of our residents; your view on this document is critical to ensuring the Local Plan delivers real benefits for all.</del></p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM2	n/a	Part 1 p. 6	Introduction i.4, i.6, i.7	<p>What is this document?</p> <p><del>i.4 This document is the submission version of our new Local Plan for Newham. It contains the vision, objectives, spatial strategy and planning policy framework which we consider will best address the challenges and make the most of opportunities which face Newham now and in the future.</del></p> <p><b>i.6</b> The <del>submission</del> Local Plan has been informed by the responses we received on our Issues and Options document<sup>[add footnote]</sup> [The Issues and Options Document set out Newham’s biggest challenges and opportunities and suggested ways these could be best addressed through planning policies. It is available here: <a href="https://www.newham.gov.uk/downloads/file/3831/local-plan-issues-and-options-october-2021">https://www.newham.gov.uk/downloads/file/3831/local-plan-issues-and-options-october-2021</a>], during the consultation held at the end of 2021, and on the draft Local Plan (Regulation 18), during the consultation held in January and February 2022, <b><u>and on the submission Local Plan, during the consultation held from July to September 2024.</u></b></p> <p><del>i.67</del> It has also been informed by evidence base documents which have been researching specific aspects of the Plan and emerging council and regional strategies and area-specific guidance – including for Stratford and the Royal Docks. The document also responds to national and regional planning policy. More detail on the Local Plan’s relationship to other plans is outlined below.</p> <p><del>i.7 This document is the version of the Local Plan the Council intends to submit to the Planning Inspectorate for independent examination. Comments are still very much welcome on the Plan, however they must focus on whether or not the Plan meets the tests of soundness and/or meets all the relevant legislative requirements. More information about the tests of soundness and legal compliance, how to frame your comments and residents’ and other stakeholders’ role in the examination in public is provided in the Regulation 19 Consultation Guidance document published alongside the Local Plan.</del>  <del>How to be part of the discussion</del>  <del>Comments are welcome on this document once formal consultation starts, following the Cabinet decision in June 2024. Responses at this stage should focus on whether or not the Plan meets the tests of soundness and/or all the relevant legislative requirements.</del>  <del>Consultation will commence on the 19th of July 2024 and end on the 6th of September 2024.</del></p>

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AM3	n/a	Part 1 p. 8	Introduction i.9	<p>Finally, <b><u>during the development of this Plan, planning powers in part of Newham transitioned from</u></b> part of Newham currently falls within the boundary of the London Legacy Development Corporation (LLDC) Planning Authority <b><u>back to the London Borough of Newham.</u></b> In this part of the borough the LLDC develops planning policy and makes decision on planning applications. The LLDC's planning powers are due to be handed back to Host Boroughs by the end of 2024. We are working with the LLDC, the Mayor of London and other Host Boroughs to plan proactively in advance of this transition, so that a Plan which covers the whole borough is under preparation at the point of transition. This Local Plan therefore covers the entirety of Newham.</p> <p>This Local Plan will be adopted with a shorter than 15 year time period, reflecting the likely need to undertake a further refresh at the 5 year review point to address the new plan making requirements (see below) and updates to the London Plan.</p>
AM4	n/a	Part 1 p. 5	Introduction i.14	<p>During the development of this Local Plan, central government announced a series of national planning reforms <b><u>and policy updates. Latest amongst these was the National Planning Policy Framework 2024. However in accordance with the transitional arrangements outlined in that document, this Local Plan has been developed in accordance with the NPPF 2023.</u></b> including, in May 2022, the publication of the Levelling Up and Regeneration Bill which is the Government's implementation of the 'Planning for the Future' White Paper published in 2020. The Bill included noteworthy changes to the planning system, including national development management policies, a change in how infrastructure and affordable housing are secured, increased protection for heritage assets and a greater role for design codes. There have been subsequent consultations on aspects of these reforms. Therefore, while the Bill received Royal Assent in October 2023, the implementation of many changes, in particular those related to plan making, remain uncertain. The Council is continuing to develop our Local Plan in accordance with the current guidance.</p> <p>This Local Plan will be adopted with a shorter than 15 year time period, reflecting the likely need to undertake a further refresh at the 5 year review point to address the new plan making requirements (see below) and updates to the London Plan.</p>
AM5	n/a	Part 1 p. 9	Introduction i.16	<p><b><u>This Local Plan has been shaped by three stages of public consultation.</u></b> We anticipate four public and stakeholder consultations will have been required before we adopt our Local Plan, of which this is the third. At each stage, residents, businesses and other stakeholders <b><u>have been</u></b> are able to provide feedback on the contents of the Plan.</p>

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				<p>The responses we received <del>at each</del> on the first consultation and how the draft Local Plan responded to these comments is <del>are</del> included in the <del>Issues and Options Engagement Reports, available on the Council's website</del><sup>[add footnote]</sup>. [Please see: <a href="https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/3">https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/3</a>; <a href="https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/2">https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/2</a> and <a href="https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/6">https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/6</a>] The responses we received on the second consultation and individual responses to each comment is included in the Draft Local Plan (Regulation 18) Consultation Report, both published alongside this document.</p> <p><b><u>To participate in future planning document consultations, please add yourself to our planning policy stakeholder dataset on the Council's website. For information about how you can be involved in all aspects of planning at Newham, please review the latest version of the Council's Statement of Community Involvement on the Council's website. Please note, this will be reviewed following the adoption of the Local Plan.</u></b></p> <p><del>The responses you provide on this document will be analysed and responded to by the Council but will also be provided to the government appointed independent Inspector(s) for their consideration as part of the examination. Through the examination process changes in response to these comments may be proposed. These changes will then be consulted on.</del></p>		
AM6	n/a	Part 1 p. 9	Introduction i.21	<p>The following evidence base documents have been produced <b>and are available on the Council's website</b><sup>[add footnote]</sup> [<a href="https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/4">https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/4</a>]. Where new information has been made available and/or to address consultation comments provided on these documents, they have been updated.</p>		
AM7	n/a	Part 1 p. 11	Introduction	<table border="1"> <tr> <td><b><u>Epping Forest Special Area of Conservation Recreation Mitigation Strategy (2025)</u></b></td> <td><b><u>A Strategy to mitigate recreational pressure in Epping Forest Special Area of Conservation (SAC). The strategy sets out:</u></b> <ul style="list-style-type: none"> <li><b><u>a set of fully costed of interventions to be delivered in the London Borough of Newham (LBN)</u></b></li> <li><b><u>Newham's SAC Recreation Mitigation tariff</u></b></li> </ul> <b><u>All new homes built within the Zone of Influence (ZOI) will be required to make a financial contribution to the delivery of these interventions.</u></b> </td> </tr> </table>	<b><u>Epping Forest Special Area of Conservation Recreation Mitigation Strategy (2025)</u></b>	<b><u>A Strategy to mitigate recreational pressure in Epping Forest Special Area of Conservation (SAC). The strategy sets out:</u></b> <ul style="list-style-type: none"> <li><b><u>a set of fully costed of interventions to be delivered in the London Borough of Newham (LBN)</u></b></li> <li><b><u>Newham's SAC Recreation Mitigation tariff</u></b></li> </ul> <b><u>All new homes built within the Zone of Influence (ZOI) will be required to make a financial contribution to the delivery of these interventions.</u></b>
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AM8	n/a	Part 1 p. 13	Introduction i.22	<p>As we developed the Local Plan, we <del>are</del> continuously assessed<del>ing</del> it to check how it, and possible alternative options, may impact existing social, economic and environmental factors within Newham. The Plan aims to be reducing and mitigating any potential negative effects in relation to these factors and seeking ways to deliver improvements and benefits.</p> <p>This assessment is contained within the Sustainability Appraisal<sup>[add footnote]</sup>. [Available on the Council's website: <a href="https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/5">https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/5</a>]</p>																		
AM9a	n/a	Part 1 p. 13	Introduction	<p>What is the timetable to develop our Plan?</p> <table border="1"> <thead> <tr> <th>Milestone</th> <th>Indicative date</th> </tr> </thead> <tbody> <tr> <td>First Engagement and Consultation</td> <td>Autumn — Winter 2021</td> </tr> <tr> <td>Preparing the Draft Local Plan</td> <td>Winter — Summer 2022</td> </tr> <tr> <td>Consultation on the Draft Local Plan (Regulation 18)</td> <td>Winter 2023</td> </tr> <tr> <td>Amendments to the Local Plan to create the Submission Local Plan</td> <td>Spring 2023 — Spring 2024</td> </tr> <tr> <td>Consultation on the Submission Local Plan <b>*WE ARE HERE!</b> (Regulation 19)</td> <td>Summer 2024</td> </tr> <tr> <td>Preparing the Local Plan Submission</td> <td>Autumn — Winter 2024</td> </tr> <tr> <td>Submission of the Local Plan to the Secretary of State</td> <td>Winter — Spring 2025</td> </tr> <tr> <td>Examination of the Local Plan, this includes:                             <ul style="list-style-type: none"> <li>• <del>Written questions and submissions</del></li> </ul> </td> <td>Spring — Autumn 2025</td> </tr> </tbody> </table>	Milestone	Indicative date	First Engagement and Consultation	Autumn — Winter 2021	Preparing the Draft Local Plan	Winter — Summer 2022	Consultation on the Draft Local Plan (Regulation 18)	Winter 2023	Amendments to the Local Plan to create the Submission Local Plan	Spring 2023 — Spring 2024	Consultation on the Submission Local Plan <b>*WE ARE HERE!</b> (Regulation 19)	Summer 2024	Preparing the Local Plan Submission	Autumn — Winter 2024	Submission of the Local Plan to the Secretary of State	Winter — Spring 2025	Examination of the Local Plan, this includes: <ul style="list-style-type: none"> <li>• <del>Written questions and submissions</del></li> </ul>	Spring — Autumn 2025
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				<ul style="list-style-type: none"> <li>• Hearings in public</li> <li>• Consultation on proposed modifications to the Plan</li> </ul>
				<p>Adoption by the Council</p> <p>Winter 2025</p>
AM9b	n/a	Part 1 p. 14	Introduction i.31	<del>We would very much welcome your comments on all of the sections of the document and the Policies Map. Responses at this stage should focus on whether or not the Plan meets the tests of soundness and/or all of the relevant legislative requirements</del>
AM10	n/a	Part 1 p. 17	All about Newham Para 1.10	14,430 homes were built in Newham (including the <b>former LLDC</b> area of the borough <del>where the LLDC has planning powers</del> ) between 2017/18 and 2021/22, and the Council is delivering 2,000 council homes at social rent.
AM11	n/a	Part 1 p. 18	All about Newham Para 1.15	There are <del>44</del> 43 accessible parks and gardens in Newham and numerous green spaces totalling around 262 hectares of publicly accessible green space.
AM12	n/a	Part 1 p. 21	Vision and Objectives	This growth will not compromise our commitment to tackling the Climate Emergency <b>and will be delivered in line with our Just Transition Plan and inclusive growth agenda</b> . New development will be zero carbon and retrofitting existing buildings will be supported and accelerated.
AM13	n/a	Part 1 p. 21	Vision and Objectives	... Our network of parks, <del>open</del> <b>green</b> spaces, docks and riversides will be protected and expanded, allowing the natural environment to flourish, while also addressing the lack of access to <del>open</del> <b>green</b> spaces in some neighbourhoods. Climate resilient and nature-filled neighbourhoods will help residents and local wildlife live safely and healthily in a changing environment.
AM14	n/a	Part 1 p. 23	Vision and Objectives (Objective 7)	Access to high streets, social infrastructure (to enable support networks), and <del>open</del> <b>green</b> space will be improved through the delivery of a network of well-connected neighbourhoods, to create happier communities

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AM15	n/a	Part 1 p.24	Vision and Objectives Key Diagram	

**Building a Fairer Newham**

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AM16	n/a	Part 1 p. 27	BFN1 part 4	4. Development will meet the retail and leisure needs of residents, workers and visitors by: [...] c. creating new Local Centres on N2.SA3 Connaught Riverside, N2.SA4 Thameside West, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks, <del>N7.SA3 Sugar House Island</del> and N8.SA9 Pudding Mill; and d. creating expanded Local Centres on N1.SA2 Rymill Street, N2.SA1 Silvertown Quays, <b><u>N7.SA3 Sugar House Island</u></b> and N9.SA1 Plaistow North; and [...]
AM17	M010	Part 1 p. 28	BFN1 part 5	5. Development will protect and enhance existing parks and social infrastructure and support the creation of new parks and social infrastructure by requiring the delivery of: [...] e. new <del>open</del> <b>green</b> space on the majority of site allocations, with new Local Parks of at least 2ha required on the N2.SA1 Silvertown Quays, N2.SA4 Thameside West, N4.SA4 Limmo, N7.SA1 Abbey Mills, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and N17.SA1 Beckton Riverside site allocations, the creation of public access to the Metropolitan Open Land at the N13.SA3 Former East Ham Gas Works site allocation and the enhancement of the <del>open</del> <b>green</b> space at N10.SA3 Newham Leisure Centre to create a new Local Park; and [...] h. development that supports the vision of <del>Lee Valley Regional Park, its remit and the Lee Valley Regional Park Authority's Development Framework</del> <b>Area Proposals</b> <sup>[add footnote]</sup> <a href="https://www.leevalleypark.org.uk/park-development-framework">[https://www.leevalleypark.org.uk/park-development-framework]</a> (Area 1) <b>as they apply to the Park in Newham</b> ; and [...]
AM18	M010.2	Part 1 p. 29	BFN1 Justification Para 3.9	The borough's quantity of publicly accessible <del>open</del> <b>green</b> space for each person is low, and many areas lack good places for children to play. Despite this overarching deficit, significant areas of the Lee Valley Regional Park lie within the Three Mills, Canning Town and Custom House and Stratford and Maryland neighbourhoods. <b><u>These include the Lee Valley VeloPark and land consisting of the northern Olympic parklands, the open spaces and natural play at Three Mills Green and Riverside, part of the Greenway, and the Bow Creek Ecology Park.</u></b>

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				The strategy therefore seeks to make the most of our existing green assets, including the Lee Valley Regional Park, while reducing our spatial and absolute deficits.
AM19	n/a	Part 1 p. 45	Implementation Table BFN1.2	Applicants are expected to deliver all policy requirements and related obligations outlined in the Plan. In exceptional cases, a shortfall of contributions towards the provision of infrastructure or affordable housing (including, but is not limited to, schemes which do not deliver the <del>6</del> <u>50</u> % affordable housing requirement) may be justified on viability grounds. In line with Government guidance, the amount paid for land is not considered to be an exceptional reason to justify <b><u>not meeting all policy requirements on viability grounds.</u></b> <del>provision of site-specific viability.</del>
AM20	n/a	Part 1 p. 31	BFN1 Implementation BFN1.5	The need for new social infrastructure which are either sports facilities, schools and early years childcare facilities, healthcare facilities or parks, <del>open</del> <b><u>green</u></b> spaces and playspace are allocated for separately (see parts 5b, 5c, 5e, 5f and 5g) and are supported by their own evidence base documents.
AM21	MO15.1	Part 1, p. 41	BFN3 part 2 Implementation text	The following developments will be expected to submit a Health and Social Value Impact screening assessment: i. Major development ii. Loss, gain or reconfiguration of social infrastructure floorspace iii. New takeaways, water pipe smoking and other kinds of smoking leisure activities, gambling premises and payday loan shops iv. Loss, gain or reconfiguration of publicly accessible green space <b><u>v. Development impacting an existing or creating a new indoor or outdoor permanent market</u></b>
AM22	n/a	Part 1 p. 45	BFN4 Justification Para 3.24	.....Newham has a local housing need of over <del>6</del> <u>50</u> per cent genuinely affordable housing and as such should be optimising all opportunities to deliver genuinely affordable homes.

## Design

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AM23	MO17	Part 1, p. 49	Policy D1 part 1	1. All developments should have regard to the Newham Characterisation Study (2024) and any further, relevant Council-led <b>adopted</b> design guidance/ <b><u>code or guidance supported by the Council, and/or code</u></b> and apply all of the following qualities of good design where applicable: [...]
AM24	MO18.1	Part 1, p. 49	Policy D1 part 3	3. Safety and security features of buildings should be well integrated into the overall design and complement and not impede delivery of quality public and communal spaces. Major developments should achieve Secured by Design accreditation for the physical security of buildings <del>(Silver award)</del> .
AM25	MO19.1	Part 1, p. 52	D1.1 Implementation text	[...] <u>Social, ecological and physical integration:</u> [...] - LLDC, Inclusive Design Standards (2019 <b>2025</b> ) [hyperlink to: <a href="https://www.queenelizabetholympicpark.co.uk/sites/default/files/attachments/IDS%20RGB%20Spreads.pdf">https://www.queenelizabetholympicpark.co.uk/sites/default/files/attachments/IDS%20RGB%20Spreads.pdf</a> ]. [...] <u>Mechanical and electrical plant:</u>  Mechanical and electrical plant (excluding solar panels) should be satisfactorily integrated into the form and design of the building. Where excavation takes place, such plant should be located below ground. If separated from the main building, it should be enclosed and integrated with the landscaping scheme to protect the appearance of the building and the street scene, and avoid being overbearing on neighbouring uses, with careful attention to not generate extensive inactive frontages at ground level. Where combustion flues are necessary, having regard to Local Plan Policy <b>Policies CE2 and CE6</b> , these should <b>normally</b> terminate above the roof height of the tallest building in the development <b><u>and the immediately surrounding area</u></b> to ensure maximum dispersion of pollutants. <b><u>Where this is not possible, alternative measures to prevent nuisance fumes entering nearby buildings should be agreed by the Council.</u></b> [...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM26	MO18.2	Part 1, p. 53	D1.3 Implementation text	<p>[...]  <del>Where anti-terrorism features are required, they should be considered from the outset as part of the wider landscape design and follow the latest design guidance published by the National Protective Security Authority (formerly the Centre for the Protection of National Infrastructure). Secured by Design accreditation for the physical security features for buildings will be expected for all major developments (i.e. over 10 residential units and/or 1000sqm of non-residential uses). Developments should aim to achieve Silver Award level. Early <b>and ongoing</b> engagement with the Metropolitan Police Service's <b>Designing out Crime Officers (DOCOs)</b> is encouraged to ensure the proposal can meet this level of accreditation, <b>and to understand what other teams should be engaged in the design and delivery processes - e.g. Counter Terrorism Security Advisors (CTSAs), the Traffic Management Unit (TMU) and/or the British Transport Police (BTP).</b></del></p> <p><b><u>Where anti-terrorism features are required, they should be considered from the outset as part of the wider landscape design and follow the latest design guidance published by the National Protective Security Authority (formerly the Centre for the Protection of National Infrastructure).</u></b></p>
AM27	MO21.1	Part 1, p. 56-57	D2 Justification text  Paragraph 3.40-3.42	<p>3.40 Well placed and designed green spaces will also add to sustainability (including flood risk mitigation) and health benefits (see also <del>Chapter 8:</del> <b><u>the Green and Water Spaces policies of this Plan</u></b>). However, Newham has less green space than neighbouring boroughs (and 30% of it is of poor or fair quality), while experiencing higher population growth projections. While policies in <b><u>the Green and Water Spaces chapter</u></b> <del>Chapter 8</del> and site allocations in <b><u>the Neighbourhoods section</u></b> <del>Chapter 12</del> seek to retain the current level of access to green space per capita, this policy is complementary, by promoting greening of streets and squares, as well as the private and communal open spaces facing onto the public realm. This approach will also provide biodiversity benefits by joining up habitats across the Borough.</p> <p>[...]</p> <p>3.42 The Green and Water Infrastructure Study (2023) has identified that Newham has a significant shortfall in publicly accessible playgrounds compared with a rate of provision based on the 'Guidance for Outdoor Sport and Play' standard (which would equate to 91 Ha). Some of this shortfall can be addressed by creating additional provision on existing greenspace and some through the creation of new playgrounds in new developments. While requirements set</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				out in the Green and Water Spaces chapter and site allocations in <del>Section 4:</del> <b>the Neighbourhoods section</b> seek to retain the current rate of provision, this policy encourages the creation of additional playspace in the public realm to help address the shortfall compared to the Fields in Trust standard.
AM28	MO21.3	Part 1, p. 68	D2.1 Implementation text	<u>Public realm environment and microclimate</u> The presence of greenery should be optimised in line with <del>Local</del> <b>the Plan's Policies policies on</b> under <del>Chapter 8:</del> Green and Water Spaces. The creation or enhancement of green corridors along streets, in line with the recommendations of the Green and Water Infrastructure Study (2024), is strongly encouraged. [...]
AM29	FMO9	Part 1, p. 68	D3.4, D3.5 and D3.6 Implementation text	[...] <b><u>All proposals are expected to make efficient use of land available through the design-led process.</u></b> Any Design and Access Statement should address all the boroughwide design guidance themes relevant to a 'transform', 'enhance' or 'conserve' character of the site – <b><u>making reference to relevant sections of the Characterisation Study</u></b> , demonstrating how they have been addressed and balanced to contribute towards a successful, well integrated, healthy and functional neighbourhood. <b><u>Proposals on small sites and/or minor residential developments should also refer to the guidance provided through the Small Sites Intensification Guidance, as well as relevant London Plan guidance.</u></b> [...]
AM30	n/a	Part 1, p. 68	D3.7 Implementation text	[...] Where the principal of high density development (250units/ha) is acceptable, the Design and Access Statement should demonstrate how the principles of public realm net gain and the servicing needs of the mix of uses and quantities proposed have been understood and secured in principle, <b><u>starting</u></b> from the early stages of brief development <b><u>and carried through</u></b> to the detailed design stage. [...]
AM31	N/A	Part 1, p. 80	Implementation text D4 part 1	The definition of tall buildings in Newham is in line with the definition of the London Plan 2021. A tall building in Newham is any building over 21m measured from the ground to the top of the highest storey of the buildings (excluding any required and appropriately designed parapets, roof plants, equipment or other elements). Recognising that using storeys provides a simple way to illustrate height, an indicative estimation of number of storeys, which could be achieved,

