

Newham Local Plan: proposed main modifications for consultation May 2026

## **Newham Local Plan: proposed main modifications for consultation**

This schedule contains all of the main modifications to the Newham Local Plan that are necessary in order to make the plan sound and legally compliant.

References to paragraph or page numbers relate to the Newham Local Plan submitted for examination on 18th July 2025.

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	Main Modification
MM1	FMO3.1	Where relevant	Across all relevant sections of the Plan, replacing 2038 (or plan period) with 2042	i.1 The Local Plan is the key planning document which we will use to shape, plan and manage growth, regeneration and development across the borough to <del>2038</del> <b>2042</b> . This is <del>a 15-year period from the Regulation 18 Consultation and reflects the time period used within the evidence base.</del>
MM2	MO2.1	Part 1, p. 6	Introduction section, after paragraph i.4	<b><u>i.5 This Local Plan replaces the following Development Plan Documents for Newham: Newham Local Plan 2018, Newham Gypsy and Traveller Development Plan Document 2017 and London Legacy Development Corporation Local Plan 2020.</u></b>
MM3	FMO3.2	Part 1, p. 14	Introduction Paragraph i.29	<p>i.29 The Local Plan, together with the London Plan, make up the borough’s development plan and will be used to make decisions on planning applications. The Plan must be read as a whole and all policies <b><u>(shown in shaded boxes, identified by their Policy reference)</u></b> relevant to the proposal will be used to assess its compliance and acceptability. <b><u>The text surrounding the policy boxes including the introductory paragraphs, Planning Obligations, Justification and Implementation provides important context, evidence, explanation and guidance on how the policies should be interpreted and applied.</u></b></p> <p><b><u>i.30 Most of the requirements and assessments set out in the plan can be incorporated into standard submission documents, such as, but not limited to, planning statements, design and access statements, and heritage/character/placemaking assets statements. The Council’s local validation list (Planning Application Requirements) will specify which requirements can be integrated into these documents and which could be provided as standalone assessments to support the application. The local validation list will also set out the stages at which these requirements and assessments are needed.</u></b></p>



**Building a Fairer Newham**

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM4	FMO56	Part 1, p. 27	BFN1 Part 2	<p>2. Development will make the best use of land, optimise sites and deliver sustainable development by:</p> <p>a. applying a design-led approach which responds to the site’s surrounding character and context; and</p> <p>b. supporting tall buildings in the borough’s Tall Building Zones <b><u>to ensure the delivery of the borough-wide spatial hierarchy set out in policy D4;</u></b> and</p> <p>c. conserving and enhancing the borough’s heritage assets and settings; and</p> <p>d. delivering zero carbon, climate resilient and nature-friendly developments.</p>
MM5	MO11	Part 1 p. 32	Implementation Table BFN1.5	<p>Meanwhile uses must also comply with the Plan’s commitment to tackling the climate emergency, meet BREEAM excellent, <b><u>as and where applicable to the proposed use,</u></b> and consider how temporary new builds can reduce their environmental footprint via Modern Methods of Construction and the potential for reuse of temporary new builds in other locations. <b><u>An exception to the requirement to meet BREEAM excellent may be made for temporary structures seeking permission for a shorter time period. Where this is allowed, extensions in time are unlikely to be granted, to avoid long term poor quality development</u></b></p>
MM6	MO12.1	Part 1, p. 34	Policy part 1 BFN2	<p>1. Sites should be designed and developed comprehensively <b><u>and collaboratively to ensure that their delivery.</u></b> <del>Piecemeal delivery will be resisted, particularly where it would prejudice</del> <b><u>supports</u></b> the realisation of the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles <b><u>and that</u></b> <del>or where the timing of delivery would be unsupported</del> <b><u>is supported</u></b> by infrastructure.</p>
MM7	FMO12.3	Part 1, p. 34	Policy part 2 BFN2	<p>2. All major applications and applications on site allocations must undertake <b><u>– or be supported by agreed pre-existing –</u></b> co-designed site masterplanning, through engagement with different stakeholders. This masterplanning must consider all of the following, <b><u>which will be reflected in any phased proposals brought forward by the landowner(s):</u></b></p>

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				<p>a. how the required land uses and infrastructure provision on the site will be delivered; b. relevant neighbourhood and/or site allocation design principles; c. integration of the scheme with its wider surroundings, including any effects on the historic environment; d. delivery of key walking and cycling connections within the site and to and from key local facilities; e. layout of the site to ensure neighbourliness; and</p> <p>f. how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and appropriate mitigation for environmental harm made.</p>
MM8	FMO12.1	Part 1, p. 34	Policy part 4 BFN2	<p>4. All phased sites, where parts of the site will remain vacant or underused for more than three years, must submit a Meanwhile Use Strategy which will outline how <b>those parts</b> will be <del>vacant and underused plots will be</del> <b>safely</b> activated <b>through appropriate meanwhile uses</b> without prejudicing the delivery of the permanent scheme.</p>
MM9	FMO12.2	Part 1, p. 34	Policy part 5 BFN2	<p>5. All developments on site allocations are expected to <b>demonstrate commitment to delivering the placemaking and socio-economic masterplanning aims approved, by undertake undertaking</b> post occupancy surveys and share <b>sharing</b> the results with the Council.</p>
MM10	MO12.2	Part 1, p. 36	BFN2.1 Implementation text	<p>[...]</p> <p>For major applications and site allocations, compliance with this part of the policy will, in part, be demonstrated by a successful masterplan which delivers against the criteria in parts 2 and 3, <b>including how this relates to any proposed phasing of the site</b>. Where relevant, sites should be supported by a realistic phasing plan.</p>
MM11	FMO12.4	Part 1, p. 36-37	BFN2.2 Implementation text	<p>[...]</p> <p>For developments proposing meanwhile uses and for major development, the use of exploratory walks or participatory site assessments as part of the engagement with local community is strongly encouraged. To be most effective, these should seek to provide a range of opportunities targeted at different sections of the community that may have particular knowledge and concerns about the area (e.g. women and girls focus group or disability walking/<b>wheeling</b> tour), alongside mixed group engagement.</p> <p>[...]</p> <p>The considerations listed in the policy are applicable to developments containing all land uses. Developments must consider all aspects listed in the policy and apply them, alongside any</p>

				<p>site or use specific constraints, taking into account the context of the site and its surroundings, both current and planned.</p> <p><b><u>Once the masterplan has been satisfactorily agreed by the landowner(s) and the Council, separate applications for individual sites may be brought forward.</u></b></p>
MM12	MO13	Part 1, p. 37	BFN2.3 Implementation text	<p>[...]</p> <p>Masterplans should consider how a changing climate will be managed within their development, such as through layouts to reduce overheating, provisions of cool zones, sustainable urban drainage systems and/or flood prevention measures. <b><u>In addition, whole life carbon considerations should be factored into masterplanning, by considering the possibility for, and benefits of, retrofitting existing buildings and the reuse of any existing materials on site.</u></b></p> <p>[...]</p>
MM13	FMO12.5	Part 1, p. 38	BFN2.4 Implementation text	<p>[...]</p> <p>The provision of meanwhile uses on <b><u>all or parts of</u></b> the site <b><u>may not always be feasible, for example where there are health, safety or amenity constraints that cannot be mitigated as part of the temporary proposals.</u></b> Further, the <b><u>meanwhile use activation</u></b> should not prejudice the delivery of the final scheme, including the need to secure land for remediation or preparatory works.</p> <p>[...]</p>
MM14	MO14	Part 1, p. 38	BFN2.5 Implementation text	<p>Surveys should be completed more than 12 months and less than 24 months after full occupancy of the phase. It is expected that the survey should be conducted by an independent third party and <b><u>achieve a proportionate response rate</u></b> <del>have a response rate of at least 40 per cent</del> to ensure sufficient data quality and anonymity.</p> <p>The Council will develop a series of standard questions, which can be supplemented should the developer or management company so wish.</p>
MM15	FMO311	Part 1, p. 44	BFN4 Part 3	<p>BFN 4 ( 3) Where substantiated financial viability constraints remain, applicants should deliver the maximum viable level of obligations, <b><u>taking account of site specific considerations and the need to provide any new or improved infrastructure</u></b></p>

				<p><b><u>or other mitigation necessary to make the proposal acceptable in planning terms.</u></b> It is expected that the Plan's objectives will be prioritised as follows:</p> <ul style="list-style-type: none"><li>a. affordable and family housing</li><li>b. local access to employment and training</li><li>c. delivery of <del>required</del> infrastructure.</li></ul>
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## Design

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM16	MO20	Part 1, p. 53	D1.4 Implementation text	<p>Temporary buildings may display a transient materiality, but the quality of the overall design should remain of a high standard. <b><u>The choice of construction methods, landscaping, materials and finish should take into account the character of the local context and the impact on the public realm and amenity, balanced against the expected timeframe of the development. Meeting highest possible accessibility standards, as set out in the implementation text of part 1 of this policy (Social, ecological and physical integration subsection), will be particularly important when the building is intended for public access or primarily services a section of the population with special needs.</u></b></p> <p>The Design and Access Statement should provide information on the lifespan of materials used, including maintenance considerations, accounting for the possibility that the temporary use may persist for longer than three years. This detail will also need to be provided in support of applications to extend temporary permissions, including where the original permission pre-dates this Plan or where cumulatively the development would persist for longer than three years. This is to ensure that the quality of development is suitable for the intended duration. <b><u>Nevertheless, it will rarely be justifiable to grant a second temporary permission, except in cases where changing circumstances provide a clear rationale.</u></b></p> <p>[...]</p>
MM17	FMO57	Part 1, p. 70	D4 Part 2	<p>2. Tall buildings will <del>only</del> be acceptable, subject to detailed design and masterplanning considerations, in areas designated as 'Tall Building Zones'. <b><u>To ensure that tall buildings contribute positively to a coherent townscape and a skyline which is sensitively integrated with the context, the heights of tall building developments should be consistent with the appropriate heights set in Table 1 below, subject to meeting other relevant policy requirements.</u></b> The height of tall buildings in any 'Tall Building Zone' should be proportionate to their role within the local and wider context and should not exceed the respective limits in Table 1 below. <b><u>reflect the borough-wide spatial hierarchy. This will be achieved through:</u></b></p> <p>a) <b><u>consolidating the tallest clusters of tall buildings in TBZ13: Canning Town, TBZ15: West Ham Station and TBZ19: Stratford Central, which have been</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification														
				<p><b><u>identified as the areas of greater opportunity for growth due to their emerging context, district or local centre designation within Opportunity Areas (OAs) with a high level of accessibility;</u></b></p> <p>b) <b><u>ensuring a sensitive transition from the highest clusters to the lower and/or sensitive contexts, while supporting the densification of larger areas within OAs with a high level of accessibility in TBZ18: Stratford High Street, TBZ13: Canning Town, TBZ15: West Ham Station and TBZ20: Chobham Manor/East Village;</u></b></p> <p>c) <b><u>supporting the densification of OAs which aim to improve public transport accessibility in TBZ5: Gallions Reach, TBZ10: North Woolwich Road and TBZ11: Lyle Park;</u></b></p> <p>d) <b><u>managing height transitions in OAs constrained by airport proximity and sensitive contexts - whether low rise contexts or an historic assets - in TBZ6: Albert Island, TBZ7: King George V/Pier Parade, TBZ8: Store Road, TBZ9: Royal Albert North, TBZ14: Manor Road, TBZ16: Abbey Mills and TBZ21: Excel West;</u></b></p> <p>e) <b><u>marking key locations with tall elements within local or town centre designations with high accessibility to public transport in TBZ1: Forest Gate, TBZ2: Green Street, TBZ3: East Ham, TBZ4: Beckton, TBZ12: Custom House and TBZ17: Plaistow Station;</u></b></p> <p>f) <b><u>supporting industrial intensification in SILs within TBZ4: Beckton, TBZ5: Gallions Reach and TBZ22: Thameside West.</u></b></p>														
MM18	FMO60, FMO64-FM090, MO22.1, MO22.2, MO22.3, MO22.4, MO22.5,	Part 1, p. 70	Table 1	<p><b>Table 1: Tall Building Zones</b></p> <table border="1"> <thead> <tr> <th colspan="3">Tall Building Zone</th> <th>Height Range</th> <th rowspan="2">Further guidance</th> </tr> <tr> <th>Tall Building Zone</th> <th>Neighbourhood</th> <th>Site allocation(s)</th> <th>Maximum Appropriate Height</th> </tr> </thead> <tbody> <tr> <td>TBZ1: Forest Gate</td> <td>N15 Forest Gate</td> <td>N15.SA2 Woodgrange Road West</td> <td>32m (ca. 10 storeys)</td> <td> <ul style="list-style-type: none"> <li>Prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys)</li> </ul> </td> </tr> </tbody> </table>	Tall Building Zone			Height Range	Further guidance	Tall Building Zone	Neighbourhood	Site allocation(s)	Maximum Appropriate Height	TBZ1: Forest Gate	N15 Forest Gate	N15.SA2 Woodgrange Road West	32m (ca. 10 storeys)	<ul style="list-style-type: none"> <li>Prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys)</li> </ul>
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Tall Building Zone	Neighbourhood	Site allocation(s)	Maximum Appropriate Height															
TBZ1: Forest Gate	N15 Forest Gate	N15.SA2 Woodgrange Road West	32m (ca. 10 storeys)	<ul style="list-style-type: none"> <li>Prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys)</li> </ul>														

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	MO22.6, MO22.7, MO22.8, MO23.1, MO23.2, MO23.3, MO23.4, MO23.5, MO23.6, MO23.7, MO23.8, MO23.9, MO23.10, MO23.11, MO23.12, MO24, MO25, MO27, MO28							<p><del>in most of the site and between 9m and 21m (ca.3-7 storeys) to the eastern part of the tall building zone.</del></p> <ul style="list-style-type: none"> <li>• Opportunity to include a limited tall building element <b>of approximately</b> up to 32m (ca. 10 storeys).</li> <li>• Height, scale and massing of development proposals should be assessed to conserve and enhance the significance of heritage assets without detracting from important landmarks and key views set in the Forest Gate conservation area appraisal and management plan, and Woodgrange conservation area appraisal and management plan.</li> </ul>	
				TBZ2: Green Street	N14 Street	Green	N/A	50m (ca. 16 storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>• Opportunity to include limited tall building elements <b>of approximately</b> up to 50m (ca. 16 storeys).</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification			
							<ul style="list-style-type: none"> <li>• Development should create adequate transitions with the low rise context and protect the microclimate of the market.</li> </ul>
				TBZ3: East Ham	N13 East Ham	N/A	<p>32m (ca. 10 storeys) with opportunity for one tall building element at 50m (ca. 16 storeys) in the defined area.</p> <ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>• Opportunity to include tall building elements <b>of approximately</b> up to 32m (ca. 10 storeys).</li> <li>• Limited opportunity in the far north east corner to include a tall building element <b>of approximately</b> up to 50m (ca. 16 storeys) in the defined area.</li> <li>• Tall building elements should be limited in number and height, scale and massing should be assessed to avoid harm to the significance of relevant heritage assets.</li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
				TBZ4: Beckton	N11 Beckton	N11.SA1 East Beckton Town Centre  N11. SA3 Alpine Way	32m (ca. 10 storeys) and 40m (ca. 13 storeys) in the defined area.	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>• Opportunity to include limited tall building elements <b>of approximately</b> up to 32m (ca. 10 storeys) to mark the centre of the town centre.</li> <li>• Opportunity to include limited tall building elements <b>of approximately</b> up to 40m (ca. 13 storeys) to mark Beckton DLR station.</li> <li>• Development should be mindful of height transitions when delivering higher densities and/or industrial intensification through stacked industrial typology.</li> </ul>
				TBZ5: Gallions Reach	N17 Gallions Reach	N17.SA1 Beckton Riverside	32m (ca. 10 storeys) and 40m (ca. 13 storeys) and 50m (ca. 16 storeys) in the defined areas.	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include tall building elements <b>of approximately</b> up to 40m (ca. 13 storeys) in limited locations in proximity to</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
								<p>Gallions Reach DLR station and the riverside to mark the neighbourhood parade, and <b><u>approximately</u></b> 50m (ca. 16 storeys) in limited locations in the proximity of the new town centre and DLR station.</p> <ul style="list-style-type: none"> <li>• <b><u>Subject to airport height constraints.</u></b></li> <li>• Development should be mindful of height transitions when delivering higher densities and/or industrial intensification through stacked industrial typology.</li> <li>• <b><u>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
				TBZ6: Albert Island	N4 <del>N3</del> Royal Albert North	N/A	40m (ca. 13 storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include tall building elements <b>of approximately</b> up to 40m (ca. 13 storeys).</li> <li>• Subject to airport height constraints.</li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> <li>• <b>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</b></li> </ul>
				TBZ7: King George V / Pier Parade	N1 North Woolwich	N1.SA2 Rymill Street	32m (ca. 10 storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>• Opportunity to include limited tall building elements <b>of approximately</b> up to 32m (ca. 10 storeys).</li> </ul>

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								<ul style="list-style-type: none"> <li>• <b><u>Subject to airport height constraints.</u></b></li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> </ul>
				TBZ8: Store Road / Pier Road	N1 North Woolwich	N1.SA1 North Woolwich Gateway	50m (ca. 16 storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include limited tall building elements <b><u>of approximately</u></b> up to 50m (ca. 16 storeys).</li> <li>• <b><u>Subject to airport height constraints.</u></b></li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> <li>• <b><u>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</u></b></li> </ul>

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				TBZ9: Royal Albert North	N3 Royal Albert North	N3. SA1 Royal Albert North	32m (ca. 10 storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include tall building elements <b>of approximately</b> up to 32m (ca. 10 storeys).</li> <li>• Subject to airport height constraints.</li> <li>• Scale and massing should reference the emerging context of Royal Albert Wharf, the Connaught Hotels and the Royal Albert Quay emerging office complex.</li> <li>• <b>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</b></li> </ul>
				TBZ10: North Woolwich Road	N2 Royal Victoria	N2.SA1 Silvertown Quays	50m (ca. 16 storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys).</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification					
						N2.SA3 Connaught Riverside		<ul style="list-style-type: none"> <li>• Opportunity to include tall building elements <b>of approximately</b> up to 50m (ca. 16 storeys).</li> <li>• Subject to airport height constraints.</li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> <li>• <b>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</b></li> </ul>	
				TBZ11: Lyle Park West	N2 Victoria	Royal Park West	N2.SA2 Lyle Park West	40m <del>43</del> <b>60m</b> (ca. 13 <del>20</del> storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include tall building elements <b>of approximately</b> up to 40m (ca. 13 storeys) in proximity to the riverside and to mark the new Neighbourhood Parade at West Silvertown DLR.</li> </ul>

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							<ul style="list-style-type: none"> <li>• <b><u>Subject to airport height constraints.</u></b></li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> <li>• <b><u>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</u></b></li> </ul>
				TBZ12: Custom House	N5 Custom House	N5. SA1 Custom House - Land surrounding Freemasons Road N5.SA2 Custom House – Coolfin North	<ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>• Opportunity to include tall building elements <b><u>of approximately</u></b> up to 32m (ca. 10 storeys).</li> <li>• Limited opportunity for tall building elements <b><u>of approximately</u></b> up to 50m (ca. 16 storeys) to mark Custom House station and the link to the Excel conference centre.</li> <li>• <b><u>Subject to airport height constraints.</u></b></li> </ul>

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								<ul style="list-style-type: none"> <li>Development should be mindful of height transitions when delivering higher densities.</li> </ul>
				TBZ13: Canning Town	N4 Canning Town and N2 Royal Victoria	N4.SA1 Canning Town East  N4.SA2 Silvertown Way East  N4.SA3 Canning Town Holiday Inn  N4.SA4 Limmo  N4.SA5 Canning Town Riverside  N2.SA4 Thameside West	50m (ca. 16 storeys) and 40m (ca. 13 storeys), 60m (ca. 20 storeys) and 100m (ca. 33 storeys) in the defined areas.	<ul style="list-style-type: none"> <li>Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys) in most of the site and between 9m and 21m (ca. 3-7 storeys) to the eastern part of the tall building zone.</li> <li>In the north east of the Tall Building Zone, a limited number of tall building elements <b>of approximately</b> up to 40m (ca. 13 storeys) could be delivered subject to careful transition to the lower rise residential development to the east.</li> <li>To mark Canning Town station and district centre, tall buildings, with elements of <b>approximately</b> up to 100m (ca. 33 storeys) are suitable <b>in the defined areas</b>. It is considered that the existing cluster should be the highest point and all new tall elements</li> </ul>

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								<p><del>should step down from this central cluster.</del></p> <ul style="list-style-type: none"> <li><del>This step down should be marked at N5.SA4 Limmo and N5.SA5 Canning Town Riverside where there are limited opportunities for tall building elements up to 60m (ca. 20 storeys).</del></li> <li>In the rest of the Tall Building Zone, including to mark the new DLR station and local centre at Thameside West, limited additional tall buildings with elements of <b><u>approximately up to 60m (ca. 20 storeys) and 100</u></b>50m (ca. <b><u>4633</u></b> storeys); could be integrated carefully to aid wayfinding and mark special locations.</li> <li><b><u>Subject to airport height constraints.</u></b></li> <li>Development including tall buildings in this zone should assess their visual and townscape impact in the context of existing and permitted tall buildings to ensure the cumulative</li> </ul>

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								<p>impact does not saturate the skyline.</p> <ul style="list-style-type: none"> <li>Development should be mindful of height transitions and visual impact when delivering industrial intensification through stacked industrial typology.</li> <li><b><u>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</u></b></li> </ul>
				TBZ14: Manor Road	N6 Manor Road	N/A	32m (ca. 10 storeys)	<ul style="list-style-type: none"> <li>Prevailing heights should <b><u>generally</u></b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>Opportunity to include limited tall building elements <b><u>of approximately</u></b> up to 32m (ca. 10 storeys).</li> <li>Development should be mindful of height transitions when delivering higher densities.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
							<ul style="list-style-type: none"> <li>• <b><u>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</u></b></li> </ul>	
				TBZ15: West Ham Station	N7 Three Mills	N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	50m (ca. 16 storeys) and 32m (ca. 10 storeys) and 100m (ca. 33 storeys) in the defined areas.	<ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 21m and 32m (ca. 7-10 storeys), except in the immediate context of the listed gasholders where prevailing heights should <b><u>generally</u></b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>• In the immediate context of the listed gasholders, opportunity to include limited tall building elements of <b><u>approximately</u></b> <del>up to</del> 32m (ca. 10 storeys).</li> <li>• Along the railway line and Bow Creek (River Lea) and to mark West Ham station, opportunity to include limited tall building elements of <b><u>approximately</u></b> <del>up to</del> 100m</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
								<p>(ca. 33 storeys), which are sufficiently spaced to allow for views and space around the listed gasholders.</p> <ul style="list-style-type: none"> <li>• In the rest of the Tall Building Zone, opportunity to include limited tall building elements of <b>approximately</b> up to 50 m (ca. 16 storeys).</li> <li>• Height, scale and massing of development proposals should be assessed to conserve and enhance the character of heritage assets without detracting from important landmarks and key views set in the Three Mills conservation area appraisal and management guidelines.</li> <li>• All taller buildings should be integrated carefully to aid wayfinding and mark special locations.</li> <li>• Careful consideration is required for <b>the suitable</b> locations of tall buildings, particularly along the <b>waterways water spaces</b>, to avoid <b>or minimise</b> overshadowing <b>that could</b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
								<p><b><u>negatively affect plant growth and the quality of impact on watercourses water spaces.</u></b></p>
				TBZ16: Abbey Mills	N7 Three Mills	N7.SA1 Abbey Mills	40m (ca. 13 storeys) <b><u>100m (ca. 33 storeys)</u></b>	<ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include tall building elements <b><u>of approximately</u></b> up to 40m (ca. 13 storeys) <b><u>and 100m (ca. 33 storeys) towards the station, and subject to careful transition to the Abbey Mills Conservation Area.</u></b></li> <li>• Height, scale and massing of development proposals should be assessed to conserve and enhance the character of heritage assets without detracting from important landmarks and key views <b><u>set out in the Three Mills conservation area appraisal and management plan,</u></b> including the Abbey Mills Pumping Station.</li> <li>• Careful consideration is required for the <b><u>suitable</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
								<p>locations of tall buildings, particularly along the waterways <b><u>water spaces</u></b>, to avoid <b><u>or minimise</u></b> overshadowing <b><u>that could negatively affect plant growth and the quality of</u></b> impact on watercourses <b><u>water spaces</u></b>.</p> <ul style="list-style-type: none"> <li>• <b><u>Development should be mindful of height transitions when delivering higher densities.</u></b></li> </ul>
				TBZ17: Plaistow Station	N9 West Ham and Plaistow N10	N9.SA1 Plaistow North	40m (ca. 13 storeys) and 60m (ca. 20 storeys) in the defined area.	<ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 9m and 21m (ca. 3-7 storeys) on the north-western part of the site and 21m and 32m (ca. 7-10 storeys) nearer Plaistow Station and Local Centre.</li> <li>• Opportunity to include limited tall building elements <b><u>of approximately</u></b> up to 60m (ca. 20 storeys) to mark Plaistow Station.</li> <li>• Heights should reduce, with opportunities for limited tall building elements of <b><u>approximately</u></b> 40m (ca.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
							<p>13 storeys) allowing for a sensitive transition to the low rise residential context to the north-west of the tall building zone.</p> <ul style="list-style-type: none"> <li>Development including tall buildings in this zone must assess their visual and townscape impact in the context of existing and permitted tall buildings to ensure the cumulative impact does not saturate the skyline.</li> </ul>	
				<p>TBZ18: Stratford High Street</p>	<p>N7 Three Mills and N8 Stratford and Maryland</p>	<p>N7.SA3 Sugar House Island N8.SA3 Greater Carpenters District N8.SA4 Stratford High Street Bingo Hall N8.SA7 Rick Roberts Way N8.SA8</p>	<p>50m (ca. 16 storeys) and 100m (ca. 33 storeys), 60m (ca. 20 storeys), 40m (ca. 13 storeys) and 32m (ca. 10 storeys) in the defined areas.</p>	<ul style="list-style-type: none"> <li>Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys), except at the sensitive edges of the tall building zone, where prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>Opportunity to include limited tall building elements <b>of approximately</b> up to 50m (ca. 16 storeys) and 100m (ca. 33 storeys), 60m (ca. 20 storeys), 40m (ca. 13 storeys) and 32m (ca. 10 storeys) in the defined areas.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
						<p>Bridgewater Road</p> <p>N8.SA9 Pudding Mill</p>		<ul style="list-style-type: none"> <li>• Tall elements in the 32m area and/or in close proximity to the conservation areas should be limited in number.</li> <li>• Tall buildings in immediate proximity to the conservation area and other designated heritage assets should address and respond to their scale, grain and significance as well as the wider streetscape and local character.</li> <li>• Tall buildings should conserve the character of the area without harming the significance of heritage assets or detracting from important landmarks and key views, including views set in Stratford St John's conservation area appraisal and management plan and Sugar House Lane conservation area appraisal and management plan.</li> <li>• Development including tall buildings in this zone</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
								<p>should assess their visual and townscape impact in the context of existing and permitted tall buildings to ensure the cumulative impact does not saturate the skyline.</p> <ul style="list-style-type: none"> <li>Careful consideration is required for the <b>suitable</b> locations of tall buildings, particularly south of the waterways <b>water spaces</b>, to avoid <b>or minimise</b> overshadowing <b>that could negatively affect plant growth and the quality of impact on watercourses water spaces</b>.</li> </ul>
				TBZ19: Stratford Central	N8 Stratford and Maryland	N8.SA1 Stratford Central  N8.SA2 Stratford Station  N8.SA5 Stratford Town Centre West	60m (ca. 20 storeys) and 100m (ca. 33 storeys) and 32m (ca. 10 storeys) in the defined areas.	<ul style="list-style-type: none"> <li>Prevailing heights should <b>generally</b> be between 21m and 32m (ca. 7-10 storeys) except along the sensitive edge of the Broadway where prevailing heights should <b>generally</b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>Opportunity to include tall building elements of <b>approximately</b> up to 60m (ca. 20 storeys) in most of the Tall Building Zone.</li> </ul>