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>is provided for explanatory purposes only, with the assumption of a typical residential floor-to-floor level of 3m. As it is recognised that storey heights vary between land uses and constructions methods, the tall buildings definition covers all buildings of 21m, irrespective of use and related floor-to-floor height.</p>
AM32	FMO61, FMO59, MO26.2	Part 1, p. 81	Implementation text D4 part 2	<p>Designated Tall Buildings Zones are identified in the Policies Map. The Tall Building Zones Map identifies the <del>maximum permissible</del> <b>appropriate</b> heights and where the prevailing height of new developments could be between 9m and 21m and where the prevailing height can exceed 21m, but should <b>generally</b> be below 32m. The varying heights across Tall Building Zones allow for transitioning heights to surrounding context and sensitive areas.</p> <p>A Tall Building Zone designation does not mean that all development within it can or should be delivered as tall buildings. Masterplanning, townscape and skyline analysis, alongside technical performance, will be required to demonstrate added value of new tall elements. The height of the context alone cannot be considered justification for new tall buildings, nor justify new buildings matching or exceeding the height of existing and committed development.</p> <p>A cluster of tall buildings has already been established in <b>N45</b> Canning Town, creating a distinctive skyline marking Canning Town District Centre. New tall buildings should be below established heights and help address the spatial hierarchy of the local and wider context, including the neighbouring tall building zones in Tower Hamlets and the immediate low rise context. Therefore, addressing microclimate, skyline and wayfinding considerations of the cluster as a whole is essential.</p> <p>In N18 Stratford and Maryland an uncoordinated collection of tall buildings prevents the legibility of the cluster's coherence. Development within defined tall building zones should establish a spatial hierarchy and the role of different clusters around Stratford Station, Westfield Avenue and the urban edge of Queen Elizabeth Olympic Park at International Quarter and Stratford waterfront. New tall buildings should therefore be below established</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>heights and address microclimate, skyline and wayfinding considerations of the cluster as a whole.</p> <p><b><u>The Tall Building Annex (2024) provides in more detail the borough tall building spatial hierarchy that should be address when delivering tall buildings.</u></b></p> <p>Site allocations provide additional design guidance with respect to relevant Tall Building Zones. The Newham Characterisation Study (2024) borough-wide design guidance includes tall building design considerations more generally, which should also be addressed.</p> <p>Development of tall buildings outside of the Tall Building Zones will be generally considered a departure from the plan, <b><u>unless they meet the criteria for tall buildings outside Tall Building Zones identified in part 5 of the policy.</u></b></p>
AM33	MO29.1, MO30	Part 1, p. 81	Implementation text D4 part 3	<p>London Plan Policy D9 section C sets out a comprehensive list of criteria for tall buildings to meet which addresses visual, functional, environmental and cumulative impacts. All of these should be demonstrated in a tall buildings section of any Design and Access Statement, with sufficient detail to undertake a full assessment under every consideration. To inform early pre-application discussions, a methodology paper for the technical assessments and a list of design principles should be provided.</p> <p>Visual impact:</p> <p>Development proposals within tall building zones and in close proximity to ‘conserve’ areas should address visual impact on the surrounding context and avoid harm to the significance of heritage assets and their settings.</p> <p>Tall buildings should conserve and positively contribute to the character of an area without detracting from important landmarks and key views set out in the London View Management Framework (LVMF) and in adopted conservation area appraisals and management plans.</p> <p>Developments with tall building elements in close proximity to heritage assets, conservation areas and areas of townscape value should also address Local Plan Policies D7 and D9.</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>Functional impact:</p> <p>Due to their higher occupancy density and larger access and servicing requirements, tall building developments could have a greater impact on the public realm and highway and transport network as well as greater safety implications. The impact of new development with tall buildings should be carefully considered and minimised and should be addressed alongside other policies of the Local Plan, including BNF2, D6, T1 and T4.</p> <p>Environmental impact:</p> <p>As set out in Policies GWS2 and GWS3, tall buildings should also assess the consequent impact on green and water spaces. Development proposals for tall buildings should avoid <b>or minimise</b> overshadowing, which can negatively affect plant growth, as well as the quality of existing and proposed public open space, including <del>water courses</del> <b>water spaces</b>.</p> <p>Development with tall buildings in locations within Source Protection Zones (SPZs) should preserve, <del>where possible</del>, the groundwater resources. If piling in contaminated and layered ground is necessary, the development should manage the risks on groundwater flow and contamination.</p> <p>Microclimate considerations include:</p> <ul style="list-style-type: none"> <li>• Daylight and sunlight penetration – assessed for buildings as per standards set in Local Plan Policy D6, and for outdoor spaces assessed for seasonal pedestrian comfort in line with guidance set by the Newham Characterisation Study (2022).</li> <li>• Wind and air quality – as per Policy CE6 and in line with the Newham Characterisation Study (2024) guidance for ‘Modelling for Air Quality Improvements’. Developers are encouraged to address wind microclimate issues at an early stage in their plans by appointing experienced consultants, discussing with planning officers and</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>commissioning early-stage studies to quantify the wind microclimate conditions. Wind tunnel or computational fluid dynamics testing may be required where the tall building:</p> <ul style="list-style-type: none"> <li>• is at least twice the height of prevailing surrounding buildings,</li> <li>• or includes/effects sensitive pedestrian activities (e.g. public spaces, high streets and town centres, transport hubs, etc.),</li> <li>• or is located on an exposed location (e.g. edge of Thames),</li> <li>• or would create or add to a cluster of tall buildings.</li> </ul> <ul style="list-style-type: none"> <li>• Temperature and humidity conditions around the building – will be assessed for seasonal pedestrian comfort in line with Transport for London guidance for Healthy Streets.</li> <li>• Noise – assessed as per standards set in Policy D6.</li> </ul> <p>A combined assessment of wind, sunlight, temperature and humidity conditions at different times throughout the year is recommended to facilitate an understanding of perceived thermal comfort at pedestrian level.</p> <p>Cumulative impact:</p> <p>Modelling should be undertaken of the full cluster of tall buildings proposed, taking account of the existing and emerging context, and where relevant at stages of the phased delivery, together with any landscape temporary measures necessary to mitigate temporary impacts in interim phases.</p> <p>When designing development with tall buildings, careful consideration should be given to the location and massing of each building to ensure integration with the context and a positive contribution to the skyline. The mass should step down in response to surrounding scale and building typologies, and be raised where taller elements would have minimal impact on open space and sensitive context, unless otherwise specified in the policy. Tall buildings are composed of three main parts: a top, middle and base and each of these elements should be designed, articulated and distinguished in order to provide visual interest and a proportioned composition. The top contributes to the skyline’s character in long distance views, therefore its</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>roofscape design and -materials used should reflect the role of tall buildings in the context. The design of the top should also integrate and conceal any mechanical and technical equipment, through raised parapets or plant screens, to minimise visual impact from the street level and from surrounding taller buildings. The design of the base should integrate the building with the surrounding scale and character-, and create a positive sense of arrival at street level, providing active frontages - not a main town centre or social infrastructure use, unless supported by other policies - and framing the public realm. The middle part plays a decisive role in determining the appearance of the building and it should be designed articulating a proportionated pattern of openings, balconies, recesses and framing details. Bolt-on balconies at higher levels should be avoided.</p> <p>The London Plan Policy D9 section D promotes the incorporation of free to enter publicly accessible areas, and particularly viewing platforms at higher levels. In Newham, these would be considered appropriate in town centre locations.</p> <p>Where roof terraces and gardens are publicly accessible, entrances should not result in safety or security concerns, create congestion or adversely impact on the environmental quality at street level. Security implications should be considered at the design stage of the development, including making provision for security checks within the development, where required.</p> <p>Opening hours may need to be managed, particularly where there are residential premises nearby. Roof terraces should not significantly increase noise levels or result in unacceptable light spillage in areas with residents or other sensitive uses.</p> <p>The Newham Design Review Panel should assess all tall building proposals.</p> <p>Once a Community and/or Youth Design Review Panel is established by the Council, tall building proposals must undergo review by this panel(s) before advancing to the Newham Design Review Panel. The Newham Design Review Panel will ensure that the presented design reflects the views of the Community and/or Youth Design Review Panel.</p>
AM34	N/A	Part 1, p. 84	Implementation text D4 part 4	Due to their scale and their servicing requirements, tall buildings could negatively impact the streetscape and disrupt the permeability of the urban block. Therefore, tall buildings should be

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>carefully integrated within an existing network of streets or use their footprint to define new public realm. The design of the ground floor of tall buildings, whether stand-alone or integrated with a shoulder building, should prioritise the definition of high-quality public realm, re-establish building lines and reinstate historic street patterns, especially when in proximity to ‘conserve’ areas.</p> <p>Development proposals for tall buildings in immediate proximity to conservation areas and other designated heritage assets should particularly address streetscape, including street width and building alignment, and respond to the scale, grain and character of the existing built environment. Tall buildings should generally be integrated with lower rise buildings to mediate the scale and help generate an adequate sense of enclosure. Enclosure is best achieved through a 1:1 ratio, with the height of the base/shoulder building directly proportional to the width of the street, to create a place that is comfortable for pedestrians.</p> <p>The base of tall buildings plays a key role in framing the public realm and should provide active frontages at ground floor level, not a main town centre or social infrastructure use, unless supported by other policies, and be designed with particular attention to detail and in a way that directly responds to the character of the street.</p>
AM35	FMO63	Part 1, p. 84	D4 Policy Links	<p>London Plan 2021:</p> <ul style="list-style-type: none"> <li>• <b><u>D3: Optimising site capacity through the design-led approach</u></b></li> <li>• D9: Tall buildings</li> <li>• D11: Safety, security and resilience to emergency</li> <li>• D12: Fire safety</li> </ul>
AM36	FMO145	Part 1, p. 89	Policy D6 Part 3	<p>3. Developments should seek compliance with best practice standards and technical guidance <b><u>supported by the Council</u></b>, as set out in Table 2, where they are relevant to the development proposals.</p>
AM37	FMO145	Part 1, p. 89	Policy D6 Part 4	<p>4. A Plant Maintenance Plan <del>should be submitted</del> <b><u>will be secured pre-occupation</u></b> where mechanical solutions are proposed to mitigate identified amenity impacts. This applies <b><u>when irrespective of whether:</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification				
				<p>a. the mechanical solutions are necessary to mitigate <b>odour or air quality</b> impacts generated by the site on neighbouring uses; or</p> <p>b. the mechanical solutions are necessary to <b>meet agent of change and</b> mitigate amenity constraints on-site generated by lawful neighbouring uses.</p>				
AM38	MO32	Part 1, p. 94	D6.3 Implementation text, Table 2	<p>[...]</p> <table border="1" data-bbox="790 470 2042 1455"> <tr> <td data-bbox="790 470 936 1262">Odour and Fumes</td> <td data-bbox="936 470 2042 1262"> <p>DEFRA guidance manuals for regulation of businesses that produce pollution: <a href="#">Environmental Permitting: General Guidance Manual on Policy and Procedures for A2 and B Installations</a>, and other business-specific guidance that may apply</p> <p><b>Institute of Air Quality Management:</b></p> <ul style="list-style-type: none"> <li>• <b>Guidance on the assessment of odour for planning</b> [hyperlink to: <a href="https://iaqm.co.uk/text/guidance/odour-guidance-2014.pdf">https://iaqm.co.uk/text/guidance/odour-guidance-2014.pdf</a>]</li> <li>• <b>Good Practice on Air Quality Monitoring for Brownfield Projects</b> [hyperlink to: <a href="https://iaqm.co.uk/wp-content/uploads/2013/02/iaqm_land-condition_guidance_final-for-publication_241025.pdf">https://iaqm.co.uk/wp-content/uploads/2013/02/iaqm_land-condition_guidance_final-for-publication_241025.pdf</a>]</li> <li>• <b>Land-Use Planning &amp; Development Control: Planning For Air Quality</b> [hyperlink to: <a href="https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf">https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf</a>]</li> </ul> <p>Environment Agency (EA), H4 Odour Management</p> <p>EMAQ+, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems [hyperlink to: <a href="https://emaq.ricardo.com/course/view.php?id=231">https://emaq.ricardo.com/course/view.php?id=231</a>]</p> </td> </tr> <tr> <td data-bbox="790 1262 936 1455">Dust</td> <td data-bbox="936 1262 2042 1455"> <p>Greater London Authority: Control of dust and emissions during construction SPG (2014)</p> <p>DEFRA: Noise Policy Statement for England</p> </td> </tr> </table>	Odour and Fumes	<p>DEFRA guidance manuals for regulation of businesses that produce pollution: <a href="#">Environmental Permitting: General Guidance Manual on Policy and Procedures for A2 and B Installations</a>, and other business-specific guidance that may apply</p> <p><b>Institute of Air Quality Management:</b></p> <ul style="list-style-type: none"> <li>• <b>Guidance on the assessment of odour for planning</b> [hyperlink to: <a href="https://iaqm.co.uk/text/guidance/odour-guidance-2014.pdf">https://iaqm.co.uk/text/guidance/odour-guidance-2014.pdf</a>]</li> <li>• <b>Good Practice on Air Quality Monitoring for Brownfield Projects</b> [hyperlink to: <a href="https://iaqm.co.uk/wp-content/uploads/2013/02/iaqm_land-condition_guidance_final-for-publication_241025.pdf">https://iaqm.co.uk/wp-content/uploads/2013/02/iaqm_land-condition_guidance_final-for-publication_241025.pdf</a>]</li> <li>• <b>Land-Use Planning &amp; Development Control: Planning For Air Quality</b> [hyperlink to: <a href="https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf">https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf</a>]</li> </ul> <p>Environment Agency (EA), H4 Odour Management</p> <p>EMAQ+, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems [hyperlink to: <a href="https://emaq.ricardo.com/course/view.php?id=231">https://emaq.ricardo.com/course/view.php?id=231</a>]</p>	Dust	<p>Greater London Authority: Control of dust and emissions during construction SPG (2014)</p> <p>DEFRA: Noise Policy Statement for England</p>
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				<p>Education Funding Agency: <a href="#">BB93 Acoustic design of schools: performance standards</a></p> <p>Noise</p> <p><b><a href="#">DEFRA: Noise Policy Statement for England</a></b></p> <p><b>Institute of Acoustics, ProPG: Planning and Noise</b> [hyperlink to: <a href="https://www.ioa.org.uk/sites/default/files/14720%20ProPG%20Main%20Document.pdf">https://www.ioa.org.uk/sites/default/files/14720%20ProPG%20Main%20Document.pdf</a>]</p> <p><b>Education Funding Agency: <a href="#">BB93 Acoustic design of schools: performance standards</a></b></p> <p>British Standards:</p> <ul style="list-style-type: none"> <li>• BS <a href="#">5228-2:2009+A1:2014</a> Code of practice for noise and vibration control on construction and open sites – Part 1: Noise</li> <li>• For plant noise on premises, <a href="#">BS 4142:2014+A1:2019</a> ‘Methods for rating and assessing industrial and commercial sound’.</li> <li>• For controlling internal and external noise within a development, <a href="#">BS 8233:2014</a> ‘Guidance on sound insulation and noise reduction for buildings’.</li> </ul> <p><b><a href="#">CRTN: Control of Road Traffic Noise</a></b></p> <p>[...]</p>
AM39	FMO13	Part 1, p. 96	Policy D7 Part 2	2. Developments within areas designated as Areas of Townscape Value or in their settings should seek to <del>conserve</del> <b>sustain</b> and enhance their character and avoid <b>and minimise</b> significant <b>harm</b> which <b>that</b> may affect the Council’s ability to designate these as conservation areas in the future.
AM40	MO33	Part 1, p. 96	D7 Planning Obligations text	Where necessary, <del>we will seek</del> contributions for the protection and enhancement of the significance of tangible or intangible heritage assets will be secured.
AM41	MO34	Part 1, p. 105	D9.1 Implementation text	[...] <del>Proposals within the setting of designated assets should seek to create positive relationships, particularly where the significance of the setting has been lost.</del>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>Suitable interventions to secure viable, sustainable use for them include:</p> <ul style="list-style-type: none"> <li>• Appropriate deployment of ‘meanwhile’ uses and other suitable measures to activate spaces and structures to help bring them back into people’s day-to-day experience of places; or</li> <li>• Improving perceptions of safety and quality of access; or</li> <li>• Interventions for resilience to climate change and energy efficiency.</li> </ul> <p>However, any such change needs to be based on an understanding of the sensitivity to change of the asset affected, ensuring it is appropriately valued and accommodated to avoid causing harm to its significance. It is also recognised that in places that are subject to a ‘transform’ character (Local Plan Policy D3), telling a story of the place’s evolution and aspiration through its design and programming, for example through arts-and-culture-led regeneration, will be beneficial.</p> <p><b><u>Proposals within the setting of designated assets should seek to create positive relationships, particularly where the significance of the setting has been lost.</u></b></p>
AM42	FMO118	Part 1, p. 105-106	D9.2 and D9.3 Implementation text	<p>[...]</p> <p>Public benefits that could be considered to justify harm include:</p> <ul style="list-style-type: none"> <li>• Provision of affordable housing over and above that required by Local Plan Policy H2 <b>H3</b>.</li> <li>• Responding to the climate emergency (and is demonstrated to be the least harmful approach to deliver the required retrofit, in line with Historic England guidance).</li> <li>• Providing public access to previously inaccessible heritage assets.</li> <li>• Bringing the asset into viable use where all other alternatives to secure the future of the asset have been exhausted.</li> </ul> <p>However, harm resulting in loss of an asset should be avoided.</p> <p>Where demolition or loss of features associated with the significance of the asset is proposed, detailed plans and photographic evidence, alongside any relevant objects of significance identified on site, will be submitted to Newham Archives or other suitable organisations <b><u>that can secure public access to the evidence collected.</u></b></p>



**High Streets**

Ref	Previous Ref	Plan page	Policy or para	Additional Modification																				
AM43	FMO146	Part 1, p. 108 and p. 110	Policy HS1, Table 3	<p>Table 3: Newham’s Town Centres Network</p> <table border="1"> <thead> <tr> <th>Name</th> <th>Current Scale</th> <th>Potential scale</th> <th>Key functions</th> </tr> </thead> <tbody> <tr> <td colspan="4">Town Centres * <i>[add footnote]</i></td> </tr> <tr> <td colspan="4">[footnote:] <b><u>Where the latest London Plan sets out changes to the existing or potential scale of a town centre, this will supersede those set out in this table.</u></b></td> </tr> <tr> <td colspan="4">[insert new row at end of the table, Neighbourhood Parades section]</td> </tr> <tr> <td><b><u>Pier Park</u></b></td> <td><b><u>n/a</u></b></td> <td><b><u>Neighbourhood parade</u></b></td> <td>Meeting local catchment needs for convenience retail, services and community uses.</td> </tr> </tbody> </table>	Name	Current Scale	Potential scale	Key functions	Town Centres * <i>[add footnote]</i>				[footnote:] <b><u>Where the latest London Plan sets out changes to the existing or potential scale of a town centre, this will supersede those set out in this table.</u></b>				[insert new row at end of the table, Neighbourhood Parades section]				<b><u>Pier Park</u></b>	<b><u>n/a</u></b>	<b><u>Neighbourhood parade</u></b>	Meeting local catchment needs for convenience retail, services and community uses.
Name	Current Scale	Potential scale	Key functions																					
Town Centres * <i>[add footnote]</i>																								
[footnote:] <b><u>Where the latest London Plan sets out changes to the existing or potential scale of a town centre, this will supersede those set out in this table.</u></b>																								
[insert new row at end of the table, Neighbourhood Parades section]																								
<b><u>Pier Park</u></b>	<b><u>n/a</u></b>	<b><u>Neighbourhood parade</u></b>	Meeting local catchment needs for convenience retail, services and community uses.																					
AM44	FMO15	Part 1, p. 111	Policy HS1 Part 3d	<p>3. Development within the areas identified to deliver new and extended local centres, within the boundaries mapped on the Policies Map, should contribute to the masterplanned delivery of the centres by applying all of the following principles:</p> <p>[...]</p> <p>d. Main town centre use units within the proposed primary shopping area should <del>create</del> <b><u>maximise opportunities for</u></b> continuous shopfront frontages along the key footfall route(s), and be supported by quality public realm and by good permeability and connectivity.</p> <p>[...]</p>																				
AM45	MO38.1	Part 1, p. 111	Policy HS1 Part 4	<p>4. Development within neighbourhood parades or proposed new non-designated small scale <del>shopfront unit groupings</del> <b><u>frontages</u></b> should ensure that:</p> <p>[...]</p>																				
AM46	FMO16	Part 1, p. 113	HS1 Justification text	<p>[...]</p> <p>3.76 Overall, the main objective of this policy is <b><u>not to impose limits on the location of new homes, but</u></b> to deliver a network of vibrant town centres, local centres and neighbourhood parades which offer unique and complementary experiences and that support choice within a network of well-connected neighbourhoods. To help achieve this objective, the Network’s</p>																				