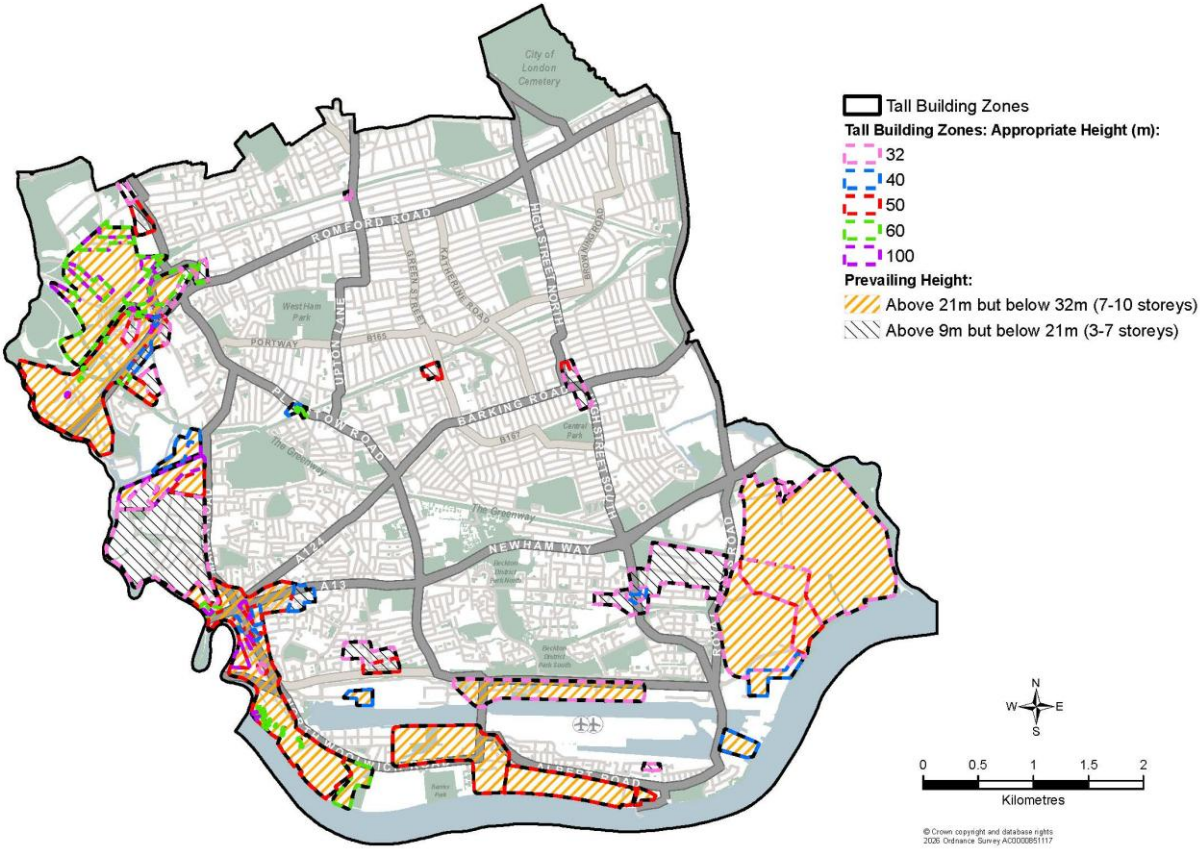
Ref	Previous Ref	Plan page	Policy or para	Main Modification			
						N8.SA6 Stratford Waterfront South	<ul style="list-style-type: none"> <li>• To mark Stratford Station, Stratford International station, Westfield Avenue and the urban edge of Queen Elizabeth Olympic Park at International Quarter and <b><u>the northern part of</u></b> Stratford waterfront, a limited number of tall building elements of <b><u>approximately</u></b> up to 100m (ca. 33 storeys) could be provided.</li> <li>• Along the sensitive edge of the Broadway, heights should be reduced with opportunity for limited tall building elements of <b><u>approximately</u></b> up to 32m (ca. 10 storeys).</li> <li>• Tall buildings in immediate proximity to the conservation area and other designated heritage assets should address and respond to their scale, grain and significance as well as the wider streetscape and local character.</li> <li>• Tall buildings should conserve the character of</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
								<p>the area without harming the significance of heritage assets or detracting from important landmarks and key views, including views set in Stratford St John's conservation area appraisal and management plan.</p> <ul style="list-style-type: none"> <li>• Impacts on London View Management Framework (LVMF) views should be tested to ensure that tall buildings will result in no harm onto the protected vistas.</li> <li>• Development including tall buildings in this zone should assess their visual and townscape impact in the context of existing and permitted tall buildings to ensure the cumulative impact does not saturate the skyline.</li> <li>• <b><u>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
								<b><u>could negatively affect plant growth and the quality of water spaces.</u></b>
				TBZ20: Chobham Manor / East Village	N8 Stratford and Maryland	N8.SA10 Chobham Farm North	50m (ca. 16 storeys) and 32m (ca. 10 storeys) in the defined area.	<ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 9m and 21m (ca. 3-7 storeys).</li> <li>• Opportunity to include tall building elements <b><u>of approximately</u></b> up to 50m (ca. 16 storeys) and 32m zone (ca. 10 storeys) in the defined area.</li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> <li>• Impacts on London View Management Framework (LVMF) views should be tested to ensure that tall buildings will result in no harm <del>onto</del> the protected vistas.</li> </ul>
				TBZ21: Excel West	N2 Royal Victoria	N2.SA5 Excel Western Entrance	40m (ca. 13 storeys)	<ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include a tall building element <b><u>of approximately</u></b> up to 40m (ca. 13 storeys) to the west of the site.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification			
							<ul style="list-style-type: none"> <li>• <b><u>Subject to airport height constraints.</u></b></li> <li>• Development should be mindful of height transitions when delivering higher densities.</li> <li>• <b><u>Careful consideration is required for suitable locations of tall buildings, particularly along the water spaces, to avoid or minimise overshadowing that could negatively affect plant growth and the quality of water spaces.</u></b></li> </ul>
				TBZ22: Thameside East	N3 — Royal Victoria <b><u>N1</u></b> <b><u>North Woolwich</u></b>	N/A	50m (ca. 16 storeys) <ul style="list-style-type: none"> <li>• Prevailing heights should <b><u>generally</u></b> be between 21m and 32m (ca. 7-10 storeys).</li> <li>• Opportunity to include tall building elements <b><u>of approximately</u></b> up to 50m (ca. 16 storeys).</li> <li>• <b><u>Subject to airport height constraints.</u></b></li> <li>• Development should be mindful of height transitions and visual impact when delivering industrial intensification through stacked industrial typology.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM19	FMO62	Part 1, p. 78	D4 Part 5	<p>[...]</p> <p><b><u>5. Outside tall building zones, opportunities to increase density without tall buildings should be explored. Tall building developments outside tall building zones will be supported if they meet part 3 and 4 of the policy and if they meet the following criteria:</u></b></p> <ul style="list-style-type: none"> <li>a) <b><u>be located in an area with a high level of public transport accessibility (PTAL 4-6) within a local or town centre, or be located in an Opportunity Area; and</u></b></li> <li>b) <b><u>demonstrate they do not detract from important landmarks and key views set out in the adopted conservation area appraisal and management plans; and</u></b></li> <li>c) <b><u>demonstrate they do not harm the protected vista set out in the London View Management Framework (LVMF); and</u></b></li> <li>d) <b><u>demonstrate to a positively contribution to the legibility of the tall building clusters identified in the tall building zones by transitioning from the height of the existing context to the appropriate height range of the adjoining tall building zone set out in Table 1; or</u></b></li> <li>e) <b><u>demonstrate they can positively mark the presence of a local or town centre by aligning with the height of the tall building zones listed in part 2.e of the policy while managing the transition from the height of the existing context; and</u></b></li> <li>f) <b><u>demonstrate that taller developments can make an exemplary contribution to the quality of the surrounding public realm and provide meaningful publicly accessible open space.</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM20	N/A	Part 1, p. 79	D4 Map of Newham's Tall Building Zones	 <p>The map displays the borough of Newham with various zones outlined in different colors and patterns. A legend on the right side of the map provides the following information:</p> <ul style="list-style-type: none"> <li><b>Tall Building Zones:</b> Indicated by a black outline.</li> <li><b>Tall Building Zones: Appropriate Height (m):</b> <ul style="list-style-type: none"> <li>32m: Pink dashed line</li> <li>40m: Blue dashed line</li> <li>50m: Red dashed line</li> <li>60m: Green dashed line</li> <li>100m: Purple dashed line</li> </ul> </li> <li><b>Prevailing Height:</b> <ul style="list-style-type: none"> <li>Above 21m but below 32m (7-10 storeys): Yellow diagonal hatching</li> <li>Above 9m but below 21m (3-7 storeys): White diagonal hatching</li> </ul> </li> </ul> <p>The map also includes a north arrow and a scale bar from 0 to 2 Kilometres. Major roads shown include ROMEFORD ROAD, PORTWAY, NEWHAM ROAD, BARKING ROAD, and NEWHAM WAY. Landmarks like the City of London Cemetery and West Ham Park are also marked.</p>
MM21	FMO58	Part 1, p. 80	D4 Justification text	<p>3.52 The location, scale and suggested height of each Tall Building Zone reflects the findings of the Newham Characterisation Study (2024) and the Tall Building Annex (2024). <b><u>The 22 tall building zones cover significant areas of transformation within the three opportunity areas (OAs) and include the majority of the site allocations, are included in the Tall Building Zones reflecting their status as 'transform' areas of the borough across the different parts of the borough and considers the importance of Town and Local Centres as hearts of their neighbourhoods.</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>Tall Building Zones reflect an assessment exercise undertaken to identify suitable locations for tall buildings. This was informed by a townscape sensitivity screening assessment and suitability scoping exercise. <b><u>Suitable locations have been identified based on an assessment of existing and emerging heights, proximity to public transport, and the impact on open space and heritage assets. The opportunity for growth and the constraints identified through the assessment have informed the tall buildings spatial hierarchy, which establishes different roles for different parts of the borough and considers the importance of Town and Local Centres as the hearts of their neighbourhoods.</u></b> The majority of the site allocations are included in the Tall Building Zones reflecting their status as ‘transform’ areas of the borough.</p> <p><b><u>Areas within OAs, within Metropolitan and District Centres, with the highest level of public transport accessibility and with emerging clusters of tall buildings, have been identified as the areas of maximum capacity in the Borough. The other Tall Building Zones are identified as subservient to the three key locations in Stratford, Canning Town and West Ham. Other tall building locations are considered suitable to support densification with tall building forms that are in keeping with the context and that are mindful of lower public transport accessibility, the proximity to heritage assets, a low-rise context and the airport. The tall buildings strategy supports industrial intensification in all Strategic Industrial Locations (SILs) and supports the densification of key locations with a high level of public transport accessibility in proximity to stations and within town centre boundaries.</u></b></p>
MM22	MO19.2	Part 1, p. 91	D6.1 Implementation text	<p><del>Odour and smoke</del> <b><u>Emissions</u></b> mitigation <b><u>(including kitchen extraction odour)</u></b></p> <p><b><u>Where combustion flues are necessary, having regard to Local Plan Policy Policies CE2 and CE6, these should normally terminate above the roof height of the tallest building in the development and the immediately surrounding area to ensure maximum dispersion of pollutants. Where this is not possible, alternative measures to prevent nuisance fumes entering nearby buildings should be agreed by the Council.</u></b></p> <p>Odour generation uses include, but are not limited to, premises for the preparation of hot food and drink that utilise an extraction flue <b><u>flue</u></b>. [...]</p>

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				Developments should incorporate suitable off-street outdoor facilities for smokers wherever <b><u>relevant to the use and</u></b> possible, to avoid the need for smokers to congregate on the pavements. [...]
MM23	MO31	Part 1, p. 92	D6.2 Implementation	[...] <u>Designated and non-designated employment locations</u>  To secure the long-term viability of new <b><u>existing and future</u></b> employment <b><u>uses on employment land (including intensification in line with Policy J2)</u></b> floorspace and compatibility of proposals close to designated employment land, the policy requires applicants to demonstrate that proposed <b><u>vulnerable</u></b> uses <b><u>(such as residential uses or schools) exposed to the various amenity impacts generated by a range uses on employment land</u></b> can successfully co-exist <b><u>long-term</u></b> in the context of their site, particularly when proposing uses that may be more vulnerable to the amenity impacts, such as residential uses or schools. <b><u>The area and intensity of amenity impacts will vary between different uses (e.g. a wharf vs. a paper recycling centre). The assessment and mitigations should reflect a reasonable worst case scenario for the baseline amenity impacts (see further in this section) as well as a proportional assessment of amenity impacts from potential future intensification of employment land as part of the lawful intensification of use on SILs and LILs, having regard to national regulatory context and the spatial strategy set out in this Plan.</u></b> [...]
MM24	FMO14	Part 1, p. 96	Policy D7 Part 3	3. Loss of characteristics which contribute to the significance of Conservation Areas and Areas of Townscape Value will not be supported, <b><u>unless demonstrated that all reasonable steps have been taken to avoid and minimise harm and that public benefits proportionately outweigh any harm caused.</u></b> Characteristics include: <ul style="list-style-type: none"> <li>• Buildings and structures and their curtilage which make a positive contribution to the significance of the conservation area or area of townscape value.</li> <li>• Public spaces and street patterns.</li> <li>• Views, vistas.</li> <li>• Uses and cultural heritage.</li> <li>• Mature trees and landscapes.</li> </ul>

## High Streets

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM25	MO36	Part 1, p. 108	Policy HS1 Part 1	<p>1. All homes in Newham should be within a maximum 400 metre radius of at least one designated centre or parade, or be within a 15-minute walking distance of at least two designated centres or parades. This will be delivered through directing main town centre uses to the Newham Town Centres Network, as set out in Table 3, unless exceptions apply under other sections of this Local Plan. The network will be managed and supported to service the needs of residents, workers and visitors, and includes:</p> <ul style="list-style-type: none"> <li>a. The designated town centres and their primary shopping areas and primary shopping frontages. And</li> <li>b. The designated local centres and their primary shopping areas. And</li> <li>c. The designated neighbourhood parades. And</li> <li>d. A new district level town centre to be created at N17.SA1 Beckton Riverside, subject to the criteria in Part 2, re-configuring and capitalising on the trade draw of the out-of-centre Gallions Reach Shopping Centre. And</li> <li>e. New local centres at N8.SA9 Pudding Mill, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks, N2.SA4 Thameside West and N2.SA3 Connaught Riverside, and expanded Local Centres at N9.SA1 Plaistow North, N1.SA2 Rymill Street and N2.SA1 Silvertown Quays, subject to the criteria in Part 3. And</li> <li>f. The creation of new small scale frontages serving localised need including new Neighbourhood Parades at N17.SA1 Beckton Riverside, N2.SA2 Lyle Park West and N8.SA3 Greater Carpenters District; <b>and</b></li> <li><b><u>g. The creation of new small scale frontages serving localised need in areas</u></b></li> </ul>

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				<p><b><u>not within 400m radius of an existing or planned town or local centre or neighbourhood parade.</u></b></p>
MM26	MO37	Part 1, p. 111	Policy HS1 Part 2	<p>2. <del>New d-</del>Development for the provision of main town centre uses <b><u>towards the creation of a new town centre</u></b> within N17.SA1 Beckton Riverside, <b><u>starting from the indicative boundaries mapped on the Policies Map, must contribute to the masterplanned phased delivery of the centre by applying the following principles</u></b> must be accompanied and informed by masterplanning of the new town centre. This will be achieved through:</p> <p>a. <del>Not supporting incremental change to the composition of the existing out-of-centre Gallions Reach Shopping Park.</del></p> <p>b. <del>The masterplanning of a legible new town centre environment that meets all of the following principles:</del></p> <p><b><u>a. i-</u></b> The overall number, scale and mix of main town centre uses should reflect the intended district status in the town centre network, or up-to-date evidence justifying a major town centre function, and be supported by an Impact Assessment, a Marketing Strategy and a Vacancy Prevention Strategy; <b><u>and</u></b></p> <p><b><u>ii.</u></b> <del>The primary shopping area is established on the part of the site with the highest planned PTAL, and a minimum of PTAL 3.</del></p> <p><b><u>b. Proposals demonstrate the transition from a car-dependent retail park format to an integrated, accessible, welcoming environment within and adjacent the new town centre, including:</u></b></p> <p><b><u>i. Phasing demonstrates how significant reductions in car parking will be expediated, including through any complementary transport measures and meanwhile use strategy, in line with polices N17 and BFN2; and</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><del>ii.-iii.</del>–Main town centre uses within the intended primary shopping area should <del>create</del> <b><u>maximise</u></b> continuous shopfront frontages along the key footfall route(s) <b><u>linked to the new DLR station</u></b>, and be supported by quality public realm and by good permeability and connectivity.</p> <p><del>iii.-iv.</del> The phased delivery of the town centre uses ensures coordination with the <b><u>delivery of new homes and the new DLR station and route</u></b> <del>level of need arising from housing delivery in its catchment and the delivery of new public transport.</del></p> <p><b><u>c. Where parts a. and b. are not met, development should represent asset management that does not intensify the existing retail park, in line with Policy HS3 and the London Plan.</u></b></p>
MM27	MO39	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>a. The overall parade remains of a neighbourhood scale, of between five and ten non-residential units, and primarily small units (80 to 150 sqm GIA) in use class E (Commercial, Business and Service) or social infrastructure of a scale justified by local need. <b><u>Where development includes 300sqm GIA or more of cumulative new floorspace in retail (Class E(a)) or in main town centre leisure uses (Class E(b) or sui generis), a retail and/or leisure Impact Assessment will need to be passed.</u></b></p> <p>b. Loss of units, including through the merging of units, does not result in the overall number of units falling below five.</p> <p>c. A small food store of more than 300 sqm GIA may be appropriate, subject to passing a retail Impact Assessment, and the use is limited through condition.</p> <p>d. Any proposal resulting in 1000 sqm GIA or more cumulative floorspace in main</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>town centre uses, including creation of new neighbourhood parades, is supported by an <del>Impact Assessment</del> and a well-resourced Vacancy Prevention Strategy.</p> <p>e. Any change or expansion of the boundary is justified through masterplanning.</p>
MM28	MO41	Part 1, p. 116	HS1.2 Implementation text	<p>[...]</p> <p>The location, scale, <b>phasing</b>, nature and mix of uses for the new town centre will need to be considered through the masterplanning and the planning application process, and <b>should start from the indicative boundary identified on the Policies Map</b> <del>may not reflect the location of the current retail park.</del> <b><u>Any changes to the boundary should be justified by the evidence submitted as part of an application, including masterplanning, and should not impede the strategic principles set out by this policy, Policy N17 and the site allocation principles.</u></b></p> <p>To inform this process, evidence will need to be provided in the form of an Impact Assessment, a Marketing Strategy and a Vacancy Prevention Strategy, in accordance with Local Plan Policy HS2.</p> <p>The submitted Impact Assessment will follow national planning guidance on scope and methodology. It should demonstrate that the scale of main town centre uses proposed help fill identified needs in the network and/or is a re-provision of floorspace from the Beckton area retail park(s) to within the centre, without significantly drawing trade away from established town centres, or jeopardising existing retail and leisure commitments (including within local centres in the catchment). For clarity, <del>the catchment of the centre is primarily the Beckton sub-area</del> <b><u>the overall retail and leisure floorspace capacity of the new town centre should respond to the residential increases in the Beckton area, but also more widely across the borough reflecting the percentages of trade draw achieved by the existing retail park</u></b> as identified by the Retail and Leisure Study (2022).</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><b><u>Phasing of the transformation from a retail park to a town centre will need to be carefully managed, evidenced and approved by the council through planning application(s). The intention will be to align the delivery of the town centre with the public transport transformation of the site, so that they can progress alongside and result in a substantial modal shift to sustainable travel. In line with the NPPF and London Plan (2021) Policy SD7, this means managing the phasing of intensification of main town centre uses floorspace to align with the growth of the new neighbourhood and the public transport accessibility improvement of the site. Further, where proposals for main town centre uses at Gallions Reach Shopping Park are not paired with measures for the significant reduction in car trips to the site through reduction in car parking and complementary transport measures ahead of the DLR station completion, the council will continue to assess such proposals as asset management for an out of centre destination initially, or edge of centre location as development delivery progresses, in line with Policy HS3.</u></b> <del>In the interim, while key masterplanning decisions are outstanding and particularly until commitment to the new DLR station is known, changes to Gallions Reach Shopping Centre will continue to be managed as an out of centre destination. In line with the NPPF and London Plan (2021), this means resisting piecemeal intensification of main town centre uses floorspace. Changes in composition towards convenience or leisure offer will also not be supported, protecting the effectiveness of planning conditions imposed on the site as part of the original approval (as varied), that help limit its impact on Newham's Town Centres Network.</del></p>
MM29	MO43	Part 1, p. 132	HS3.1 implementation text	Elsewhere, the town centre first principles of the NPPF apply and loss of retail (Ea), restaurants and cafes (Eb) and service (Ec) uses in undesignated areas will be supported. For sites in out of centre retail parks that are not covered by a site

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				<p>allocation, the loss should lead to additional industrial floorspace as per Local Plan Policy J1. In most other instances, residential development opportunity of the site should be optimised in line with Local Plan Policy D3, unless directed otherwise by policies in this Plan.</p> <p><b><u>While the council supports the loss of retail and leisure in out of centre locations towards other uses compatible with the spatial strategy of the Local Plan, the Council also recognises that established retail parks in the Beckton area help to meet existing, often specialist retail needs. The Council may accept proposals for the asset management of existing retail parks that meet relevant quality criteria set out in this Plan and that:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Demonstrate optimisation of the existing built form (e.g. through introduction of a mezzanine or other internal alterations) for the benefit of specific occupier(s); and</u></b></li> <li>• <b><u>Pass relevant retail and/or leisure sequential and impact tests set out in this policy, which take into consideration the vitality and viability of all town centres that may be affected, any local centres within Newham that are within a 15min walking distance of the site, and relevant retail and/or leisure permissions.</u></b></li> </ul>
MM30	FMO17	Part 1, p. 134	Policy HS4 Part 1	<p>1. Development impacting on an existing <del>internal or external</del> <b><u>indoor or outdoor</u></b> market site will only be supported where:</p> <p>a. The number of pitches is maintained or <del>enhanced</del> <b><u>increased</u></b>, alongside provision of appropriate storage and servicing facilities, both during development (including temporary arrangements) and upon completion. And</p> <p>b. The overall <b><u>layout</u></b>, visibility, quality and management of the market and its public realm will be improved <b><u>through co-design, taking into account the existing character of the market. And</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<b><u>c. Proposals identify and positively contribute to the health and social value of the market, in line with Policy BFN3.</u></b>
MM31	FMO17	Part 1, p. 134	Policy HS4 Part 3	<p>3. Permanent new markets or short-lease flexible use or event spaces will be supported within town or local centres where all of the following criteria are met:</p> <p>a. The building and/or space are well designed, with accessible legible entrance points, and the development contributes to the quality activation of the public realm.</p> <p>b. There is a demonstrated market demand, or through temporary use testing of the concept over a period of at least 12 months.</p> <p>c. It is supported by an adequately resourced Pop-ups and Markets Management Plan; <b><u>in the case of a new market, this should also demonstrate how positive social value potential is optimised, in line with Policy BFN3.</u></b></p> <p>d. There are no adverse amenity and transport impacts.</p>
MM32	MO15.2	Part 1, p. 135	HS4.1 implementation text	<p><b><u>A pitch is defined as a 3 by 3 meters area, unless otherwise agreed with the Council, in consultation with its Markets operations team.</u></b></p> <p><b><u>Appropriate</u></b> Servicing facilities should include adequate access to parking and unloading space, storage, waste facilities, <b><u>public toilets</u></b>, and utilities including suitable voltage electricity supply where hot food service will be part of the market offer.</p> <p>Any redevelopment of or adjacent to a market will be used as an opportunity to:</p> <ul style="list-style-type: none"> <li>rectify any existing poorly functioning physical aspects of the market (e.g. entrances, layout, visitor circulation, quality of materials and servicing layouts), <b><u>through co-design with market traders, users and the market operator in line with policy BFN2.</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<ul style="list-style-type: none"> <li>• <b><u>Protect or mitigate the microclimate of the market (e.g. wind or overshadowing) in line with Policy D6.</u></b></li> <li>• <b><u>Respond to the social and health value of the market, in line with the Health and Social Value Impact Screening Assessment requirement of Local Plan Policy BFN3.</u></b></li> <li>• <b><u>Revise or create a Market Management Plan that addresses any temporary market arrangements, where relevant, and the permanent functioning of the market. This should incorporate all relevant management aspects set out in implementation section HS4 Part 3.</u></b></li> </ul> <p>Public realm enhancements should be considered as per Local Plan Policies D2 and <b><u>Policy HS2.7-8 Parts 7 and 8.</u></b></p>
MM33	MO15.3	Part 1, p. 136	HS4.3 Implementation text	<p>Applications for permanent short-lease flexible use or event spaces should be supported by information clarifying the range of uses proposed.</p> <p>Evidence submitted through the Planning Statement should demonstrate successful take up of the space/pitches over the preceding 12 months. ‘Successful take-up’ means that the site was managed and marketed so that the space (or at least half the number of market pitches) was not vacant for more than a month, excluding any renovation or fit-out times. A list of expressions of interest from businesses and community groups may be submitted as evidence, alongside records of the operation of the space over the preceding 12 months.</p> <p><b><u>Applications for permanent new markets will be assessed against the Health and Social Value Impact Screening Assessment requirement of Local Plan Policy BFN3 Part 2, and emerging recommendations for optimising positive impacts should be incorporated into the Market Management Plan.</u></b></p> <p>[...]</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM34	MO45.1	Part 1, p. 149	HS8 Justification text	<p>[...]</p> <p>3.114 However, the delivery of visitor accommodation must be balanced against need for other forms of development, not least housing. <b><u>Newham has seen high demand for hotel development in recent years, at a time when the borough is also providing the highest level of temporary accommodation in the country*</u></b><sup>[add footnote]</sup> [footnote: <b><u>Trust for London, Housing and homelessness (Q1 2025)</u></b>]<sup>[hyperlink]</sup> <a href="https://trustforlondon.org.uk/data/topics/housing/?tab=temporary-accommodation-borough">https://trustforlondon.org.uk/data/topics/housing/?tab=temporary-accommodation-borough</a>. <b><u>Given the housing crisis, homeless households and asylum seekers are at times placed temporarily in hotels or other bed and breakfast accommodation*</u></b><sup>[add footnote]</sup> [footnote: <b><u>National statistics for 31<sup>st</sup> March 2025</u></b> indicate that <b><u>394 homeless households were housed in B&amp;B accommodation, 3,537 households were housed in nightly paid accommodation including apart-hotels, and 927 asylum seekers were placed in hotels in Newham.</u></b>], which are not suitably designed to meet day to day living needs for longer periods of time and can lead to significant health and wellbeing problems when people are required to wait a long time for suitable permanent accommodation. The Council has therefore taken a proportionate approach as part of this policy, seeking to balance visitor accommodation demand with the high need for general needs housing in the borough, in line with the approach set out in policy H1 Part 3 of this Local Plan. The London Plan (2021) estimates that London will need to build an additional 58,000 bedrooms of serviced accommodation by 2041, delivered primarily within the Central Activity Zones, but also increasingly in town centres more broadly. The study allocates a share of the need to Newham equating to 5.2 per cent or 3,031 net rooms. Latest monitoring indicates that <del>4,373</del> <b><u>2,192</u></b> rooms have already been delivered, with a further <del>483</del> <b><u>1,085</u></b> in the pipeline as of 2022/23. The policy therefore requires market</p>

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				demand testing <b>that reflects Newham's economic growth and tourism demand,</b> to ensure there is not an over delivery of visitor accommodation and land is protected for other priority uses.
MM35	MO45.2	Part 1, p. 150	HS8.2 Implementation text	<p>[...]</p> <p><del>Where the demand justifies an edge of centre or out of centre locations as per the criteria above, a Sequential Test will also be required in line with the NPPF.</del></p> <p><b><u>When reviewing evidence of market demand for new or intensified visitor accommodation, the council will take a balanced view with regards to the demonstrated demand at the location in relation to the pipeline of visitor accommodation in the borough and any Newham-specific share of change in gross room demand set out as part of the London Plan evidence base. Where the Council deem that needs are already being met through the pipeline, granting permission for visitor accommodation proposals that are considered to not be proportionate to the scale of the centre and/or the tourism or employment function of the area, or that do not meet the spatial strategy of this plan, including the prioritisation of sites for housing set out in H1 Part 3, will rarely be justifiable.</u></b></p> <p><b><u>Where existing visitor accommodation capacity is taken up by people owed a homelessness duty, by Newham or any other public sector body, this should be clearly set out in the demand study and will not be considered towards the evidence of demand for further visitor accommodation.</u></b></p> <p>[...]</p>

**Social Infrastructure**

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MM36	FMO314	Part 1, p. 154	Policy SI1	<p><b>Policy</b> SI1: Existing community facilities and health facilities</p> <p>1. Existing facilities will be protected and should not be lost to other uses, <del>reconfigured,</del> reduced in size or relocated unless it can be demonstrated that the following criteria are met:</p> <p>a. The needs of the current users of the facility, potential or future users (where the facility is not in use) are met through:</p> <ul style="list-style-type: none"> <li>i. provision of a suitable on-site replacement facility; or</li> <li>ii. a suitable off-site replacement, within the local well-connected neighbourhood of the original facility; or</li> <li>iii. an existing local facility, within the local well-connected neighbourhood which is suitable, available and affordable; or</li> </ul> <p>b. the existing and any other social infrastructure use is no longer required, as demonstrated by:</p> <ul style="list-style-type: none"> <li>i. an assessment that the existing use is surplus to current and future needs; and</li> <li>ii. evidence that the facility has been actively marketed for a <b>community or health</b> <del>social infrastructure</del> use for at least 12 months and it can be clearly shown there is no alternative social infrastructure use that could take on the space to meet the needs of the local neighbourhood; or</li> <li>iii. the proposal is part of a strategy from a recognised public sector body’s estates programme; and</li> </ul> <p>c. a Social Value and Health Impact Assessment (see Local Plan Policy BFN3) is provided and demonstrates potential gains are maximised and any negative impacts can be mitigated.</p> <p>2. If the loss of a facility can be demonstrated as being acceptable to the Council, <del>then the preferred</del> <b>type of development</b> <del>alternative use</del> will be for <b>that which delivers</b> the</p>

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				maximum viable amount of affordable housing (unless located in a Primary Shopping Area, Strategic Industrial Location or Local Industrial Location).		
MM37	FMO315	Part 1, p. 156	Policy SI1 Implementation text	<p>Implementation</p> <table border="1" data-bbox="810 459 2051 1417"> <tr> <td data-bbox="810 459 958 1417">ALL</td> <td data-bbox="958 459 2051 1417"> <p>For the purpose of this policy, community facilities are defined as:</p> <p>Community centre, meeting places (for the principle use of the local community) (F2 (b))                      Youth facilities (Youth Zones, Youth Clubs) (F2 (b))                      Social Clubs (Sui Generis)                      Training centres and homework clubs (F1(a))                      Libraries (F1 (d))                      Public halls and exhibition halls (F1(e))                      Bars and pubs* (Sui Generis)                      Public toilets (Sui Generis)                      Places of worship (F1 (f))                      Civic uses (including criminal justice and court facilities) (Sui Generis or F1(g))                      Emergency services (fire station, ambulance station and police station) (Sui Generis)</p> <p>Health facilities are defined as:                      Clinics, health centres,                      GP surgeries, medical services not attached to the residence of the practitioner, day centre (non-residential)* (E(e))                      Hospitals* (C2)</p> <p>* Main town centre uses, as defined by the NPPF and London Plan (2021) 17 ONS 2022/21</p> </td> </tr> </table>	ALL	<p>For the purpose of this policy, community facilities are defined as:</p> <p>Community centre, meeting places (for the principle use of the local community) (F2 (b))                      Youth facilities (Youth Zones, Youth Clubs) (F2 (b))                      Social Clubs (Sui Generis)                      Training centres and homework clubs (F1(a))                      Libraries (F1 (d))                      Public halls and exhibition halls (F1(e))                      Bars and pubs* (Sui Generis)                      Public toilets (Sui Generis)                      Places of worship (F1 (f))                      Civic uses (including criminal justice and court facilities) (Sui Generis or F1(g))                      Emergency services (fire station, ambulance station and police station) (Sui Generis)</p> <p>Health facilities are defined as:                      Clinics, health centres,                      GP surgeries, medical services not attached to the residence of the practitioner, day centre (non-residential)* (E(e))                      Hospitals* (C2)</p> <p>* Main town centre uses, as defined by the NPPF and London Plan (2021) 17 ONS 2022/21</p>
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				<p><b><u>Policy S11 does not apply to education uses and childcare facilities, these uses are addressed in Policy S14.</u></b></p> <p><b><u>The following parts of Policy S11 apply to cultural facilities and sport and recreation facilities, as set out in Policy S13:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Policy S11 part 1.a</u></b></li> <li>• <b><u>Policy S11 part 1.c</u></b></li> <li>• <b><u>Policy S11 part 2</u></b></li> </ul>
			S11.1	<p>Applicants will need to be able to demonstrate that a <del>reconfigured or replacement</del> facility (either on or off-site) will meet the needs of the existing users, potential users (where the facility is not in use) and/or future users.</p> <p>Just because a facility is not in use currently does not mean that there is not a need for the facility and the services it could provide. This is why the policy requires applicants to consider the potential users of a facility, this includes where the building may be in disrepair, closed for an extended period of time or indeed demolished. The future users of a site may also need to be considered. These are people who will come to live in the new homes built over the Local Plan period (to <del>2042</del><b>2043</b>).</p> <p><del>Reconfigured and replacement f</del>Facilities should meet the criteria set out in Local Plan Policy S12 <del>part 6</del><b>part 6.7</b>. A replacement facility will only be considered acceptable if the alternative setting provides the same or better functions as the site due to be lost. This should provide the required floor space and quality standard to be suitable for the intended users. A replacement facility must be a realistic substitution, capable of demonstrating adequate funding, site availability and timely delivery of facilities appropriate to its users.</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>To demonstrate that a replacement facility is within the well-connected neighbourhood of the existing facility, development proposals must include the submission of up-to-date spatial mapping of the social infrastructure network, within 15 minutes of the site. This mapping exercise must identify the development site location in the context of the replacement facility location (including town centres) within a 15 minute walking distance (identified using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users) of the site. This will demonstrate the suitability of the location of the replacement site in relation to the existing facility. For an existing facility to be considered available it should have capacity to accommodate users at the times they wish to use the space.</p> <p>For an existing facility to be considered affordable it should be available at the same cost as the previous space or average equivalent for a similar space in the local area.</p> <p>Applicants are encouraged to speak with the council early in the development process to understand what evidence is required in an assessment to demonstrate if a particular facility is surplus to current and future needs. Evidence must be submitted to demonstrate that the site has no realistic prospect being used for social infrastructure in the foreseeable future. It is important to recognise that a lack of use should not be taken as necessarily indicating an absence of need in an area.</p> <p>An assessment is likely to require evidence of the following:</p> <ul style="list-style-type: none"> <li>• an excess of facility provision</li> </ul> <p><b><u>- an up to date spatial mapping of the facilities in the borough's network of well-connected neighbourhoods should be provided. This mapping exercise must identify the development site location in the context of the 15 minute</u></b></p>

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				<p><b><u>network of all relevant social infrastructure. Each facility location should have its 15 minute walking radius mapped (using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users). The mapping should show the network with and without the facility site. This will demonstrate the level of relevant facility coverage around the site and if the loss of a facility in this location would create a deficiency in the network, factoring in any pedestrian barriers and access challenges in the urban context.</u></b></p> <p>- Applicants wishing to demonstrate that an existing community facility is not needed should consult Newham’s Community Facilities Needs Assessment (2022). Appendix B of the assessment provides a starting point for applicants, to help understand if the proposal falls in an area with an existing need for a community facility. The maps take into account the street network and pedestrian barriers to identify parts of the borough that are further than a 15 minute walk to community facilities.</p> <p>- Applicants wishing to demonstrate that an existing healthcare facility is not needed should show evidence of consulting the relevant health partners in Newham (Barts Health NHS Trust, North East London NHS Foundation Trust, Health and Care Space Newham, HUDU). The strategic delivery of NHS services is jointly formed from NHS organisations working in Newham, and is summarised within the <a href="#">Joint Forward Plan</a>. Please visit the <a href="#">NHS North East London website</a> for the most up to date NHS strategy and plan information.</p> <ul style="list-style-type: none"> <li>• the specific buildings or land being surplus to requirements.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<ul style="list-style-type: none"> <li>• the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.</li> <li>• the development proposal is for an alternative social infrastructure use, the benefits of which clearly outweigh the loss of the former or current use.</li> <li>• recent and relevant engagement with ward members, the Resident, Engagement and Participation team, community managers and the local community.</li> </ul> <p>Evidence that the facility has been actively marketed for social infrastructure use should include:</p> <ul style="list-style-type: none"> <li>· evidence that the site has been offered to the market for an appropriate lease arrangement and at a local market value suitable for the size, type and use, covering the full range of permitted uses; and</li> <li>· robust evidence that the marketing activity was active and continuous for a period of at least 12 months. Such marketing activity should make use of appropriate agencies, publications, websites and should be easily noticeable by the public and other interested parties; and</li> <li>· a record of all expressions of interest received with full reasons given as to why any offer was not accepted.</li> <li>· For community facilities, the sales price/rent should reflect rates generally paid by community groups or voluntary organisations for similar space in the local area and be agreed with Newham Council.</li> <li>· Evidence that consideration has been made to alternative methods of ownership, for example community or voluntary operation.</li> </ul> <p>There may be a need for public sector bodies to invest in modern, fit for purpose buildings and/or to reorganise the scale and locations of services to better meet future population needs or to sustain and improve services.</p>

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				<p>Where the loss or reduction is from a recognised public sector body there is no need to undertake a marketing exercise.</p> <p>A Social Value and Health Impact Assessment (see Local Plan Policy BFN3) and a service strategy will need to be provided to demonstrate details of rationalisation, including that they have considered the needs of service users as part of any service delivery strategy. A recognised public sector body can include:</p> <ul style="list-style-type: none"> <li>· Hospital trusts and other health organisations.</li> <li>· The emergency services (Metropolitan Police Service, London Fire Brigade, London Ambulance).</li> <li>· Public sector organisations, such as the Council, who maintain a portfolio of community premises.</li> <li>· Higher education institutions.</li> </ul> <p>A Social Value Health Impact Assessment is needed to support any application for a loss, reduction, replacement, <del>reconfiguration</del> or relocation of a community facility.</p>
			SI1.2	<p>Where it can be demonstrated that the loss of a community facility is acceptable, we will seek to see the delivery of <b><u>development that will support</u></b> the maximum viable amount of affordable housing. <del>The value uplift from such a decision will allow schemes which see the loss of a community facility to deliver more than the standard 60 per cent affordable housing requirement</del> (see Policy H3).</p> <p>We will not support residential development on the ground floor in Primary Shopping Areas (unless Policy HS2 criteria have been met), in Strategic Industrial Locations or Local Industrial Locations; these locations are protected for main town centre uses (see Policy HS2) and employment (see Policy J1) respectively.</p>

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MM38	FMO148	Part 1, p. 159	Policy SI2	<p><b><u>Policy</u></b> SI2: New and re-provided community facilities and health facilities</p> <p>1. A sufficient supply of community facilities and health facilities will be achieved through:</p> <p>a. the delivery of new <b><u>or re-provided</u></b> community facilities on identified site allocations, subject to a needs-based assessment at the time of delivery; and</p> <p>b. the delivery of new <b><u>or re-provided</u></b> health facilities on identified site allocations, subject to a needs-based assessment at the time of delivery; and</p> <p><b><u>c. supporting proposals for new or re-provided facilities where it is demonstrated that:</u></b></p> <p><b><u>i. the design, layout and scale of the facility appropriately reflect the role of the space, the types of uses to be accommodated, and the needs of existing and/or future users; and</u></b></p> <p><b><u>ii. these needs cannot be adequately met through planned provision on identified site allocations.</u></b></p> <p><del>the provision of new, expanded and improved community facilities and health facilities, where it is demonstrated that there is unmet demand which will not be met by any planned delivery.</del></p> <p>2. New facilities which are either, 1,000 sqm or greater Gross Internal Area, have a user appeal beyond the local neighbourhood or are anticipated to generate a large number of trips will be supported where:</p>

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				<p>a. there are no unacceptable transport and highway impacts; and</p> <p>b. it can be demonstrated that the scheme has been designed to be neighbourly; and</p> <p>c. the proposed facility is located in a town or local centre; or</p> <p>d. if the facility is a main town centre use, it can be demonstrated through undertaking:</p> <ul style="list-style-type: none"> <li>i. a sequential test, that there are no suitable town centre or edge-of centre sites available, or expected to be available within a reasonable period; and</li> <li>ii. if the facility is a main town centre use for a cultural use, a sport or recreation use, or a bar or pub above 300 sqm Gross Internal Area it can be demonstrated through undertaking an impact assessment, that there are no significant adverse impacts.</li> </ul> <p>3. New facilities which are smaller than 1,000 sqm Gross Internal Area and have a local neighbourhood user appeal can be located outside of town or local centre where:</p> <ul style="list-style-type: none"> <li>a. the facility is easily accessible by walking, cycling and public transport methods for both staff and expected users of the facility; and</li> <li>b. there are no unacceptable transport and highways impacts; and</li> <li>c. it can be demonstrated that the scheme has been designed to be neighbourly; and</li> <li>d. it is located <del>in a</del>: <ul style="list-style-type: none"> <li>i. <b>in a</b> Neighbourhood Parade; or</li> <li>ii. next to a park or school; or</li> <li>iii. in an area of identified community facility deficit; or</li> <li>iv. it can be demonstrated through undertaking a sequential test, that there are no suitable</li> </ul> </li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>town centre or edge-of-centre sites available, or expected to be available within a reasonable period; and</p> <p>e. if the facility is a main town centre use for a cultural use, a sport or recreation use, or a bar or pub above 300 sqm Gross Internal Area, it can be demonstrated through undertaking an impact assessment, that there are no significant adverse impacts.</p> <p><del>4. Speculative social infrastructure development will not be supported.</del></p> <p><b>45.</b> Re-provision (including modernisation and/or expansion) of a facility in an existing town or local centre will be supported on the existing site where:</p> <ol style="list-style-type: none"> <li>a. there are no unacceptable transport and highways impacts; and</li> <li>b. it can be demonstrated that the scheme has been designed to be neighbourly.</li> </ol> <p><b>56.</b> Re-provision (including modernisation and/or expansion) of a facility outside of an existing town or local centre will be supported on the existing site where:</p> <ol style="list-style-type: none"> <li>a. it can be demonstrated it is of a similar user footfall and catchment to the existing facility; and</li> <li>b. there are no unacceptable transport and highways impacts; and</li> <li>c. it can be demonstrated that the scheme has been designed to be neighbourly; and</li> <li>d. if a main town centre use for a cultural use, a sport or recreation use, or a bar or pub above 300sqm Gross Internal Area, it can be demonstrated through undertaking an impact assessment, that there are no there are no significant adverse impacts.</li> </ol> <p><b>67.</b> Proposals for all new and re-provided (including modernisation and/or expansion) facilities should:</p> <ol style="list-style-type: none"> <li>a. provide a Social Value-Health Impact Assessment (see Local Plan Policy BFN3); and</li> <li>b. demonstrate that early consultation and co-design has been undertaken with the intended operator and users of the space; and</li> </ol>

Ref	Previous Ref	Plan page	Policy or para	Main Modification				
				<p>c. make efficient and effective use of land, maximising the opportunities for shared use of facilities; and</p> <p>d. ensure the Gross Internal Area, facilities provided, layout and storage space meets the needs of the existing and/or intended users; and</p> <p>e. be visible and welcoming from the street and be designed to facilitate social interaction; and</p> <p>f. be inclusive and accessible; and</p> <p>g. be designed with flexibility in mind, to allow the building to adapt to different users of the space over time; and</p> <p>h. demonstrate how environmental conditions and air quality have influenced the position of the facility on the site and its design. This is especially important for facilities which are intended for children or other vulnerable users; and</p> <p>i. maximise availability of their provision to the community, including during the evening and at weekends; and</p> <p>j. if it is a large-scale development, and where possible for smaller-scale facilities, provide free, publicly available provision of accessible toilets, baby change, Wi-Fi and drinking water facilities; and</p> <p><del>k. demonstrate that the scheme has been designed to be neighbourly.</del></p> <p><b>78.</b> Proposals for social infrastructure facilities will usually be:</p> <p>a. secured for the specific intended use of the facility; and</p> <p>b. required to enter into a Community Use Agreement with the Council</p>				
MM39	FMO149	Part 1, p. 161	Policy SI2 Implementation text	<p>Implementation</p> <table border="1" data-bbox="808 1235 2051 1455"> <tr> <td data-bbox="808 1235 931 1315"><b><u>ALL</u></b></td> <td data-bbox="931 1235 2051 1315"><b><u>Policy SI2 does not apply to education uses and childcare facilities, these uses are addressed in Policy SI4.</u></b></td> </tr> <tr> <td data-bbox="808 1315 931 1455"></td> <td data-bbox="931 1315 2051 1455"><b><u>New and re-provided culture, sport and recreation facilities should meet the criteria set out in Local Plan Policy SI2.</u></b></td> </tr> </table>	<b><u>ALL</u></b>	<b><u>Policy SI2 does not apply to education uses and childcare facilities, these uses are addressed in Policy SI4.</u></b>		<b><u>New and re-provided culture, sport and recreation facilities should meet the criteria set out in Local Plan Policy SI2.</u></b>
<b><u>ALL</u></b>	<b><u>Policy SI2 does not apply to education uses and childcare facilities, these uses are addressed in Policy SI4.</u></b>							
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				<p>SI2.1 The Local Plan neighbourhood policies and relevant site allocations set out where future community facilities are required, reflecting the need to meet a known deficit in provision.</p> <p>A neighbourhood is considered to be in an area experiencing a community facility deficit if it met one of the following criteria in the Community Facilities Needs Assessment (2022):</p> <ul style="list-style-type: none"> <li>• Local Plan Neighbourhoods with facilities below the average Newham provision of 10.8 Facilities/Km<sup>2</sup>,</li> <li>• Local Plan Neighbourhoods within Community Neighbourhoods with below the borough average provision per 1,000 head of population,</li> <li>• Local Plan Neighbourhoods within Community Neighbourhoods with the borough average provision per 1,000 head of population and where high growth is anticipated,</li> <li>• Local Plan Neighbourhoods within Community Neighbourhoods with above the borough average provision per 1,000 head of population and where high growth is anticipated.</li> </ul> <p>Where the need for a community facility has been identified on a site allocation, applicants should deliver the use in accordance with Policy SI2, unless it can be demonstrated that the needs of the community have already been met. Applicants need to consider what type of facility is needed and when it is required to be operational. Development should consider the need for all types of facility, as set out in the Community Facilities Needs Assessment (2022) evidence base.</p> <p>The Local Plan neighbourhood policies and relevant site allocations set out where future health facilities are required. Applicants are encouraged to consult the relevant health partners in Newham (Barts Health NHS Trust, North East London NHS Foundation Trust, Health and Care Space Newham, HUDU)</p>

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				<p>early in the development process to understand what type of health facility is needed and when it is required to be operational.</p> <p>Applicants should speak with the council early in the application process to understand what evidence is required to support a needs-based assessment for a facility.</p> <p>A needs-based assessment is likely to require evidence of the following:</p> <ul style="list-style-type: none"> <li>• an up to date spatial mapping of the facilities in the borough’s network of well-connected neighbourhoods. This mapping exercise must identify the development site location in the context of all relevant social infrastructure. Each facility location should have its 15 minute walking radius mapped (using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users). The mapping should show the network with and without the facility site. This will demonstrate the level of relevant facility coverage around the site and if the loss of a facility in this location would create a deficiency in the network, factoring in any pedestrian barriers and access challenges in the urban context.</li> <li>• applicants for a community facility proposal should consult Newham’s Community Facilities Needs Assessment (2022) to ascertain the current provision of community facilities in the borough and whether or not the site is in an area of deficit. A proposals neighbourhood will depend on the type of service it is offering. Appendix B of the assessment provides a starting point for applicants, to help understand if the proposal falls in an area with an existing need for a community facility. The mapping in the Community Facilities Needs Assessment (2022) takes into account the street network and pedestrian barriers to identify parts of the borough that are further than a 15 minute walk to community facilities.</li> </ul>

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				<ul style="list-style-type: none"> <li>recent and relevant engagement with ward members, the Resident, Engagement and Participation team, community managers and the local community to understand existing provision and local need for the proposed facility.</li> </ul> <p><b><u>Where new facilities are proposed outside of planned provision on site allocations, the Council is likely to require evidence of the following:</u></b></p> <p><b><u>All facilities</u></b></p> <ul style="list-style-type: none"> <li><b><u>up to date spatial mapping of the facilities in the borough’s network of well-connected neighbourhoods, as set out above.</u></b></li> <li><b><u>recent and relevant engagement with ward members, the Resident, Engagement and Participation team, community managers and the local community to understand existing provision and local need for the proposed facility.</u></b></li> </ul> <p><b><u>Community facilities</u></b></p> <ul style="list-style-type: none"> <li><b><u>having consulted Newham’s Community Facilities Needs Assessment (2022) to ascertain the current provision of community facilities in the borough and whether or not the site is in an area of deficit, as set out above.</u></b></li> </ul> <p><b><u>Health facilities</u></b></p> <ul style="list-style-type: none"> <li><b><u>evidence of consulting the relevant health partners in Newham (Barts Health NHS Trust, North East London NHS Foundation Trust, Health and Care Space Newham, HUDU). The strategic delivery of NHS services is jointly formed from NHS organisations working in Newham, and is summarised within the <a href="#">Joint Forward</a></u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p data-bbox="1025 276 2040 347"><b><u>Plan. Please visit the <a href="#">NHS North East London website</a> for the most up to date NHS strategy and plan information.</u></b></p> <p data-bbox="936 387 1518 419"><b><u>Cultural, sport and recreation facilities</u></b></p> <ul data-bbox="981 459 1458 491" style="list-style-type: none"> <li data-bbox="981 459 1458 491">• <b><u>Please see Policy SI3 part 2.</u></b></li> </ul> <p data-bbox="936 531 2018 683"><b><u>These steps are important because provision of unnecessary space or facilities which do not properly consider the end user(s) can lead to the delivery of unviable or unusable space. It can also mean that opportunities for other development, not least housing, is lost.</u></b></p>
			SI2.2	<p data-bbox="936 762 2051 1018">It is recognised that some facilities naturally serve a catchment outside of a local neighbourhood or indeed the borough boundary. Social infrastructure with wider catchment areas, which can attract higher number of trips, may not be suitable in residential areas due to increased traffic, noise and large numbers of people coming and going. Larger facilities and those attracting users from beyond the local neighbourhood are therefore best located in Newham’s Town or Local Centres.</p> <p data-bbox="936 1058 2029 1241">Larger and more visited facilities should be accessible by a range of sustainable transport modes; as such, they should be directed to transport hubs, major thoroughfares and locations in close proximity to bus stops. It is important that applications for social infrastructure facilities consider how both users and staff will travel to and from them. For the purposes of this policy:</p> <ul data-bbox="981 1281 2007 1385" style="list-style-type: none"> <li data-bbox="981 1281 2007 1385">• a local neighbourhood is defined as a 15 minute walking, wheeling or cycling distance buffer around the site, taking into account the street network and pedestrian barriers.</li> </ul>