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>proximity and density criteria – the 400 metre radius and the 15 minutes walking distance – have informed the designation process, alongside the recommendations of the Retail and Leisure Assessment (2022). A number of existing and recently delivered high street locations have been designated through this Local Plan. <b><u>The resulting network of existing and future designations, alongside flexibility in establishing further new small scale frontages, ensures the Council can meet its aspiration that all homes should be within a maximum 400 metre radius of at least one designated centre or parade, or be within a 15 minutes walking distance of at least two designated centres or parades.</u></b></p> <p>[...]</p>
AM47	MO40.1 and MO38.2	Part 1, p. 115-116	HS1.1 Implementation text	<p>[...]</p> <p><u>Town Centres (District and above)</u></p> <p>[...]</p> <p>The site allocation N17.SA1 Beckton Riverside is expected to deliver a new town centre to address gaps in the network and service the future neighbourhood. The current trade draw of Gallions Reach Shopping Centre may justify that, if successfully translated to the future town centre on the Beckton Riverside site, the scale of this town centre be elevated to a major town centre status, as recognised by the London Plan (2021). Nevertheless, the transformation of the offer of the out of town retail park into an accessible town centre, remains contingent on delivery of the new DLR station and route <b><u>and complementary transport measures</u></b> <del>or</del> <del>similarly transformative public transport investment (as confirmed by Transport for London public transport intervention).</del></p> <p>[...]</p> <p><b><u>New</u></b> Small scale shopping frontages</p> <p>It is not possible to fully address all 400m catchment gaps in the network at this time <del>due to lack of available, suitable and deliverable sites.</del> To provide additional flexibility to address this through windfall sites, the policy allows for small scale shopping frontages to be delivered, of a similar function to the designated neighbourhood parades, <b><u>and which will be considered towards designation as a neighbourhood parade as part of future reviews of the Local Plan.</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>In determining if a proposed new undesignated <del>shopping</del> <b><u>small scale</u></b> frontage is appropriate, the applicant should submit a gap analysis to demonstrate:</p> <ul style="list-style-type: none"> <li>• Proximity criteria: A 400 metre radius around the proposed <del>shopping</del> <b><u>small scale</u></b> frontage overlaps by less than 50 per cent with any other 400 metre radius of a designated area in the network (existing and future). The radius is measured from the perimeter of the proposed <del>shopping</del> <b><u>small scale</u></b> frontage and the boundary of relevant designated parts of Newham’s High Streets network. And</li> <li>• Network density criteria: The proposed <b><u>small scale</u></b> <del>shopping</del> frontage location helps achieve the aspiration for at least two high street destinations within a 15 minute walking area. This should reflect a detailed understanding of the actual walking conditions for a range of different users) of the site (e.g. accessibility conditions for people with movement impairments, women-friendly routes). The most accessible area should be chosen, accounting for any proposed enhancements as part of the development or known programmed Highways works.</li> </ul> <p>In limited circumstances where site allocations are expected to deliver new centres/<b><u>parades</u></b>, the above criteria may be used to justify the split of the provision of retail and leisure uses across parts of the site, thereby generating one or more <b><u>new shopping small scale</u></b> frontages alongside the necessary centre/<b><u>parade</u></b>. A clear justification will be required for the benefits of this approach compared to clustering of uses in the centre <b><u>designation</u></b> only, and should not result in additional retail or leisure floorspace being provided on site (i.e. the cumulative site-wide quantity is justified by local catchment need, through the Impact Assessment). Further expansion of main town centre use floorspace for ground floor frontage activation will normally not be supported.</p> <p><b><u>Where acceptable in principle, new small scale frontages should also meet the criteria set out in Part 4 of this Policy.</u></b> The Newham Characterisation Study (2024) Borough-wide Design Principles chapter includes further design recommendations (primarily under section 9.2.1 ‘Provide Local Uses That Support 15 Minute Neighbourhoods’) that should be imbedded in the design brief when new <del>shopping</del> <b><u>small scale</u></b> frontages are proposed.</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM48	MO21.4	Part 1, p.117	HS1.3 Implementation text	<p>[...]</p> <p>To help address this, the <del>Policy</del> <b>Policies</b> Map provides a preferred boundary for each future local centre, which is based on an assessment of the planning history of the site, the retail growth need identified by the Retail and Leisure Study (2022), and the principles of development for the site set out in the respective site allocation. The full methodology and justification for the boundaries is set out in the Town Centre Network Review Methodology Paper (2022) and its update (2024 <b>2026</b>). Any changes to the boundary should be justified by the evidence submitted as part of an application, and should not impede the strategic principles set out by this policy (e.g. function within the wider network) and the relevant site allocation (see <del>relevant part of Local Plan Chapter 12: Neighbourhoods</del> <b>section</b>).</p> <p>[...]</p>
AM49	MO38.3 and MO42.1	Part 1, p.118	HS1.4 Implementation text	<p>Neighbourhood parades help achieve a fine-grained network of destinations within Newham's Town Centres Network. They support access to usually top-up shopping, day-to-day services, and food and drink leisure uses, and some may include local scale social infrastructure. While their scale is small, they still need to be of a size able to accommodate adaption and change in response to local needs and wider market trends. In line with the size of existing parades and the recommendations of the Newham Characterisation Study (2024) Chapter 9 Borough-wide Design Principles, section 9.2.1, the minimum size of a Neighbourhood Parade and any future small <del>shopping</del> <b>scale</b> frontage should be five non-residential units, and the maximum size should generally be no more than ten non-residential units. To help address this, the <del>Policy</del> <b>Policies</b> Map provides a preferred boundary for new neighbourhood parades, which is based on an assessment of the planning history of the site, the retail growth need identified by the Retail and Leisure Study (2022), and principles of development for the site set out in the respective site allocation. The full methodology and justification for the boundaries is set out in the Town Centre Network Review Methodology Paper (2022) and its update (2024). Any changes to the boundary should be justified by the evidence submitted for the site, and should not impede the strategic principles set out by this policy (e.g. function of the wider network of centres) and the relevant site allocation (see Local Plan <del>Chapter 12: Neighbourhoods</del> <b>section</b>).</p> <p>[...]</p>

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Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM50	MO21.6	Part 1, p.123	HS2.1 Implementation text	[...] Development must also refer to the relevant policies in the Local Plan (including in the Neighbourhoods <b>section, or Inclusive Economy</b> Employment or Social Infrastructure <b>chapters</b> sections). The strategies and reports listed below, or their subsequent updates, may also be used as relevant to the type and scale of development proposed, in order to understand place specific vision and challenges. [...]
AM51	FMO147	Part 1, p. 138	Policy HS5, Table 4	Table 4: Newham's Evening and Night Time Economy Zones* <i>[add footnote]</i> [footnote:] <b><u>Where the latest London Plan sets out changes to the existing scale of the evening and night time function of a centre, this will supersede those set out in this table and the aspiration will align with a retention of the identified function.</u></b>

**Social Infrastructure**

Ref	Previous Ref	Plan page	Policy or para	Main Modification
AM52	MO10.3	Part 1, p.169	SI3 Justification text  Paragraph 3.139	3.139 Newham is home to the Queen Elizabeth Olympic Park, the London Stadium, Aquatic Centre and the Lee Valley Velopark, all of which are a lasting legacy from the 2012 Olympic Games. These are world class facilities and important national leisure and sporting venues. The Lee Valley Velopark is owned by the Lee Valley Regional Park Authority and is managed through a its leisure trust. Newham continues to work closely with and support the Park Authority as it seeks to improve and grow the offer, thereby ensuring its long term sustainability. <b><u>The Regional Park’s offer for Newham’s communities also extends beyond the borough boundary with a range of other venues available to residents via walking and cycling routes, such as Lee Valley Hockey and Tennis Centre, the open spaces of Hackney and Walthamstow Marshes Nature Reserve and the new Lee Valley Ice Centre in Waltham Forest, one of only three Olympic-sized twin rinks in the UK.</u></b>
AM53	N/A	Part 1, p. 179	Policy SI5 part 2.e	e. are public <del>ly</del> ally accessible, with well-maintained and biodiverse landscaping.
AM54	MO49.1 FMO18	Part 1, p.179	SI5 Justification text  Paragraph 3.147	However, funeral and burial practices vary widely across different religions and belief systems, with each culture and tradition having its own unique customs and rituals. Newham’s diverse population means that funeral and burial provision within the borough should enable a wide range of practices. Some faiths, including Muslim and Jewish faiths do not allow burials in reused graves. As such we support the provision of additional burial space, in particular to meet the needs of Newham’s communities which cannot be met within the existing provision. <del>As such, in order to better understand this need and consider ways it can be met, we are commissioning a</del> Newham’s Burial Space Study <b><u>(2024) provides a local understanding of Newham’s burial space needs. This study provides an audit of the borough’s existing burial space provision, and</u></b> which will be used by other parts of the council and partners to inform future management of the existing cemeteries and to inform planning applications for new cemeteries.

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AM55	MO8.7	Part 1, p. 179	SI5 part 1 Implementation text	All cemeteries and burial spaces are protected as <del>open</del> <b>green</b> space, under Local Plan policy GWS1. In addition to this protection, this policy protects their ongoing use as spaces for burial.
AM56	MO49.2 MO50 FMO19	Part 1, p. 179	SI5 part 2 Implementation text	Developments proposing new burial spaces should demonstrate they are designed to meet the needs of Newham's communities through suitable design of the plots, landscape and ancillary buildings. This should include demonstrating that the provision will address the findings of the Newham's Burial Space Study <b>(2024) and any relevant future local and/or regional burial space evidence base. The co-design of burial space facilities ensures that local people can meaningfully input into a scheme's development. Applicants are therefore encouraged to engage early in the development process with ward members, the Council's Resident, Engagement and Participation team, community managers, the local community and intended users of the facility.</b> <del>and opportunities for co-design with relevant communities, undertaken early in the design process.</del>
AM57	MO8.8	Part 1, p. 180	SI5 part 2 Implementation text	Ancillary buildings should be designed to provide suitable facilities for a range of funeral practices, while complementing the character and appearance of the <del>open</del> <b>green</b> space. Any such building provided within the Green Belt or on Metropolitan Open Land must preserve its openness and not conflict with the purposes of including land within it.

**Inclusive Economy**

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM58	n/a	Part 1, p. 189	J1 Justification text paragraph 3.154	3.154 A summary of the <b><u>employment supply and demand figure as outlined in the Employment Land Review (2022) and the subsequent Employment Land Requirement Update (2025)</u></b> supply and demand is set out above (figures may not sum due to rounding).
AM59	n/a	Part 1, p.190	J1 Justification text paragraph 3.156	3.156 Overall the Employment Land Review (2022) <b><u>and the subsequent Employment Land Requirement Update (2025)</u></b> highlights that all past trend and forecast data shows a positive need for industrial land. This finding also aligns with the market view. Newham’s pipeline of supply is not sufficient to meet this need, nor are the sites, with industrial potential, currently in planning. Therefore, to meet this economic demand and enable employment growth, the policy requires there to be no further release of industrial land and for industrial development to take the form of intensification to deliver further industrial floorspace and not co-location with residential, unless explicitly stated as suitable for mixed-use in Local Plan Policy J1.
AM60	MO51.2	Part 1, p. 191	J1.2 Implementation text, 'Strategic Industrial Locations (SIL) and Local Industrial Locations (LILs)' subsection	To meet the industrial demand and enable employment growth, industrial development in both SILs and LILs have to take the form of intensification to deliver further industrial floorspace and not to release land for the delivery of, or co-location with, residential. <b><u>Where Strategic Industrial Locations and Local Industrial Locations have been identified as sites with potential for intensification in the plan period under Table 4.5 of the Employment Land Review (2022), the Council will work proactively with site owners and industrial occupiers to explore the opportunities for optimisation of industrial capacity at these sites where appropriate. It is also acknowledged that some of these sites are owned by the Council, which provides additional opportunities for proactive planning for industrial intensification to achieve the objective of this policy.</u></b>
AM61	MO52.1	Part 1, p. 191	J1.2 Implementation text, 'Local Mixed Use Areas (LMUAs)' subsection	Employment-led development is required to first meet employment needs (including the viable operation of employment uses on the site and where relevant, adjacent sites) in any design, and then other uses such as residential can be fitted around it. <b><u>Employment-led development can consist of employment only development but must still demonstrate that the employment needs at the site are being met.</u></b> [...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM62	MO53.1	Part 1, p. 192	J1.2 Implementation Text 'Employment uses outside designated employment land' subsection	<p>[...]  <u><b>All future developments incorporating office (E(g)(i)), research and development (E(g)(ii)) and/or light industrial (E(g)(iii)) floorspace within SILs, LILs, and where necessary and justified within site allocations identified for mixed use or employment-led development will be secured through conditions to limit uses consented within Class E, in order to achieve the objective of this policy.</b></u></p> <p>Further information on each spatial designation is available in the Employment Land Review (2022) (or subsequent updates) and applicants are expected to discuss their proposals with the council at the earliest opportunity to ensure that they align with the function, character and priority uses of their proposed location. [...]</p>
AM63	n/a	Part 1, p. 194	J2 Justification text paragraph 3.157	<p>3.157 Newham's employment land is an important asset, which plays a critical role in supporting both strategic and local economic needs. The Employment Land Review (2022) <u><b>and the subsequent Employment Land Requirement Update (2025)</b></u> highlights that there is limited industrial land availability across London coupled with strong demand for industrial floorspace. Reflecting this, the policy requires the protection of all strategic and local employment locations, making the most efficient use of employment land through intensification and ensures that any residential development on an employment-led designation is sensitively designed.</p>
AM64	n/a	Part 1, p. 194	J2 Justification text paragraph 3.159	<p>3.159 For office development, the Employment Land Review (2022) <u><b>and the subsequent Employment Land Requirement Update (2025)</b></u> identified that Newham's office stock and pipeline currently exceeds demand. Therefore, the policy looks to direct new office development to suitable locations (as set out in Local Plan Policy J1), or as part of a mixed-use development where demand can be demonstrated or via the sequential test prioritising town centres first</p>
AM65	MO54.1, MO55, MO54.2 & MO56	Part 1, pp. 203-204	J4.1 Implementation text	<p>[...]  Applicants are required to make use of the <a href="#">Community Wealth Building Business Pledges</a> as a measure of how new development can deliver local economic benefits, green economic ambitions as well as fairer and improved working opportunities. These pledges are:</p>

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				<ul style="list-style-type: none"> <li>• <b><u>Prioritising sustainability</u></b> e.g. reducing carbon footprint and more sustainable operations</li> <li>• <b><u>Buy Local</u></b> e.g. good and services</li> <li>• <b><u>Be a fair employer</u></b> e.g. London Living Wage</li> <li>• <b><u>Invest in staff</u></b> e.g. Mayor of London’s Good Work Standard</li> <li>• <b><u>Support local residents</u></b> e.g. Utilising Our Newham Work</li> <li>• <b><u>Pursue innovation</u></b> e.g. embed Community Wealth Building principles</li> <li>• <b><u>Be a fair landlord</u></b> e.g. fairer terms for businesses</li> </ul> <p>Applicants of all major developments are encouraged to liaise with the Newham’s <del>Regeneration Team</del> <b><u>Community Wealth Building Team</u></b> (linked with Newham’s employment support brokerage) as part of their pre-application discussions. This will ensure that appropriate pathways and local economic opportunities are highlighted at the earliest possible opportunity. This should form part of the Economic Strategy <b><u>(or part of the planning submission for development not requiring an Economic Strategy in accordance to Local Plan Policy J1)</u></b> and will help to address the requirements set by this policy. Employment and training contributions will be secured through working with Newham’s <del>Regeneration Team</del> <b><u>Community Wealth Building Team</u></b>.</p> <p>Applicants must work with the council’s brokerage and/or established education providers to increase economic opportunities for the following:</p> <ul style="list-style-type: none"> <li>• apprenticeships, placements and internships; or</li> <li>• employment and skills training; or</li> <li>• direct employment (including London Living Wage opportunities)</li> <li>• unlocking economic opportunities for all Newham residents including targeting those that may experience barriers to employment or identified groups more likely to be unemployed than others including those with caring responsibilities or mental or physical health challenges, young people (18-24) and women.</li> </ul> <p>The level and nature of the contribution will be determined at the pre-application stage and prior to the determination of the planning application. <b><u>Proposals that are not proposing to</u></b></p>

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				<b><u>meet the contribution requirement on viability grounds must meet the requirements of Policy BFN4.</u></b>
AM66	MO54.3	Part 1, p.205	J4.4 Implementation text	Applicants are encouraged to liaise with the Newham's <del>Regeneration Team</del> <b><u>Community Wealth Building Team</u></b> at the pre-application stage to support this policy objective.

## Homes

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM67	N/A	Part 1, p. 206	Homes chapter Introductory text Paragraph 3.169	3.169 Newham (including the area of the borough administered by the London Legacy Development Corporation <b>at the time of the London Plan adoption</b> ) has one of the largest housing targets in the whole of London, with a requirement to deliver 47,600 homes in the ten years to 2029. <sup>19</sup>
AM68	N/A	Part 1, p. 206	Footnote 19	For further information see the ‘Why do we need a Local Plan? Why refresh it?’ sub-heading of the ‘All about the Local Plan’ <del>chapter</del> <b>section</b> of the plan.
AM69	N/A	Part 1, p. 209	H1 part 2 Implementation text	Where a development falls within a site allocation (see Neighbourhoods <del>chapter</del> <b>section</b> ), infrastructure requirements and development principles set out what infrastructure and uses need to be provided within a site.
AM70	MO54.4	Part 1, p. 210	Policy H2 Part 1 and 4b	<p>1. All residential housing will be protected unless replaced with at least an equivalent level of overall residential floorspace. The following criteria should be met, where relevant:</p> <ul style="list-style-type: none"> <li>a. developments that result in the conversion or demolition of affordable housing should not be permitted unless replaced by an equivalent level of affordable housing floorspace. Affordable housing that is replacing social rent housing floorspace should be re-provided as social rent floorspace.</li> <li>b. any loss of specialist and supported housing floorspace, including specialist housing for older people, should meet the release criteria set out in H6- <b>part 1</b>.</li> <li>c. the subdivision or conversion of family dwellinghouses (C3) with three or more bedrooms will only be permitted in exceptional circumstances where proposals comply with the requirements of either parts 2 or 3 or 4 below.</li> </ul> <p>[...]</p> <p>[4.] b. a house in multiple occupation for the sole use by Newham's <del>Temporary Accommodation service</del> <b>Council</b> for people who are owed a homelessness duty or single homeless people; and</p>

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Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM71	MO58	Part 1, p. 212	H2 part 1 Implementation text	For the purposes of part H2- <u>part</u> 1.c, developments that propose the loss of family-sized housing <b><u>(or an existing unit readily capable of being used as family-sized dwelling by meeting the minimum internal space standard for a three bed, four person unit, in the London Plan 2021)</u></b> will be refused unless meeting one of the exceptions set out in parts 3 – 5 of the policy. These exceptions acknowledge that in some circumstances, subdivision or conversion of family housing can have multiple benefits or more desirable outcomes.
AM72	N/A	Part 1, p. 212	H2 part 3 Implementation text	For the purposes of H2- <u>part</u> 3.a, major roads are key arterial routes and local and destination routes that have town centres and local centres situated along them and/or are A roads within the borough. The 400m distance will be measured as the crow flies from the closest boundary of the local centre to the site.  For the purposes of H2- <u>part</u> 3.d, poorly defined entrances are those which are not easily understood as being an entrance to a home and/or those which are not located in plain sight.
AM73	MO59.1 MO54.5	Part 1, pp. 212-213	H2 part 4 Implementation text	Care leavers accommodation provided through this exception should be for up to six sharers. Accommodation for single homeless people in Newham or people owed a homelessness duty by Newham Council can either be designed as a house in multiple occupation (up to six sharers) or as a large house in multiple occupation (between seven and ten sharers). Conversions under this part are expected to meet the requirements of Policy H6 and Policy H9, including requirements for residential management plans and <b><u>agreed</u></b> capped rent levels. Proposals should also meet the relevant housing quality requirements of Policy H11 (see Table 13).  To meet the requirements of this policy, the use of the housing specifically for Newham Care Leavers <b><u>or</u></b> , homeless single people in Newham or people owed a homelessness duty by the London Borough of Newham should be included in the description for the planning permission, alongside the temporary period the planning permission is sought for. Applicants, as part of their planning submission, should provide evidence of discussions with Newham's Temporary Accommodation <b><u>relevant commissioning service(s)</u></b> , and the Council's Children's commissioners where relevant which show the length of time the accommodation will be required for. This will inform the length of time the temporary consent is granted for. Temporary periods for the use should be five years or fewer, and

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				<p>should have regard to the policy provisions for meanwhile uses set out in policy BFN1.8.</p> <p>Before submitting a planning application, Newham’s Temporary Accommodation service <del>(who also help facilitate the housing of children leaving care)</del> <b><u>relevant commissioning service(s)</u></b> and the Council’s Children’s commissioners, where relevant, should be contacted by the applicant in order to confirm that the accommodation provision is appropriate and to confirm the rents proposed would be suitable (thereby demonstrating compliance with H9: <b><u>part 2</u></b>). This evidence should be submitted alongside the planning application. The Council’s Temporary Accommodation <b><u>relevant commissioning service(s)</u></b> and the Council’s Children’s commissioners, where relevant, will also be consulted as part of the application process, to confirm these details are correct. On the expiration of the temporary period secured through the planning permission, the accommodation should be reverted back to its lawful use as a single family dwellinghouse and any facilitating works removed.</p> <p><b><u>Where residents are eligible for support under the Care Act 2014, these needs should be met via supported and specialist accommodation and will be considered under Local Plan Policy H6 rather than this policy.</u></b></p> <p>Given the evolving picture of need for these forms of accommodation, if Newham’s Temporary Accommodation <b><u>relevant commissioning</u></b> service and/or relevant commissioners state that these forms of accommodation are no longer needed, planning permission will not be granted for the change of use under this exception clause.</p> <p>For the purposes of H2: <b><u>part 4.c</u></b>, major roads are key arterial routes and local and destination routes that have town centres and local centres situated along them and/or are A roads within the borough.</p>
AM74	N/A	Part 1, p. 213	H2 Policy links	<p>Local Plan:</p> <ul style="list-style-type: none"> <li>• H1: Meeting housing needs</li> <li>• <b><u>H6: Supported and specialist housing</u></b></li> <li>• H9: Houses in multiple occupation and large-scale purpose-built shared living</li> <li>• H11: Housing design quality</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM75	FMO120	Part 1, p. 215	Policy H3 Justification. Paragraph 3.181	Newham's strategic target seeks to deliver <del>65</del> <u>50</u> per cent of all new homes delivered across the plan period as affordable housing.
AM76	FMO121	Part 1, pp. 215-216	H3 part 1 Implementation text	<p>Developments are expected to provide affordable housing in accordance with the requirements of part 1 of the policy.</p> <p><b><u>At the time of the Local Plan's adoption, the relevant London Plan affordable housing requirement is set out through Policy H5 (Threshold approach to applications) in the London Plan (2021).</u></b></p> <p><del>Affordable housing targets are measured using the gross number of new units within a development.</del> Genuinely affordable housing should be included within the initial buildings or phases of developments and should not be concentrated in the final buildings or phases.</p> <p>To meet our affordable housing target, genuinely affordable housing delivery should be maximised on publicly owned sites, developments brought forward by registered providers, and sites where the loss of <b><u>employment floorspace or</u></b> social infrastructure is deemed acceptable as per <b><u>London Plan (2021) Policy E7, Local Plan Policy J3 and/or</u></b> Policy S12.</p> <p>While the borough's affordable housing targets seek to deliver <del>50</del><u>65</u> per cent affordable housing overall, the policy supports the delivery of 100 per cent affordable housing developments, recognising the significant contribution such developments can make to strategic affordable housing delivery across the borough. Developments delivering above <del>50</del><u>65</u> per cent affordable housing should still seek to meet the tenure mix requirements of part 1 of the policy as a minimum (<del>50</del><u>65</u>% of the total <b><u>affordable</u></b> units being social rent). Affordable homes delivered above the requirements of part 1 may be delivered as intermediate homes.</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p><del>In addition to the overall tenure mix sought by the policy, a development's proposed bedroom size mix of social rent housing should be informed by evidence of local housing need as published in Newham's most up-to-date Strategic Housing Market Assessment. This helps to ensure the delivery of different affordable housing tenures is responsive to Newham's latest evidence of housing needs, which currently shows a significant need for family-sized social rent homes.</del></p> <p>Developments are not required to submit a viability assessment where they meet the relevant affordable housing target and tenure mix requirement set out in part 1, and provide a policy compliant level of family housing as per Policy H4- <b>part 2</b>.</p>
AM77	FMO122	Part 1, p. 217	H3 Policy Links	<p>Local Plan:</p> <ul style="list-style-type: none"> <li>• BFN4: Developer contributions</li> <li>• <b><u>SI2: New and re-provided community facilities and health facilities</u></b></li> <li>• <b><u>J3: Protecting employment floorspace</u></b></li> </ul> <p>[...]</p> <p>London Plan 2021:</p> <ul style="list-style-type: none"> <li>• H4 Delivering affordable housing</li> <li>• <b><u>H5 Threshold approach to applications</u></b></li> <li>• H6 Affordable housing tenure</li> </ul> <p>[...]</p> <ul style="list-style-type: none"> <li>• H16 Large-Scale purpose-built shared living</li> <li>• <b><u>E7 Industrial intensification, co-location and substitution</u></b></li> </ul>
AM78	FMO123	Part 1, p. 218	Policy H4 Justification. Paragraph 3.182	<p>Accordingly, the policy sets minimum targets for the provision of both <b><u>social rent</u></b> family-sized homes within major development proposals and <del>affordable</del> four-bedroom homes on site allocations. The lower minimum percentage requirements are reflective of Newham's latest viability evidence. Setting a minimum target for <b><u>social rent</u></b> three bed or larger homes will help address the acute need for the provision of family homes within Newham, while a minimum four-bedroom target <b><u>for social rent homes</u></b> on site allocations will help to</p>