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				<ul style="list-style-type: none"> <li>The definition of a large number of trips will vary depending on the type of facility being considered. When deciding if a scheme will generate a large number of trips we will consider the type and frequency of movement, the pattern throughout the day and over the course of the week.</li> </ul> <p>Applicants should provide a Full Travel Plan to allow proper assessment of any transport impacts (see Local Plan Policy T3).</p> <p>Town centres and local centres are defined on Newham’s policies map and are set out in Local Plan Policy HS1.</p> <p>A sequential test, <b>proportional to the size and nature of the facility</b>, must be submitted as part of any application for planning permission for the development of a <b>facility</b> <del>main town centre use (as defined by the NPPF and London Plan (2021) Policy SD7)</del> that is not in a designated town or local centre. Applicants are advised to liaise with the council prior to the submission of an application to agree a suitable approach in respect of the application submission requirements.</p> <p>In undertaking the sequential test, applicants should clearly set out a series of site search thresholds, including the site size (having regard to the proposal), matters such as accessibility, visibility and location. It is important to set out the geographic area from which the proposal will likely draw its users. It is from this ‘catchment area’ that the search for potential sequential opportunities can be concentrated, focusing on defined centres within that identified catchment.</p> <p>If an edge of centre or out of centre location is proposed, preference should be given to accessible sites that are well connected to a town centre.</p>

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				<p>Only if suitable sites in the town centre, local centre or edge of centre locations are not available (or are not expected to become available within a reasonable period) should out of centre sites be considered.</p> <p>If the applicant or the Council is able to identify an alternative site which is considered to be both available and suitable, and no robust justification can be provided as to why this site could not accommodate the development proposed, it is likely that planning permission for the original scheme will be refused.</p> <p>Where a main town centre sport or recreation use, or a bar or pub of more than 300sqm GIA is proposed, either through extension or new provision, outside of or on the edge of a defined centre an impact assessment will be required. It is for the applicant to demonstrate compliance with the impact test in support of relevant applications. Failure to undertake an impact test could in itself constitute a reason for refusing permission.</p> <p>An impact assessment should follow the latest government guidance and should be proportionate to the scale and potential impact of the proposal. The purpose of an impact assessment is to consider the impacts of the proposal on town centre vitality and viability and investment (see Local Plan Policies HS1, HS2 and HS3).</p> <p>It is for the applicant to demonstrate that the proposal will not have a significant adverse impact on planned and committed town centre investment, or on the vitality and viability of the defined centres. The assessment should consider all town centres which may be affected, not just those located closest to the application site.</p> <p>Applicants are strongly encouraged to take advantage of the Council's pre-application advice service to agree the scope of an impact assessment where one is required. Please note that the onus would be on the applicant to provide</p>

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				<p>a framework impact assessment listing the points/information to be covered for comment.</p> <p>Where the test is passed, the facility use will be secured to ensure that the facility continues to serve a local function and does not lead to unintended character change.</p>
			SI2.4	<p><del>Where new community facilities are proposed, the Council's Resident, Engagement and Participation team should be consulted to understand the need for such a space.</del></p> <p><del>The applicant should also consult Newham's Community Facilities Needs Assessment (2022) to understand existing provision in the area and engage with the local community.</del></p> <p><del>Where new health facilities are proposed, applicants should show evidence of consulting the relevant health partners in Newham (Barts Health NHS Trust, North East London NHS Foundation Trust, Health and Care Space Newham, HUDU). The strategic delivery of NHS services is jointly formed from NHS organisations working in Newham, and is summarised within the <a href="#">Joint Forward Plan</a>. Please visit the <a href="#">NHS North East London website</a> for the most up to date NHS strategy and plan information.</del></p> <p><del>Where new sport and recreation facilities are proposed, applicants should show evidence of consulting Newham's Built Leisure Needs Assessment (2024) to understand existing provision in the area and engage with the local community and Sport England.</del></p> <p><del>These steps are important because provision of unnecessary space or facilities which do not properly consider the end user(s) can lead to the delivery of</del></p>

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				<p><del>unviable or unusable space. It can also mean that opportunities for other development, not least housing, is lost.</del></p>
MM40	FMO150	Part 1, p. 168	Policy SI3	<p><b>Policy</b> SI3: Cultural facilities and sport and recreation facilities</p> <p>1. Existing cultural facilities and sport and recreation facilities will be protected and should not be lost to other uses, <del>reconfigured</del>, reduced in size or relocated unless it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>a. the criteria in Local Plan Policy SI1 <b>part 1.a and part 1.c</b>; or</li> <li>b. the existing facility and any other social infrastructure use is no longer required, as demonstrated by: <ul style="list-style-type: none"> <li>i. an assessment that the existing use is surplus to current and future needs; and</li> <li>ii. evidence that the facility has been actively marketed for a cultural or sport and recreation use for at least 12 months and it can be clearly shown there is no alternative social infrastructure uses that could take on the space to meet the needs of the local neighbourhood; <del>and</del> <b>or</b></li> <li>iii. <b><u>the proposal is part of a strategy from a recognised public sector body's estates programme; and</u></b></li> </ul> </li> <li>c. the criteria in Local Plan Policy SI1 <b>part 2-e</b> are met.</li> <li>d. <del>the provision of new, expanded and improved cultural facilities and sport and recreation facilities, where it is demonstrated that there is unmet demand which will not be met by any planned delivery.</del></li> </ul> <p>2. A sufficient supply of <b>cultural</b>, sport and recreation facilities will be achieved through:</p>

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				<p><b><u>a.</u></b> the delivery of new or re-provided sport or recreation facilities on identified site allocations, subject to a needs-based assessment at the time of delivery-; <b><u>and</u></b></p> <p><b><u>b. supporting proposals for new or re-provided facilities where it is demonstrated that:</u></b></p> <p><b><u>i. the design, layout and scale of the facility appropriately reflect the role of the space, the types of uses to be accommodated, and the needs of existing and/or future users; and</u></b></p> <p><b><u>ii. these needs cannot be adequately met through planned provision on identified site allocations.</u></b></p> <p>3. New and <b><u>re-provided</u></b> reconfigured-culture, sport and recreation facilities should meet the criteria set out in Local Plan Policy SI2.</p>		
MM41	FMO151	Part 1, p. 169	Policy SI3 Implementation text	<p>Implementation</p> <table border="1" data-bbox="810 866 2056 1390"> <tr> <td data-bbox="810 866 929 1390">ALL</td> <td data-bbox="929 866 2056 1390"> <p>For the purpose of this policy cultural facilities are defined as:</p> <p>Theatres* (Sui Generis) Galleries* (F1(b)) Museums* F1(c) Live music, comedy and dance venues* Sui Generis</p> <p>For the purpose of this policy sport and recreation facilities are defined as:</p> <p>Sports venues/clubs, indoor sport, recreation and exercise facilities* (E(d) or F2(d))</p> <p>* Main town centre uses, as defined by the NPPF and London Plan (2021)</p> </td> </tr> </table>	ALL	<p>For the purpose of this policy cultural facilities are defined as:</p> <p>Theatres* (Sui Generis) Galleries* (F1(b)) Museums* F1(c) Live music, comedy and dance venues* Sui Generis</p> <p>For the purpose of this policy sport and recreation facilities are defined as:</p> <p>Sports venues/clubs, indoor sport, recreation and exercise facilities* (E(d) or F2(d))</p> <p>* Main town centre uses, as defined by the NPPF and London Plan (2021)</p>
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				<p><b><u>In addition to Policy SI3, new and re-provided culture, sport and recreation facilities should meet the criteria set out in:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Policy SI1 part 1.a</u></b></li> <li>• <b><u>Policy SI1 part 1.c</u></b></li> <li>• <b><u>Policy SI1 part 2</u></b></li> <li>• <b><u>Policy SI2</u></b></li> </ul>
			SI3.1	<p>Newham will look to protect existing cultural and sport and recreation facilities. Applicants wishing to bring forward a development which will impact an existing cultural facility should first consult Newham’s Community Facilities Needs Assessment (2022), <a href="#">We Are Cultural (2022)</a> and the Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del> to understand existing provision in the borough and if the proposal site falls in an area of deficit.</p> <p>The implementation text for Policy SI1.1 provides guidance on demonstrating the loss of a cultural or sport or recreation facility to other uses (including a <del>re-configuration</del>, reduction in size or relocation). There are a number of additional tools in place to help quantify any demand from future users created by the building of new homes and population growth for sport and recreation facilities (Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del> and Sports Facility Calculator (Sport England).</p> <p>Sport England’s <a href="#">Planning for Sport Guidance</a> (2019), and subsequent updates, provides a useful guide to what understanding the need for sport and recreation facilities.</p> <p>Implementation text for Policy SI1.1 provides guidance on providing a Social-Value-Health Impact Assessment.</p>

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				<p>SI3.2 The Local Plan neighbourhood policies and relevant site allocations set out where future sport and recreation facilities are required, reflecting the need set out in the Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del>.</p> <p>Where the need for a sort and facility has been identified on a site allocation, applicants should deliver the use in accordance with this policy unless it can be demonstrated that the needs of the community have already been met. Applicants need to consider what type of facility is needed and when it is required to be operational.</p> <p>Applicants should speak with the Local Planning Authority early in the development process to understand what evidence is required to support a needs-based assessment for a facility. An assessment is likely to require evidence of the following:</p> <ul style="list-style-type: none"> <li>• an up to date spatial mapping of the facilities in the borough’s network of well-connected neighbourhoods. This mapping exercise must identify the development site location in the context of <del>of</del> all cultural facility/sport or recreation facility locations (including town centres). Each facility location should have its 15 minute walking radius mapped (using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users). The mapping should show the network with and without the facility site. This will demonstrate the level of relevant facility coverage around the site and if the loss of a facility in this location would create a deficiency in the network, factoring in any pedestrian barriers and access challenges in the urban context.</li> <li>• <del>A</del> applicants should consult Newham’s Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del> to ascertain the current provision of sport and recreation facilities in the borough and whether or not the site is in an area of deficit. A proposals neighbourhood will depend on the type of service it is offering.</li> </ul>

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				<p>SI3.3 Applications for <b>new and re-provided</b> <del>the enhancement of existing cultural and sport and recreation facilities and provision of new facilities</del> will be supported, subject to meeting the criteria of Local Plan Policy SI2.</p> <p>Applicants wishing to bring forward a new or <b>re-provided</b> <del>reconfigure</del> cultural facility should first consult Newham’s Community Facilities Needs Assessment (2022) and Newham’s Culture Strategy, <a href="#">We Are Cultural (2022)</a>.</p> <p>Applicants wishing to bring forward a new or <b>re-provided</b> <del>reconfigured</del> sport or recreation facility should first consult the Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del> to understand existing provision in the borough.</p> <p>Large-scale cultural and sport and recreation facilities will be required to support access to Newham’s emerging Culture Passport.</p> <p>The co-location of sports facilities is encouraged, particularly within new and existing schools, colleges and main town centre uses <del>such as and community centres</del>. This will help ensure the right mix of facilities in the right places to meet sporting demand and to increase participation.</p> <p>The implementation text for Local Plan Policy SI2 provides guidance on the development of new or re-provided cultural and sport and recreation facilities <del>(including modernisation and/or expansion)</del>.</p> <p>Local Plan Policy BFN3 provides guidance on undertaking a Social Value-Health Impact Assessment.</p>
MM42	FMO152	Part 1, p. 172	Policy SI4, part 3	3. The <b>timely</b> <del>appropriately timed</del> delivery of new educational facilities to meet changing pupil place needs will be secured through:

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				<p>a. <b><u>aligning delivery with development phasing, to ensure</u></b> <del>ensuring</del> the education facilities <del>is</del> <b><u>come forward at the point they are needed to meet pupil place demand</u></b> <del>is delivered in the appropriate phase of development;</del></p> <p>b. securing the long-term option to deliver an education facility on specified site allocations, <b><u>through an agreed legal agreement, to bring forward the facility at the required point in the Plan period;</u></b> and</p> <p>c. requiring a flexible, <b><u>future-proofed</u></b> design <del>so the facility can grow incrementally as pupil numbers increase</del> <b><u>that enables the layout, structure, servicing and access to be expanded over time without compromising operational requirements or outdoor space.</u></b></p>				
MM43	FMO153	Part 1, p. 174	Policy SI4, Implementation text	<p>Implementation</p> <table border="1" data-bbox="810 754 2056 1423"> <tr> <td data-bbox="810 754 920 869"><b><u>ALL</u></b></td> <td data-bbox="920 754 2056 869"><b><u>Education and childcare facilities are required to comply with Local Plan Policy SI4 only, and are not subject to Policies SI1, SI2 or SI3.</u></b></td> </tr> <tr> <td data-bbox="810 869 920 1423">SI4.1</td> <td data-bbox="920 869 2056 1423"> <p>The planned delivery of childcare facilities, primary schools, secondary schools, and Special Education Needs and Disability (SEND) schools on site allocations is based on the findings from the pupil forecast (Places for All, London Borough of Newham (2022), together with the Childcare Sufficiency Assessment (London Borough of Newham (2021). These forecasts identify where childcare facilities, primary schools, secondary schools, and SEND schools are needed based on increased levels of population resulting from residential developments and socio-economic trends.</p> <p>In accordance with the Childcare Act (2006; 2016), all new primary school developments are expected to include childcare facilities, including full-time and part-time spaces. The provision of childcare facilities for ages 0-5 should be demonstrated in the proposed design of the site.</p> <p><del>The site allocations that address Newham's future need to 2038 are:</del> <b><u>Table 6:</u></b></p> </td> </tr> </table>	<b><u>ALL</u></b>	<b><u>Education and childcare facilities are required to comply with Local Plan Policy SI4 only, and are not subject to Policies SI1, SI2 or SI3.</u></b>	SI4.1	<p>The planned delivery of childcare facilities, primary schools, secondary schools, and Special Education Needs and Disability (SEND) schools on site allocations is based on the findings from the pupil forecast (Places for All, London Borough of Newham (2022), together with the Childcare Sufficiency Assessment (London Borough of Newham (2021). These forecasts identify where childcare facilities, primary schools, secondary schools, and SEND schools are needed based on increased levels of population resulting from residential developments and socio-economic trends.</p> <p>In accordance with the Childcare Act (2006; 2016), all new primary school developments are expected to include childcare facilities, including full-time and part-time spaces. The provision of childcare facilities for ages 0-5 should be demonstrated in the proposed design of the site.</p> <p><del>The site allocations that address Newham's future need to 2038 are:</del> <b><u>Table 6:</u></b></p>
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N5.SA2 Custom House Coolfin North, N5 Custom House	Custom House	Canning Town and Custom House	All-through School																																	
N8.SA7 Rick Roberts Way,	Stratford	Stratford East Village	SEND School																																	

Ref	Previous Ref	Plan page	Policy or para	Main Modification																																							
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				<p>For expansions of existing education facilities, vertical and horizontal expansions will be considered as long as a high-quality learning environment is maintained, including the protection of outdoor greenspace, playing fields, and play spaces, in accordance with part 5 of the policy, and there is no net loss of childcare facilities to primary and secondary facilities.</p> <p>New education facilities outside of those planned in site allocations will be considered as long as a need for them is demonstrated. Applicants will have to submit evidence of need, including the number of potential pupils and evidence that there are not sufficient education spaces to meet demand. Applicants should engage in early pre-application discussions with the Education Place Planning team.</p> <p>Local Plan Policy J4 <b>part 2-2</b> requires delivery of childcare facilities where there is a need.</p>																																							

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				<p>Contributions may be sought, for school places on residential developments which generate additional demand for school places but where a new school is not being delivered. Contributions will be sought in line with Local Plan Policy BFN4 and <b><u>Newham’s Education</u></b> Places for All <b><u>Strategy</u></b> (2022).</p> <p>SI4.3 <del>The <b><u>Newham’s Education</u></b> Places for All <b><u>Strategy</u></b> document (London Borough of Newham (2022) and the annual <a href="#">Childcare Sufficiency Assessment (London Borough of Newham)</a> will likely reflect <b><u>changing levels of demand for early years and school places as they are revised over the Plan period</u></b> an increase in demand in their future revisions. As such, the delivery of new educational facilities should be flexible in terms of both timescale and design to <b><u>respond effectively to</u></b> meet fluctuating pupil place needs.</del></p> <p><del>The phasing of education facilities should take place in a timely and coherent manner, delivering the facility at an appropriate phase based on anticipated pupil demand as per the revised pupil forecast. <b><u>The phasing of education facilities must be timely and coherent, with delivery occurring at the appropriate stage of development in line with anticipated pupil demand. Ensuring that education provision is brought forward at the right time is essential to prevent shortfalls in school places or unnecessary overprovision.</u></b></del></p> <p><del>Additionally, the delivery of new education facilities on identified site allocations should provide a long term option, up to 2038, to bring forward the facility, to allow for changes in the pupil place planning profile.</del></p> <p><b><u>Site allocations identified for future education provision must remain available for delivery of new facilities over the Plan period, ensuring that capacity can be brought forward in response to fluctuations in pupil place demand.</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>Where the school <b>is expected to come forward</b> will only be needed in the latter part of the Plan period, <b>suitable</b> then appropriate meanwhile uses should be <b>identified</b> determined for the site. Such uses should be defined in the scheme's <b>These uses should be set out in the schemes</b> Meanwhile Use Strategy and <b>must be consistent with Policy</b> in accordance with BFN1.</p> <p>In terms of design, new proposals for educational facilities should have regard to the design standards of the <a href="#">Area Guidelines for Mainstream Schools (Department for Education (2014))</a> and <a href="#">Active Design (Sport England ((2015))</a>. <b>To ensure that new schools have the ability to expand in response to fluctuating pupil place needs, applicants should demonstrate that the design of the facility allows for phased or modular growth. This may include identifying safeguarded expansion zones, ensuring structural and servicing capacity for future phases, providing adaptable circulation and access, and setting out how high-quality open space will be retained. The Design and Access Statement should illustrate how expansion can take place with minimal disruption to the functioning of the school and surrounding uses, while maintaining the high-quality learning environment required by SI5 part 5.</b></p> <p><del>As well as incorporate a flexible design to allow for future expansions as pupil place needs fluctuate. Design and Access Statements should demonstrate how the design of the facility can incorporate future expansions that maintain the high-quality learning environment as outlined in SI5.5 and retain outdoor greenspaces.</del></p> <p>SI4.5 <del>In</del> Education <b>facilities</b> sites should be directly linked to an active travel network, and should be designed to hold sufficient cycle and scooter parking for all pupils, as well as appropriate facilities to promote active travel, such as showers, changing rooms, and lockers.</p> <p>Additionally, facilities should reduce exposure to air pollution and improve</p>

Newham Local Plan: proposed main modifications for consultation May 2026

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>safety by not being located close to pollution sources, such as beside roads or in areas where vehicles idle. Air quality should be considered at the earliest stages of planning and design, before the position of infrastructure and buildings is decided. A site-specific air quality appraisal should form part of any application that includes an education or childcare facility. Understanding the air quality constraints of a site as early as possible can benefit the design of a development. The GLA guidance, <a href="#">Using Green Infrastructure to Protect People from Air Pollution (2019)</a>, provides best practice on how green infrastructure can reduce exposure to air pollution in an urban environment. Consultation with Newham’s Environmental Health Officers is essential.</p> <p>All of the above <b>requirements should</b> shall be demonstrated in the submission of a travel plan. The travel plan should follow the specific guidance for education facilities listed in the Travel Plan Guidance (London (2022)). <del>The travel plan should also</del> <b>It should clearly demonstrate how the proposal will support active travel and mitigate transport impacts, including measures to address potential</b> impacts on road congestion, <b>on surrounding roads – particularly</b> specifically in cases where the site is located within <b>or adjacent to</b> a residential area, will be addressed. See Local Plan Policy T3 for further travel plan guidance.</p> <p><del>Developments for schools and childcare facilities only need to fulfil the requirements of Local Plan Policy SI4 as opposed to all SI policies.</del></p>

**Inclusive Economy**

Ref	Previous Ref	Plan page	Policy or para	Main modification																																		
MM44	FMO8	Part 1, p. 182	Policy J1 Part 1	1. Developments will be expected to support diverse, inclusive and green economic growth and contribute to meeting the borough’s office and industrial needs to deliver 40,000 <b>12,800</b> jobs (4,800 <b>6,400</b> in the office sector and 5,200 <b>6,400</b> in industrial/warehousing and logistics sectors); <del>335,000</del> <b>418,000</b> sqm of industrial floorspace and a minimum of 90,000 <b>118,000</b> sqm of office floorspace <del>over the Plan period to 2038</del> <b>between 2021 and 2042</b> .																																		
MM45	FMO103 & MO51.1	Part 1, pp. 189-190	J1 Justification, Tables 11 & 12	<p>Table 11: Office Market Balance</p> <table border="1"> <thead> <tr> <th rowspan="2">Dataset</th> <th>Demand</th> <th></th> <th></th> <th>Total Pipeline Supply (sqm)</th> <th rowspan="2">Balance (sqm)</th> </tr> <tr> <th>Job change (2021-<del>3842</del>)</th> <th>Net (sqm)</th> <th>Gross (sqm)</th> <th></th> </tr> <tr> <th colspan="6">Floorspace</th> </tr> </thead> <tbody> <tr> <td>Office (Experian forecast growth, BRES 2020)</td> <td>4,811 <b>6,328</b></td> <td>70,000 <b>94,348</b></td> <td>90,000 <b>117,994</b></td> <td>LLDC: 153,461 <b>158,358</b></td> <td>Oversupply of +546,270 <b>+520,124</b></td> </tr> <tr> <td>Office (Greater London Authority’s projections)</td> <td>10,144 <b>12,530</b></td> <td>152,572 <b>188,996</b></td> <td>172,093 <b>208,517</b></td> <td>Royal Docks: 462,809 <b>459,534</b></td> <td>Oversupply of +461,177 <b>+429,551</b></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>Rest of Newham: 20,000 <b>20,176</b></td> <td></td> </tr> </tbody> </table>	Dataset	Demand			Total Pipeline Supply (sqm)	Balance (sqm)	Job change (2021- <del>3842</del> )	Net (sqm)	Gross (sqm)		Floorspace						Office (Experian forecast growth, BRES 2020)	4,811 <b>6,328</b>	70,000 <b>94,348</b>	90,000 <b>117,994</b>	LLDC: 153,461 <b>158,358</b>	Oversupply of +546,270 <b>+520,124</b>	Office (Greater London Authority’s projections)	10,144 <b>12,530</b>	152,572 <b>188,996</b>	172,093 <b>208,517</b>	Royal Docks: 462,809 <b>459,534</b>	Oversupply of +461,177 <b>+429,551</b>					Rest of Newham: 20,000 <b>20,176</b>	
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				data, BREES 2020, Stantec sector to land use mapping		ratio) <b><u>221,311</u></b>	ratio) <b><u>264,235</u></b>		in planning and intensification sites) Oversupply of +274,668 <b><u>+219,561</u></b>
				<p>[Footnote] <b><u>Including the 10 Strategic Industrial Locations/ Local Industrial Locations with potential for intensification in the plan period identified in Table 4.5 of the Employment Land Review (2022).</u></b></p>					
MM46	FMO20	Part 1, p. 194	Policy J2 Part 2	<p><b><u>2. Within the employment sites listed in Policy J1 Tables 7-10 and site allocations,</u></b>  <u>Co-location with residential development is only supported in the specific Local Mixed Use Areas (LMUAs) and Micro Business Opportunity Areas (MBOAs) identified in Tables 8 and 9 in Local Plan Policy J1 and specific site allocations and where:</u></p> <ul style="list-style-type: none"> <li>a. the development remains employment-led in LMUAs, MBOAs and site allocations identified for employment-led development; and</li> <li>b. a suitable co-location design can be accommodated which maintains the function and viability of the priority uses on site and the amenity of the residential accommodation; and</li> <li>c. a suitable and robust Relocation Strategy for any existing businesses that cannot be incorporated within the redevelopment is provided in accordance with Local Plan Policies J3.2 and J3.3.</li> </ul>					
MM47	FMO312 FMO104 FMO105 FMO106 FMO107	Part 1, p. 198	Policy J3	<p>J3: Protecting employment floorspace <b><u>capacity</u></b>                  [...]                  2. All developments that result in net loss of employment capacity in terms of floorspace (including yard space) or jobs on Local Mixed Use Areas (LMUAs) will not be supported and should seek to reprovide suitable employment floorspace <del>for any existing businesses on the site</del>. Developments on LMUAs which cannot incorporate employment floorspace to accommodate any existing businesses are required to provide a suitable</p>					

				<p>and robust Relocation Strategy to relocate these existing businesses to suitable alternative employment premises or sites.</p> <p>3. Proposals that result in the net loss of employment <b>capacity in terms of</b> floorspace (including yard space) or jobs on Micro Business Opportunity Areas (MBOAs) will not be supported. Proposals that result in the loss of office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis (SG) floorspace or jobs, developments are required to:</p> <ul style="list-style-type: none"> <li>a. provide a suitable and robust Relocation Strategy to relocate any existing businesses to suitable alternative employment premises or sites; and</li> <li>b. provide replacement office (E(g)(i)), research and development (E(g)(ii)) or light industrial (E(g)(iii)) floorspace to support the delivery of low-cost and/or affordable workspaces for micro businesses.</li> </ul> <p>4. All developments in site allocations designated to deliver employment floorspace should seek to reprovide suitable employment floorspace <b><u>capacity unless proposal can demonstrate that there is no current or future demand for employment uses for the site through thorough marketing activity</u></b> <del>for any existing businesses on the site</del>. All developments in site allocations with existing in use employment floorspace, which cannot incorporate employment floorspace to accommodate these existing businesses, are required to provide a suitable and robust Relocation Strategy to relocate any existing businesses to suitable alternative employment premises or sites.</p> <p>5. Proposals that result in the net loss of office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)), general Industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis (SG) floorspace <b>capacity</b> outside employment designations and site allocations will only be supported if the following criteria are met:</p> <ul style="list-style-type: none"> <li>a. there is no current or future demand for employment uses for the site, demonstrated through thorough marketing activity; and</li> </ul>
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				b. the loss of employment floorspace does not create a deficiency within the 15 minute network.
MM48	FMO108	Part 1, p. 199	J3 Implementation text, Introduce new row for 'ALL'	<p>[Additional row for all policy parts]</p> <p><b><u>ALL –</u></b>  <b><u>In applying the principle for no net loss of employment floorspace capacity, the following definition should be used:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>On an actively operating employment site, the existing floorspace (including yard space) should inform capacity calculations.</u></b></li> <li>• <b><u>On a vacant employment site, the most recent employment floorspace prior to any demolition, or any recent consent that has secured a minimum amount of employment floorspace at the site, whichever is appropriate, should inform capacity calculations.</u></b></li> <li>• <b><u>On a site with building(s) previously in employment use that have been disused or partially disused, the gross internal area of the existing building(s) should inform capacity calculations.</u></b></li> <li>• <b><u>Meanwhile use is not counted towards employment floorspace capacity.</u></b></li> </ul> <p><b><u>Proposals incorporating the replacement and relocation of floorspace within office (E(g)(i)), research and development (E(g)(ii)) and/or light industrial (E(g)(iii)) will be secured through conditions to limit uses consented within Class E, under the following circumstances:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>the floorspace to be relocated or replaced is within a SIL or LIL; or</u></b></li> <li>• <b><u>the replacement and relocated floorspace is within a SIL or LIL; or</u></b></li> <li>• <b><u>the floorspace to be relocated or replaced is located within a site allocation and the relocation and replacement is considered necessary or justified.</u></b></li> </ul>

Homes

Ref	Previous Ref	Plan page	Policy or para	Main Modification												
MM49	FMO4	Part 1, p. 207	Policy H1 Part 1	<p>[Policy H1] 1. Newham will enable a net increase of between <del>51,425 and 53,784</del> <b>45,611 and 53,954</b> quality residential units between 2023<del>7</del> and 2038<del>42</del>. This will be achieved through:</p> <ul style="list-style-type: none"> <li>a. the majority of new residential units being brought forward on site allocations; and</li> <li>b. the optimisation of housing delivery on sites below 0.25 hectares in size; and</li> <li>c. supporting residential developments that come forward on windfall sites (unallocated or undesignated land) unless other policies within the Local Plan direct otherwise.</li> </ul> <p><b><u>Supply will be measured through a stepped trajectory, based on the minimum housing requirement of 45,611, with a different minimum annual target for every phase of the Plan, as follows:</u></b></p> <table border="1"> <thead> <tr> <th><u>Delivery Period</u></th> <th><u>Years</u></th> <th><u>Minimum Annual Target</u></th> </tr> </thead> <tbody> <tr> <td><b><u>Phase 1a (Short term – 2021 London Plan period)</u></b></td> <td><b><u>27/28 – 28/29</u></b></td> <td><b><u>4,760</u></b></td> </tr> <tr> <td><b><u>Phase 1b (Short term)</u></b></td> <td><b><u>29/30 – 31/32</u></b></td> <td><b><u>2,542</u></b></td> </tr> <tr> <td><b><u>Phase 2 (Medium term)</u></b></td> <td><b><u>32/33 – 36/37</u></b></td> <td><b><u>2,631</u></b></td> </tr> </tbody> </table>	<u>Delivery Period</u>	<u>Years</u>	<u>Minimum Annual Target</u>	<b><u>Phase 1a (Short term – 2021 London Plan period)</u></b>	<b><u>27/28 – 28/29</u></b>	<b><u>4,760</u></b>	<b><u>Phase 1b (Short term)</u></b>	<b><u>29/30 – 31/32</u></b>	<b><u>2,542</u></b>	<b><u>Phase 2 (Medium term)</u></b>	<b><u>32/33 – 36/37</u></b>	<b><u>2,631</u></b>
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				<u>Phase 3 (Long term)</u>	<u>37/38 – 41/42</u>	<u>3,062</u>
MM50	FMO5 FMO21	Part 1, p. 208	Policy H1 Justification. Paragraphs 3.174 & 3.175	<p>[Paragraph 3.174] Newham has a significant strategic role to play in delivering new homes to meet both the borough’s and London’s wider need for housing. <b><u>As part of the London Plan (2021), Newham has been set a strategic housing target of 47,600 homes to deliver between 2019 and 2029. However, in the years preceding the Local Plan housing target, Newham has delivered a shortfall of housing delivery against this target. Between 2019/20 and 2024/25 17,594 units were delivered in the borough, resulting in a shortfall of delivery of 10,966 units against the London Plan target. This has been a result of macro-economic factors such high interest rates and inflation as well as the time it has taken for the industry to adjust to new policy and legislative requirements (for example, around building safety). Projected completion figures for the period 2025/26 to 2026/27 indicate that 3,916 further units will be delivered, meaning a total predicted shortfall of 16,570 homes against the London Plan target between 2019/20 and 2026/27.</u></b></p> <p><b><u>A detailed review of each site allocation in the Local Plan suggests that delivery over the plan period is unlikely to meet the ambitious target set for the borough by the London Plan (2021) plus the borough’s historic shortfall by 2028/29. Therefore, to respond to these factors the Local Plan seeks to propose a capacity-based target, via a stepped trajectory to reflect realistic delivery expectations. While the Local Plan housing target is proposed to start from financial year 2027/28 (the year following adoption of the plan), for the avoidance of doubt the London Plan target will continue to apply in the period from the adoption of the Plan until 31 March 2029. Over the longer-term Newham will make up our historic shortfall against the London Plan targets.</u></b></p>		

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				<p>Over the course of our plan period Newham will look to enable the delivery of between <del>51,425 and 53,784</del> <b><u>45,611 and 53,954</u></b> additional new homes. This range target is capacity-derived, based on: approved planning permission figures; design-led capacity testing of site allocations; capacity assumptions from the Greater London Authority’s 2017 Strategic Housing Land Availability Assessment; and capacity assumptions from lapsed application sites. Newham has also taken forward the housing capacity assumptions on small sites set out in the London Plan. The higher growth figures are dependent on significant infrastructure projects unlocking development sites <b><u>and optimised housing delivery on comprehensively masterplanned site allocations</u></b>. Supply will be measured through a stepped trajectory, <b><u>based on the lower range housing target of 45,611</u></b>, with a different target for every five-year phase of the Plan, as follows:</p> <p><del>[Table] Delivery Period Years Annual Delivery Target</del></p> <p><del>Short term 2023/24 – 2027/28 2,974</del></p> <p><del>Medium term 2028/29 – 2032/33 3,836</del></p> <p><del>Long term 2033/34 – 2037/38 3,475</del></p> <p>[Paragraph 3.175] The stepped trajectory shows a significant amount of Newham’s housing target will be delivered in the <del>medium to</del> long term phase of the plan. This is because a large proportion of housing delivery numbers will be on large, complex site allocations, many of which require associated infrastructure delivery to facilitate high density housing development. <b><u>A breakdown of expected delivery from different sources over the course of the plan period is provided below:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Allocations: 42,136</u></b></li> <li>• <b><u>Small sites: 5,700</u></b></li> <li>• <b><u>Windfalls: 3,328</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<ul style="list-style-type: none"> <li>• <b><u>Permissions and resolutions to grant on sites not allocated in the Plan: 2,790</u></b></li> <li>• <b><u>Total: 53,954</u></b></li> </ul> <p>We have assumed a relatively conservative delivery timescale for these developments, as set out in further detail in the 'Site allocation and housing trajectory methodology note' that supports the plan. However, it is acknowledged that many of these sites may be delivered more quickly than <b><u>the housing trajectory projects</u></b>this delivery rate suggests.</p>
MM51	FMO154	Part 1, p. 208	<p>H1 part 1 Implementation text.</p> <p>First paragraph and new paragraph inserted at the end of the current text</p>	<p>H1.1 <b><u>Part 1</u></b> sets out Newham's housing target and sites where the principle of delivering new homes will be supported. The majority of new housing development delivered over the plan period will be on site allocations. More information on site allocations can be found within the Neighbourhoods chapter <b><u>section</u></b> of the Local Plan.</p> <p>[...]</p> <p><b><u>Net non-self-contained accommodation for students, net non-self-contained accommodation for older people (C2 Use Class) and all other net non-self-contained communal accommodation should count towards meeting housing targets based on the ratios set out within relevant Local Plan policies or the London Plan (whichever contains the most up-to-date ratio).</u></b></p>
MM52	MO61.1	Part 1, p. 214	Policy H3 Part 1 and Part 2.b	<p>1. <b><u>Newham's strategic target is for 50 per cent of all new homes delivered across the Plan period to be affordable housing. New residential developments on individual sites with the capacity for ten units or more should provide:</u></b></p> <ul style="list-style-type: none"> <li>a. <b><u>affordable housing in accordance with the London Plan; and</u></b></li> <li>b. <b><u>an affordable housing tenure mix of 65 per cent social rent housing and 35 per cent intermediate homes.</u></b></li> </ul> <p>Newham's policy priority is the provision of more social rent homes. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><del>more should 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. Developments that do not meet these requirements and the delivery of the required level of family dwellinghouses (C3) under Local Plan Policy H4.2</del> <b><u>Developments that do not provide affordable housing in accordance with these policy requirements and family dwellinghouses (C3) in accordance with Local Plan policy H4 part 2</u></b> will not be supported unless accompanied by a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered.</p> <p>...</p> <p>[Policy H3.2b] where off site provision of affordable housing is not deliverable, a payment in lieu of affordable housing may be accepted. The payment in lieu should result in the ability to secure a higher level of affordable housing provision than the <del>60</del><b>50</b> per cent strategic target sought by part 1 above; and</p>
MM53	MO63	Part 1, p. 218	Policy H4	<ol style="list-style-type: none"> <li>1. All new residential developments should deliver a mix and balance of residential types and sizes. The appropriate mix of residential sizes, types and tenures will be determined through: <ol style="list-style-type: none"> <li>a. the need to secure mixed and inclusive communities; and</li> <li>b. evidence of housing need as set out in Newham’s latest Strategic Housing Market Assessment <b><u>and in the Gypsy and Traveller Accommodation Assessment;</u></b> and</li> <li>c. development viability; and</li> <li>d. the existing and pipeline mix of residential units in the area; and</li> <li>e. the individual circumstances of the site in terms of site conditions, local context and site features, particularly on sites delivering below ten dwellinghouses (C3).</li> </ol> </li> <li>2. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should deliver 40 per cent of the number of new</li> </ol>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><del>residential</del> <b>social rent units</b> <del>homes</del> as family dwellinghouses (C3) with three or more bedrooms. Developments that do not meet these requirements on site and the delivery of the required level of affordable housing under Local Plan Policy H3- <b>part 1</b> will not be supported unless accompanied by a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered.</p> <p>3. New residential developments on site allocations should provide a minimum of <del>five</del> <b>15</b> per cent of the proposed <del>residential</del> <b>social rent homes</b> <del>units</del> as four or more bed <del>affordable</del> family dwellinghouses (C3).</p> <p><del>4. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should deliver no more than 15 per cent of the number of new residential units as one bedroom, two person dwellinghouses (C3).</del></p> <p>5. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should deliver no more than 5 per cent of the number of new residential units as studio or one-bedroom, one person dwellinghouses (C3).</p> <p>6. In exceptional circumstances, a portfolio approach to the delivery of affordable housing and/or family dwellinghouses (C3) may be accepted, subject to developments not resulting in an unacceptable impact on the mix and balance of residential types and sizes in an area. Developments within a portfolio delivering additional affordable housing and/or family dwellinghouses (C3) should be located in Newham, and completed and ready for occupation prior to the developments within the portfolio that deliver affordable housing and/or family dwellinghouses (C3) below the policy target set out in H3- <b>part 1</b> and H4- <b>part 2</b>.</p> <p>[Associated numbering updates required]</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM54	MO65.1	Part 1, p. 221	Policy H5 Parts 2-4	<p>2. Developments of Build to Rent housing as a block or phase within a larger development <b><u>including build for sale housing</u></b> are expected to deliver affordable housing that meets the requirements of Local Plan Policy H3.</p> <p>3. <b><u>Developments of Build to Rent housing as the sole C3 residential tenure should provide affordable homes in accordance with the London Plan. Affordable Build to Rent homes should provide 65 per cent of new affordable homes rented at equivalent rents to Social Rent and 35 per cent of new affordable homes rented at equivalent rents to London Living Rent.</u></b> <del>Developments of Build to Rent housing as the sole residential tenure should provide at least 50 per cent of the total units as Affordable Rented Homes at equivalent rents to London Affordable Rent and 10 per cent of the total units being Affordable Rented Homes at equivalent rents to London Living Rent. These affordable homes will be secured as affordable housing in perpetuity irrespective of the covenant period secured through H5.1.c.</del></p> <p>4. Developments of Build to Rent housing that fail to deliver sufficient affordable housing in accordance with the requirements of parts 2 or 3 and the delivery of the required level of family dwellinghouses (C3) under Local Plan Policy H4- <b><u>part 2</u></b> will not be supported unless accompanied by a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered. Developments of Build to Rent housing that are required to submit a detailed financial viability assessment should submit dual viability assessments that incorporate viability testing that set outs outcomes in relation to ‘Build for Rent’ and ‘Build for Sale’ approaches and the subsequent impact upon the delivery of affordable housing.</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM55	N/A	Part 1, p. 222	H5 part 2 Implementation text	Developments that deliver Build to Rent blocks or phases in larger developments that also deliver build for sale housing will be required to meet affordable housing requirements set out in Policy H3: <b><u>part 1. Affordable homes should be delivered on site in the build for sale housing element of the scheme.</u></b>
MM56	MO65.2	Part 1, p. 222	H5 part 3 Implementation text	<p>Part 3 of the policy sets out affordable housing delivery expectations on sites where Build to Rent is proposed as the sole <b>C3</b> housing tenure within a development. <del>In these instances, affordable</del> <b><u>At the time of the Local Plan’s adoption, the relevant London Plan affordable housing requirement requires</u></b> Build to Rent housing <del>should</del> <b><u>to provide at least 35 per cent affordable housing, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses.</u></b></p> <p><b><u>Alongside this requirement, affordable Build to Rent homes should provide 65 per cent of new affordable homes rented at equivalent rents to Social Rent and 35 per cent of new affordable homes rented at equivalent rents to London Living Rent.</u></b> <del>be provided as affordable rented housing, with 50 per cent of the total units as Affordable Rented Homes at equivalent rents to London Affordable Rent and 10 per cent of the total units being Affordable Rented Homes at equivalent rents to London Living Rent. Weekly rent benchmarks for London Affordable Rent are published on the Greater London Authority’s website. The Mayor of London publishes benchmark London Living Rent levels for every neighbourhood in the capital, updated annually on the Greater London Authority’s website.</del></p>
MM57	MO66.1	Part 1, p. 231	Policy H8 Parts 1-5	<p>1. New purpose-built student accommodation in Stratford and Maryland neighbourhood will only be supported where:</p> <ul style="list-style-type: none"> <li>a. it is located within or adjacent to an existing <b><u>or approved</u></b> campus development in the neighbourhood; or</li> <li>b. it is solely providing a replacement facility <del>with no net increase in bed spaces.</del></li> </ul> <p>2. New purpose-built student accommodation in all other neighbourhoods outside Stratford</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>and Maryland will only be supported where:</p> <ul style="list-style-type: none"> <li>a. it is located within or adjacent to an existing <b>or approved</b> campus development in the borough; or</li> <li>b. it is in a town centre or local centre location well connected by public transport (with a minimum Public Transport Accessibility Level of 4); <del>and c.</del> <b>and</b> it will not create an over-<b>concentrations</b> saturation of purpose-built student accommodation; or</li> <li><del>c.d.</del> it is solely providing a replacement facility with no net increase in bed spaces or it is located within or adjacent to an existing campus development in the borough.</li> </ul> <p>3. <b><u>New purpose-built student accommodation should provide affordable student accommodation in accordance with the London Plan.</u></b> <del>New purpose-built student accommodation should provide at least 60 per cent affordable student accommodation as defined within the London Plan 2021.</del> Developments for purpose-built student accommodation that do not achieve a policy compliant level of affordable student accommodation on site are required to submit a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered.</p> <p>4. New purpose-built student accommodation should:</p> <ul style="list-style-type: none"> <li>a. secure the majority of the bedrooms in the development, including all of the affordable student accommodation bedrooms, through a nomination agreement, for occupation by students of one or more higher education providers; or</li> <li>b. in areas of over-saturation <b>concentration</b>, secure all of the bedrooms in the development through a nomination agreement, for occupation by students of one or more higher education providers; and</li> <li>c. where purpose-built student accommodation is being delivered within or adjacent to an existing <b>or approved</b> campus development in the borough in accordance with H8- <b>part</b> 1.a or H8- <b>part</b> 2.a<del>d</del>, the nominations agreement should be secured for occupation by students of the higher education provider that the development is located is within or adjacent to.</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>5. Developments delivering purpose-built student accommodation should provide ancillary communal space for study and <del>sporting facilities</del><b>exercise</b> that meet the needs of the student population within a development unless the accommodation is located within 1,200 metres of existing <b>or approved</b> student campus-based facilities for studying and/or <del>sport and recreation</del><b>exercise</b> that have sufficient capacity to meet any increased need.</p>
MM58	MO66.2	Part 1, p. 233	H8 Implementation text - ALL section	<p>This policy will seek to monitor over-<del>saturation</del><b>concentration</b> of student bed spaces in each neighbourhood. For the purposes of this policy, over-<del>saturation</del><b>concentration</b> of purpose built student accommodation in a neighbourhood or resulting from a development is considered to be:</p> <ul style="list-style-type: none"> <li>• over 25 per cent of net residential approvals and completions over the plan period being delivered as purpose built student accommodation in a neighbourhood; and/or</li> <li>• a proposal would lead to over 800 beds of student housing, <b>including existing or approved purpose built student accommodation sites</b>, being located within a radius of 300 metres from <b>the proposal site</b> <del>an existing purpose built student accommodation site or approved development</del>.</li> </ul> <p><b><u>In assessing overconcentration, student accommodation will be measured using a ratio of the average number of students living in student only accommodation, using the published census data (based on the 2021 Census, 2.4 bedrooms would be counted as a single home). General needs housing will be measured on a unit basis.</u></b></p> <p><b><u>For the purposes of this policy only, adjacent to is defined as ‘being within 300 metres of’.</u></b></p> <p><b><u>For the purposes of this policy, ‘campus’ is defined as ‘a cluster of teaching and</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<b><u>student facility buildings and purpose built student accommodation that serve a single college or university</u></b> .
MM59	MO54.6 & FMO144	Part 1, p. 236	Policy H9 Parts 2 and 3	<p>2. Houses in multiple occupation secured under the requirements of Local Plan Policy H2- <b><u>part</u></b> 4 should be secured as long-term additions to the supply of low-cost residential, by ensuring that rents are capped at <del>the relevant Local Housing Allowance Shared Accommodation Rate for the area</del> <b><u>a rate agreed with Newham Council</u></b>.</p> <p>3. Large-scale purpose-built shared living developments should deliver:</p> <ul style="list-style-type: none"> <li>a. affordable housing in accordance with Local Plan Policy H3, where housing is being delivered as part of a wider mix of tenures <b><u>including build for sale housing</u></b> within the application boundary; or</li> <li>b. a payment in lieu contribution towards general needs affordable housing. The payment in lieu contribution should secure a higher level of affordable housing provision than the <del>65</del> <b><u>50</u></b> per cent target sought by Local Plan Policy H3- <b><u>part</u></b> 1</li> </ul>
MM60	FMO130	Part 1, p. 238	H9 part 3 Implementation text	<p>The affordable housing requirements for large-scale purpose-built shared living will depend on whether large-scale purpose-built shared living is being delivered as part of a wider mix of tenures within an application's boundary. If a wider mix of tenures <b><u>including build for sale housing</u></b> are being proposed, then developments are expected to deliver genuinely affordable housing in accordance with the requirements of Policy H3 of the Local Plan. <b><u>Affordable homes should be delivered on site in the general needs housing element of the scheme, with affordable housing targets being calculated using the overall residential floorspace of the development (including any large-scale purpose-built shared living floorspace)</u></b>.</p> <p>If large-scale purpose-built shared living is being delivered as the sole tenure on site, then developments are expected to deliver a payment in lieu contribution towards general needs</p>

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				affordable housing provision, at a higher level of affordable housing to Newham's overall <del>50</del> 60 per cent affordable housing target.
MM61	MO68	Part 1, p. 238	H9 part 6 Implementation text	<p><b><u>Part 6 of the policy does not apply to ancillary facilities such as gyms or shared workspaces provided specifically for residents of the accommodation.</u></b></p> <p>Suitable locations are those which are defined as acceptable for Main Town Centre uses under Local Plan Policy HS1, Policy HS3 <b><u>and Policy J1</u></b> and social infrastructure under Policy SI2.</p>
MM62	FMO22	Part 1, p. 240	Policy H10, Parts 1, 2 & 3	<p><b><u>1. The Council will seek to meet the housing needs of Gypsy and Traveller communities over the plan period. This includes setting a ten-year target to deliver 39 pitches.</u></b></p> <p><b><u>2.4.</u></b> The designated Gypsy and Traveller site is safeguarded as a site for Gypsy and Traveller Accommodation. <b><u>The enhancement and where feasible intensification and/or expansion of the site will be supported to contribute to meeting the ten-year pitch target.</u></b></p> <p><b><u>3.2.</u></b> Developments that propose accommodation for Gypsies, Travellers and Travelling Showpeople, including those for new sites and pitches <b><u>and transit sites and sites for negotiated stopping</u></b>, will be supported where they meet identified need.</p> <p><b><u>4.3.</u></b> Developments that propose accommodation to meet these needs of Gypsies, Travellers and Travelling Showpeople should be located:</p> <ul style="list-style-type: none"> <li>a. outside of the Green Belt or Metropolitan Open Land, unless there are very special circumstances; and</li> <li>b. in flood zone 1 or exceptionally in flood zone 2, subject to meeting the requirements of Local Plan Policy CE7; and</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification									
				<p>c. on sites that can provide the associated necessary (primarily physical) infrastructure requirements to service the needs of a development or wider site; and                      d. on land that provides safe access to the highway and should not result in any unacceptable impact on the capacity and environment of the highway network; and                      e. the site is in a sustainable location, appropriate for residential development and in reasonable proximity to relevant services and facilities, including transport, education, healthcare and other relevant social infrastructure provision.</p> <p>[Associated numbering updates]</p>									
MM63	FMO23	Part 1, p. 240	Policy H10 Justification. Paragraph 3.195	<p>3.195 The Planning Policy for Traveller Sites requires Local Planning Authorities to identify sufficient sites to meet any need identified for Gypsies and Travellers across their plan period. Newham <b>London's</b> latest evidence of Gypsy and Traveller accommodation needs <b>found indicates</b> a need for <b>2339</b> pitches in the borough <b><u>to 2037 (including backlog need from 2022), which breaks down as follows:-</u></b></p> <table border="1" data-bbox="833 946 1547 1163"> <thead> <tr> <th data-bbox="833 946 1070 1027"></th> <th data-bbox="1070 946 1308 1027"><b>Phase 1 (Short term)</b></th> <th data-bbox="1308 946 1547 1027"><b>Phase 2 (Medium term)</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="833 1027 1070 1075"></td> <td data-bbox="1070 1027 1308 1075"><b><u>27/28 - 31/32</u></b></td> <td data-bbox="1308 1027 1547 1075"><b><u>32/33 - 36/37</u></b></td> </tr> <tr> <td data-bbox="833 1075 1070 1163"><b><u>Total need for each phase</u></b></td> <td data-bbox="1070 1075 1308 1163"><b><u>34 pitches</u></b></td> <td data-bbox="1308 1075 1547 1163"><b><u>5 pitches</u></b></td> </tr> </tbody> </table> <p><b><u>Of this need, approximately 16 pitches are expected to meet the needs of the community currently living at the borough's existing Gypsy and Traveller pitch site, while 23 pitches are needed to meet the needs of the Gypsy and Traveller community living in bricks and mortar homes.</u></b></p>		<b>Phase 1 (Short term)</b>	<b>Phase 2 (Medium term)</b>		<b><u>27/28 - 31/32</u></b>	<b><u>32/33 - 36/37</u></b>	<b><u>Total need for each phase</u></b>	<b><u>34 pitches</u></b>	<b><u>5 pitches</u></b>
	<b>Phase 1 (Short term)</b>	<b>Phase 2 (Medium term)</b>											
	<b><u>27/28 - 31/32</u></b>	<b><u>32/33 - 36/37</u></b>											
<b><u>Total need for each phase</u></b>	<b><u>34 pitches</u></b>	<b><u>5 pitches</u></b>											