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				encourage multigenerational living, re-provide larger family homes through regeneration projects and help address the needs of overcrowded families living in temporary accommodation.
AM79	FMO124	Part 1, p. 219	H4 part 1 Implementation text	<p>Part 1 of the policy sets out the criteria that a development's housing mix will be assessed against. All developments with the capacity to deliver ten dwellinghouses or more will be expected to meet the criteria of parts 2, <b>and</b> 4 <del>and 5</del> of the policy (and part 3 for developments on site allocations), but the policy does allow some flexibility to consider various factors that may influence a development's housing mix. These include Newham's most up to date evidence of housing needs (the Strategic Housing Market Assessment, which shows a significant need for social rent homes and which will be reviewed and updated if necessary), any financial viability assessment submitted alongside an application and an individual site's context.</p> <p>[...]</p> <p>Although sites delivering below ten dwellings are not required to meet the requirements of parts 2, <b>and</b> 4 <del>and 5</del> of the policy, developments for sites of this scale are expected to provide a mix of housing that includes family-sized housing, recognising this is one of Newham's most pressing housing needs.</p>
AM80	FMO125	Part 1, p. 219	H4 part 2 Implementation text	<p>Part 2 of the policy sets out expectations for the delivery of three or more bedroom <b>social rent</b> homes within a housing development. This requirement applies to any development delivering dwellinghouses, including general needs housing, age-restricted general needs housing and Build to Rent housing. <b><u>For Build to rent homes this requirement will also apply to the affordable homes rented at equivalent rents to Social Rent.</u></b></p> <p>[...]</p> <p>New housing developments on individual sites with the capacity to deliver ten residential dwellings or more that provide less than 40 per cent of the <del>total proposed homes</del> <b>new social rent homes</b> within a development as three bed or larger homes will be required to submit a financial viability assessment demonstrating that the maximum viable mix will be</p>

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				delivered. This viability assessment should use a Benchmark Land Value that uses an Existing Use Value plus premium approach. This financial viability assessment should also cover affordable housing delivery where the scheme does not achieve policy compliant levels as per the requirements of Policy H3- <u>part</u> 1 concerning overall affordable housing delivery and tenure mix.
AM81	FMO126	Part 1, p. 219	H4 part 3 Implementation text	Developments on site allocations (identified in the Neighbourhoods <del>chapter</del> <u>section</u> of the Local Plan) should aim to deliver a minimum of <u>15</u> per cent of proposed <u>social rent</u> homes as four or more bedroom <del>affordable</del> dwellinghouses. This <u>15</u> per cent counts towards the overall 40 per cent <u>social rent</u> family housing target sought under part 2 of the policy, and the affordable housing targets sought under policy H3.
AM82	FMO127	Part 1, p. 220	H4 part 4 Implementation text	Delete H4.4 Implementation text in full
AM83	N/A	Part 1, p. 220	H4 part 5 Implementation text	<del>Part H4.54</del> sets a maximum delivery expectation for studio homes or one-bedroom, one person homes on major development sites.
AM84	N/A	Part 1, p. 222	H5 part 1 Implementation text	A valuation of the market and affordable homes should be included within a development's legal agreement. This will allow for the calculation of the clawback level if the covenant, required under H5- <u>part</u> 1.c, is broken.
AM85	N/A	Part 1, p. 222	H5 part 4 Implementation text	Developments that fail to provide affordable housing in line with the requirements of parts 2 and 3 of the policy and the delivery of the required level of family dwellinghouses (C3) under Local Plan Policy H4- <u>part</u> 2 will be required to provide a detailed financial viability assessment, with a Benchmark Land Value that uses an Existing Use Value plus premium approach.
AM86	N/A	Part 1, p. 225	H6 part 1 Implementation text	Developments seeking to meet the criteria of H6- <u>part</u> 1.a should show that sufficient housing is or will be available to meet the housing needs of residents who are using or would have utilised the facility to be lost.  [...]

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				Alternatively, applicants should find sufficient capacity to meet the needs of existing or potential residents under the requirements of H6- <b>part</b> 1.a.
AM87	N/A	Part 1, p. 226	H6 part 2 Implementation text	Given the potential for increased safeguarding risks, developments providing housing under H2- <b>part</b> 4.a for Newham Care Leavers should submit a Location Risk Assessment as part of their residential management plan (required under H6- <b>part</b> 5).
AM88	N/A	Part 1, p. 226	H6 part 3 Implementation text	London Borough of Newham commissioning teams will be consulted on proposals for specialist housing, and will indicate whether the form and scale of housing is needed locally, as well as the quality of the proposed housing in accordance with H6- <b>part</b> 2.a.
AM89	N/A	Part 1, p. 227	H6 part 5 Implementation text	Developments providing housing under H2- <b>part</b> 4.a for Newham Care Leavers should submit a Location Risk Assessment as part of their residential management plan.
AM90	FMO128	Part 1, p. 229	H7 part 1 Implementation text	<p>For the purposes of H7- <b>part</b> 1.b, applicants will need to consider the requirements of Policy D6 (Neighbourliness) where a development is located in proximity to pollution sources, recognising the disproportionate impact these may have on older residents.</p> <p>The requirements of H7- <b>part</b> 1.c do not apply to care home accommodation. 'Care home accommodation' for the purposes of this policy is defined as having the following attributes, as per the London Plan 2021 definition:</p> <ul style="list-style-type: none"> <li>• personal care and accommodation are provided together as a package with no clear separation between the two; and</li> <li>• the person using the service cannot choose to receive personal care from another provider; and</li> <li>• people using the service do not hold occupancy agreements such as tenancy agreements, licensing agreements, licences to occupy premises, or leasehold agreements or a freehold; and</li> <li>• likely Care Quality Commission-regulated activity will be 'accommodation for persons who require nursing or personal care'.</li> </ul>

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				<p>The determination of whether a development is considered to provide care home accommodation will be considered on a case-by-case basis dependent on the nature of the accommodation being provided. This will be reviewed by London Borough of Newham commissioning teams based on relevant needs and capacity assessments.</p> <p>Developments that fail to provide affordable housing in line with the requirements of H7- <b>part 1.c</b> will be required to provide a detailed financial viability assessment. The financial viability assessment should robustly demonstrate that policy compliance is not viable but that the scheme is providing the maximum viable mix of genuinely affordable homes. <b><u>This viability assessment should use a Benchmark Land Value that uses an Existing Use Value plus premium approach.</u></b> This <b>viability assessment</b> will be independently assessed. These developments will also be subject to review mechanisms as set out in Local Plan Policy BFN4.</p>
AM91	N/A	Part 1, p. 232	Policy H8 Planning Obligations	<ul style="list-style-type: none"> <li>A nominations agreement should be agreed between the applicant and a higher education provider or providers in accordance with the requirements of H8- <b>part 4</b>.</li> </ul>
AM92	FMO51	Part 1, p. 232	Policy H8 Justification. Paragraphs, 3.188, 3.189 & 3.190	<p><del>[Paragraph 3.188] As of January 2024, around 33 per cent of approvals in the Stratford and Maryland neighbourhood were for student bed spaces.<sup>28</sup></del></p> <p>...</p> <p><del>[Footnote 28] <sup>28</sup>Percentage calculated using total number of student bed spaces approved, divided by the total student bed spaces plus total general needs dwellinghouses approved in the neighbourhood.</del></p> <p>...</p> <p>[Paragraph 3.189] Newham’s latest evidence of housing needs suggests that Newham campuses account for a small proportion (around six per cent) of students enrolled in higher education providers in London as of 2020/21. Accordingly, the policy seeks to regulate levels of student housing delivery and manage potential over-<del>saturation</del><b>concentration</b>, to better reflect Newham’s higher education economy. This approach seeks to secure associated local jobs and economic benefits that student accommodation accompanied by campus expansion can provide without undermining the delivery of general needs housing. Outside of Stratford and Maryland and areas of over-<del>saturation</del><b>concentration</b>, student housing delivery will also be supported in town and local</p>

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				<p>centres with good public transport connectivity, recognising in particular the public transport links offered by the Hammersmith and City, District and Elizabeth Line stations in the borough to London’s large higher education facilities.</p> <p>...</p> <p>[Paragraph 3.190] Alongside delivering appropriately located accommodation, the policy also requires the delivery of affordable student bed spaces and looks to ensure that social infrastructure, namely libraries and <del>sport</del><b>exercise</b> facilities, in proximity of new student accommodation do not face undue pressures as a result of new student populations who require space to study and exercise.</p>
AM93	FMO53	Part 1, p. 233	H8 part 1 Implementation text	<p>Part 1 of the policy sets out spatial requirements for the delivery of purpose built student accommodation in the Stratford and Maryland Neighbourhood.</p> <p>In the Stratford and Maryland neighbourhood, developments for purpose-built accommodation will only be permitted where they either deliver a campus-based expansion linked to an existing higher education campus in the neighbourhood or are replacing an existing facility. <b>In the case of campus-based expansions, t</b><del>hese</del> developments should be located within or adjacent to an existing campus development in the borough.</p> <p><del>Replacement accommodation should only re-provide the same number of bedrooms as the existing development and should not result in a net increase of student bed spaces.</del></p>
AM94	MO67.4	Part 1, p. 233	H8 part 2 Implementation text	<p>Where a new development would lead to an over-saturation<del>ation</del><b>concentration</b> of student accommodation in a neighbourhood (see definition of over-saturation<del>ation</del><b>concentration</b> in the ‘ALL’ implementation text for Policy H8 above), accommodation should either:</p> <ul style="list-style-type: none"> <li>• <del>only re-provide the same number of bedrooms as the existing development and should not result in a net increase of student bed spaces</del><b>solely provide a replacement facility;</b> or</li> <li>• deliver a campus-based expansion linked to an existing higher education campus in the neighbourhood. These developments should be located within or adjacent to an existing campus development in the borough.</li> </ul>
AM95	MO67.5	Part 1, p. 234	H8 part 4 Implementation text	<p>Areas of over-saturation<del>ation</del><b>concentration</b> will be assessed in accordance with the definition of over-saturation<del>ation</del><b>concentration</b> in the ‘ALL’ implementation text for Policy H8 above.</p> <p>In areas that don’t experience over-saturation<del>ation</del><b>concentration</b> of purpose-built student accommodation, the majority of purpose-built student rooms are required to be secured</p>

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				<p>through a nominations agreement as part of a development’s legal agreement. This agreement should ensure that reasonable endeavours are used to secure the majority of the bedrooms in the development, including all of the affordable student accommodation bedrooms, for occupation by students of one or more higher education providers by the point of first occupation.</p> <p>At pre-application stage, a letter of comfort should also be provided by the interested Higher Education Provider(s), showing the provider’s intent to continue discussions with the developer and indicate their likelihood to enter into contractual obligations with the developer in relation to the proposals. The letter of comfort should also outline the provider’s present and future accommodation needs, and how the design of the development meets these needs.</p> <p>If a nominations agreement cannot be secured by the point of first occupation, the local planning authority should be notified to show that all reasonable endeavours have been taken. In the interim, a cascade mechanism of direct lets should be secured. The following hierarchy will be applied:</p> <ul style="list-style-type: none"> <li>• full-time higher-education students at local Higher Education Providers (within Newham’s borough boundary).</li> <li>• those at other London HEPs with good sustainable transport connections to the site.</li> <li>• any other higher-education student at a London HEP campus.</li> <li>• as a last resort, any other higher-education student with a need to reside in London.</li> </ul> <p>Proposals that would create or worsen an over-saturation <b>concentration</b> of purpose-built student accommodation should secure all of the bedrooms in the development through a nomination agreement with a higher education provider(s). Where purpose-built student accommodation is being delivered within or adjacent to an existing campus development in the borough in accordance with H8- <b>part 1.a</b> or H8- <b>part 2.ad</b>, the policy requires the nominations agreement to be secured for occupation by students of the higher education provider that the development is located is within or adjacent to.</p> <p>Proposals creating an over-saturation <b>concentration</b> will need to provide additional</p>

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				<p>certainty around a nominations agreement being signed prior to first occupation of the development in accordance with the requirements of parts 4.b and 4.c of the policy. Developments seeking to comply with parts 4.b and 4.c of the policy will not have a cascade mechanism of direct lets forming part of their legal agreement. Without sufficient certainty of nominations provided throughout pre-application and application discussions, an application will be refused.</p> <p>In order to demonstrate certainty around a nominations agreement being signed, it is expected that the Higher Education provider(s) who are expected to sign up to a development's nominations agreement attend pre-application meetings for a proposal. This is to demonstrate that the design of a development has taken into consideration the needs of the Higher Education provider whose students the development will be accommodating.</p>
AM96	FMO129	Part 1, p. 235	H8 part 5 Implementation text	<p>Developments for purpose-built student accommodation should provide ancillary communal space for study and <del>sporting facilities</del><b>exercise</b> to meet the needs of their student population proportionate to the scale of the development.</p> <p>There is an exception to this requirement where existing campus-based student study and/or <del>sports and recreation</del><b>exercise</b> spaces are within 1,200m of the development (a 15 minute walk, to support the delivery of a network of well-connected neighbourhoods) and have the capacity to meet the increased need from the new development, which would need to be evidenced as part of a submission.</p> <p>Regarding the provision of <del>sporting</del><b>exercise</b> facilities, consideration should be given to how affordable the facilities are for students to access, recognising this provision should be meeting the needs of students living in the new accommodation.</p>
AM97	MO54.7	Part 1, p. 238	H9 part 2 Implementation text	<p>For houses in multiple occupation secured under Policy H2- <b>part 4</b> as housing for Newham Care Leavers or homeless single people or people owed a homelessness duty by Newham Council, adherence with this policy should be demonstrated via rents being agreed with Newham's <del>Temporary Accommodation</del><b>relevant commissioning</b> service, evidence of which should be submitted alongside a planning application. <del>Local Housing Allowance Rates for an area can be found on the GOV.UK website: Search for Local Housing Allowance rates by postcode or local authority : DirectGov - LHA Rates (voa.gov.uk)</del></p>

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AM98	N/A	Part 1, p. 238	H9 part 4 Implementation text	Part 4 of the policy includes requirements for the location of more intensely occupied forms of multiple occupancy housing. These include large houses in multiple occupation (sui generis) and large-scale purpose-built shared living developments. The policy requires these forms of multiple occupancy housing to be located within Town and Local Centres or along major roads well connected by public transport (with a minimum Public Transport Accessibility Level of 4). For the purposes of H9- <b>part</b> 4, major roads are key arterial routes and local and destination routes which have town centres and local centres situated along them and/or are A roads within the borough.				
AM99	FMO131	Part 1, p. 241	H10 Implementation text	<table border="1" data-bbox="835 584 1850 711"> <tr> <td><b><u>H10.1</u></b></td> <td><b><u>This target will be monitored in accordance with the plan's monitoring framework.</u></b></td> </tr> </table> <table border="1" data-bbox="835 751 1850 1086"> <tr> <td>H10.<del>23</del></td> <td>Developments proposing accommodation to meet the needs of Gypsies, Travellers and Travelling Showpeople should demonstrate need for the accommodation being proposed. In most instances, evidence should refer to the findings of Newham's Gypsy and Traveller Accommodation Assessment <b><u>or London Gypsy and Traveller Accommodation Needs Assessment</u></b>, but additional details can be submitted alongside the application as necessary.</td> </tr> </table> <p>[Associated policy numbering updates required throughout the policy]</p>	<b><u>H10.1</u></b>	<b><u>This target will be monitored in accordance with the plan's monitoring framework.</u></b>	H10. <del>23</del>	Developments proposing accommodation to meet the needs of Gypsies, Travellers and Travelling Showpeople should demonstrate need for the accommodation being proposed. In most instances, evidence should refer to the findings of Newham's Gypsy and Traveller Accommodation Assessment <b><u>or London Gypsy and Traveller Accommodation Needs Assessment</u></b> , but additional details can be submitted alongside the application as necessary.
<b><u>H10.1</u></b>	<b><u>This target will be monitored in accordance with the plan's monitoring framework.</u></b>							
H10. <del>23</del>	Developments proposing accommodation to meet the needs of Gypsies, Travellers and Travelling Showpeople should demonstrate need for the accommodation being proposed. In most instances, evidence should refer to the findings of Newham's Gypsy and Traveller Accommodation Assessment <b><u>or London Gypsy and Traveller Accommodation Needs Assessment</u></b> , but additional details can be submitted alongside the application as necessary.							
AM100	N/A	Part 1, p. 246	H11 part 1 Implementation text	Applicants should submit adequately detailed drawings showing furniture layouts, including as part of pre-application discussions where detailed designs are considered so that officers can make an assessment against H11- <b>part</b> 1a.				
AM101	MO71	Part 1, p. 248	H11 part 3 Implementation text	<p><del>Requirements for the delivery of accessible purpose-built student accommodation (BS 8300-2:2018) is available on the bsi.knowledge website: BS 8300-2:2018   31 Jan 2018   BSI Knowledge (bsigroup.com).</del></p> <p>[...]</p>				

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>For the purposes of H11- <b>part</b> 3.f.iv, internal communal spaces for houses in multiple occupation should accommodate kitchen facilities, dining space and living areas. As part of the required internal communal space per resident, applicants may also optionally include workspace and other recreation or entertainment spaces for the exclusive use of residents and/or ancillary workspace without a charge. These optional spaces will count towards meeting the policy requirements of H11- <b>part</b> 3.f.iv, along with the required kitchen facilities, dining space and living areas.</p> <p>[...]</p> <p>These requirements and the requirement for 1m<sup>2</sup> built in storage under H11- <b>part</b> 3.f.iii should be provided in addition to the requirements for the minimum internal communal space required per resident.</p>
AM102	N/A	Part 1, p. 249	H11 part 5 Implementation text	<p>For the purposes of H11- <b>part</b> 5.c, spaces with a variety of functions are defined as shared external amenity areas where residents are able to host informal social gatherings configured to their needs, for example birthday parties.</p> <p>For the purposes of H11- <b>part</b> 5.d, major roads are key arterial routes and local and destination which have town centres and local centres situated along them and/or are A roads within the borough.</p>
AM103	N/A	Part 1, p. 250	H11 part 6 Implementation text	<p>Consideration of H11- <b>part</b> 6.a, which requires affordable housing to be of an equivalent quality to private residential units, should be provided in an application's planning statement. Namely this should set out expectations around who is anticipated to take on management of communal spaces that have an impact on service charges. Keeping service charges affordable for residents of affordable homes should be of key importance. At an application stage there should be a consideration of whether design features would result in a disproportionate charge to tenants of affordable housing (for example, the need to abseil in order to clean windows may result in more costly service charges or use of more of less hardwearing materials). This should form part of a developments Design and Access Statement.</p>

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				<p>For the purposes of H11- <u>part</u> 6.b, which requires access to any on-site services provided via a membership model, the comparable cost of other facilities in the locality should be determined by reviewing the nearest Newham Council managed and private facilities to a development site.</p>

**Green and Water Spaces**

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AM105	MO74.1	Part 1, p. 252	GWS Chapter Introductory text  Paragraph 3.199	3.199 With a total of <del>91626</del> hectares of open space, which includes the borough's <del>33208</del> hectares of water spaces. Newham has a rate of provision for green and water space of <del>2.517</del> hectares per 1,000 residents. This is a precious, but scarce resource.
AM106	MO74.2 MO74.3 MO74.4 MO74.5	Part 1, p. 255	GWS1 Justification text  Paragraph 3.206-3.209	<p>3.206 Green space is also unevenly distributed across the borough and residents can have very different experiences when trying to access open space where they live. Beckton, for example, is relatively well served with publicly accessible green space, with a rate of <del>2.2545</del> hectares per 1,000 residents, significantly above the borough average. In contrast, Canning Town South has a rate of just <del>0.3320</del> hectares per 1,000 residents.</p> <p>3.207 Over the Plan period, Newham's population is projected to increase by just over <del>257</del> per cent. Assuming that publicly accessible green space provision remains the same (i.e. current provision is sustained and no new publicly accessible greenspace sites are added) publicly accessible greenspace in Newham will fall to 0.57 hectares per 1,000 residents <b>over the Plan period</b> <del>in 2038</del>.</p> <p>3.208 In order for Newham to enjoy the same, or greater, level and quality of provision over the Plan period, we need to deliver more publicly accessible green space. Just to sustain provision at the 2023 standard we will need to create <del>668</del> hectares of additional publicly accessible green space <del>so as to sustain provision at the 2023 standard</del>.</p> <p>3.209 Newham has <del>115</del> allotments and community growing spaces with a total area of <del>17.188</del> hectares. The National Allotment Society recommends the provision of 0.125 hectares per 1,000 residents. The borough currently provides <del>0.0549</del> hectares per 1,000 residents. Both the current and projected rates of provision in <del>2038</del> <b>the Plan period</b> are below the recommended standards. Spaces for community growing (including allotments) are important, not only do they deliver direct health and environmental benefits, but also enhance social connection and may deliver climate benefits through reduced food</p>