Newham Local Plan: proposed main modifications for consultation May 2026

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				<p><del>We are also aware of emerging evidence of need being led at the regional level by the Greater London Authority, which will consider the need for pitches across London. We will seek to meet the need identified through our local and the emerging regional evidence base through the Council's Small Sites Options Appraisals and Modular construction programme.</del></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification		
MM64	MO70 MO71 MO72 MO73 FMO54	Part 1, pp. 242- 244	Policy H11 Parts 2e, 3e, 3f, 3g, 5e & 7c	<p>2. All new general needs housing should be designed to: [...]</p> <p>e. <b><u>provide an adequate boundary treatment to ground floor street-facing amenity space and</u></b> locate any ground floor private amenity spaces away from <b><u>roads that are a source of significant noise, air quality or visual impacts.</u></b> <del>street-facing facades.</del></p> <p>3. New developments of specialist and supported housing or residential other than general needs housing should have evidenced regard to the following applicable quality design standards: [...]</p> <p>e. Purpose-built student accommodation should provide <b><u>accessible student accommodation having regard to London Plan Guidance: Purpose-built Student Accommodation and local evidence of need.</u></b> <del>either:</del></p> <p><del>i. ten per cent of new bedrooms to be wheelchair accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings – Code of practice;</del>  <del>or</del>  <del>ii. 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings – Code of practice.</del></p> <p>f. Houses in multiple occupation and large scale purpose-built shared living should: [...]</p> <p>iv. provide internal communal space arranged so as to provide sufficient and convenient access for all residents. Internal communal space should meet or exceed the following standards:</p> <table border="1" data-bbox="916 1437 1635 1481"> <tr> <td data-bbox="916 1437 1274 1481"><b><u>Up to 100 residents</u></b></td> <td data-bbox="1274 1437 1635 1481"><b><u>4m<sup>2</sup> per resident</u></b></td> </tr> </table>	<b><u>Up to 100 residents</u></b>	<b><u>4m<sup>2</sup> per resident</u></b>
<b><u>Up to 100 residents</u></b>	<b><u>4m<sup>2</sup> per resident</u></b>					

Ref	Previous Ref	Plan page	Policy or para	Main Modification	
				<p><b><u>Between 101 and 400 residents</u></b></p>	<p><b><u>3m<sup>2</sup> per additional resident above 100 residents</u></b></p>
				<p><b><u>401 residents and above</u></b></p>	<p><b><u>2m<sup>2</sup> per additional resident above 400 residents</u></b></p>
<p>g. In addition, large-scale purpose-built shared living should provide:</p> <p><del>[Table] Up to 100 residents: 4m<sup>2</sup> per resident</del>  <del>Between 101 and 400 residents: 3m<sup>2</sup> per additional resident above 100 residents</del>  <del>Additional residents above 400 residents: 2m<sup>2</sup> per additional resident above 400 residents</del></p> <p>i. communal kitchens on every floor, with any alternate arrangements required to demonstrate convenient access for residents; and</p> <p>ii. ten per cent of private rooms as wheelchair adapted rooms in line with best practice guidance; and</p> <p>iii. private rooms of between 18-27m<sup>2</sup> and wheelchair adapted rooms between 28m<sup>2</sup>-37m<sup>2</sup>.</p> <p>[...]</p> <p>5. Major residential developments should incorporate shared amenity spaces that foster social interaction and a sense of community. External communal amenity spaces should be designed to: [...]</p>					

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>e. <b><u>where the development is likely to be used by children and young people,</u></b> provide onsite play provision in accordance with both the requirements of London Plan 2021 Policy S4 and Local Plan Policies GWS5 and, where relevant, D2. Off-site play space will only be supported in exceptional circumstances where it can be demonstrated that it would lead to the provision of facilities, accessible to the development site, which are of greater quality and quantity than can be provided onsite.</p> <p>[...]</p> <p>7. All new residential developments should: [...]</p> <p>c. where they are delivering <del>affordable</del> <b><u>social rented</u></b> wheelchair user <b><u>accessible</u></b> dwellings (Part M4[3]<b><u>(2)(b)</u></b>), be designed to provide:</p> <p>i. <del>affordable wheelchair user dwellings (Part M4[3])</del> that are a mix of dwelling sizes and all such dwellings contain only double and not single bedrooms; and</p> <p>ii. where feasible, two lifts, where such dwellings are provided on upper floors; and</p> <p>iii. a layout that allows sufficient room for turning circles within the dwellings and in communal areas when furniture layouts are taken into consideration; and</p> <p>iv. a layout that avoids long corridors with unpowered heavy communal doors; and</p> <p>v. a layout that avoids long travelling distances from dwellings to blue badge parking bays.</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM65	FMO55	Part 1, p. 250	H11 part 7 Implementation text	<p>[New paragraph inserted at the start of the policy implementation text for H11 part 7]</p> <p><b><u>The requirements of Part 7.a are subject to taking account of site-specific factors such as vulnerability to flooding, site topography, and other circumstances which may make a specific site less suitable for M4(2) and M4(3) compliant dwellings. In exceptional circumstance, and where robust justification is provided, developments may warrant flexibility in the application of the accessible housing standards M4(2) and M4(3). For example, lifts may not be achievable on constrained sites with blocks of four storeys or less, and affected dwellings above ground floor may be required to satisfy the mandatory building regulations requirements of M4(1) via the Building Control process.</u></b></p>

**Green and Water Spaces**

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM66	FMO93	Part 1, p. 253	GWS1 part 1.a	a. protecting <b>all</b> existing green space to ensure there is no net loss, except where it meets the criteria set out in part 3 below; and...
MM67	FMO94	Part 1, p. 253	GWS1 part 3	<p>3. Developments <del>on</del> <b>resulting in the loss or reduction of existing</b> green space (excluding Metropolitan Open Land and Green Belt) will only be supported <del>in exceptional circumstances</del> where:</p> <p>a. it will not create or increase publicly accessible green space deficiency (at any scale); and</p> <p>b. replacement green space is provided <del>in Newham</del> <b>on-site or, where this is demonstrated to be unfeasible, in the existing well-connected neighbourhood or in an area of identified publicly accessible green space deficit, which and;</b></p> <p><b>i. provides equivalent or better functionality and quality; and</b></p> <p><b>ii. retains the maximum feasible quantity of green space to ensure no reduction in the overall usability, accessibility, recreational or ecological function of the space</b> <del>in the existing well-connected neighbourhood or in an area of identified publicly accessible green space deficit;</del> or</p> <p>c. it is communal amenity land on existing housing estates, where it can be demonstrated that the reconfiguration of the site would deliver both improved biodiversity and functional open space value for the residents; or</p> <p>d. the development will deliver local scale facilities which improve the usability and enjoyment of a green space or will provide new or enhanced outdoor recreational facilities, enabling alteration or replacement of existing buildings which are for green space dependant uses; and</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<ul style="list-style-type: none"> <li>i. delivers a high standard of design which complements the character and appearance of the green space; and</li> <li>ii. improves the function of the green space while not having a negative impact on wildlife and biodiversity; and</li> <li>iii. is designed for people of all ages and physical abilities</li> </ul>
MM68	MO74.7 FMO24	Part 1, p. 257	Implementation text GWS1 part 1	<p>[...] The Plan’s neighbourhood policies and site allocations <del>give further detail of</del> <b>identify</b> where new publicly accessible green space, community growing space and playing pitches should be delivered.</p> <p><b><u>The specific site allocation requirements for community growing space are detailed in Section 7 (Newham Green and Water Space Grid) of Newham’s Green and Water Infrastructure Strategy (2025).</u></b></p> <p><b><u>Site allocations should meet the requirements for the quantity/type of green space, community growing space and playing pitches identified.</u></b></p> <p><b><u>Site allocations specify the amount of publicly accessible green space required to address deficiencies identified in the Green and Water Infrastructure Strategy (2025). The definition of publicly accessible green space follows the hierarchy set out in Table 8.1 of the London Plan (2021) and includes:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Local Park and Open Spaces (2 hectares minimum)</u></b></li> <li>• <b><u>Small Open Spaces (under 2 hectares)</u></b></li> <li>• <b><u>Pocket Parks (under 0.4 hectares)</u></b></li> <li>• <b><u>Linear Open Spaces</u></b></li> </ul> <p><b><u>In addition to the required publicly accessible green space, site allocations must also deliver publicly accessible play space (Policy GWS5) and Multi Use Games Areas (MUGAs) where an identified need exists. These spaces are separate from</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><b><u>the publicly accessible green space requirement but may be designed as a continuous or integrated provision. The detailed arrangement will be established through the co designed masterplanning process in accordance with Policy BFN2.</u></b></p> <p><b><u>Each site allocation includes illustrative diagrams showing how development could be delivered. These diagrams are indicative and demonstrate how the principles and requirements in this section might be implemented. The delivery of these sites will be shaped through co-designed masterplanning in accordance with policy BFN2 which may demonstrate that an alternative layout could deliver outcomes consistent with the allocation policy and other policies in the Plan.</u></b></p> <p>Applications for development referable to the Mayor of London, or where a specific green or water space need has been identified by the Council, including in the site allocations will be required to provide publicly accessible green space. The need to provide this green space has been established through the work undertaken for Newham’s Green and Water Infrastructure Strategy <b>(2025)</b> <del>(2024)</del> to understand where additional publicly accessible green space is required to maintain 0.72 hectares per 1,000 residents of publicly accessible green space; and where new community growing space is required to maintain 0.0.0<del>5</del><b>49</b> hectares per 1,000 residents of allotment and community garden space. [...]</p>
MM69	MO75.1 FMO95	Part 1, p. 260	Implementation text, GWS1 part 3	<p>For applications on, or impacting Metropolitan Open Land (MOL) or Green Belt please refer to GWS1.1.</p> <p>For applications on, or impacting playing pitches please refer to GWS1.2. It is important that everyone living in Newham has the opportunity to access green space within walking distance from their home. This is a key part of delivering a network of well-connected neighbourhoods.</p> <p>For the purpose of this Local Plan, the scale of a publicly accessible green space follows the hierarchy set out in Table 8.1 of the London Plan (2021) and includes:</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<ul style="list-style-type: none"> <li>• Regional Park (400 hectares)</li> <li>• Metropolitan Park (60 hectares)</li> <li>• District Park (20 hectares)</li> <li>• Local Park and Open Spaces (2 hectares)</li> <li>• Small Open Spaces (under 2 hectares)</li> <li>• Pocket Parks (under 0.4 hectares)</li> <li>• Linear Open Spaces</li> </ul> <p>An application which increases the severity or extends an area of <b><u>publicly accessible green space</u></b> deficiency, at any of the above scales, will not be permitted. It is important to realise that it is not acceptable to offset different scales of open space. For example, an application which will see an increase in Pocket Park deficiency, in a location where there is an excess of space at the District Park scale would not be permitted. These two spaces provide different experiences and meet different user needs.</p> <p>In the first instance replacement green space should be provided on site. If this is not possible, replacement space should be directed to the development’s existing well-connected neighbourhood. Only when this is not possible should space be provided in another part of Newham.</p> <p>If replacement space must be provided outside of the development’s well-connected neighbourhood it must be directed to an area experiencing <del>open</del> <b><u>green</u></b> space deficiency. To demonstrate the acceptable location of proposed replacement off-site green space development, proposals must include the submission of up-to-date spatial mapping of the 15 minute green space network. This mapping exercise must identify the development site location in the context of the replacement green space location (including town centres) within a 15 minute walking distance (identified using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users) of the site. This will demonstrate the suitability of the replacement site in relation to the existing green space.</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><b><u>In all cases, proposals must demonstrate that loss of green space has been minimised through a design-led approach, retaining the maximum feasible quantity of green space. Any reduction in area will only be acceptable where there is no reduction in the overall usability, accessibility, recreational or ecological function of the space, and where the replacement provides functionality and quality that is equivalent to or better than the existing provision.</u></b></p>
MM70	MO75.1 MO75.2 MO75.3 FMO155	Part 1, p. 264	Policy GWS2	<p><b><u>Policy</u></b> GWS2: Water spaces</p> <p>2. Development affecting and/or adjacent to water space should improve the existing water space network, including navigation, biodiversity (including <b><u>undeveloped areas of riparian buffer zone</u></b>, riparian trees and wet woodland), water quality, visual amenity, character, and heritage value. This will be achieved through:</p> <ul style="list-style-type: none"> <li>a. requiring major development adjacent to, and all development affecting water space, to demonstrate an integrated approach to water infrastructure in a Design and Access Statement; and</li> <li>b. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of existing water space, with a particular focus on the locations set out in the Green and Water Infrastructure Strategy <b><u>(2025)</u></b> <del>(2024)</del>; including the requirements in the neighbourhood policies and site allocations; and</li> <li>c. <b><u>maximising opportunities for water space restoration, including opportunities to open culverts, naturalise river channels, protect and improve the foreshore, floodplain, riparian and adjacent terrestrial habitats and water quality; and</u></b></li> <li><del>e.</del> <b><u>d. generally</u></b> requiring no <b><u>encroachment</u></b> <del>loss</del> or covering of any water space unless it is a <del>water-related or water-dependent use</del> <b><u>for development proposals into the waterways, including permanently moored vessels, for water-related uses or to</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><b><u>support enhancements of water-related uses. Development proposals to impound or narrow water spaces will not be supported</u></b>; and;</p> <p>d. <b><u>e.</u></b> ensuring no harm to the openness of the water space and securing a design which is sensitive to the wider landscape setting; and</p> <p>e. <b><u>f.</u></b> maximising biodiversity, delivering a minimum 10 percent Biodiversity Net Gain (see Local Plan Policy GSW3); and</p> <p>f. <b><u>g.</u></b> protecting and where possible improving access points to and along water spaces, delivering waterside walkways and cycle paths where appropriate; and</p> <p>g. <b><u>h.</u></b> providing suitable setbacks from water space edges to mitigate flood risk and to allow waterside walkways and cycle paths where appropriate; and</p> <p>h. <b><u>i.</u></b> contributing to the improvement of flood defences and river walls where necessary, while providing associated landscape, amenity and habitat improvements (see Local Plan Policies CE7 and CE8); and</p> <p>i. <b><u>j.</u></b> improving the safety and public use of the borough’s water spaces by providing active frontages to improve surveillance and riparian lifesaving equipment, where appropriate.</p> <p>3. Applications for water-related or water-dependent facilities on or adjacent to water spaces will be supported where:</p> <p>a. it can be demonstrated there is a deficit in provision for such water-dependent uses locally; and</p> <p>b. it can be demonstrated that the activation of the water space is appropriately scaled and located and does not negatively impact on navigation, <b><u>flood</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification		
				<p><b>risk</b>, ecological value, water quality, the openness and character of the water space and the amenity of surrounding residents.</p> <p>4. Applications for residential and visitor moorings will supported, outside of Strategic Industrial Locations and Local Industrial Locations, where:</p> <ul style="list-style-type: none"> <li>a. supporting uses and facilities are or will be in place (see Local Plan Policy CE6); and</li> <li>b. it can be demonstrated that residential and visitor moorings are appropriately located, <b>accessible</b>, and do not negatively impact on navigation, <b>flood risk, ecological value</b>, water quality, the openness and character of the water space and the amenity of surrounding residents.</li> </ul>		
MM71	MO76.1 MO75.4 MO77 MO76.2 FMO156	Part 1, p. 265	Policy GWS2 implementation text	<p>Implementation</p> <table border="1" data-bbox="815 868 2056 1457"> <tr> <td data-bbox="815 868 945 1457">GWS2.1</td> <td data-bbox="945 868 2056 1457"> <p>Development should be compliant with the Water Framework Directive and should seek to enhance the river or estuary habitat and hydromorphology, delivering Water Framework Directive actions and Thames River Basin Management Plan objectives. It is important to note that all in land waterbodies are protected under the Water Framework Directive not just main rivers.</p> <p>Early engagement, with appropriate key stakeholders is encouraged. Timely engagement is important, it helps to ensure proposed developments align with wider priorities and these strategies. Development proposals in proximity to water space should incorporate work with the Council and our partners (including the Port of London Authority, the Canal and River Trust, Royal Docks Management Authority (RoDMA), the London Lea Catchment Partnership, Beam and Ingrebourne Catchment Partnership, <b>the GLA</b> and the Environment Agency), landowners and the community.</p> </td> </tr> </table>	GWS2.1	<p>Development should be compliant with the Water Framework Directive and should seek to enhance the river or estuary habitat and hydromorphology, delivering Water Framework Directive actions and Thames River Basin Management Plan objectives. It is important to note that all in land waterbodies are protected under the Water Framework Directive not just main rivers.</p> <p>Early engagement, with appropriate key stakeholders is encouraged. Timely engagement is important, it helps to ensure proposed developments align with wider priorities and these strategies. Development proposals in proximity to water space should incorporate work with the Council and our partners (including the Port of London Authority, the Canal and River Trust, Royal Docks Management Authority (RoDMA), the London Lea Catchment Partnership, Beam and Ingrebourne Catchment Partnership, <b>the GLA</b> and the Environment Agency), landowners and the community.</p>
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				<p>GWS2.2 All development affecting water space should set out the components of good design within a Design and Access Statement. For major development, this is also required for proposals adjacent to water.</p> <p>The Green and Water Strategy <b>(2025)</b> <del>(2024)</del> <del>sets out</del> <b>identifies</b> opportunities to <del>improve</del> <b>enhance</b> Newham’s water space. The Plan’s neighbourhood policies and site allocations give further details of where and how water space and access to it can be enhanced. <b><u>The delivery of these sites will be shaped through co-designed masterplanning in accordance with Policy BFN2 which may demonstrate that an alternative approaches to improving the functionality, connectivity, quality, and accessibility of existing water spaces could deliver outcomes consistent with the allocation policy and other policies in the Plan.</u></b></p> <p>Development must consider the following, to ensure high-quality water spaces are delivered:</p> <p>Functionality</p> <ul style="list-style-type: none"> <li>• Development adjacent to water space should recognise and conserve its importance as a valuable social, environmental, and economic resource. Where heritage assets are present, design should pay special regard to their setting.</li> </ul> <p>Connectivity</p> <ul style="list-style-type: none"> <li>• Development should contribute to a cohesive approach to movement (especially for pedestrians and cyclists)</li> <li>• The proposal should integrate positively with wider connections and minimise or reduce barriers to movement</li> <li>• River re-naturalisation will be encouraged (see Local Plan Policy CE7), wherever feasible, design measures can include, but are not limited to:</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<ul style="list-style-type: none"> <li>• replacing hard engineering alongside and within river channels with soft engineering options where feasible</li> <li>• reconnecting rivers with their floodplains for flood risk reduction and resilience against climate change as well as habitat enhancement.</li> <li>• de-culverting river channels, unless it can be demonstrated it is not possible. Mitigation will be sought for any hard engineering solutions applied to any river channels to compensate for any loss of habitat (including buffer zones)</li> <li>• including flood tolerant trees, bushes/shrubs and other plants. These should be trees and plants capable of lessening the impact of surface flood water, ideally with deep roots (dependant on the proximity to buildings)</li> </ul> <p>Quality To ensure high quality design, development proposals should:</p> <ul style="list-style-type: none"> <li>• maintain or enhance the quality of water space on or adjacent to the site, for example through plant species in the water or by ensuring that no waste or pollution enters it.</li> </ul> <p>Accessibility To improve physical access development should:</p> <ul style="list-style-type: none"> <li>• <b>M</b>aximise opportunities to improve public access to and along the borough's water spaces, particularly where access is currently restricted. This will be sought around the three docks (Royal Albert, Royal Victoria, and King George V), the River Lea, the River Roding, and the River Thames (e.g., the Thames Path and Capital Ring). See Local Plan neighbourhood proposals and site allocations for further details of area specific improvements.</li> <li>• <b>P</b>rovide a clear strategy for pedestrian movement within the proposal to give easy access to the water and associated amenities. This should include for children, older people and those with reduced</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>mobility, e.g. seating, cycle storage, refuse bins, access steps and ramps.</p> <p><del>Loss</del> <b><u>Encroachment and covering</u></b></p> <ul style="list-style-type: none"> <li>Overshadowing reduces the recreational and biodiversity value of water space. Development in proximity to water space should not result in <b><u>the encroachment</u></b> less or covering of water space <b><u>unless for a water-related or water-dependent uses.</u></b></li> </ul> <p><b><u>Water-dependent uses are activities that must be located on the water to function, drawing directly on the unique qualities of Newham’s rivers and docks enabling people to experience, enjoy and engage with the water. These activities may take place on land immediately adjoining the water or on permanently moored vessels where their operation relies on a water-based setting. Water space should not be used as an extension of developable land in Newham, nor should parts be a continuous line of moored craft.</u></b></p> <p><b><u>Ancillary water-related or water-dependant uses, are activities that enhance water-dependent uses or help people access, appreciate and celebrate Newham’s water spaces. These may include cultural, sport, leisure or recreation facilities that support the enhancement of water space and public realm. The siting of such facilities needs careful consideration so that navigation, hydrology, biodiversity and the character, access to, and use of waterways is not compromised.</u></b></p> <p><b><u>There should be no loss of water space through culverting or encroachment. Opportunities to de-culvert should be explored and implemented where feasible.</u></b> and demonstrate that it will not compromise the suitability of the water space for water-related uses.</p> <p>Openness</p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<ul style="list-style-type: none"> <li>• Proposals should ensure no negative impacts on the characteristics of views, tranquillity, and openness of the water body.</li> </ul> <p>Biodiversity</p> <ul style="list-style-type: none"> <li>• Schemes should maximise opportunities to incorporate existing habitats and vegetation.</li> <li>• <b><u>Ensure watercourse Biodiversity Net Gain units are considered if a proposed development is within 10m of a watercourse. See Local Plan Policy GWS3 for further detail on delivering Biodiversity Net Gain.</u></b></li> <li>• Planting should include only species suited to the on-site conditions (types and maturities) and be managed appropriately to achieve maximum benefit for biodiversity and river health. Invasive non-native species must be avoided, and where possible, reduced.</li> <li>• External lighting should be designed to minimise light pollution and disruption to habitats and species. Low-level LED lighting with warmer colour temperatures with peak wavelengths greater than 550nm (~3000°K) should be used as these have been shown to cause less impacts on bats.</li> </ul> <p>Flood risk and set backs</p> <ul style="list-style-type: none"> <li>• Development affecting and /or adjacent to the water should, where possible, include green spaces and Sustainable Urban Drainage Systems and look to enhance the water environment and preserve buffer zones (see Local Plan Policies CE7 and CE8).</li> <li>• The edges of water space are an extremely important part of the functioning of water space as ecosystems, green space, and transport networks. There should be a minimum of an eight metre buffer zone for all freshwater courses. This is measured from the bank top and is needed to provide an effective and valuable river corridor and improved habitat connectivity.</li> </ul>

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				<div data-bbox="1032 276 2051 568"> <ul style="list-style-type: none"> <li>• There should be no new or additional hardstanding or structures installed within the eight metre buffer zone. A 16 metre buffer should be in place for intertidal waters.</li> <li>• Any development within 16 metres of the tidal Thames, Lea or Roding should follow the design principals of <a href="#">Estuary Edges</a> to deliver ecological design for softening these ‘edges’ to encourage wildlife into urban estuaries. Around ponds a buffer of 5 metre should be in place to help preserve their value for wildlife.</li> </ul> </div> <div data-bbox="947 608 1039 639"> <p>Safety</p> </div> <div data-bbox="1032 647 2051 1198"> <ul style="list-style-type: none"> <li>• The proposal should promote passive surveillance and should have a positive impact on perceptions of safety at night, for example by opening up or preserving sight-lines, or illuminating previously dark spaces.</li> <li>• Railings and barriers should be sufficiently designed to mitigate the risk of collision and falling into the water, in a manner that is appropriate to the water’s edge of which they form a part. Any necessary barriers should be designed in an integrated way, so that they don’t visually dominate or reduce perceptions of how the water is accessed.</li> <li>• Development in proximity to water space should consider appropriate suicide prevention measures, such as appropriate fencing, signage and/or CCTV, to further improve the safety of the borough’s water spaces. The PLA <a href="#">Drowning Prevention Strategy (2019)</a> provides practical steps to be taken to improve water safety.</li> </ul> </div> <div data-bbox="815 1238 2051 1422"> <p>GWS2.3 Water spaces provide significant habitats for wildlife, as well as a unique visual amenity which gives many parts of Newham a specific identity. There are also opportunities for leisure use and recreation activities both on and around the water. The balance of these uses will be managed by directing an appropriate intensity and type of activation to the right water space locations.</p> </div>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>Development proposal should respond to a clearly identified local need, make a positive contribution to the water body and respond positively to adjacent land uses.</p> <p>When assessing planning applications, consideration will be given to the water coverage and human experience of the openness of water space in terms of its visibility and visual connections across the water from the surrounding public realm.</p> <p>The Built Leisure Needs Assessment <b>(2025)</b> <del>(2024)</del> provides an understanding of water-related leisure activities in Newham and the need for these uses over the Local Plan period. <b><u>Water related or water-dependent uses could include low lying floating structures that allow people to have closer access to and enjoyment of the water space. Water related or water-dependent facilities could also include suitably located ancillary and enabling structures such as showers or changing facilities.</u></b></p> <p>GWS2.4 We will work in partnership with the Port of London Authority and the Canal and River Trust, RoDMA, the Environment Agency, <b>the GLA</b> and other appropriate authorities and stakeholders, to determine the suitability of residential and visitor moorings. In coming to a decision, we will with consider:</p> <ul style="list-style-type: none"> <li>• Navigation,</li> <li>• Water quality,</li> <li>• Biodiversity,</li> <li>• Openness and character of the water space and surrounding area,</li> <li>• Surrounding residential amenity,</li> <li>• The adequate provision of supporting uses and facilities, including:</li> </ul>

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				<ul style="list-style-type: none"> <li>○ Waste management (for example rubbish and sewage disposal)</li> <li>○ Supply of adequate electricity including for heating (see Local Plan Policy CE6)</li> <li>○ Supply of fresh water</li> <li>○ <b><u>Provide access which meets the needs of all, with consideration given to children, older people and those with reduced mobility.</u></b></li> </ul>
MM72	MO78.1	Part 1, p. 270	GWS3 part 7b	<p>7. The Epping Forest Special Area of Conservation will be protected and enhanced by ensuring that development within 6.2km of the boundary of Epping Forest Special Area of Conservation demonstrates that, if necessary, measures are put in place to avoid or mitigate any potential adverse effects, through:</p> <p>a. developments of new net additional residential homes contributing towards the delivery of the agreed Strategic Access Management and Monitoring Strategy; and</p> <p>b. developments of new net additional residential homes contributing to the <b><u>delivery of Newham’s Epping Forest Special Area of Conservation Recreation Mitigation Strategy.</u></b> <del>provision of Suitable Alternative Natural Greenspace.</del></p>
MM73	FMO26	Part 1, p. 280	GWS5 part 1 Implementation text	<p>Delivery of new and improved play space</p> <p>Areas experiencing play space deficiency are set out in the Green and Water Infrastructure Strategy <b>(2025)</b> <del>(2024)</del>.</p> <p>The Plan’s site allocations give further detail of where new plays space should be delivered to meet local deficiencies. <b><u>Site allocations should meet the requirement for the quantity and type of play space identified. Each site allocation includes</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><b><u>illustrative diagrams showing how development could be delivered. These diagrams are indicative and demonstrate how the principles and requirements in this section might be implemented. The delivery of these sites will be shaped through co-designed masterplanning in accordance with policy BFN2 which may demonstrate that an alternative layout could deliver outcomes consistent with the allocation policy and other policies in the Plan.</u></b></p> <p>Local Plan Policy H11 requires play space for residential development to be delivered in accordance with the London Plan 2021. Where a site allocation is required to deliver publicly accessible play space, this should be in addition to the requirement in Local Plan Policy H11 to deliver external communal play space. Local Plan Policy D2 sets out the public realm requirements for development. [...]</p>

**Climate Emergency**

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM74	FMO157	Part 1, p. 289	CE2 Part 3	<p>3. New development should be designed and constructed to be Net Zero Carbon in operation, using as little energy as possible over a year and should meet the following standards:</p> <ul style="list-style-type: none"> <li>a. All new residential units should achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m<sup>2</sup> GIA/yr.</li> <li>b. New non-domestic buildings should achieve an Energy Use Intensity (EUI) of no more than the following by the following use: <ul style="list-style-type: none"> <li>i. Student accommodation – <del>35</del> <b>55</b> kWh/m<sup>2</sup> GIA/yr.</li> <li>ii. Offices, Retail, Higher Education Teaching facilities, GP surgeries, Hotels – 55 kWh/m<sup>2</sup> GIA/yr.</li> <li>iii. Schools – 65 kWh/m<sup>2</sup> GIA/yr.</li> <li>iv. Leisure, warehouses, and light industrial units – 100 kWh/m<sup>2</sup> GIA/yr. An additional 20 kWh/m<sup>2</sup> GIA/yr budget is available for warehouses/ industrial units that operate for 24 hours a day.</li> </ul> </li> <li>c. In all cases, a building should use as little as energy as possible.</li> </ul>
MM75	FMO158	Part 1, p. 289	CE2 Part 4	<p>4. New development should generate renewable energy on site, to a level equivalent to, or in excess of, the predicted annual energy demand of the building, in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>a. As a minimum, the amount of energy generated in a year must be: <ul style="list-style-type: none"> <li>i. <del>at least 80 kWh/m<sup>2</sup> per building footprint per annum for all building types except industrial buildings; and</del></li> <li>ii. <del>at least 120 kWh/m<sup>2</sup> per building footprint per annum for industrial buildings-</del></li> <li>i. <b>at least 120 kWh/m<sup>2</sup> per building footprint per annum for industrial</b></li> </ul> </li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p>buildings; and</p> <ul style="list-style-type: none"> <li>ii. at least 80 kWh/m<sup>2</sup> per building footprint per annum for all building types except industrial buildings that are under 21 metres in height; and</li> <li>iii. at least 50 kWh/m<sup>2</sup> per building footprint per annum for all building types except industrial buildings that are over 21 metres in height</li> </ul> <p>b. Where it can be sufficiently evidenced that it is not technically possible for the amount of energy generated in a year through onsite renewable energy production to match or exceed the predicted annual energy demand of the building, the applicant should fund renewable energy generation (equivalent to the shortfall) elsewhere in the borough through a cash-in-lieu contribution.</p>
MM76	MO80.1	Part 1, p. 289	New policy CE2 Part 6	<p><b>6. Development of sites occupied by existing energy intensive industries subject to the UK Emissions Trading scheme will not be subject to the other policy requirements of Policy CE2 provided that:</b></p> <ul style="list-style-type: none"> <li>a. <b>New development results in a substantially lower carbon intensity per m<sup>2</sup> GIA/yr over the site; and</b></li> <li>b. <b>at the point of application, a long term decarbonisation strategy, which the Council considers to be suitably ambitious, is in place for the site; and</b></li> <li>c. <b>the proposed development demonstrates consistency with the agreed decarbonisation strategy.</b></li> </ul>
MM77	FMO159	Part 1, p. 292	CE2 part 2 Implementation text	<p>Development should demonstrate they will not use fossil fuels in operation – whether for heat or energy. Development should use low carbon heat sources for heating. This should be demonstrated through the submission of an energy statement and in the design of a scheme.</p> <p>Heat pumps (including air, ground and water source) are currently the most viable technology to</p>

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				<p>achieve widespread electrification of heat at scale while limiting overall demand on the electricity network. The Climate Change Evidence Base also considered ‘direct electric’ heating, however these have high operating costs for occupants. Other options, such as a heat network using nearby waste heat sources, or a hybrid approach of using direct electric radiators with domestic hot water from a heat pump system is also possible.</p> <p>Decarbonisation of existing fossil fuel powered heat networks is strongly encouraged. A development may connect to a heat network powered by gas only <del>where there is a fully funded decarbonisation plan that will be implemented within the lifetime of the plan.</del> <b>where an effective decarbonisation strategy has been agreed with the Council.</b> The Council will not support development that will use fossil fuels in a heat network beyond the lifetime of the Plan, nor will the Council support the installation of new fossil fuel powered heat networks.</p> <p>At the present time, technology such as green hydrogen (i.e. hydrogen produced without using fossil fuels) is unavailable or not commercially viable. We also cannot foresee what technology will emerge as we move away from gas and other fossil fuels. Given this context, future heating technologies will be supported if demonstrated that they are low carbon and sustainable – e.g. ‘brown’ or ‘grey’ hydrogen made from fossil fuels would not be supported.</p> <p>Waste heat can be a potential source of low carbon heat, however any facility producing waste heat must:</p> <ul style="list-style-type: none"> <li>• follow the waste hierarchy by reducing the amount of waste produced to the greatest extent possible, as set out in Policy W1.</li> <li>• ensure that energy efficiency is maximised, using as little as energy as possible before producing waste heat, as set out in Policy CE2.1</li> <li>• Consider air quality impacts, as set out in Policy CE6</li> </ul>

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				Waste heat would not considered a benefit of a scheme, unless a development pays for the heat network infrastructure that would allow the waste heat to be delivered – i.e. passive provision is not considered a public benefit.
MM78	FMO161	Part 1, p. 295	CE3 Part 6	6. Major developments are expected to meet embodied carbon limits of less than 500kg CO <sub>2</sub> /m <sup>2</sup> . <b>700kg CO<sub>2</sub>/m<sup>2</sup>.</b>
MM79	n/a	Part 1 p. 311	CE7 Part 1	1. All new development must avoid placing people or essential infrastructure at increased risk of flooding <b>for the lifetime of the development</b> , through considering flood risk at the earliest design stage and, where required, by liaising with the Environment Agency, infrastructure providers and the Council (including the Lead Local Flood Authority) to deliver climate resilient development. To meet this requirement, all new development must:
MM80	n/a	Part 1 p. 311	CE7 Part 2	2. Developments within Flood Zones 2 (medium probability of flooding) <b>and 3 (high probability), or within the tidal breach flood extent</b> or where detailed more up to date modelling shows it will be at increased risk of flooding due to the impacts of the climate emergency, should
MM81	n/a	Part 1 p. 311	CE7 Part 2 (b)	b. be designed and constructed to be flood <b>resistant and</b> resilient
MM82	n/a	Part 1 p. 311	CE7 Part 2 (e)	e. ensure all <b>'less vulnerable'</b> , 'more vulnerable', 'highly vulnerable' and 'essential infrastructure' uses have finished floor levels no less than 300 millimetres above the one per cent annual probability flood level and an allowance for the impact of the climate emergency; and
MM83	n/a	Part 1 p. 311	CE7 Part 3	3. Developments (including redevelopment of existing buildings and sites) must be set back a minimum of 16 metres from the landward side of tidal flood defences and 8 metres from the landward side of <b>fluvial</b> river defences to future proof against increased risks of <del>fluvial</del> flooding., <del>taking into</del> <b>Developers would need to take into</b> account the requirements set out in the <u>Thames Estuary 2100 Plan</u> <b>when proposing development within 16 metres of the landward</b>

Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<b><u>side of tidal flood defence.</u></b> Where no formal defences are present, development must be set back eight metres from the top of the river bank.
MM84	n/a	Part 1 p. 313	Implementation Table CE7.2	<ul style="list-style-type: none"> <li>• ‘Mostre Vulnerable’ – including hospitals, residential institutions, dwelling houses, drinking establishments, non-residential uses for health services, nurseries and education establishments.</li> <li>[...]</li> <li>• ‘Water Compatible’ –including flood control infrastructure, docks, marinas and wharves, navigation facilities, ship building, amenity open space, outdoor sports and recreation.</li> </ul> <p><b><u>In addition to the above vulnerability considerations, sleeping accommodation will not be permitted below the tidal breach flood level, in line with national planning policy. This is not limited to basements, and can apply to ground and higher floors, where sleeping accommodation is proposed below the breach flood level.</u></b></p>
MM85	n/a	Part 1 p. 313	Implementation Table CE7.3	The Thames Estuary 2100 Plan Flood defence (set-back) buffering line is indicative only and applicants are responsible for investigating the status and nature of flood defences, in consultation with the Environment Agency, at the earliest stage. <b><u>If any improvements are required, these should be completed prior to development.</u></b> All changes should result in improved access to existing defences

**Transport**

Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM86	FMO162	Part 1, p. 340	T5 Part 2 Implementation text	<p>The City Airport Development Programme (CADP) Permission (13/01228/FUL) was granted in 2016. This permission replaced all of the previous planning permissions at the airport. The planning conditions and planning obligation on the CADP Permission are therefore the only ones that regulate the airports operations. It includes conditions which:</p> <ul style="list-style-type: none"> <li>• Allows for 111,000 actual aircraft movements per calendar year.</li> <li>• Restricts flight numbers on specified days (Saturdays, Sundays and bank holidays).</li> <li>• Manages the hours that aircraft can take off and land, with exemptions when delays have occurred.</li> <li>• Restricts any non-fixed wing aircraft including helicopters, tilt rotors or gyrocopters.</li> </ul> <p>The Council considers that any changes to the size, function, operating hours and frequency of the airport activity will have impacts on existing and future residents.</p> <p>Development should therefore demonstrate how negative impacts on existing and future residents will be mitigated. Examples of impacts that would need to be mitigated include noise, vibration, smell and air quality. Mitigation should be demonstrated in documentation submitted as part of a planning application. Works to mitigate impacts may be secured.</p> <p>Where negative impacts would be unacceptable even following mitigation, development would not be supported.</p> <p><del>It is considered that the following changes in the use and function of the airport would result in an un-mitigatable and unacceptable impact to existing local residents and to development proposals for new homes:</del> <b>The following changes in the use and function of the airport are likely to have particularly significant impacts and will therefore require robust evidence to allow thorough assessment of those impacts and determine whether effective</b></p>

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Ref	Previous Ref	Plan page	Policy or para	Main Modification
				<p><b>mitigation measures can be secured that fully meet their external and environmental costs:</b></p> <ul style="list-style-type: none"> <li>• Development proposals that reduce the extant respite period or <del>introduces</del> <b>introduce additional</b> night flights.</li> <li>• Development that would enable the use of the airport site for helicopters or drones.</li> <li>• Development that would encourage greater use of the airport by freight planes and increases the number of goods vehicle trips.</li> </ul>

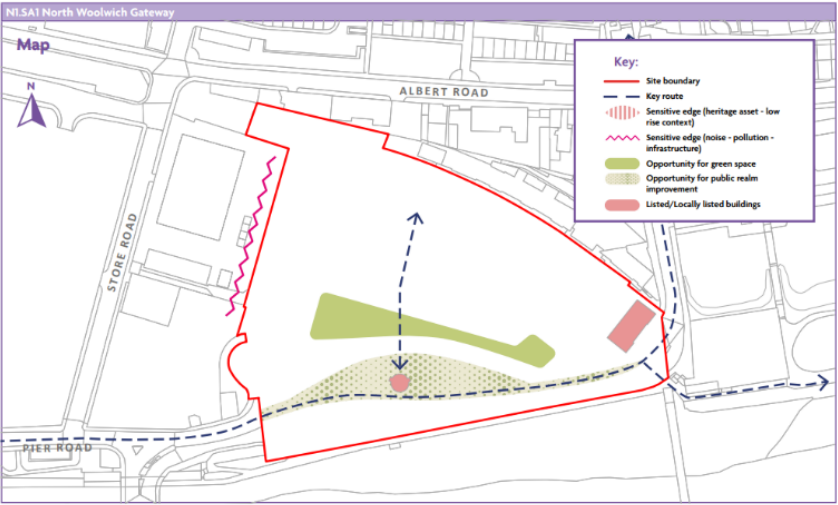
## Waste and Utilities

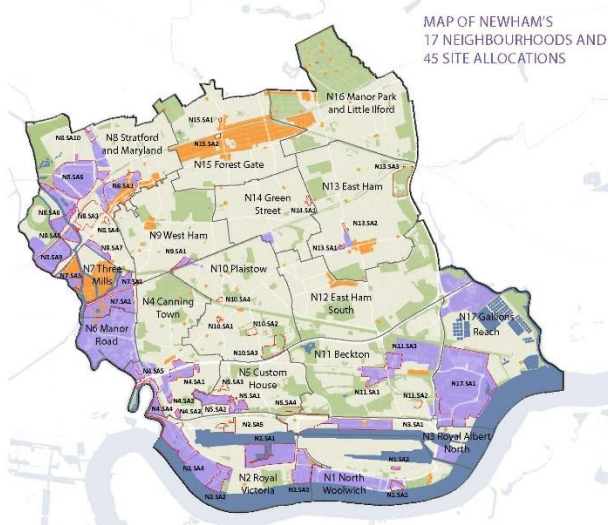
Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM87	FMO133	Part 1, pp. 343-346	Policy W1: Waste Management Capacity	<p>Delete Policy W1 in full</p> <p>Delete references to Policy W1 throughout the plan</p> <p>Update other policy numbering as follows throughout the plan as follows:</p> <ul style="list-style-type: none"> <li>• <b>W12</b>: New or improved waste sites</li> <li>• <b>W23</b>: Waste management in developments</li> <li>• <b>W34</b>: Utilities and digital connectivity infrastructure</li> </ul>
MM88	FMO134	Part 1, p. 346	Policy W2: New or improved waste sites	<p>Delete parts 1 and 2 of Policy W2</p> <p>Update policy part numbering throughout the policy.</p>
MM89	MO89	Part 1, p. 353	Policy W4 Part 1	<p>1. All major development proposals will be expected to meet all the requirements below:</p> <p>a. Undertake effective engagement with utility providers (including gas, water supply and sewer system/wastewater, electricity, energy, digital connectivity and communications) at the pre-application stage to ensure the construction approach and end design address providers' requirements, to ensure utilities networks and connections can serve the development and to ensure any existing infrastructure assets are not affected by the development.</p> <p>b. Demonstrate that there is sufficient utility infrastructure capacity both on and offsite to meet the demand of development during the construction and operation phases, taking into consideration the cumulative impact of current and proposed development. Where there is an identified deficit in utilities capacity to meet the needs of the development, proportionate contributions will be sought towards studies or upgrades where necessary. Developments likely to have a significant impact on utility infrastructure capacity, which may limit the delivery of future developments in the area or key objectives in this Plan, may be refused or required to delay delivery until sufficient capacity is delivered to meet their needs.</p> <p>c. Demonstrate that the spatial, visual, amenity, environmental and transport impacts of <b>existing or permitted</b> utilities infrastructure <b>on the proposed development</b> will be minimised <del>and where feasible reduced, particularly where existing facilities are being expanded or reconfigured.</del></p>

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Ref	Previous Ref	Plan page	Policy or para	Main Modification
MM90	MO90.1	Part 1, p. 353	Policy W4 Part 2	<p>2. <b><u>Projects set out in the Infrastructure Delivery Plan (IDP) will be supported in principle. All utilities infrastructure proposals</u></b> (including upgrades and expansion) will need to <b><u>meet all requirements below:</u></b></p> <p><b>a. Align</b> with growth requirements and support the creation of new neighbourhoods and economic opportunities.</p> <p><b>b. Utilities proposals must s</b>Support the requirements set out in the Spatial Strategy and Neighbourhoods Policies in the Local Plan.</p> <p><b>c. <u>Demonstrate that the spatial, visual, amenity, environmental and transport impacts of proposed utilities infrastructure on neighbouring developments will be minimised.</u></b></p> <p>Projects set out in the Infrastructure Delivery Plan (IDP) will be supported in principle.</p>
MM91	FMO27	Part 1, p. 353	Policy W4 Part 6	<p>6. Major development proposals (including those within employment areas) <del>must</del> <b><u>should</u></b> improve digital connectivity by:</p> <p>a. providing sufficient ducting space for full fibre connectivity for end users; and</p> <p>b. promoting digital inclusivity by addressing gaps in digital connectivity and reducing barriers to digital access including affordability; and</p> <p>c. supporting digital connectivity infrastructure projects. Undertaking effective engagement with Counter Terrorism Security Advisors at the preapplication stage to ensure security is appropriately considered.</p>

Neighbourhoods

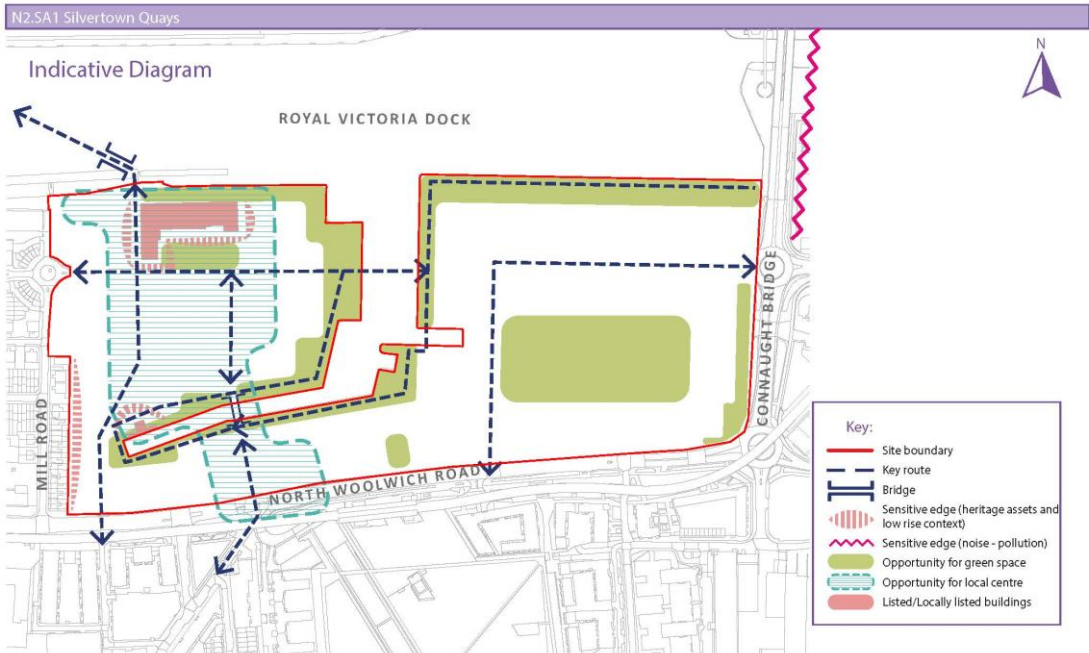
Ref	Previous Ref	Plan page	Policy or para	Main modification
MM92	FMO1	Part 2 (All relevant)	Across all relevant sections of Part 2 of the Plan	 <p><b>Indicative Diagram</b></p>
MM93	FMO10	Part 2, p. 359	Section 4: Neighbourhoods  Map of Newham's 17 Neighbourhoods and 45 Site Allocations	Add the conserve, enhance and transform areas to the Neighbourhoods map:

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p style="text-align: right;">NEWHAM LOCAL PLAN: NEIGHBOURHOODS</p> <p><u>NEIGHBOURHOODS</u></p> <p>Newham's 17 neighbourhoods are:</p> <ul style="list-style-type: none"> <li>• N1 North Woolwich</li> <li>• N2 Royal Victoria</li> <li>• N3 Royal Albert North</li> <li>• N4 Canning Town</li> <li>• N5 Custom House</li> <li>• N6 Manor Road</li> <li>• N7 Three Mills</li> <li>• N8 Stratford and Maryland</li> <li>• N9 West Ham</li> <li>• N10 Plaistow</li> <li>• N11 Beckton</li> <li>• N12 East Ham South</li> <li>• N13 East Ham</li> <li>• N14 Green Street</li> <li>• N15 Forest Gate</li> <li>• N16 Manor Park and Little Ilford</li> <li>• N17 Gallions Reach</li> </ul> <p>Key:</p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; padding: 2px;"> </span> Site Allocations</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;"> </span> Neighbourhoods</li> <li><span style="background-color: orange; border: 1px solid black; border-radius: 50%; padding: 2px;"> </span> Conserve Areas</li> <li><span style="background-color: lightgreen; border: 1px solid black; border-radius: 50%; padding: 2px;"> </span> Enhance Areas</li> <li><span style="background-color: purple; border: 1px solid black; border-radius: 50%; padding: 2px;"> </span> Transform Areas</li> </ul> 
MM94	FMO11 & FMO28	Part 2, p. 359	Section 4: Neighbourhood, Implementation text 4.3	<p>The policies in this chapter set out how each neighbourhood will change up to 20<u>42</u>38. The policies provide the vision, design and development principles for each neighbourhood, which will inform and guide development in each neighbourhood. <b><u>The Newham Characterisation Study (2024) undertook an analysis of the borough and identified areas with a character suitable to transform, enhance or conserve. These are referenced in the neighbourhood policies where appropriate, and each character area should be developed following a design-led approach in accordance with policy D3.</u></b></p> <p>All applications will be assessed against the relevant neighbourhood policy and, where applicable, the site allocation <b><u>requirements</u></b>. <del>Site allocation policies will inform and guide development on specific sites. The neighbourhood policies and site allocations</del></p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p><del>are to be read alongside the other policies in the Local Plan which set out the standards and requirements for different uses and factors such as design and transport.</del></p> <p><b><u>Within these neighbourhoods, site allocations have been identified to deliver new homes and jobs alongside necessary infrastructure, such as green space, transport connections and social infrastructure (including community, health, education, sport and informal recreation facilities).</u></b></p> <p><b><u>Each site allocation includes illustrative diagrams showing how development could be delivered. These diagrams are indicative and demonstrate how the principles and requirements in this section might be implemented. The delivery of these sites will be shaped through co-designed masterplanning in accordance with policy BFN2 which may demonstrate that an alternative layout could deliver outcomes consistent with the allocation policy and other policies in the Plan.</u></b></p> <p><b><u>When determining an application, flexibility may be applied to the site allocation requirements based on an up-to-date assessment of need and the agreed viability position of the scheme. This approach ensures that the site allocations remain deliverable within the context of sustainable development.</u></b></p> <p>The neighbourhood policies and site allocations are strategic policies for the purposes of neighbourhood planning.</p>
MM95		All relevant	Across all relevant sections of Part 2 of the Plan	Amending “open space” to “ <b><u>green space</u></b> ” and “2038” to “ <b><u>plan period</u></b> ” in all relevant Natural Environment Designations descriptions for allocations.
MM96		All relevant	Across all relevant sections of Part 2 of the Plan	Adding “ <b><u>generally</u></b> ” and “ <b><u>of approximately</u></b> ” in the parts of the policies relating to tall buildings in all relevant allocation policies to be consistent with the proposed modification to Local Plan Policy D4.