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				transportation and improved biodiversity.
AM107	MO74.6	Part 1, p. 256	Implementation text GWS1 part 1	<ul style="list-style-type: none"> <li>maintain 0.0549 hectares per 1,000 residents of allotment and community garden space.</li> </ul>
AM108	MO8.9	Part 1, p. 257	Implementation text GWS1 part 1	[...] Delivery of new and improved publicly accessible green space Areas experiencing public open <b>green</b> space and community growing space (including community growing and allotments) deficiency are set out in the Green and Water Infrastructure Strategy <b>(2025)</b> (2024).
AM109	N/A	Part 1, p. 262	GWS1 part 4 Implementation text	<ul style="list-style-type: none"> <li>provide clear wayfinding / signage</li> <li>* improve habitat for wildlife, * <i>missing bullet point, shifted down a line</i></li> <li>cycle and pushchair storage;</li> </ul>
AM110	N/A	Part 1, p. 269	GWS3 part 1	e. maximising biodiversity measures within the London City Airport <b>Safeguarded Safe Guarded</b> -Area, whilst also ensuring that the airport is appropriately safeguarded from bird strikes; and
AM111	N/A	Part 1, p. 269	GWS3 part 4	4. Development must deliver a Biodiversity Net Gain of at least 10 per cent. All opportunities should be explored to deliver Biodiversity Net Gain on-site. Where it can be <del>be</del> demonstrated that on-site net gain is not possible, applicants must seek to deliver their off-site Biodiversity Net Gain in Newham. Out of borough registered of site Biodiversity Net Gain will only be accepted where it can be demonstrated there are insufficient sites and credit schemes in Newham to deliver the required net gain.
AM112	MO79	Part 1, pp. 272-273	GWS3 part 4 and GWS3 part 5 Implementation text	<p><del>GWS3.4</del> <b>GWS3.5</b></p> <p><del>GWS3.5</del> <b>GWS3.4</b></p>

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AM113	MO75.5	Part 1, p. 273	GWS3 part 4 Implementation text	<p>Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Development proposals must secure a net gain in biodiversity value, with a clear priority for on-site measures. Development should use the latest Department for Environment, Food &amp; Rural Affairs metric to quantify the baseline and post-development biodiversity value of the development site and of-site areas proposed for habitat creation. The assessment should be undertaken by a suitably qualified and/or experienced ecologist and should be submitted together with baseline and proposed habitat mapping in a digital format with the application.</p> <p>Any of-site habitats created should be provided in the borough and be located to maximise opportunities for local nature recovery and to improve access to nature.</p> <p>Biodiversity Net Gain should not <b>be</b> applied to irreplaceable habitats. Any mitigation and/or compensation requirements for designated sites should be dealt with separately to Biodiversity Net Gain provision.</p> <p>Applicants should refer to the latest government legislation and guidance and the Mayor of London’s Urban Greening for Biodiversity Net Gain: A Design Guide (2021) to ensure proposed green infrastructure achieves a Biodiversity Net Gain.</p> <p><b><u>Please also see Natural England’s Green Infrastructure Framework (GIF): <a href="https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx">https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx</a>. The GI Framework provides a number of tool and guides to complement the mandatory mechanisms of Biodiversity Net Gain (BNG) and Local Nature Recovery Strategies (LNRS), which form part of the Environment Act.</u></b></p>
AM112	MO78.2	Part 1, p. 273	GWS3 part 7 Implementation text	<p>The need for Mitigation Strategies adopted by the Council to offset the effects of recreational pressure on Epping Forest Special Area of Conservation have been identified. These strategies will be reviewed and updated as required over the plan period. Currently the Council is working with partners to develop a package of mitigation measures which fall into two categories:</p> <ul style="list-style-type: none"> <li>• Strategic Access Monitoring and Management Strategy, which was adopted by Cabinet in July 2022.</li> </ul>

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				<ul style="list-style-type: none"> <li>• <b><u>Newham Special Area of Conservation Recreation Mitigation Strategy (2025)</u></b>. Suitable Alternative Natural Greenspace, which is being developed and will be published as additional guidance.—</li> </ul>
AM114	MO10.4	Part 1, p. 274	GWS3 Evidence base	Evidence Base: <ul style="list-style-type: none"> <li>• <b><u>Lee Valley Regional Park, Biodiversity Action Plan, 2019 - 2029 (2019)</u></b></li> </ul>
AM115	N/A	Part 1, p. 274	GWS3 Policy links	<ul style="list-style-type: none"> <li>• <del>G5</del> <b><u>G6</u></b> Biodiversity and access to nature</li> </ul>
AM116	N/A	Part 1, p. 283	Evidence base	<del>Interim</del> Built Leisure Facilities Needs Assessment, Strategic Leisure <b><u>(2025)</u></b> <del>(2022)</del>

**Climate Emergency**

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM117	FMO160	Part 1, p. 293	CE2.4 Implementation text	<p>The amount of energy generated per year should be measured in kWh per square metre of building footprint. Solar PV panels should be high quality, monocrystalline panels, with efficiency of at least 380 Watt Peak.</p> <p>For developments that are unable to achieve the quantity of renewable energy generation on site as outlined in CE2.4, an offset payment to fund renewable energy generation in the borough is to be sought. This offset payment would cover the purchasing and installation of a PV renewable energy system elsewhere in the borough, which is able to generate the amount of energy equivalent to the gap in onsite provision.</p> <p>Offsetting will only be accepted as a means to achieving planning policy compliance if the building is compliant with all other Net Zero Carbon buildings policies, namely:</p> <ul style="list-style-type: none"> <li>• The proposed building must not use fossil fuels on-site, as set out in Policy CE2.2</li> <li>• It must have a level of space heating demand and energy use intensity (EUI) compliant with levels set in the Local Plan in CE2.1 and CE2.3.</li> <li>• On-site renewable energy generation (e.g. through PVs) has been maximised and achieves at least <b>levels set in the Local Plan in CE2.4.</b> <del>80 kWh/m<sup>2</sup> building footprint for all building types (and 120 kWh/m<sup>2</sup> building footprint for industrial buildings).</del></li> <li>• Detailed energy assessment provided as part of an energy statement demonstrating compliance with Policy CE2.</li> </ul> <p>The applicant should establish the shortfall in renewable energy generation to enable the annual renewable energy generation to match the Energy Use Intensity in kWh.</p> <p>As set out in the Climate Change Evidence Base, a floor price of £1.25/kWh has been</p>

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				<p>set, with a 20 per cent project management fee added. This leads to an offset price of £1.5/kWh. These figures are based on the current average price and performance of a PV system, and the cost may vary over time reflecting the costs of delivering the required offset projects.</p> <p>Proposals that include battery energy storage systems in conjunction with on-site renewable energy generation are encouraged to discuss proposals with London Fire Brigade.</p>
AM118	MO80.2	Part 1, p. 294	CE2 Justification text	<p><b>Given our climate emergency commitments, the Council wishes to incentivise industries to use less fossil fuels, improve local air quality and reduce greenhouse gas emissions, as part of meeting the targets set. However, it is recognised that existing energy intensive industries subject to the UK Emissions Trading scheme will take time to decarbonise. In the interim, the Council does not wish to prevent development that will substantially reduce carbon emissions and improve air quality. This policy therefore encourages steps to substantially reduce the carbon intensity of energy intensive industries, while also ensuring that a decarbonisation strategy will be delivered over the long term.</b></p>
AM119	n/a	Part 1, p. 296	CE3 Justification text	<p>This policy therefore has embodied carbon limits of less than <b>700kg CO<sub>2</sub>/m<sup>2</sup></b> <del>500kg CO<sub>2</sub>/m<sup>2</sup></del>, as research indicates this is currently deliverable using industry best practice.</p>

**Transport**

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM120	MO81.1	Part 1, p. 321	T1 part 1	<p>1. Development will be required to protect and enhance the strategic transport network through:</p> <ul style="list-style-type: none"> <li>a. Ensuring that it will not adversely impact on the safety, functionality, reliability and viability of existing transport networks.</li> <li>b. Protecting the ongoing function and provision of strategic transport infrastructure unless formally released or agreed to be surplus or released by the relevant infrastructure provider. These include: <ul style="list-style-type: none"> <li>i. Radar stations and sightline</li> <li>ii. Rail (including National Rail, Elizabeth line, Tube, DLR) lines, stations and depots</li> <li>iii. Buses – priority measures, stands (including drivers’ facilities), stations and depots/<b>garages</b></li> <li>iv. Protected mooring points, public river access points and piers</li> <li>v. <b>Bridges and tunnels</b></li> <li>vi. Safeguarded wharves and their access requirements</li> <li>vii. Rail heads and their access requirements</li> <li>viii. London City Airport (including the Public Safety Zone and Aerodrome Safeguarding requirements)</li> <li><b>ix. London Cable Car</b></li> </ul> </li> <li>c. Where appropriate, supporting the delivery of, and safeguarding land required for, future strategic transport schemes. Development that would prevent the delivery of future strategic transport schemes will not be supported.</li> </ul>
AM121	MO82	Part 1, p. 322	T1 justification text  Paragraphs 3.311-3.312	<p>3.311 Newham strongly supports future strategic transport investments in the borough – such as the DLR extension to Beckton Riverside and Thamesmead, and future improvements to Stratford Station. Newham will proactively protect land and access points to ensure the delivery of these projects in the future. These projects are required in order to increase public transport accessibility and capacity, support growth, improve air quality, increase residents’ access to services and facilities and reduce carbon emissions from transport.</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>3.212 The Mayor of London, Transport for London and Newham Council <b>and neighbouring boroughs</b> are working collaboratively to deliver these strategic transport improvements. Long delivery timeframes mean that safeguarding projects and the land required to deliver them is crucial to ensure that strategic transport projects can be delivered at a future date.</p>
AM122	MO81.2	Part 1, p. 322	T1 part 1 Implementation	<p>Development should engage with relevant infrastructure providers such as Transport for London and London Borough of Newham Highways team at the earliest opportunity and demonstrate that the development will minimise impacts on existing transport networks.</p> <p>Any development that may impact strategic transport infrastructure – whether due to proximity, scale or nature of the development – should demonstrate that negative impacts on the strategic transport infrastructure are minimised to an acceptable level. This should be discussed with the relevant consultees, as outlined below, at the earliest possible stage. Applicants should refer to the London Plan Guidance (LPG) on Sustainable Transport, Walking and Cycling which provides guidance on protecting transport infrastructure.</p> <ul style="list-style-type: none"> <li>• Radar stations and sightline – Port of London Authority and London City Airport</li> <li>• Rail (National Rail and High Speed 1) lines, stations and depots – Network Rail and High Speed 1</li> <li>• Rail (Elizabeth line, Tube and DLR) lines, stations and depots – Transport for London</li> <li>• Buses – priority measures, stands (including drivers’ facilities), stations and depots/<b>garages</b> – London Borough of Newham Highways and Transport for London</li> <li>• Protected mooring points, public river access points and piers – Port of London Authority and Royal Docks Management Authority (RoDMA)</li> <li>• Bridges <b>and tunnels</b> – relevant landowners and Port of London Authority</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<ul style="list-style-type: none"> <li>• Safeguarded wharves and their access requirements – Port of London Authority</li> <li>• Rail heads and their access requirements – Network Rail</li> <li>• London City Airport (including the Public Safety Zone and Aerodrome Safeguarding requirements), as well as height limitations – London City Airport</li> <li>• <b>London Cable Car – Transport for London</b></li> </ul> <p>Mapping of transport infrastructure is available on the Council’s website and on the Policies Map, however this should not be the sole resource used to understand the safeguarding requirements of consultees given the complex and technical nature of these matters. If a piece of strategic transport infrastructure is proposed to be formally released or agreed to be surplus by the relevant infrastructure provider, agreement for this should be provided, as well as demonstration that the development will not impact other operational transport infrastructure.</p> <p>Development should demonstrate that any proposal in close proximity to a future strategic transport project would not impact the delivery or function of the future project. A temporary development will still need to demonstrate that it would not impact the delivery or function of the future project.</p> <p>Developments should support, deliver and contribute to Strategic Transport projects where required. Specific strategic transport projects are set out in Newham Sustainable Transport Strategy, the latest Newham Infrastructure Delivery Plan, Transport for London and Mayor of London publications such as the Mayor’s Transport Strategy, as well as in the Local Plan Neighbourhood policies and site allocations, where relevant.</p>
AM123	MO81.3	Part 1, p. 331	T3 part 1 Implementation text	<p>All new development will be car free, apart from limited provision in line with policy.</p> <p>Developments should provide a quantity of blue badge spaces <b>(in line with London Plan (2021) standards)</b>, proportionate to the scale <b>and nature</b> of the development and the quantity of existing blue badge spaces in the local area. Although individual</p>

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				<p>spaces are not allocated to individual residents, blue badge parking should be located as close as possible to the access point of the building they are associated to. They should be clearly marked as designated for disabled persons. The parking spaces should be on firm, level ground, as should the route to the building entry, or where this is not possible, a step-free gently sloping route is acceptable.</p> <p>Where developments wish to provide mobility scooter parking alongside a smaller quantity of blue badge spaces, applicants should demonstrate that the approach is suitable. The route to/from accessible public transport should be high quality, with accessible pavements and dropped kerbs. There must be a range of local services and facilities available within easy, accessible reach. Mobility scooter provision would not be appropriate in areas of poor public transport accessibility, or in areas without accessible stations.</p> <p>Applicants should demonstrate the blue badge provision in a Transport Assessment containing a parking stress survey, as well as through discussions with the Council's transport and occupational therapy teams.</p> <p>For employment uses and town centre uses, a small quantity of parking may be considered acceptable where these uses have 24-7 hours of operation, multiple shift patterns, low employment density and a very low PTAL (level 2 or below). Where parking can be justified, the Council will seek the lowest possible quantity, within the maximum standards set by the London Plan (2021). Applicants should demonstrate this in a Transport Assessment.</p> <p>Developments that propose short term operational bays – such as for deliveries, servicing, pick up/drop off, taxi ranks and short term visitor parking – should evidence the need for their installation, as well as providing details on how the bays will be managed. Applicants that wish to propose on-street short term bays should discuss the acceptability of this with the Council's transport department.</p>

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AM124	MO81.4	Part 1, p. 336	T4 part 1 implementation text	<p>Where possible, servicing and deliveries should take place <b>off street</b>, within the curtilage of the development.</p> <p>Developments located in close proximity to navigable waterways should demonstrate consideration of the use of waterways for ongoing servicing and deliveries.</p> <p>Development should show how servicing and deliveries have been considered in the design of the development in a Design and Access Statement, with major development demonstrating how servicing and deliveries will be managed in a Servicing and Deliveries Management Plan.</p> <p>Applicants are recommended to discuss servicing and deliveries in the pre application process, liaising with London Borough of Newham Highways team as appropriate.</p>
AM125	MO83.1	Throughout	Name of Policy T5	<del>T5: Airport</del> <b>T5: London City Airport</b>
AM126	MO84	Part 1, p. 338	T5 part 3	3. Development that facilitates the <b>development or</b> use of zero carbon technologies at the airport will be supported, where this does not adversely impact local residents.
AM127	MO86	Part 1, p. 338	T5 Justification text Paragraph 3.339	3.339 London City Airport is one of London's major airports. Destinations include Europe and other parts of the UK, with a mixture of business and leisure travel. Between 2000 and 2019, the number of passengers using the airport grew from around 1.5 million a year to 5 million a year. Two thirds of passengers access the airport using public transport, the highest proportion of any airport in the UK. However, <b>53 percent of staff in 2023 used</b> <del>nearly 60 per cent of airport staff still use</del> private cars to travel to the airport.
AM128	MO87	Part 1, p. 340	T5 part 4 Implementation text	Improvements to surface access which would be supported are those that would improve sustainable access for local residents and staff to get to/from the airport. Examples could include reduction of car trips in the early morning and late at night, improvements to active travel around the Royal Docks and improved connections to

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>ExCeL and local hotels.</p> <p>The Sustainable Transport Strategy indicates that the Council does not require an Elizabeth line station at the airport to facilitate the levels of growth in the Royal Docks. <del>—however the Council would support a privately funded station to improve access to the airport site.</del></p> <p>Development that improves sustainable access to the airport site should demonstrate the modal shift that will result. A Transport Assessment and Travel Plan should be submitted as appropriate to the scale of development, as per Policy T3.</p>
AM129	MO22.9 MO85	Part 1, p. 338	T5 part 6	<p>Development in proximity to the airport should demonstrate consideration of London City Airport at the time of submission. <b>Neighbourhoods subject to airport height constraints are the following: N1 North Woolwich, N2 Royal Victoria, N3 Royal Albert North, N4 Canning Town, N5 Custom House and N17 Gallions Reach.</b> This could include noise, air quality, safety, <b>bird risk</b>, wider Agent of Change principles, and height limitations (including construction cranes).</p> <p><b>Development in proximity to the airport has the potential to impact on airport safeguarding.</b> Applicants <del>that propose developments in proximity to the airport</del> should discuss the potential implications of the development with London City Airport and the Council’s planning team as early as possible.</p> <p>Details regarding height limitations, noise contours and the Public Safety Zone can be found on the Council’s website. The outcomes of discussions with London City Airport should be shared with the Council as part of any application.</p>

**Waste and Utilities**

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM130	FMO132	Part 1, p. 342	Waste and Utilities Introductory text	<p>Working in tandem with the Joint Waste Plan update, the policies <del>safeguard existing waste sites and encourage the delivery and improvement of waste site</del> <b>operations</b>.</p> <p>[...]</p> <p>This section contains the following policies:</p> <ul style="list-style-type: none"> <li>• <del>W1: Waste management capacity</del></li> <li>• <b>W12: New or improved waste sites</b></li> <li>• <b>W23: Waste management in developments</b></li> <li>• <b>W34: Utilities and digital connectivity infrastructure</b></li> </ul>
AM131	FMO135	Part 1, p. 347	Policy W2 Justification. Paragraphs 3.355-3.356	<p><del>3.355 Policy W2 seeks to ensure that new, replacement or intensified waste sites support the circular economy and reduce environmental and amenity impacts associated with their use. The policy seeks to incorporate flexibility into the assessment of new waste management uses, recognising the evolving nature of both waste management practices and national and regional policies that may result in a need for retrofit or the delivery of new waste sites in the borough. The criteria outlined within the policy will help to ensure that waste sites are located in sustainable locations, both in terms of amenity impacts and proximity to the sources of waste. Similarly, the policy seeks to reduce heavy goods vehicle movements where sites have the capability to support rail and water transport of waste, recognising that much of the borough's industrial land is located next to the River Thames, the River Lea and the River Roding.</del></p> <p>3.356 The policy <del>also</del> sets out requirements for waste sites to provide waste operator management plans, to avoid amenity impacts associated with waste uses.</p>
AM132	FMO136	Part 1, pp. 347-348	W2 part 1 and W2 part 2 Implementation text	Delete the implementation text for parts 1 and 2 of Policy W2.

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AM133	FMO137	Part 1, p. 348	W2 Policy links	<p>Local Plan:</p> <ul style="list-style-type: none"> <li>• <del>D6: Neighbourliness</del></li> <li>• <del>W1: Waste management capacity</del></li> <li>• <del>J2: New employment floorspace</del></li> </ul> <p>London Plan 2021 Policies:</p> <ul style="list-style-type: none"> <li>• <del>SI7: Reducing waste and supporting the circular economy</del></li> <li>• SI8: Waste capacity and net waste self-sufficiency</li> <li>• <del>SI9: Safeguarded waste sites</del></li> </ul>
AM134	MO88	Part 1, p. 351	W3 part 4 Implementation text	<p>Only one type of refuse vehicle should be needed to service a site. For example, if a development proposes an underground storage of waste, this should be the only waste management solution across a development to allow for efficient servicing by a suitable collection vehicle. <b><u>If a development site is unable to deliver a single waste management solution on site, the Council's waste and recycling team should be contacted as early as possible to discuss whether they agree with this assessment and the most suitable alternative waste solution for the site.</u></b></p>
AM135	FMO138	Part 1, p. 352	W3 Policy links	<p>Local Plan:</p> <ul style="list-style-type: none"> <li>• <del>W1: Waste management capacity</del></li> </ul>
AM136	MO90.2	Part 1, p. 355	W4.2 Implementation text	<p>Utilities proposals including energy, telecommunications and digital connectivity infrastructure, and water infrastructure as set out in the Infrastructure Delivery Plan will be supported subject to requirements in the Spatial Strategy and Neighbourhood Policies in the Local Plan. <b><u>All infrastructure proposals will be assessed against agent of change requirements under Local Plan Policy D6 and requirements in other relevant parts of the Local Plan.</u></b></p>
AM137	MO91	Part 1, p. 355	W4.4 Implementation text	<p>Odour Impact Assessments will need to be submitted incorporating details of good scheme design and mitigation measures to address odour impacts from existing odorous uses in the vicinity. Mitigation which resolves potential conflicts may be necessary for development to proceed. <b><u>Any necessary mitigation should be completed ahead of the occupation of developments in the vicinity.</u></b> Advice should be sought from Newham's</p>

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				Environmental Health team at the pre-application stage highlighting any key issues with proposals relating to odour. [...]

Part 2 – Neighbourhoods and Site Allocations

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM138	FMO2	All relevant	Across all relevant sections of Part 1 and 2 of the Plan	<p><b>Policy BFN1: Spatial strategy</b></p> <p>1. Development will be directed to all of Newham's 17 neighbourhoods to distribute the benefits of growth, achieve Community Wealth Building outcomes and create a network of successful and well-connected neighbourhoods. This will be achieved through:</p> <p>a. directing significant levels of growth to:</p> <ol style="list-style-type: none"> <li>the six neighbourhoods in the Royal Docks and Becton Riverside Opportunity Area, which have the potential to deliver 36,000 new homes and 55,000 new jobs up to 2041, unlocked by an extension to the DLR and the delivery of two new DLR stations; and</li> <li>the N6 Manor Road and N7 Three Mills neighbourhoods alongside the River Lea, which form part of the cross-boundary Poplar Riverside Opportunity Area, which has a potential to deliver 9,000 new homes and 3,000 new jobs by 2042, supported and connected by a series of new bridges; and</li> <li>the N8 Stratford and Maryland neighbourhood, supported by a redesigned Stratford Station.</li> </ol> <p>b. supporting incremental change in the N9 West Ham, N10 Plaistow, N11 Beckton, N12 East Ham South, N13 East Ham, N14 Green Street, N15 Forest Gate and N16 Manor Park</p> <p>and Little Ilford neighbourhoods through the enhancement of each neighbourhood's character and the delivery of site allocations.</p> <p>2. Development will make the best use of land, optimise sites and deliver sustainable development by:</p> <ol style="list-style-type: none"> <li>applying a design-led approach which responds to the site's surrounding character and context; and</li> <li>supporting tall buildings in the borough's Tall Building Zones; and</li> <li>conserving and enhancing the borough's heritage assets and settings; and delivering zero carbon, climate resilient and nature-friendly developments.</li> </ol> <p>3. Development will create new jobs and deliver a modern, greener and inclusive economy by:</p> <ol style="list-style-type: none"> <li>protecting and intensifying the borough's Strategic Industrial Locations and Local Industrial Locations for a diverse range of industrial and storage, logistics and distribution and related uses; and</li> <li>directing employment-led development to the borough's Local Mixed-Use Areas to deliver light industrial, small-scale office and workspace; and</li> <li>protecting and supporting low-cost workspace in the borough's Micro Business Opportunity Areas; and</li> </ol> <ol style="list-style-type: none"> <li>directing major office floorspace to Stratford Metropolitan Centre and smaller-scale offices to the Major and District Centres; and</li> <li>requiring new employment floorspace on identified site allocations; and</li> <li>supporting the location of industrial uses on out-of-centre retail and leisure parks; and</li> <li>supporting new workspaces in locations which complete a gap in the network of well-connected employment uses.</li> </ol> <p>4. Development will meet the retail and leisure needs of residents, workers and visitors by</p> <ol style="list-style-type: none"> <li>Directing main town centre uses to the borough's network of Metropolitan, Major, District and Local Centres and supporting their diversification and in some cases expansion; and</li> <li>creating a new District Centre on N17.SA1 Becton Riverside site allocation; and</li> <li>creating new Local Centres on N2.SA3 Connaught Riverside, N2.SA4 Thameside West, N7.SA2 Twelvetees Park and Former Bromley By Bow Gasworks, N7.SA3 Sugar House Island and N8.SA9 Pudding Mill; and</li> <li>creating expanded Local Centres on N1.SA2 Rymill Street, N2.SA1 Silvertown Quays and N9.SA1 Plaistow North; and</li> <li>protecting and expanding the borough's network of Neighbourhood Parades to ensure the delivery of a network of well-connected neighbourhoods.</li> </ol> <p><b>Policy N1: North Woolwich</b></p> <p>The vision for North Woolwich will be achieved by:</p> <ol style="list-style-type: none"> <li>supporting development in 'enhance' areas that enhances the character and legibility of the neighbourhood and provides a moderate uplift in density through a range of typologies appropriate to the site's context;</li> <li>supporting development that conserves the character of the Barge House Road/Woolwich Manor Way Areas of Townscape Value and the neighbourhood's heritage assets, including the locally listed former police station and the Royal Standard pub, through sympathetic form, materials, detail, landscaping and public realm enhancements;</li> <li>supporting the transformation of N1.SA1 North Woolwich Gateway, while remaining in keeping with the site's context, including heritage assets, and N1.SA2 Rymill Street, in accordance with the Store Road/Pier Road and King George VI/Pier Parade Tall Building Zones and Local Plan Policy D4;</li> <li>improving public realm, increasing urban greening and reducing the dominance of road infrastructure on Pier Road and at the ferry terminal;</li> <li>requiring development to respond to and complement the materials and detailing of the neighbourhood, for example considering the appropriate use of red, buff and glazed brick and pre-cast detailing;</li> <li>appropriate mitigation and buffering between residential and industrial uses;</li> <li>requiring developments in the Royal Docks Enterprise Zone that deliver new employment</li> <li>floor space to support the London Living Wage designation;</li> <li>intensifying the neighbourhood's industrial land, particularly for small and medium enterprises, green and low carbon industries and low-cost industrial space;</li> <li>supporting the refurbishment of the former Tate Institute to provide a community facility and/ or affordable workspace for small and medium enterprises and cultural and creative industries;</li> <li>protecting the existing and potential capacity and operability of Thames Refinery Wharf;</li> <li>enhancing the role of the North Woolwich Local Centre to positively contribute in serving the local catchment needs for retail, leisure, services and community uses by: <ol style="list-style-type: none"> <li>supporting an improved retail and leisure offer within its primary shopping area, including a new small to medium food store and a parade of small commercial units on Rymill Street as part of N1.SA2 Rymill Street;</li> <li>improving the local centre's public realm to create a high-quality, accessible legible and animated public realm with a greener Pier Parade square and quality walking and cycling links to the DLR stations and the wider neighbourhood;</li> <li>supporting temporary or pop-up uses such as street markets in Pier Parade square;</li> </ol> </li> <li>supporting new community facilities when in conformity with Local Plan Policy S12;</li> </ol>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p><b>Policy N2.SA1 Silvertown Quays</b></p> <p><b>Development principles</b></p> <ol style="list-style-type: none"> <li>1. Residential, employment uses, main town centre uses and social infrastructure, including community facilities, sports and recreation facilities, education, and open space.</li> <li>2. The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace in the form of workspace for cultural and creative production maker space and warehousing and distribution uses.</li> <li>3. The type and quantity of main town centre uses should extend and complement existing provision at Silvertown Local Centre and should remain consistent with a local centre designation and Local Plan Policy HS1. The site should also provide a small to medium sized food store to meet local need, subject to passing the Impact Assessment. Development should address the need for community facilities in the area by delivering new community facilities in Silvertown Local Centre, unless it can be demonstrated that the needs of the community have already been met.</li> <li>4. Development should consider all of types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.</li> </ol> <p><b>Design principles</b></p> <ol style="list-style-type: none"> <li>5. Sports and recreation facilities in the form of water-related and water-dependent activities will be supported. These uses may be supported by small-scale ancillary uses such as food and drink uses around the water.</li> <li>6. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).</li> <li>7. The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.</li> <li>8. Building heights should range between 21 – 32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys). Massing should step down towards the south west of the site to sensitively integrate with the low-rise context on Mill Road.</li> <li>9. The location of frontages and public realm as part of the extension to Silvertown Local Centre should help create a continuous centre by connecting to the existing designated Primary Shopping Area at Admiralty Avenue, via Pontoon Dock DLR Station and surrounding public realm on North Woolwich Road to the River Thames. Main town centre uses should be located towards North Woolwich Road</li> </ol> <p>with the industrial workspace for cultural and creative production maker space located towards Millennium Mills.</p> <ol style="list-style-type: none"> <li>10. Development should conserve and enhance the locally listed Millennium Mills and Grade II Silo D, which is on the Heritage at Risk Register, and their settings, in accordance with Local Plan Policy DD.</li> <li>11. The layout of the site should increase access to the water, create high quality, green public realm along the dock edge and maintain the open character of the water and protect the Site of Importance for Nature Conservation. Water related and water-dependent activities should activate the water at Pontoon Dock.</li> <li>12. The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through, and to and from, the site should improve access and connectivity across the dock, along the dock edge, to the DLR station and to Royal Wharf. Separate HGVs and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the employment uses. Greenspace provision should enhance connectivity north to south and connect the site to Thames Barrier Park.</li> </ol>
AM139	N/A	Part 2, p. 359	Section 4: Neighbourhood, Evidence base	<p>Newham Characterisation Study 2024  Retail and Leisure Study 2022  Town Centre Network Methodology Paper 2022  Community Facilities Needs Assessment 2022  Built Leisure Needs Assessment <b>2025</b> 2024  Employment Land Review 2022  Green and Water Infrastructure Strategy <b>2025</b> 2024  Metropolitan Open Land Review <b>2025</b> 2024  Sites of Importance for Nature Conservation Review <b>2025</b> 2024  Playing Pitch Strategy <b>2025</b> 2024  Sustainable Transport Strategy 2024  East London Waste Plan Evidence Base 2022  Site Allocation and Housing Trajectory Methodology 2024  Strategic Integrated Water Management Strategy 2023  Local Integrated Water Management Strategy 2023  Strategic Flood Risk Assessment Level 1 and Level 2 <del>2023</del> <b>2025</b> and Sequential and Exception Tests 2024 <b>2025</b></p>

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AM140	FMO163	Part 2 p. 363	Policy N1 North Woolwich  Part 17	<p><b><u>Policy N1: North Woolwich</u></b></p> <p>[...]</p> <p><b>17. 46-</b> retaining existing mature trees and maximising the provision of new open <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through the use of street trees and sustainable drainage systems, particularly on Albert Road;</p> <p>[...]</p>
AM141	FMO165	Part 2, p. 366	Policy N1.SA1 North Woolwich Gateway  Development Principles	<p>Residential with employment uses, community facility and open <b>green</b> space.</p> <p>[...]</p> <p>The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace for light industrial to complement the adjacent Strategic Industrial Location to the west of the site. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (<del>2023</del>) <b>(2025)</b>.</p>
AM142	FMO167	Part 2, p. 367	Policy N1.SA1 North Woolwich Gateway	<p>Development should address open <b>green</b> space deficiencies by providing a <b>p</b>ocket <b>p</b>ark. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p>

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			Infrastructure requirements	In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in form of a Local Equipped Area for Play and Local Area for Play. These should be playable public realm. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>  [...]
AM143	N/A	Part 2, p.370	Policy N1.SA2 Rymill Street  Development principles	Residential, main town centre uses and social infrastructure, including community facilities, health centre, and <del>open</del> <b>green</b> space.  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b> .
AM144	FMO169	Part 2, p. 371	Policy N1.SA2 Rymill Street  Infrastructure requirements	[...]  Development should address <del>open</del> <b>green</b> space deficiencies by providing a linear <del>p</del> <b>Pocket p</b> <b>Park</b> . <del>The open space provision should prioritise community growing opportunities.</del>  [...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in form of a Locally Equipped Area for Play. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>  [...]
AM145	FMO170	Part 2, p.374	Policy N2 Royal Victoria	<b><u>Policy N2: Royal Victoria</u></b>  [...]

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			Part 12 & 14	<p><del>12.44.</del> consolidating safeguarded wharves at Peruvian Wharf and Royal Primrose Wharf, while protecting their existing and potential capacity and operability, as well the Thames Refinery Wharf in North Woolwich and Angerstein, Murphy's and Riverside Wharves in the <del>London Borough of Greenwich</del> <b><u>Royal Borough of Greenwich</u></b>;</p> <p>[...]</p> <p><del>14.43.</del> retaining existing mature trees and maximising the provision of new <del>open</del> <b><u>green</u></b> space, green infrastructure and green links and the opportunities to increase biodiversity, including the extension of Lyle Park and new parks at N2.SA4 Thameside West and N2.SA1 Silvertown Quays and through the use of street trees, and central reservation and ground plane planting, particularly along North Woolwich Road and Connaught Bridge, while taking account of the London City Airport biodiversity guidance;</p> <p>[...]</p>
AM146	FMO172	Part 2, p. 378	Policy N2.SA1 Silvertown Quays  Development Principles	<p>Residential, employment uses, main town centre uses and social infrastructure, including community facilities, sports and recreation facilities, education, and <del>open</del> <b><u>green</u></b> space.</p> <p>The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace in the form of workspace for cultural and creative production maker space and warehousing and distribution uses. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (<del>2023</del>) <b><u>(2025)</u></b>.</p>

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AM147	FMO174	Part 2, p. 379	Policy N2.SA1 Silvertown Quays  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiency by providing a consolidated <del>Local</del> <b>Park / Open Space</b> with a minimum area of 2 hectares to service nearby residential neighbourhoods. <del>The open space provision should prioritise community growing opportunities.</del>  [...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as play space in the form of a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.  [...]
AM148	FMO176	Part 2, p. 382	Policy N2.SA2 Lyle Park West  Development principles	Residential, employment uses, <del>open</del> <b>green</b> space, main town centre uses and social infrastructure, including community facilities.  [...]  The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace suitable for modern warehousing and light industry. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b><u>(2025)</u></b> .
AM149	FMO177	Part 2, p. 382	Policy N2.SA2 Lyle Park West	[...]  The employment floorspace should be located in the west of the site to provide a buffer to the Strategic Industrial Location to the west of the site. Non-residential stacked industrial

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			Design principles	buildings are considered to be the most appropriate typology to provide a buffer. The design and layout of the site should consider public realm enhancements, and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGV and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the buffer building. The design and layout of the site should also take into consideration amenity impacts of, and access to, the Peruvian and Royal Primrose Wharves as well as the amenity impacts of Angerstein, Murphy's and Riverside Wharves in the <del>London Borough of Greenwich</del> <b>Royal Borough of Greenwich</b> , to ensure development does not compromise their operation.  [...]
AM150	FMO178	Part 2, p. 383	Policy N2.SA2 Lyle Park West  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiencies and improve the quality and functionality of Lyle Park by providing an extension to the northern section Lyle Park. <del>The open space provision should prioritise community growing opportunities.</del>  [...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Neighbourhood Equipped Area of Play as well as play space in the form of a Local Area for Play, which should be playable public realm. Development should provide a sports-lit Multi-Use Games Area in Lyle Park. Play space should meet the requirements of Local Plan Policy GWS5.  [...]
AM151	FMO180	Part 2, p. 386	Policy N2.SA3 Connaught Riverside  Development principles	Residential development, employment uses, <del>open</del> <b>green</b> space, main town centre uses, and social infrastructure, including community facilities and education facilities.  [...]  The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace. Employment uses should be concentrated within the northern Local Industrial Location (LIL). The employment floorspace should prioritise light industrial and warehousing

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				<p>focusing on creative and cultural production uses, manufacturing and production, low carbon and green industries. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b>.</p> <p>[...]</p>
AM152	FMO182	Part 2, p. 387	<p>Policy N2.SA3 Connaught Riverside</p> <p>Infrastructure requirements</p>	<p>Development should address open <b>green</b> space deficiencies by providing a <del>s</del>Small <del>e</del>Open <del>s</del>Space. The open space provision should prioritise community growing opportunities.</p> <p>[...]</p> <p>In addition to the open <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm, and a Neighbourhood Equipped Area of Play.</p> <p>[...]</p>
AM153	FMO183	Part 2, p. 391	<p>Policy N2.SA4 Thameside West</p> <p>Development principles</p>	<p>Residential and employment uses, new DLR station, open <b>green</b> space, main town centre uses and social infrastructure, including community facilities and education facilities.</p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b>.</p>
AM154	FMO184	Part 2, p. 391	Policy N2.SA4	[...]

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			Thameside West  Design Principles	<del>Open <b>Green</b></del> space should be provided adjacent to the Strategic Industrial Location within the site allocation, acting as a buffer to the bulk of residential development. <del>Open <b>Green</b></del> space should also link to the adjacent Limmo site allocation and the Lea River Park. Site design should enhance connectivity along North Woolwich Road, improving green infrastructure along the road to create an improved connection to Lyle Park.  [...]
AM155	FMO185	Part 2, p. 392	Policy N2.SA4 Thameside West  Infrastructure requirements	The development should provide a consolidated <u>Local Park / Open Space</u> of a minimum of 2 hectares to service nearby residential neighbourhoods. <del>The open space provision should prioritise community growing opportunities.</del>  [...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.  [...]
AM156	FMO187	Part 2, p. 395	Policy N2.SA5 Excel Western Entrance  Development principles	Residential development, community facility and <del>open</del> <b>green</b> space.  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM157	FMO189	Part 2, p. 395	Policy N2.SA5 Excel Western Entrance	[...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as play space

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			Infrastructure requirements	in the form of a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.
AM158	FMO190	Part 2, p. 399	Policy N3 Royal Albert North  Part 13	<b><u>Policy N3: Royal Albert North</u></b>  [...]  13. retaining existing mature trees and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through new parks at N3.SA1 Royal Albert North and through the use of street trees, particularly at Gallions Roundabout and along Royal Albert Way, whilst taking account of the London City Airport biodiversity guidance;  [...]
AM159	FMO192	Part 2, p. 402	Policy N3.SA1 Royal Albert North  Development principles	Residential development, employment uses, <del>open</del> <b>green</b> space, main town centre uses and social infrastructure, including community facilities, higher education facilities and sports and recreation facilities.  The employment uses should be consistent with Local Plan Policy J1 and prioritise light industrial uses, flexible office / workspaces uses suitable for small and medium-sized businesses and services, creative and cultural production industries and high technology. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment ( <del>2023</del> ) <b>(2025)</b> .
AM160	FMO193	Part 2, p. 402	Policy N3.SA1	[...]

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			Royal Albert North  Design principles	<p>To the eastern half of the site <del>open</del> <b>green</b> spaces and employment uses should be focused along the dock edges and Dockside Road. To the western half of the site, employment uses should be positioned in the proximity of existing non-residential uses and any realigned highways infrastructure.</p> <p>[...]</p> <p><del>Open</del> <b>Green</b> space should be provided along Royal Albert Dock Road and the northern edge of Royal Victoria Dock and Gallions Point Marina as well as improving the greening of the continuous public realm area along the dock edges.</p> <p>[...]</p>
AM161	FMO194	Part 2, p. 402	Policy N3.SA1 Royal Albert North  Infrastructure requirements	<p>[...]</p> <p>Development should address <del>open</del> <b>green</b> space deficiencies by providing a sequence of <del>P</del><b>pocket P</b>arks with a combined area of 2 hectares. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.</p> <p>[...]</p>
AM162	FMO195	Part 2, p. 406	Policy N4 Canning Town  Part 9	<p><b><u>Policy N4: Canning Town</u></b></p> <p>[...]</p> <p><b>9.</b> <del>8.</del> retaining existing mature trees and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including</p>

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				<p>the provision of a new park at N4.SA4 Limmo, enhancements along the Greenway, improving the Ghandi ChaplinPeace Garden and surrounding streetscape and through street trees and ground plane planting, particularly on Victoria Dock Road;</p> <p>[...]</p>
AM163	N/A	Part 2, p.408	<p>N4.SA1 Canning Town East</p> <p>Natural environment designations</p>	<p>In an area of deficiency of access to all types of parks, apart from the northern half of the site which has access to a pocket park, and of under provision to publicly accessible <del>open</del> <b>green</b> space by head of population <del>in 2038</del> <b>during the plan period</b>.</p>
AM164	N/A	Part 2, p.408	<p>N4.SA1 Canning Town East</p> <p>Existing uses</p>	<p>Residential, <del>open</del> <b>green</b> space, hostel and community facilities in the form of a faith facility and associated facilities.</p>
AM165	N/A	Part 2, p.410	<p>Policy N4.SA1 Canning Town East</p> <p>Development principles</p>	<p>Residential, community facilities and <del>open</del> <b>green</b> space.</p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p>
AM166	FMO198	Part 2, p. 411	<p>Policy N4.SA1 Canning Town East</p> <p>Infrastructure requirements</p>	<p>Development should address <del>open</del> <b>green</b> space deficiencies by providing <del>p</del><b>Pocket p</b><del>P</del><b>arks</b>. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a</p>

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				Neighbourhood Equipped Area of Play and Local Area for Play, which should be playable public realm.
AM167	N/A	Part 2, p.412	N4.SA2 Silvertown Way East  Natural environment designations	In an area of deficiency of access to all types of park, apart from local parks and of under provision to publicly accessible open <b>green</b> space by head of population now and <del>in 2038</del> <b><u>during the plan period.</u></b>
AM168	FMO200	Part 2, p. 414	Policy N4.SA2 Silvertown Way East  Development principles	[...]  The employment uses should be consistent with Local Plan Policy J1 and prioritise light industrial floorspace and provide small-scale industrial workspaces for light industry, including creative and cultural production. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment ( <del>2023</del> ) <b><u>(2025).</u></b>
AM169	FMO201	Part 2, p. 414	Policy N4.SA2 Silvertown Way East  Design principles	[...]  The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity along Caxton Street North and Huntingdon Street, to neighbouring residential to the north of the site, to Keir Hardie Recreation Ground and the future proposed open <b>green</b> space at the Limmo Peninsula. Site design should help improve connectivity between Caxton Street North and Huntingdon Street.

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				[...]
AM170	N/A	Part 2, p. 414	Policy N4.SA2 Silvertown Way East  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiencies by providing a <del>p</del> <b>Pocket p</b> <b>Parks</b> . <del>Community growing opportunities should be provided as part of the site's communal amenity space.</del>  [...]  Development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm, and a Locally Equipped Area for Play, which could be provided as part of the pocket park.  [...]
AM171	FMO204	Part 2, p. 418	Policy N4.SA3 Canning Town Holiday Inn  Development principles	Residential development, employment uses, <del>open</del> <b>green</b> space and main town centre uses and social infrastructure, including community facilities.  [...]  The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace and provide a range of employment spaces to support the growth of new economic sectors, within E(g) and B use classes. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b> .
AM172	FMO205	Part 2, p. 418	Policy N4.SA3 Canning Town Holiday Inn	[...]  Development should reinforce the legibility of the existing street hierarchy through appropriate scale and massing on primary and secondary streets, consolidating the frontage along Silvertown Way. Routes through and to and from the site should improve access and

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			Design principles	connectivity along Silvertown Way and Shirley Street, and to St Lukes church, Keir Hardie Recreation Ground and future proposed <del>open</del> <b>green</b> space at the Limmo Peninsula. [...]
AM173	FMO206	Part 2, p. 419	Policy N4.SA3 Canning Town Holiday Inn  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiencies by providing a <del>p</del> <b>Pocket p</b> <del>P</del> <b>arks</b> . <del>Community growing opportunities should be provided as part of the site's communal amenity space.</del> [...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm or provided as part of the pocket park.
AM174	N/A	Part 2, p. 422	Policy N4.SA4 Limmo  Development principles	Residential development and <del>open</del> <b>green</b> space. [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM175	FMO207	Part 2, p. 422	Policy N4.SA4 Limmo  Design principles	[...]  In line with Local Plan Policy D7, the layout of the site, including placement of buildings and <del>open</del> <b>green</b> space should take into account the agent-of-change impacts on the operations of the DLR and Jubilee Line railway lines, including night tube operations. Consideration needs to be given to train pass-by and full operational noise, while also considering the effects of noise canyoning and reflections on both the Limmo development site and the Brunel Street Works development opposite. The design and layout of the site should take account of the noise contours across the site from London City Airport.  [...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM176	FMO208	Part 2, p. 423	Policy N4.SA4 Limmo  Infrastructure requirements	<p>Development should address <del>open</del> <b>green</b> space deficiencies by providing a local park. The development should provide a <del>Local Park /</del> <b>Open Space</b> of a minimum of 2 hectares of consolidated space to service nearby residential neighbourhoods. Some additional <del>open</del> <b>green</b> space should also be provided to the north of the site, on land to the west of Canning Town Rail Station. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.</p> <p>[...]</p>
AM177	FMO209	Part 2, p. 426	Policy N4.SA5 Canning Town Riverside  Development principles	<p>Residential, employment uses and <del>open</del> <b>green</b> space.</p> <p>[...]</p> <p>The employment uses should be consistent with Local Plan Policy J1 and prioritise light industrial floorspace. The employment floorspace should provide light industrial workspace, as well as workspace for creative and cultural production and digital and technology industries. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p><del>Open</del> <b>Green</b> space should also be protected and enhanced on land to the east of Wharfside Road.</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p> <p>[...]</p>

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AM178	FMO210	Part 2, p. 426	Policy N4.SA5 Canning Town Riverside  Design principles	[...] <p>Open <b>Green</b> space provision should be largely concentrated along the River Lea edge.</p> [...]
AM179	FMO211	Part 2, p. 427	Policy N4.SA5 Canning Town Riverside  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiencies by providing a <del>p</del> <b>Pocket p</b> <u>P</u> ark. This pocket park and wider green infrastructure provision should contribute to creating a southern extension to the publicly accessible Leaway Walk. [...] <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.</p> [...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM180	FMO212	Part 2, p. 431	Policy N5 Custom House  Part 9	<b><u>Policy N5: Custom House</u></b>  [...]  9. retaining existing mature tree and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through street trees and ground plane planting, particularly at Prince Regent Lane and Victoria Dock Road and supporting the implementation of the Beckton Parks Masterplan;  [...]
AM181	N/A	Part 2, p. 434	Policy N5.SA1 Custom House – Land surrounding Freemasons Road  Development principles	Residential, <del>open</del> <b>green</b> space, main town centre uses and social infrastructure, including community facilities and a health centre. The type and quantity of main town centre uses should be consistent with a local centre designation and Local Plan Policy HS1.  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment ( <del>2023</del> ) <b>(2025)</b> .
AM182	FMO215	Part 2, p. 435	Policy N5.SA1 Custom House – Land surrounding Freemasons Road	Development should address <del>open</del> <b>green</b> space deficiencies by providing a <del>p</del> <b>Pocket p</b> <del>P</del> <b>ark</b> , enhancing the connection between amenity greenspace and Cundy Park to the south. The multiple functions of William Patton Gardens, including the associated growing space should be re-provided as part of new <del>open</del> <b>green</b> space on the site.  [...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Neighbourhood Equipped Area of Play and Local Area for Play, which should be playable public realm.

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			Infrastructure requirements	[...]
AM183	N/A	Part 2, p.436	N5.SA2 Custom House – Coolfin North  Existing uses	Residential, including accommodation for older people, school (Hallsville Primary) and <del>open</del> <b>green</b> space.
AM184	N/A	Part 2, p.438	Policy N5.SA2 Custom House – Coolfin North  Development principles	Residential development, education and <del>open</del> <b>green</b> space.  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment ( <del>2023</del> ) <b>(2025)</b> .

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AM185	FMO217	Part 2, p. 438	Policy N5.SA2 Custom House – Coolfin north  Design principles	[...]  The <del>open</del> <b>green</b> space and any additional green infrastructure connectivity in the site allocation should increase the quantity and quality of the existing Boreham Avenue pocket park and amenity greenspace on Boreham Avenue.  [...]
AM186	FMO218	Part 2, p. 438	Policy N5.SA2 Custom House – Coolfin north  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiencies by providing a <del>p</del> <b>Pocket p</b> <del>P</del> <b>ark</b> . [...] In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm.
AM187	N/A	Part 2, p.441	Policy N5.SA3 Custom House – Land between Russell Road and Maplin Road	Residential development and <del>open</del> <b>green</b> space.  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment ( <del>2023</del> ) <b>(2025)</b> .

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			Development principles	
AM188	FMO220	Part 2, p. 441	Policy N5.SA3 Custom House Land between Russell Road and Maplin Road  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiencies by providing a <del>p</del> <b>Pocket p</b> <del>P</del> <b>ark</b> . [...] In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm.
AM189	N/A	Part 2, p.444	Policy N5.SA4 Royal Road  Development principles	Education, residential and <del>open</del> <b>green</b> space. [...]  Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM190	N/A	Part 2, p.444	Policy N5.SA4 Royal Road  Design principles	[...]  Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, creating frontages to frame the central <del>open</del> <b>green</b> space.  <b>Open Green</b> space should be located at the centre of the site to separate residential from education uses. The greenspace between residential blocks and school should be well overlooked and have sense of enclosure provided by the surrounding buildings and landscape.

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				[...]
AM191	FMO221	Part 2, p. 445	Policy N5.SA4 Royal Road  Infrastructure requirements	Development should address open <b>green</b> space deficiencies by providing a <b>Pocket Park</b> . [...] In addition to the open <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area of Play. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>  [...]
AM192	N/A	Part 2, p.448	Policy N6 Manor Road  Part 6	<b><u>Policy N6: Manor Road</u></b>  [...]  6. retaining existing mature trees and maximising the provision of new open <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, particularly on new routes in the west of the neighbourhood, and through enhancing green infrastructure on Cody Road and through the use of street trees, particularly on Stephenson Street;  [...]
AM193	N/A	Part 2, p.449	N7 Three Mills: Neighbourhood profile	The Three Mills neighbourhood is located in the west of the neighbourhood. It is bounded by the High Street and the Greenway to the north, Manor Road to the east, Twelvetrees Crescent to the south and the River Lea to the west. River channels cut across the neighbourhood and define much of its character. The area's green and water spaces are protected for their nature and biodiversity importance and this includes the River Lea, the Channelsea River (and its valley) the Prescott Channel, the Greenway and the green space surrounding the gasholders. Train tracks run east to west towards the south of the neighbourhood and cause severance across the north and south of the neighbourhood. <del>The planning powers for part of the neighbourhood currently fall under the London Legacy Development Corporation and p</del> <b>P</b> art of the neighbourhood, most notably Three Mills Island, is in the Lee Valley Regional Park.  [...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM194	N/A	Part 2, p.449	N7 Three Mills: Vision	<p>The Three Mills neighbourhood’s heritage and historic identity will be conserved and enhanced. A high level of growth will be delivered through the transformation of N7.SA1 Abbey Mills, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and N7.SA3 Sugar House Island to provide new housing, employment, community facilities, <del>open</del> <b>green</b> space and two new local centres: Twelvetrees and Sugar House Lane. The transformation of these sites will take account of the historic waterside settings and the neighbourhood’s heritage assets and will be well connected to their surroundings.</p> <p>[...]</p>
AM195	N/A	Part 2, p.452	Policy N7 Three Mills  Part 11	<p><b><u>Policy N7: Three Mills</u></b></p> <p>[...]</p> <p>11. retaining existing mature trees and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity and enhance existing Sites of Importance for Nature Conservation, including through enhancements to the Greenway and the provision of new parks at N7.SA1 Abbey Mills and N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks;</p> <p>[...]</p>
AM196	FMO222	Part 2, p. 455	Policy N7.SA1 Abbey Mills	<p>Residential development, <del>open</del> <b>green</b> space and social infrastructure, including community facilities.</p> <p>[...]</p>

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			Development principles	Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment ( <del>2023</del> ) <b>(2025)</b> .
AM197	FMO225	Part 2, p.456	Policy N7.SA1 Abbey Mills  Infrastructure requirements	<p>Development should address <del>open</del> <b>green</b> space deficiency by enhancing existing trees as a buffer to rail infrastructure and providing a consolidated <del>Local p</del> <b>Local Park / Open Space</b> with a minimum area of 2 hectares to service nearby residential neighbourhoods. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space, development should provide publicly accessible play space in the form of a Local Equipped Area for Play as well as a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.</p> <p>Development should provide an improved bridge connection to West Ham Station.</p> <p>[...]</p>
AM198	N/A	Part 2, p. 460	Policy N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks  Development principles	<p>Residential development, employment uses, main town centre uses and social infrastructure including community facilities, health centre, education uses, and <del>open</del> <b>green</b> space.</p> <p>[...]</p> <p>Development on the <del>remainder of the site</del> should <b>follow Local Plan Policy J3</b> <del>deliver the same quantity of employment floorspace as the permitted scheme.</del></p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (<del>2023</del>) <b>(2025)</b>.</p>

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AM199	FMO228	Part 2, p. 461	Policy N7.SA2 Twelvetrees Park and Former Bromley  Infrastructure requirements	<p>Development should address <del>open</del> <b>green</b> space deficiency by providing a consolidated <del>Local</del> <b>Park / Open Space</b> with a minimum area of 2 hectares to service nearby residential neighbourhoods. <del>The open space provision should prioritise community growing opportunities.</del> [...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Neighbourhood Equipped Area of Play as well as well as a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.  [...]</p>
AM200	FMO230	Part 2, p. 464	Policy N7.SA3 Sugar House Island  Development principles	<p>Residential development, main town centre uses and social infrastructure, including community facilities, and employment uses and <del>open</del> <b>green</b> space.</p> <p>Plot MU3 should be employment-led development with residential. The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace suitable for modern light industrial uses, including for creative industries, and business and flexible workspace. <b>Development on the site</b> <del>The other development plots should</del> <b>follow Local Plan Policy J3</b> <del>deliver the same quantity of employment uses as the permitted scheme.</del> [...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p>
AM201	FMO232	Part 2, p. 465	Policy N7.SA3	<p>Development should address existing <del>open</del> <b>green</b> space deficiencies by providing a <del>P</del><b>ocket</b> <del>P</del><b>ark</b> along the River Lea to address flood risk, considering a terraced river edge. [...]</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Sugar House Island  Infrastructure requirements	In addition to the <del>open</del> <b>green</b> space, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.  [...]
AM202	FMO233	Part 2, p. 466	N8 Stratford and Maryland: Neighbourhood profile	Stratford and Maryland is the north west of the borough and is an important economic centre for East London. The neighbourhood is bounded by the A12 to the north, the River Lea to the west and the Stratford High Street and Greenway to the south. <del>The planning powers for part of the neighbourhood currently fall under the London Legacy Development Corporation and p</del> Part of the neighbourhood incorporates substantial areas of the Lee Valley Regional Park including the Lee Valley VeloPark and northern Olympic Parklands. Many railway tracks, the River Lea, the A112 and the Stratford High Street cut across the neighbourhood.  [...]
AM203	FMO234	Part 2, p. 469	Policy N8 Stratford and Maryland  Part 13	<b><u>Policy N8: Stratford and Maryland</u></b>  [...]  13. retaining existing mature trees and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity and improve access to the Queen Elizabeth Olympic Park, including through enhancements to the Greenway, ground plane planting, particularly on Olympic Park Avenue, Penny Brookes Street, Forest Lane and at Victory Park, the use of street trees, particularly at Victory Park and on Penny Brookes Street, Water Lane and Windmill Lane and through the use of Sustainable Urban Drainage Systems, particularly on Penny Brookes Street and Windmill Lane;  [...]
AM204	FMO236	Part 2, p. 473	Policy N8.SA1	Residential, main town centre uses and social infrastructure, including community facilities and health centre, and civic uses, employment uses, and <del>open</del> <b>green</b> space.

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			<p>Stratford Central</p> <p>Development principles</p>	<p>[...]</p> <p>Employment uses should be consistent with Local Plan Policy J1 and prioritise office and light industrial spaces suitable for small and medium enterprises, creative and cultural industries and digital and technology sectors. The re-use of Morgan House for workspace should be explored and the refurbishment of Alice Billings House for workspace will be supported. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b>.</p>
AM205	FMO237	Part 2, p. 473	<p>Policy N8.SA1 Stratford Central</p> <p>Design principles</p>	<p>[...]</p> <p>The design and layout of sites should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy. The dominance of the road infrastructure should be reduced. The design and layout of the site should improve walking and cycling links, to and through Stratford Station, Stratford Centre and the Cultural Quarter, and provide new and improved public spaces, <del>open</del> <b>green</b> spaces and public realm, particularly at Morgan House and on Great Eastern Road, the Stratford High Street, Broadway and The Grove. A route through the Stratford Centre should be maintained. Development should improve wayfinding and connectivity between the site's new <del>open</del> <b>green</b> spaces and existing open spaces and support the delivery of the green link from West Ham Park to the Queen Elizabeth Olympic Park.</p> <p>[...]</p>
AM206	FMO238	Part 2, p.474	<p>Policy N8.SA1 Stratford Central</p>	<p>[...]</p> <p>Development should address existing <del>open</del> <b>green</b> space deficiency by providing a <del>p</del><b>P</b>ocket <del>p</del><b>P</b>ark that could be provided at roof level if publicly accessible and improved public realm</p>

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			Infrastructure requirements	<p>across the site, particularly around Morgan House and in the Cultural Quarter. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm and a Locally Equipped Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.</p>
AM207	FMO240	Part 2, p. 477	<p>Policy N8.SA2 Stratford Station</p> <p>Development principles</p>	<p>[...]</p> <p>Employment uses should be consistent with Local Plan Policy J1 and any provision of office floorspace and main town centre uses should be located within Stratford Town Centre. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p>
AM208	FMO241	Part 2, p.477	<p>Policy N8.SA2 Stratford Station</p> <p>Design principles</p>	<p>[...]</p> <p>The design and layout of the site should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy. The design and layout of the site should create new and improved public realm and walking and cycling routes, including new public spaces and <del>open</del> <b>green</b> spaces created through a new station square to the south of the ticket hall, <del>a new decked street south of the station towards the Stratford High Street</del> and a new bridge from the station square to Montfichet Road and a new or improved Jupp Road Bridge for walking and cycling.</p>

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				<p>The provision of <del>open</del> <b>green</b> space and other green infrastructure should improve connectivity to the Queen Elizabeth Olympic Park from the town centre and West Ham Park and the biodiversity value of the railway green corridor should be maintained where possible.</p> <p>[...]</p>
AM209	FMO242	Part 2, p. 478	<p>Policy N8.SA2 Stratford Station</p> <p>Infrastructure requirements</p>	<p>[...]</p> <p>Development should address <del>open</del> <b>green</b> space deficiencies by providing a pocket park or a series of <del>p</del><b>Pocket p</b>Parks as part of the new public spaces. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area for Play in the form of playable public realm and a Locally Equipped Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.</p> <p>[...]</p>
AM210	N/A	Part 2, p.480	<p>N8.SA3 Greater Carpenters District</p> <p>Existing uses</p>	<p>Residential, employment, community facilities, education, retail and <del>open</del> <b>green</b> space.</p>
AM211	FMO244	Part 2, p. 482	<p>Policy N8.SA3 Great Carpenters District</p> <p>Development principles</p>	<p>Residential, including refurbishment, employment uses, main town centre uses and social infrastructure including education, health centre, community facilities, and <del>open</del> <b>green</b> space.</p> <p>The employment uses should be consistent with Local Plan Policy J1 and should prioritise the re-provision of existing employment uses. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (<del>2023</del>) <b>(2025)</b>.</p>
AM212	FMO246	Part 2, p. 483	<p>Policy N8.SA3 Great Carpenters District</p> <p>Infrastructure requirements</p>	<p>[...]</p> <p>Development should address <del>open</del> <b>green</b> space deficiencies by re-providing and enhancing existing open space and play provision to function as a <del>p</del><b>Pocket p</b><del>P</del><b>ark</b>. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area for Play and a Locally Equipped Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.</p> <p>[...]</p>
AM213	FMO248	Part 2, p. 486	<p>Policy N8.SA4 Stratford High Street Bingo Hall</p> <p>Development principles</p>	<p>Residential development with employment floorspace. The employment floorspace should be consistent with Local Plan Policy J1 and should provide space for light industrial uses and business workspaces and complement the offer at Stratford Workshops on Burford Road. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (<del>2023</del>) <b>(2025)</b>.</p>
AM214	FMO319	Part 2, p.486	<p>Policy N8.SA4 Stratford High Street Bingo Hall</p>	<p>Development should provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm <del>and community growing opportunities should be provided as part of the site's communal amenity space.</del> Play space should meet the requirements of Local Plan Policy GWS5.</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Infrastructure requirements	
AM215	FMO251	Part 2, p. 489	<p>Policy N8.SA5 Stratford Town Centre West</p> <p>Development principles</p>	<p>Residential, employment, other main town centre uses, particularly ground floor active frontages and social infrastructure including community facilities, and <del>open</del> <b>green</b> space.</p> <p>[...]</p> <p>The employment uses should be consistent with Local Plan Policy J1 and prioritise office floorspace which can include major office use, office-related research and development and workspaces. <b><u>Development on the site should follow Local Plan Policy J3.</u></b></p> <p>Development to the east of Montfichet Road should be mixed-use including residential, office, other main town centre uses to form ground floor active frontages and <del>open</del> <b>green</b> space.</p> <p>Development at International Quarter North should be for residential, office, other main town centre uses to form ground floor active frontages, and <del>open</del> <b>green</b> space and provide a transition to the residential area to the north of the site.</p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b>.</p>
AM216	FMO253	Part 2, p. 490	<p>Policy N8.SA5 Stratford Town Centre West</p>	<p>Development should address existing <del>open</del> <b>green</b> space deficiency by providing new <del>open</del> <b>green</b> space by providing a series of <del>p</del><b>P</b>ocket <del>p</del><b>P</b>arks and a community garden at International Quarter North as part of the an extension to Mirabelle Gardens. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p>

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			Infrastructure requirements	In addition to the <del>open</del> <b>green</b> space provision development should provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm and a Neighbourhood Equipped Area of Play.  [...]
AM217	FMO255	Part 2, p. 493	Policy N8.SA6 Stratford Waterfront South  Development principles	Higher education campus development for UCL East comprising academic floorspace, employment uses, small-scale retail and residential. The employment uses should be consistent with Local Plan Policy J1 and prioritise office and commercial research space associated with the higher academic campus. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment ( <del>2023</del> ) <b>(2025)</b> .
AM218	FMO320	Part 2, p.493	Policy N8.SA6 Stratford Waterfront South  Infrastructure requirements	Development should also provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm and <del>community growing opportunities should be provided as part of the site's communal amenity space or within the Metropolitan Open Land.</del> Play space should meet the requirements of Local Plan Policy GWS5.  [...]
AM219	FMO258	Part 2, p. 496	Policy N8.SA7 Rick Roberts Way  Development principles	Residential, employment uses, sports and recreation uses, education and <del>open</del> <b>green</b> space.  The employment use should be consistent with Local Plan Policy J1 and should prioritise light industrial floorspace. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  [...]

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				Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM220	FMO260	Part 2, p. 497	Policy N8.SA7 Rick Roberts Way  Infrastructure requirements	In addition to the <del>open</del> <b>green</b> space, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play and a Local Area for Play, which should be playable public realm. <del>Development should provide a sports-lit Multi-Use Games Area unless delivered at N8.SA5 Stratford Town Centre West.</del> Play space should meet the requirements of Local Plan Policy GWS5.  [...]  Development should deliver sports hall provision. Provision should meet the needs identified in the Built Leisure Needs Assessment <b>(2025)</b> (2024) and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3.  [...]
AM221	FMO262	Part 2, p. 500	Policy N8.SA8 Bridgewater Road  Infrastructure requirements	Development should address existing <del>open</del> <b>green</b> space deficiency by providing new <del>open</del> <b>green</b> space in the form of a <del>p</del> <b>Pocket p</b> <b>P</b> ark. [...] Development should also provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm and a Local Equipment Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.  [...]
AM222	FMO263	Part 2, p. 503	Policy N8.SA9 Pudding Mill  Development principles	Residential, employment uses, main town centre uses and social infrastructure including community facilities and health centre, and <del>open</del> <b>green</b> space.  [...]  The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace, including co-location with residential as part of the development around the

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				<p>pudding Mill DLR Station and at Legacy Wharf. Development to the west of Cooks Road should be consistent with the Local Mixed Use Area designation. Development <b>on the site</b> should <b>follow Local Plan Policy J3</b> <del>provide the same quantity of business and industrial floorspace as the permitted schemes.</del></p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p> <p>[...]</p>
AM223	FMO265	Part 2, p. 504	<p>Policy N8.SA9 Pudding Mill</p> <p>Infrastructure requirements</p>	<p>Development should address existing <del>open</del> <b>green</b> space deficiency by providing a <del>p</del><b>Pocket Park</b>. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play. Development should also provide play space in the form of a Local Area for Play which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.</p> <p>[...]</p>
AM224	FMO267	Part 2, p. 507	<p>Policy N8.SA10 Chobham Farm North</p> <p>Development principles</p>	<p>[...]</p> <p>The employment uses should be consistent with Local Plan Policy J1 and should prioritise industrial floorspace. <b>Development on the site should follow Local Plan Policy J3.</b></p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p>
AM225	FMO268	Part 2, p. 507	Policy N8.SA10	[...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Chobham Farm North  Design principles	The design and layout of the site should establish a connected network of streets and spaces that knits to the existing street network and should create a street hierarchy. Development should provide a route through the site to the Chobham Farm open <b>Queen Elizabeth Olympic Park green</b> space and appropriate access to the employment uses. Development should provide a safe pedestrian crossing route over Liberty Bridge Road and improve connectivity to the wider Stratford and Maryland neighbourhood.  [...]
AM226	FMO328	Part 2, p.507	Policy N8.SA10 Chobham Farm North  Infrastructure requirements	In addition to the green infrastructure improvements, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. <del>Community growing opportunities should be provided as part of the site's communal amenity space.</del> Play space should meet the requirements of Local Plan Policy GWS5.
AM227	MO8.106	Part 2, p.510	Policy N9 West Ham  Part 8	<b><u>Policy N9: West Ham</u></b>  [...]  8. retaining existing mature trees and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through improvements to existing green infrastructure on Water Lane and Vicarage Lane, enhancements to the Greenway, the use of street trees, particularly on Upton Lane, Plashet Road, Terrance Road and Stopford Road and Sustainable Urban Drainage Systems, particularly on Vicarage Road and Upton Lane and in the neighbourhood's local centres;  [...]
AM228	MO8.107	Part 2, p.513	Policy N9.SA1 Plaistow North  Development principles	Residential, main town centre uses and social infrastructure including community facilities, and <del>open</del> <b>green</b> space.  [...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM229	FMO270	Part 2, p. 513	Policy N9.SA1 Plaistow North  Design principles	[...]  Open <b>Green</b> space and additional green infrastructure connectivity should improve connections between existing amenity green infrastructure assets particularly the Greenway SINC. Open <b>Green</b> space provision should be distributed across the site and should focus around the north and south entrances to the bridge. The open <b>green</b> space should be well-overlooked.  [...]
AM230	FMO271	Part 2, p. 514	Policy N9.SA1 Plaistow North  Infrastructure requirements	[...]  Development should address open <b>green</b> space deficiencies by providing a <b>pPocket pPark</b> . <del>Community growing opportunities should be provided as part of the site's communal amenity space.</del> [...] In addition to the open <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm.  [...]
AM231	MO8.110	Part 2, p.517	Policy N10 Plaistow  Part 6	<b><u>Policy N10: Plaistow</u></b>  [...]  6. retaining existing mature trees and maximising the provision of new open <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through enhancements to the Greenway, the use of street trees, particularly on Pelley Road, Upper Road High Street, Greengate Street, Prince Regent Lane, along Barking Road and Newham

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				Way, improving green infrastructure at Lister Gardens and the surrounding streetscape, Sustainable Urban Drainage Systems, particularly on Greengate Street, Prince Regent Lane and Barking Road, and ground plane planting, particularly on Upper Road and Prince Regent Lane, and in the neighbourhood's local centres;  [...]
AM232	FMO321	Part 2, p.521	Policy N10.SA1 Balaam Leisure Centre  Infrastructure requirements	Development should provide accessible play space in the form of a Local Area for Play. This should be playable public realm. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>
AM233	N/A	Part 2, p.524	Policy N10.SA2 Newham Sixth Form College  Development principles	Residential with open <b>green</b> space.  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM234	FMO274	Part 2, p. 524	Policy N10.SA2 Newham Sixth Form College  Infrastructure requirements	Development should address open <b>green</b> space deficiencies by enhancing the quality and accessibility of the existing open space on site and make it publicly accessible, or if not possible, for public use outside of school operating hours. <del>The open space provision should prioritise community growing opportunities.</del> [...] Development should provide publicly accessible play space in the form of a Neighbourhood Equipped Area for Play.
AM235	MO8.115	Part 2, p.527	Policy N10.SA3	Reconfiguration of leisure centre, car park and open <b>green</b> space to provide a new leisure centre, residential and the enhancement of the open <b>green</b> space.

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			<p>Newham Leisure Centre</p> <p>Development principles</p>	<p>The reconfiguration of the <del>open</del> <b>green</b> space should retain the existing quantity and functionality, including of the playing pitches, while improving the quality, range of functions and accessibility.</p> <p>Development should protect and enhance existing sports and recreation facilities in accordance with Local Plan Policy SI1, SI3 and GWS1, and should be informed by the Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del>.</p> <p>[...]</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p>
AM236	FMO276	Part 2, p. 528	<p>Policy N10.SA3 Newham Leisure Centre</p> <p>Infrastructure requirements</p>	<p>Development should reprovide a leisure centre, including an indoor urban sports and recreation offer. Provision should meet the needs identified in the Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del> and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3.</p> <p>[...]</p> <p>Development should address <del>open</del> <b>green</b> space deficiencies by reproviding the existing sports pitches alongside enhanced <del>open</del> <b>green</b> space to provide a <del>Local p</del> <b>Local Park / Open Space</b> with minimum size of 5 hectares to service nearby residential neighbourhoods. <del>The open space provision should prioritise community growing opportunities.</del></p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. <b>Play space should meet the requirements of Local Plan Policy GWS5.</b></p>
AM237	FMO322	Part 2, p.531	Policy N10.SA4 Balaam	[...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Street Health Complex  Infrastructure requirements	Development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>
AM238	FMO278	Part 2, p. 534	Policy N11 Beckton  Part 12	<b><u>Policy N11: Beckton</u></b>  [...]  12. 44. retaining existing mature trees and maximising the provision of new open <b>green</b> space, green infrastructure and green links and opportunities to increase biodiversity, including through enhancements to the Greenway, the use of street trees, ground plane planting and Sustainable Urban Drainage Systems, particularly on Newham Way and North Woolwich Way, and improving and increasing access to Sites of Importance for Nature Conservation;  [...]
AM239	N/A	Part 2, p.538	Policy N11.SA1 East Ham Beckton Town Centre  Development principles	Reconfiguration of part of East Beckton District Centre to provide residential, main town centre uses and social infrastructure, including community facilities, health centre, sports and recreation facilities, and open <b>green</b> space. Sports and recreation facilities should include a leisure centre unless a new leisure centre for the area has already been delivered at N17.SA1.  [...]  Development should consolidate and reduce the amount of car parking. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM240	FMO281	Part 2, p. 539	Policy N11.SA1 East Beckton Town Centre	[...]

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Infrastructure requirements	<p>Development should address <del>open</del> <b>green</b> space deficiency by providing <del>p</del><b>Pocket</b> <del>p</del><b>Parks</b> and a central public square.</p> <p>[...]</p> <p>In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area for Play. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b></p> <p>Development should deliver a new leisure centre in East Beckton District Centre. Provision should meet the needs identified in the Built Leisure Needs Assessment <b>(2025)</b> <del>(2023)</del> and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3. A new leisure centre at this site is not required if the built leisure provision for the area has already been delivered at N17.SA1.</p>
AM241	N/A	Part 2, p.542	Policy N11.SA2 Cyprus  Development principles	<p>Residential and <del>open</del> <b>green</b> space provision.</p> <p>Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment <del>(2023)</del> <b>(2025)</b>.</p> <p>[...]</p>
AM242	N/A	Part 2, p.542	Policy N11.SA2 Cyprus  Design principles	<p>[...]</p> <p><del>Open</del> <b>Green</b> space provision should be located mostly toward the south of the site. The <del>open</del> <b>green</b> space should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape.</p> <p><del>Open</del> <b>Green</b> space should enhance green infrastructure connectivity by connecting to and enhancing the allotments and/or woodland areas on Woolwich Manor Road.</p> <p>[...]</p>
AM243	FMO283	Part 2, p. 542	Policy N11.SA2 Cyprus	<p>Development should address <del>open</del> <b>green</b> space deficiencies by providing a <del>p</del><b>Pocket</b> <del>p</del><b>Park</b>.</p> <p>[...]</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Infrastructure requirements	In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Local Area for Play. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>  [...]
AM244	FMO285	Part 2, p. 545	Policy N11.SA3 Alpine Way  Development principles	Residential, employment uses and <del>open</del> <b>green</b> space.  The employment uses should be in consistent with Policy J1 and prioritise light industrial uses, warehouses and storage. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  [...]
AM245	FMO287	Part 2, p. 546	Policy N11.SA3 Alpine Way  Infrastructure requirements	Development should address <del>open</del> <b>green</b> space deficiency by delivering a <del>p</del> <b>Pocket p</b> <del>P</del> <b>ark / s</b> <del>S</del> <b>mall e</b> <del>O</del> <b>pen s</b> <del>S</del> <b>pace.</b> [...]  In addition to the <del>open</del> <b>green</b> space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as play space in the form of a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.
AM246	MO8.126	Part 2, p.549	Policy N12 East Ham South  Part 7	<b><u>Policy N12: East Ham South</u></b>  [...]  7. retaining existing mature trees and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through improvements to the Greenway, the use of street trees, particularly on residential streets in the north west of the neighbourhood and through street trees, ground plane planting and Sustainable Urban Drainage Systems on High Street South, Newham Way and at the junction of Green Street and Barking Road;

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				[...]
AM247	MO8.127	Part 2, p.553	Policy N13 East Ham  Part 10	<b><u>Policy N13: East Ham</u></b>  [...]  10. retaining existing mature trees and maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through improvements to Central Park to improve biodiversity and the use of street trees particularly on High Street North, High Street South, East Avenue, North Field Road, Shelly Avenue, and Park Avenue and the use of Sustainable Urban Drainage Systems, particularly on High Street North and Church Road/First Avenue;  [...]
AM248	N/A	Part 2, p. 556	Policy N13.SA1 East Ham Western Gateway  Design principles	[...]  Public realm improvements should be made on the eastern boundary of the site fronting Ron Leighton Way and green infrastructure improvements should be used to address <del>open</del> <b>green</b> space deficiencies and improve connectivity to existing amenity green infrastructure assets such as Priory Park and Central Park and the green link on High Street North and High Street South.  [...]
AM249	FMO290	Part 2, p. 556	Policy N13.SA1 East Ham Western Gateway	In addition to the green infrastructure improvements, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. <del>Community growing opportunities should be provided as part of the site's communal amenity space.</del> Play space should meet the requirements of Local Plan Policy GWS5.

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Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Infrastructure requirements	
AM250	N/A	Part 2, p. 559	Policy N13.SA2 East Ham Primark  Design principles	[...]  Development should provide a ground floor quality shopfront and improved green public realm on High Street North and Pilgrims Way. Green infrastructure improvements should be used to address <del>open</del> <b>green</b> space deficiencies and improve green infrastructure connectivity along High Street North and High Street South between Central Park and Plashet Park. The provision of a pocket park on Pilgrims Way should be explored.  [...]
AM251	FMO292	Part 2, p. 560	Policy N13.SA2 East Ham Primark  Infrastructure requirements	In addition to the green infrastructure improvements, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. <del>Community growing opportunities should be provided as part of the site's communal amenity space.</del> Play space should meet the requirements of Local Plan Policy GWS5.
AM252	FMO295	Part 2, p. 563	Policy N13.SA3 Former East Ham Gasworks  Development principles	Residential, <del>open</del> <b>green</b> space and community facility.  [...]  Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b> .
AM253	FMO300	Part 2, p. 567	Policy N14 Green Street  Part 8	<b><u>Policy N14: Green Street</u></b>  [...]  8. retaining existing mature trees, maximising the provision of new <del>open</del> <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
				<p>the use of street trees, particularly on Upton Lane, Plashet Road, Neville Road, Green Street, Plashet Grove, Grangewood Road, Katherine Road and Milton Avenue and Sustainable Urban Drainage Systems, particularly on Upton Lane, Plashet Road, Green Street, Katherine Road and Milton Avenue;</p> <p>[...]</p>
AM254	FMO325	Part 2, p.571	<p>Policy N14.SA1 Shrewsbury Road Health Complex</p> <p>Infrastructure requirements</p>	<p>[...]</p> <p>Development should provide publicly accessible play space in the form of a Local Area of Play. This should be playable public realm. <del>Community growing opportunities should be provided as part of the site's communal amenity space.</del> <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b></p>
AM255	N/A	Part 2, p.575	<p>Policy N15 Forest Gate</p> <p>Part 7</p>	<p><b><u>Policy N15: Forest Gate</u></b></p> <p>[...]</p> <p>7. retaining existing mature trees and maximising the provision of new <del>open</del> <b><u>green</u></b> space, green infrastructure and green links and the opportunities to increase biodiversity, including through the use of street trees, particularly on Capel Road, Woodford Road, Upton Lane, Woodgrange Road, improved public realm and green infrastructure around Forest Gate Youth Zone and through Sustainable Urban Drainage Systems, particularly on Capel Road, Woodgrange Road and Upton Lane;</p> <p>[...]</p>
AM256	N/A	Part 2, p.578	<p>Policy N15.SA1 Lord Lister Health Centre</p>	<p>Re-configuration and reprovision of the health centre with residential development and <del>open</del> <b><u>green</u></b> space. The re-configuration and reprovision of the health centre should be in accordance with Local Plan Policy S11.</p> <p>[...]</p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Development principles	
AM257	FMO326	Part 2, p.578	Policy N15.SA1 Lord Listed Health Centre  Infrastructure requirements	[...]  Development should address open <b>green</b> space deficiencies by providing publicly accessible play space in the form of a Locally Equipped Area for Play <del>on the small pocket park</del> and Local Area for Play which should be playable public realm. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>
AM258	FMO304	Part 2, p. 581	Policy N15.SA2 Woodgrange Road West  Development principles	[...]  The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace for light industrial uses. <b><u>Development on the site should follow Local Plan Policy J3.</u></b>  [...]
AM259	FMO327	Part 2, p.582	Policy N15.SA2 Woodgrange Road West  Infrastructure requirements	Development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. <b><u>Play space should meet the requirements of Local Plan Policy GWS5.</u></b>
AM260	MO8.142	Part 2, p.586	Policy N16 Manor Park and Little Ilford  Part 7	<b><u>Policy N16: Manor Park and Little Ilford</u></b>  [...]  7. retaining existing mature trees and maximising the provision of new open <b>green</b> space, green infrastructure and green links and the opportunities to increase biodiversity, particularly

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				<p>through improving the quality of existing green spaces at City of London Cemetery and Manor Park to improve biodiversity, the use of street trees, particularly on Station Road, Forest View Road and High Street North, as well as improvements to existing ground plane planting on Station Road;</p> <p>[...]</p>
AM261	N/A	Part 2, p. 589	N17 Gallions Reach: Neighbourhood profile	<p>[...]</p> <p>The neighbourhood has very limited access to public transport, with a moderate level of public transport access to the south west of the neighbourhood near Gallions Reach DLR station. The council, Greater London Authority, Transport for London, Homes England, St William, ABRDN, the Thamesmead Waterfront Joint Venture and the <del>London Borough of Greenwich</del> <b>Royal Borough of Greenwich</b> are proposing to extend the DLR through the neighbourhood and deliver a new DLR station at Beckton Riverside. The DLR would continue over the river to another new DLR station at Thamesmead Central in the <del>London Borough of Greenwich</del> <b>Royal Borough of Greenwich</b>. The neighbourhood has limited connectivity to the wider network of neighbourhoods, particularly to Beckton and Royal Albert North, and a poor quality network of pedestrian and cycling routes, with the Greenway ending before it reaches the neighbourhood.</p> <p>[...]</p>
AM262	MO4.4(a)	Part 2, p. 593	Policy N17.SA1 Beckton Riverside  Development principles	<p>[...]</p> <p>All development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023) <b>(2025)</b>.</p>



## Glossary

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM263	MO10.5	Part 1, p.595	Glossary	<b><u>Lee Valley Regional Park Authority: Created by the Lee Valley Regional Park Act in 1966, (the Park Act), the Lee Valley Regional Park Authority (LVRPA) is a key stakeholder in the Borough. It has a statutory responsibility to either provide directly or work with partners to provide facilities for sport, recreation, leisure, entertainment and nature conservation throughout the Park.</u></b>
AM264	MO52.2	Part 2, p. 600	Glossary	Employment-led development: Employment-led development requires schemes to first meet employment needs (including the viable operation of employment generating-uses on the site and where relevant, adjacent sites) in any design, and then other uses such as residential to be fitted around it. <b><u>Employment-led development can consist of employment only development but must still demonstrate that the employment needs at the site are being met.</u></b>
AM265	MO114	Part 2, p. 600	Glossary	<b><u>Genuinely affordable housing: As per the Mayor of London’s preferred affordable housing tenures in the London Plan (2021), genuinely affordable homes are:</u></b> <ul style="list-style-type: none"> <li>• <b><u>homes based on social rent levels, including Social Rent and London Affordable Rent</u></b></li> <li>• <b><u>London Living Rent; and</u></b></li> <li>• <b><u>London Shared Ownership.</u></b></li> </ul>
AM266	FMO313	Part 2, p. 601	Glossary	Industrial use/floorspace: Defined in the London Industrial Land Supply Study 2020 as <b><u>Industrial-related research and development (E(g)(ii))</u></b> , Light industrial (E(g)(iii)), General industrial (B2) and Storage or distribution (B8). Also include dark kitchen/ shop, micro fulfilment and industrial related Sui Generis uses.
AM267	n/a	Part 2, p. 601	Glossary	Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, <b><u>and all other persons with a cultural tradition of nomadism or of living in a caravan,</u></b> but excluding members of an organised group of travelling showpeople or circus people travelling together as such. This definition has been taken from the Planning Policy for

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Ref	Previous Ref	Plan page	Policy or para	Additional Modification						
				Traveller Sites (DLUHC, 2023 <b>MHCLG, 2024</b> ) and is specifically for the purposes of planning policy.						
AM268	n/a	Part 1, p. 603	Glossary	<b><u>Night Flights: For the purposes of Policy T5: London City Airport, a night flight is a flight taking off or landing during nighttime, between 2300 and 0700.</u></b>						
AM269	MO115	Part 1, p. 604	Glossary	<table border="1"> <tr> <td colspan="2"><b><u>Burial Space (SI5)</u></b></td> </tr> <tr> <td><b><u>Cemeteries and burial grounds</u></b></td> <td><b><u>Sui Generis</u></b></td> </tr> </table>	<b><u>Burial Space (SI5)</u></b>		<b><u>Cemeteries and burial grounds</u></b>	<b><u>Sui Generis</u></b>		
<b><u>Burial Space (SI5)</u></b>										
<b><u>Cemeteries and burial grounds</u></b>	<b><u>Sui Generis</u></b>									
AM270	n/a	Part 2, p. 605	Glossary	Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above. This definition has been taken from Planning Policy for Traveller Sites (DLUHC, 2023 <b>MHCLG, 2024</b> ) and is specifically for the purposes of planning policy.						
AM271	n/a	Part 1, p. 604	Glossary	<table border="1"> <tr> <td colspan="2">Health facilities (Policy SI and SI2)</td> </tr> <tr> <td>Clinics, health centres, GP surgeries, day centre (non-residential)*</td> <td>E(e)</td> </tr> <tr> <td>Hospitals*</td> <td>C2</td> </tr> </table>	Health facilities (Policy SI and SI2)		Clinics, health centres, GP surgeries, day centre (non-residential)*	E(e)	Hospitals*	C2
Health facilities (Policy SI and SI2)										
Clinics, health centres, GP surgeries, day centre (non-residential)*	E(e)									
Hospitals*	C2									
AM272	FMO139	Part 2, p. 606	Glossary	[Delete 'Waste Hierarchy' and 'Waste sites' definition from the Glossary]						

## Monitoring

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM273	MO117	Part 2, p. 616	Monitoring Framework (Row: Indicator 22; Column: Target and scope of monitoring)	<p>Target no net loss of floorspace.</p> <p>Monitor for location against designated employment land and non-designated employment sites.</p> <p>Monitor approvals (gains and loss) and completions.</p> <p><b><u>Monitor for net change in Use Class B (including general industrial (B2), storage or distribution (B8) (including dark kitchen/ shop and micro fulfilment)), industrial-related Use Class E (including research and development (E(g)(ii)) and light industrial (E(g)(iii))) and office (E(g)(i) floorspace approved (gains and loss) and completed on Strategic Industrial Locations (SILs), Local Industrial Locations (LILs), site allocations and other non-designated employment sites.</u></b></p>
AM274	MO57.4	Part 2, p. 617	Monitoring Framework (Row: Indicator 24; Column: Target and scope of monitoring)	<p>Target delivery of between <del>51,425 and 53,784</del> <b><u>45,611 and 53,954</u></b> new residential units across the plan period.</p>
AM275	n/a	Part 2, p. 617	Monitoring Framework (Row: Indicator 24; Column: Data sources)	<p>Kibera <b><u>Planning London Datahub</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
AM276	n/a	Part 2, p. 617	Monitoring Framework (Row: Indicator 25; Column: Data sources)	Kibana <b><u>Planning London Datahub</u></b>
AM277	FMO140	Part 2, p. 617	Monitoring Framework (Row: Indicator 26; Column: Target and scope of monitoring)	<p><b><u>Target: 50 per cent of all new homes delivered across the Plan period to be affordable housing and an affordable housing tenure mix of 65 per cent social rent housing and 35 per cent intermediate homes.</u></b></p> <p><b><u>Monitor gross permissions and completions, split via tenure and as a percentage of new housing delivered, against strategic target to deliver 50 per cent of new homes as affordable housing, with an affordable tenure mix of 65 per cent social rent housing and 35 per cent intermediate homes.</u></b></p> <p><del>Target all new residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more to provide 50 per cent of the total residential units as social rent housing and 10 per cent of the total residential units as affordable home ownership housing. Monitor gross permissions and completions, split via tenure and as a percentage of new housing delivered, against target to deliver 50 per cent of the total residential units as social rent housing and 10 per cent of the total residential units as affordable home ownership housing.</del></p>
AM278	n/a	Part 2, p. 617	Monitoring Framework (Row: Indicator 26; Column: Data sources)	Kibana <b><u>Planning London Datahub</u></b>

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AM279	FMO141	Part 2, p. 618	Monitoring Framework (Row: Indicator 28; Column: Target and scope of monitoring)	Target delivery of new <del>social rent residential</del> <b>social rent</b> residential units meeting policy mix of 40 per cent three or more bedroom dwellinghouses and no more than 15 per cent as one bedroom, two person dwellinghouses.  Monitor for approvals and completions.
AM280	n/a	Part 2, p. 618	Monitoring Framework (Row: Indicator 28; Column: Data sources)	Kibana <b><u>Planning London Datahub</u></b>
AM281	n/a	Part 2, p. 618	Monitoring Framework (Row: Indicator 29; Column: Data sources)	Kibana <b><u>Planning London Datahub</u></b>
AM282	n/a	Part 2, p. 619	Monitoring Framework (Row: Indicator 30; Column: Data sources)	Kibana <b><u>Planning London Datahub</u></b>
AM283	FMO142	Part 2, p. 619	Monitoring Framework (Row:	Target no oversaturation in any neighbourhood, measured as over 25 per cent of net pipeline housing approvals and net completions in a neighbourhood. <b><u>Student accommodation will</u></b>

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Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Indicator 31; Column: Target and scope of monitoring)	<b><u>be measured using a ratio of the average number of students living in student only accommodation, using the published census data.</u></b>  Monitor as a percentage of net pipeline housing approvals and net completions in a neighbourhood within the plan period.
AM284	n/a	Part 2, p. 619	Monitoring Framework (Row: Indicator 31; Column: Data sources)	Kibana <b><u>Planning London Datahub</u></b>
AM285	n/a	Part 2, p. 620	Monitoring Framework (Row: Indicator 32; Column: Data sources)	Kibana <b><u>Planning London Datahub</u></b>
AM286	MO118	Part 2, p. 620	Monitoring Framework (Row: Indicator 33; Column: Target and scope of monitoring)	No target. <b><u>39 pitches between 2027/28 and 2036/37.</u></b>  <del>Monitor proportionately compared to need identified in the Gypsy and Traveller Accommodation Assessment and any emerging evidence prepared by the Greater London Authority.</del>
AM287	n/a	Part 2, p. 620	Monitoring Framework (Row: Indicator 33; Column:	Kibana <b><u>Planning London Datahub</u></b>

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Ref	Previous Ref	Plan page	Policy or para	Additional Modification
			Data sources)	
AM288	n/a	Part 2, p. 621	Monitoring Framework (Row: Indicator 34; Column: Data sources)	<del>Kibera</del> <b><u>Planning London Datahub</u></b>
AM289	n/a	Part 1, p. 621	Monitoring Framework	Target to maintain 0.0 <u>5</u> 49 Hectares of allotment and growing space per 1,000 residents. Monitor approved applications (losses and gains) for trends of positive increases or quantity holding steady. Monitor delivery of requirements set in site allocations.
AM290	FMO143	Part 2, p. 628	Monitoring Framework  Indicators 57, 58 and 59	Delete monitoring Key Performance Indicators 57, 58 and 59