Ref	Previous Ref	Plan page	Policy or para	Main modification
MM97		All relevant	Across all relevant sections of Part 2 of the Plan	Adding “ <b><u>Buildings should be set back from water spaces to avoid or minimise overshadowing impact</u></b> ” or amending the sentence to read “Buildings should set back from the watercourse <b><u>water spaces</u></b> to avoid <b><u>or minimise</u></b> overshadowing impact” in parts of the policies relating to tall buildings in all relevant allocation policies to be consistent with the proposed modification to Local Plan Policy D4.
MM98		All relevant	Across all relevant sections of Part 2 of the Plan	Adding a variation of “ <b><u>Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3</u></b> ” in the parts of the policies relating to infrastructure requirements in all relevant allocation policies.
MM99	FMO163	Part 2 p. 363	Policy N1 North Woolwich  Part 15 & 21	<p><b><u>Policy N1: North Woolwich</u></b></p> <p>[...]</p> <p><b><u>15. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of the historic Royal Docks, King George V Dock and Royal Albert Dock, by protecting and enhancing these water spaces and access to them. Development should celebrate the unique character of the docks, and enhance the environmental quality of the waterscape. Suitably located and scaled waterfront amenities, including moored vessels, that are water-dependent, water-related and that facilitate or enhance water-dependent or water-related uses, will be supported.</u></b></p> <p>[...]</p> <p><b><u>21. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6</u></b></p> <p>[...]</p>
MM100	FMO164	Part 2, p. 365	N1.SA1 North Woolwich Gateway	<p>[...]</p> <p>Sensitive edge (heritage asset –<del>low rise context</del>)</p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
			Indicative diagram key	Sensitive edge (noise - pollution – <del>infrastructure</del> ) [...]
MM101	FMO167	Part 2, p. 367	Policy N1.SA1 North Woolwich Gateway  Infrastructure requirements	[...]  <b><u>Provision of bus stops and bus stands (including drivers' facilities) on Pier Road must be maintained.</u></b>
MM102	N/A	Part 2, p. 367	Policy N1.SA1 North Woolwich Gateway  Phasing and implementation	<del>Medium</del> <b><u>Short</u></b> term. [...]
MM103	FMO168	Part 2, p. 369	N1.SA2 Rymill Street  Indicative diagram key	[...]  Sensitive edge ( <del>heritage asset</del> – low rise context) [...]
MM104	FMO170	Part 2, p.374	Policy N2 Royal Victoria  Part 4, 15 & 20	<b><u>Policy N2: Royal Victoria</u></b> [...]  <b>4. <u>appropriate mitigation and buffering between residential and industrial uses.</u></b> [...]  <b>15. <u>maximising opportunities for improving the functionality, connectivity, quality, and accessibility of the historic Royal Victoria Dock by protecting and enhancing these water spaces and access to them. Development</u></b>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p><b><u>should celebrate the unique character of the docks, and enhance the environmental quality of the waterscape. Suitably located and scaled waterfront amenities, including moored vessels, that are water-dependent, water-related and that facilitate or enhance water-dependent or water-related uses, will be supported.</u></b></p> <p>[...]</p> <p><b><u>20. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6</u></b></p>
MM105	FMO318	Part 2, p.377	N2.SA1 Silvertown Quays  Indicative diagram	<p>Delete site map and replace with the following indicative diagram:</p> 

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM106	FMO171	Part 2, p. 377	N2.SA1 Silvertown Quays  Indicative diagram key	[...]  Sensitive edge (heritage asset – <b>and</b> low rise context)  Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]
MM107	FMO174	Part 2, p. 379	Policy N2.SA1 Silvertown Quays  Infrastructure requirements	[...]  Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development <b>where viable</b> , in accordance with the requirements of Local Plan Policy W32 <b>Part 8</b> .  [...]  Development should contribute to active and public transport upgrades, including upgrades at Pontoon Dock Station, including <del>upgrading</del> escalators to improve access.
MM108	N/A	Part 2, p. 379	Policy N2.SA1 Silvertown Quays  Phasing and Implementation	Phasing of the site should take account of the likely requirement for water supply <del>and wastewater</del> infrastructure upgrades, which will need to reflect the cumulative impact of significant quantities of development in this location. This requires early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. Impact from the existing on-site sewer on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water.  Short to long term.
MM109	FMO175	Part 2, p. 381	N2.SA2 Lyle Park West  Indicative diagram key	[...]  Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]

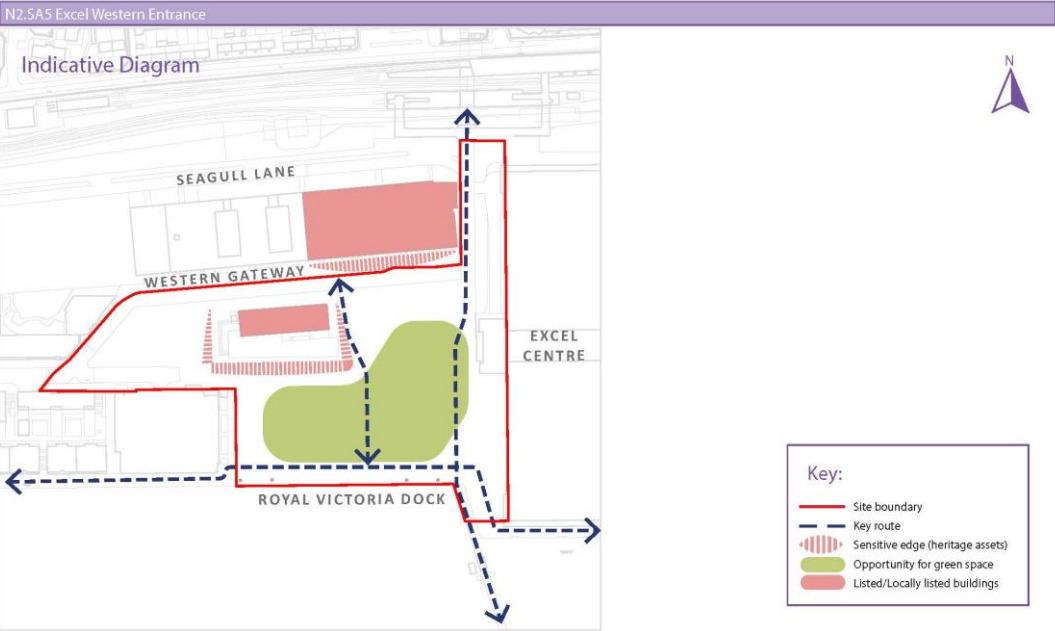
Ref	Previous Ref	Plan page	Policy or para	Main modification
MM110	FMO177	Part 2, p. 382	Policy N2.SA2 Lyle Park West  Design principles	[...]  Building heights should <b>generally</b> range between 21 – 32m (ca. 7 – 10 storeys) with taller buildings <b>of approximately</b> up to 40m ( <del>ca. 13 storeys</del> ) <b>60m (ca. 20 storeys)</b> towards the south of the site fronting the river and around the station as part of the Lyle Park Neighbourhood Parade. Massing should step down towards the west of the site in proximity to the Strategic Industrial Location and adjacent to the extension of Lyle Park. Buildings should be set back from the <del>watercourse</del> <b>water spaces</b> to avoid <b>or minimise</b> overshadowing impact.  [...]
MM111	N/A	Part 2, p. 383	Policy N2.SA2 Lyle Park West  Phasing and Implementation	Phasing of the site should take account of the likely requirement for water supply <del>and wastewater</del> infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.  Short to medium term.
MM112	FMO179	Part 2, p. 385	N2.SA3 Connaught Riverside  Indicative diagram key	[...]  Sensitive edge (heritage asset <del>–low rise context</del> )  Sensitive edge (noise - pollution <del>–infrastructure</del> )  [...]
MM113	FMO182	Part 2, p. 387	Policy N2.SA3 Connaught Riverside  Infrastructure requirements	[...]  Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development <b>where viable</b> , in accordance with the requirements of Local Plan Policy W32 <b>Part 8</b> .  [...]

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM114	N/A	Part 2, p. 388	Policy N2.SA3 Connaught Riverside  Phasing and implementation	Short to <b>medium</b> long term.  [...]
MM115	FMO183	Part 2, p. 391	Policy N2.SA4 Thameside West  Development principles	[...]  The employment uses should be consistent with Local Plan Policy J1, and within the Strategic Industrial Location should prioritise industrial large scale industrial and small scale light industrial, suitable for clean, green and low carbon industries, cultural and creative production / manufacturing and digital and high technology industries. Development within the Local Mixed Use Area designation should be consistent with the requirements of Local Plan Policy J1. Development on the site should <b><u>maintain no net loss or deliver a net gain of industrial floorspace capacity as well as protecting the function and integrity of SIL where possible following Local Plan Policy J3.</u></b> <del>deliver the same quantity of industrial floorspace as the permitted scheme.</del>  [...]
MM116	FMO184	Part 2, p. 391	Policy N2.SA4 Thameside West  Design Principles	[...]  Building heights should <b>generally</b> range between 21-32m (ca. 7-10 storeys) with taller buildings <b><u>of approximately up to 50m (ca. 16 storeys), 60m (ca. 20 storeys) and 100m (ca. 33 storeys) to aid wayfinding.</u></b> <del>along the River Thames edge and adjacent open spaces.</del> Buildings should set back from the watercourse <b><u>water spaces</u></b> to avoid <b><u>or minimise</u></b> overshadowing impact.  [...]
MM117	FMO185	Part 2, p. 392	Policy N2.SA4 Thameside West	[...]

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Ref	Previous Ref	Plan page	Policy or para	Main modification
			Infrastructure requirements	Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development <b>where viable</b> , in accordance with the requirements of Local Plan Policy W32 <b>Part 8</b>  [...]
MM118	N/A	Part 2, p. 392	Policy N2.SA4 Thameside West  Phasing and Implementation	Short to long term.  Phasing of the site should take account of the likely requirement for water supply <del>and wastewater</del> infrastructure upgrades which will need to reflect the cumulative impact of significant quantities of development in this location. This requires early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.  The potential impact of the existing on-site sewer and existing overhead transmission <b>line route</b> on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water and National Grid.
MM119	FMO319	Part 2, p.395	N2.SA5 Excel Western Entrance  Indicative diagram	Delete site map and replace with the following indicative diagram:

Ref	Previous Ref	Plan page	Policy or para	Main modification
				 <p>N2.SA5 Excel Western Entrance</p> <p>Indicative Diagram</p> <p>SEAGULL LANE</p> <p>WESTERN GATEWAY</p> <p>ROYAL VICTORIA DOCK</p> <p>EXCEL CENTRE</p> <p>Key:</p> <ul style="list-style-type: none"> <li>Site boundary</li> <li>Key route</li> <li>Sensitive edge (heritage assets)</li> <li>Opportunity for green space</li> <li>Listed/Locally listed buildings</li> </ul>
MM120	FMO186	Part 2, p. 395	N2.SA5 Excel Western Entrance	<p>[...]</p> <p>Sensitive edge (heritage assets –low rise context)</p> <p>[...]</p> <p>Indicative diagram key</p>
MM121	FMO187	Part 2, p. 395	Policy N2.SA5 Excel Western Entrance	<p>[...]</p> <p>Development should retain <b>the quantity</b> and enhance the <b>functionality of</b> existing open space, <b>including Royal Victoria Square to create</b> along the waterfront edge. <b>Royal Victoria Square to be reconfigured at the east of the site creating an inviting entrance to the Excel conference centre site, in accordance with Local Plan GWS1.</b></p> <p>[...]</p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
MM122	FMO189	Part 2, p. 395	Policy N2.SA5 Excel Western Entrance  Infrastructure requirements	Development should <del>protect existing open space</del> and address open <b>green</b> space deficiency by reproviding and enhancing <b><u>existing green space, including the</u></b> Royal Victoria Square, <del>Civic Space</del> as a consolidated <b><u>and flexible small</u></b> open <b>green</b> space. <b><u>The consolidated green space should retain the existing quantity of green space, while enhancing its functionality and exploring the opportunity for retaining original design features of heritage value.</u></b> The open space provision should <del>prioritise community growing opportunities.</del> <b><u>Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.</u></b>  [...]
MM123	FMO190	Part 2, p. 399	Policy N3 Royal Albert North  Part 14 & 19	<b><u>Policy N3: Royal Albert North</u></b>  [...]  <b><u>14. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of the historic Royal Docks, King George V Dock and Royal Albert Dock, by protecting and enhancing these water spaces and access to them. Development should celebrate the unique character of the docks, and enhance the environmental quality of the waterscape. Suitably located and scaled waterfront amenities, including moored vessels, that are water-dependent, water-related and that facilitate or enhance water-dependent or water-related uses, will be supported.</u></b>  [...]  <b><u>19. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6</u></b>
MM124	FMO191	Part 2, p. 401	N3.SA1 Royal Albert North	[...]  Sensitive edge (heritage assets –low rise context)

Ref	Previous Ref	Plan page	Policy or para	Main modification
			Indicative diagram key	
MM125	N/A	Part 2, p. 402	Policy N3.SA1 Royal Albert North  Phasing and implementation	<del>Short Medium</del> to long term.  Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.  The potential impact of the existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.
MM126	FMO195	Part 2, p. 406	Policy N4 Canning Town  Part 3 & 14	<b><u>Policy N4: Canning Town</u></b>  [...]  <b>3. <u>appropriate mitigation and buffering between residential and industrial uses.</u></b>  [...]  <b>14. <u>requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6</u></b>
MM127	FMO196	Part 2, p. 409	N4.SA1, Indicative diagram key	[...]  Sensitive edge (heritage assets – <b>and</b> low rise context)  Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM128	N/A	Part 2, p. 411	Policy N4.SA1 Canning Town East  Phasing and implementation	Short to long term.  Phasing of the site should take account of the likely requirement for water supply <del>and wastewater</del> infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.
MM129	FMO199	Part 2, p. 413	N4.SA2 Silvertown Way East  Indicative diagram key	[...]  Sensitive edge ( <del>heritage assets</del> – low rise context)
MM130	FMO203	Part 2, p. 417	N4.SA3 Canning Town Holiday Inn  Indicative diagram key	[...]  Sensitive edge ( <del>heritage assets</del> – low rise context)  Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]
MM131	N/A	Part 2, p. 419	Policy N4.SA3 Canning Town Holiday Inn  Phasing and implementation	Medium term.  Phasing of the site should take account of the likely requirement for water supply <del>and wastewater</del> infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.
MM132	FMO207	Part 2, p. 422	Policy N4.SA4 Limmo  Design principles	[...]  Building heights should <b>generally</b> range between 21-32m (ca. 7-10 storeys) with taller buildings <b>of approximately</b> up to 60m (ca. 20 storeys) <b>100m (ca. 33 storeys)</b> adjacent to the railway line and open space <b>and of approximately 40m (ca. 13 storeys)</b> .

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Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p><del>Above the bus station, development should generally range between 19-42m (ca. 6-13 storeys).</del> <b><u>Buildings should be set back from water spaces to avoid or minimise overshadowing impact.</u></b></p> <p>[...]</p>
MM133	N/A	Part 2, p. 423	<p>Policy N4.SA4 Limmo</p> <p>Phasing and implementation</p>	<p>Medium to long term.</p> <p>Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades which will need to reflect the cumulative impact of significant quantities of development in this location. This requires early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.</p> <p>[...]</p>
MM134	FMO210	Part 2, p. 426	<p>Policy N4.SA5 Canning Town Riverside</p> <p>Design principles</p>	<p>[...]</p> <p>Building heights should <b>generally</b> range between 21-32m (ca. 7-10 storeys) with taller buildings <b>of approximately</b> up to 50m (ca. 16 storeys) in the northern part of the site and <b>of approximately</b> up to 60m (ca. 20 storeys) <b>and 100m (ca. 33 storeys)</b> in the southern part of the site. <b><u>Buildings should be set back from water spaces to avoid or minimise overshadowing impact.</u></b></p> <p>[...]</p>
MM135	FMO211	Part 2, p. 427	<p>Policy N4.SA5 Canning Town Riverside</p> <p>Infrastructure requirements</p>	<p>[...]</p> <p>The site requires <b><u>an upgrade to the</u></b> new river wall.</p>

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MM136	N/A	Part 2, p. 427	Policy N4.SA5 Canning Town Riverside  Phasing and implementation	Short to <del>medium</del> term.  [...]
MM137	FMO212	Part 2, p. 431	Policy N5 Custom House  Part 15	<b><u>Policy N5: Custom House</u></b>  [...]  <b><u>15. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6</u></b>
MM138	FMO213	Part 2, p. 433	N5.SA1 Custom House – Land surrounding Freemasons Road  Indicative diagram key	[...]  Sensitive edge ( <del>heritage assets</del> – low rise context)  [...]
MM139	N/A	Part 2, p. 435	Policy N5.SA1 Custom House – Land surrounding Freemasons Road  Phasing and implementation	Short to <del>medium</del> term.  [...]

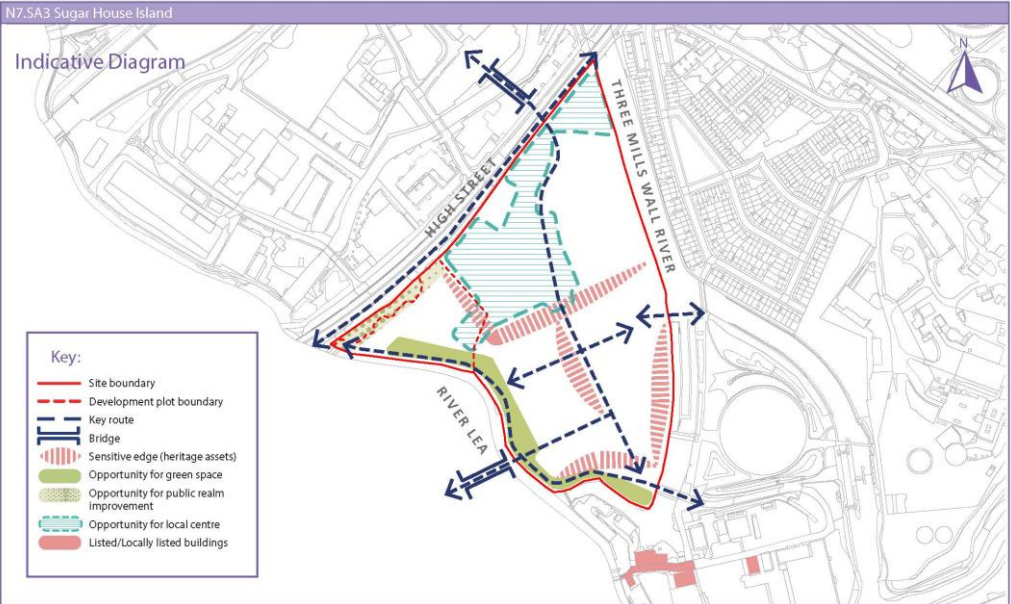
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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM140	FMO216	Part 2, p. 437	N5.SA2 Custom House – Coolfin north  Indicative diagram key	[...] Sensitive edge ( <del>heritage assets</del> – low rise context)  [...]
MM141	FMO219	Part 2, p. 440	N5.SA3 Custom House Land between Russell Road and Maplin Road  Indicative diagram key	[...] Sensitive edge ( <del>heritage assets</del> – low rise context)  [...]
MM142	N/A	Part 2, p. 445	Policy N5.SA4 Royal Road  Phasing and implementation	Short term.  Phasing of the site should take account of the likely requirement for <del>wastewater</del> <b>water supply</b> infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.
MM143	FMO223	Part 2, p. 454	N7.SA1 Abbey Mills  Indicative diagram key	[...] Sensitive edge (noise - pollution – <del>infrastructure</del> )  Sensitive edge (heritage assets – <del>low rise context</del> )  [...]
MM144	FMO222	Part 2, p. 455	Policy N7.SA1 Abbey Mills	[...]  Development should replace the existing temporary <b>mosque</b> community use with the <del>equivalent amount of community floorspace</del> , meeting the requirements of Local Plan

Ref	Previous Ref	Plan page	Policy or para	Main modification
			Development principles	<p>Policy SI1. <del>Development should address the need for community facilities in the area by delivering new community facilities in Twelvetrees Local Centre, unless it can be demonstrated that the needs of the community have already been met.</del> <b><u>In addition to the mosque,</u></b> <del>D</del>development should consider of all 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.</p> <p>[...]</p>
MM145	FMO224	Part 2, p. 455	<p>Policy N7.SA1 Abbey Mills</p> <p>Design principles</p>	<p>The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.</p> <p><del>The community facilities should be located to the south east of the site in proximity to West Ham Station and as part of Twelvetrees Local Centre.</del></p> <p>Building heights should <b>generally</b> be range between 9—24 <b><u>21-32m</u></b> (ca. 3-7 <b><u>7-10</u></b> storeys) with taller buildings <b><u>of approximately</u></b> up to 40m (ca. 13 storeys) <b><u>and 100m (ca. 33 storeys) towards the station</u></b> to aid wayfinding. Massing should step down towards the west of the site to sensitively integrate with the heritage assets. Buildings should be set back from <del>the watercourse</del> <b><u>water spaces</u></b> to avoid <b><u>or minimise</u></b> overshadowing impacts.</p> <p>[...]</p> <p>The design and layout of the site should establish a connected network of streets that connects to the wider street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity to the Greenway, West Ham Station, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and the Twelvetrees Local Centre. <b><u>Routes to and from the site should improve access and connectivity to West Ham Station.</u></b></p> <p>[...]</p>

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM146	FMO225	Part 2, p.456	Policy N7.SA1 Abbey Mills  Infrastructure requirements	[...]  Development should contribute to active and public transport upgrades, including access to and capacity at West Ham and/or Abbey Road Stations. <b><u>The applicant should engage with TfL at the point of application to see if land is required to enable station upgrades at West Ham station.</u></b>
MM147	FMO226	Part 2, p. 459	N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks  Indicative diagram key	[...]  Sensitive edge (heritage assets – <del>low rise context</del> )  Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]
MM148	FMO228	Part 2, p. 461	Policy N7.SA2 Twelvetrees Park and Former Bromley  Infrastructure requirements	[...]  Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development, <b><u>where viable</u></b> , in accordance with the requirements of Local Plan Policy W32 <b><u>Part 8</u></b> .
MM149	N/A	Part 2, p. 461	Policy N7.SA2 Twelvetrees Park and Former Bromley  Phasing and implementation	Phasing of the site should take account of the likely requirement for water supply <del>and wastewater</del> infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.  The potential impact of the existing underground cable routes on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.  Short to long term.

Ref	Previous Ref	Plan page	Policy or para	Main modification
MM150	FMO229	Part 2, p. 463	N7.SA3 Sugar House Island  Indicative diagram key	[...]  Sensitive edge (heritage assets – <del>low rise context</del> )  [...]
MM151	N/A	Part 2, p.463	N7.SA3 Sugar House Island  Indicative diagram	Delete site map and replace with the following indicative diagram:  
MM152	FMO231	Part 2, p. 464	Policy N7.SA3 Sugar House Island  Design principles	[...]  Building heights on plot MU3 should range between 9 – 21m (ca. 3-7 storeys) with a taller building up to 32m (ca. 10 storeys). Building heights across the rest of the site <b><u>should generally range between 21 – 32m (ca. 7 – 10 storeys) with taller buildings of approximately 50m (ca. 16 storeys).</u></b> Buildings should be set back from the watercourse <b><u>water spaces</u></b> to avoid <b><u>or minimise</u></b> overshadowing.

Ref	Previous Ref	Plan page	Policy or para	Main modification
				[...]
MM153	N/A	Part 2, p. 465	Policy N7.SA3 Sugar House Island  Phasing and implementation	Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.  Short to medium term.
MM154	FMO234	Part 2, p. 469	Policy N8 Stratford and Maryland  Part 10 & 16	<b><u>Policy N8: Stratford and Maryland</u></b>  [...] 10. optimising and intensifying <b><u>the Strategic Industrial Location and</u></b> Local Industrial Locations for employment functions, particularly those servicing the CAZ and intensifying and delivering a cluster of light industrial uses with residential co-location as part of a mix of uses at Canning Road West Local Mixed Use Area;  [...] 16. requiring new health care facilities at <b><u>N8.SA3 Greater Carpenters District, N8.SA9 Pudding Mill Lane and N8.SA1 Stratford Central</u></b> and supporting the expansion of facilities at the Sir Ludwig Guttman health and wellbeing centre.
MM155	FMO235	Part 2, p. 472	N8.SA1 Stratford Central  Indicative diagram key	[...] Sensitive edge (heritage assets – <del>low rise context</del> ) [...]
MM156	FMO237	Part 2, p. 473	Policy N8.SA1 Stratford Central	[...]  Within the Tall Building Zone, building heights should <b><u>generally</u></b> range between 9 – 21m (ca. 3-7 storeys) in proximity to the St John’s Conservation Area and between 21 –

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Ref	Previous Ref	Plan page	Policy or para	Main modification
			Design principles	32m (ca. 7 – 10 storeys) in the rest of the site, with taller buildings <b>of approximately</b> up to 32m (ca. 10 storeys), 60m (ca. 20 storeys) and 100m (ca. <del>30</del> <b>33</b> storeys) in defined locations. Massing should step down towards the conservation area to sensitively integrate with the heritage assets.  [...]
MM157	N/A	Part 2, p.474	Policy N8.SA1 Stratford Central  Phasing and implementation	[...]  <del>Short</del> <b>Medium</b> to long term.
MM158	FMO239	Part 2, p. 476	N8.SA2 Stratford Station  Indicative diagram key	[...]  Sensitive edge (noise - pollution - <del>infrastructure</del> )  Sensitive edge ( <del>heritage assets</del> – low rise context)  [...]
MM159	FMO240	Part 2, p. 477	Policy N8.SA2 Stratford Station  Development principles	Increased capacity at Stratford Station to be provided through the redevelopment of the ticket hall and new and improved station entrances from Montfichet Road and the Carpenters estate. <del>along with</del> <b>The development of site allocation will provide</b> residential, employment uses, main town centre uses and social infrastructure including, community facilities and education facilities, and open <b>green</b> space.  [...]
MM160	FMO241	Part 2, p.477	Policy N8.SA2 Stratford Station  Design principles	[...]  Active frontages should front the station square, <del>and the decked street south of the station as well as on the</del> Stratford High Street and Great Eastern Road.  [...]

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM161	FMO243	Part 2, p. 481	N8.SA3 Great Carpenters District  Indicative diagram key	[...]  Sensitive edge (heritage assets – <del>low rise context</del> )  Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]
MM162	N/A	Part 2, p. 483	Policy N8.SA3 Great Carpenters District  Phasing and implementation	[...]  <b><u>Short to M</u>medium to long term</b>
MM163	FMO247	Part 2, p. 485	N8.SA4 Stratford High Street Bingo Hall  Indicative diagram key	[...]  Sensitive edge (heritage assets – <b><u>and</u></b> low rise context)  [...]
MM164	FMO249	Part 2, p. 486	Policy N8.SA4 Stratford High Street Bingo Hall  Design principles	[...]  Building heights should <b>generally</b> range between 9-21m (ca. 3-7 storeys) with taller buildings <b><u>of approximately</u></b> up to 40m (ca. 13 storeys) <b><u>50m (ca. 16 storeys)</u></b> in the north of the site and 32m (ca. 10 storeys) in the rest of the site. Massing should step down towards the southern part of the site to sensitively integrate with the prevailing height of the site's context.  [...]

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM165	FMO250	Part 2, p. 488	N8.SA5 Stratford Town Centre West  Indicative diagram key	[...] Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]
MM166	N/A	Part 2, p. 490	Policy N8.SA5 Stratford Town Centre West  Phasing and implementation	Phasing of the site should take account of the likely requirement for water supply and <del>wastewater</del> infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.  Short to long term
MM167	FMO254	Part 2, p. 492	N8.SA6 Stratford Waterfront South  Indicative diagram key	[...] Sensitive edge (noise - pollution – <del>infrastructure</del> )  [...]
MM168	N/A	Part 2, p.493	Policy N8.SA6 Stratford Waterfront South  Phasing and implementation	<del>Short</del> <b>Medium</b> term  [...]
MM169	FMO257	Part 2, p. 495	N8.SA7 Rick Roberts Way  Indicative diagram key	[...] Sensitive edge (heritage assets – <del>low rise context</del> )

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM170	FMO258	Part 2, p. 496	Policy N8.SA7 Rick Roberts Way  Development principles	[...]  <del>Development should protect and enhance existing sports and recreation uses in accordance with Local Plan Policies SI1 and SI3.</del>  <del>The 1.2 hectares of open space should be provided on the publicly owned land.</del>  [...]
MM171	FMO259	Part 2, p. 496	Policy N8.SA7 Rick Roberts Way  Design principles	[...]  Building heights should <b>generally</b> range between 21 – 32m (ca. 7-10 storeys) with taller buildings <b>of approximately</b> up to <b>60m (ca. 20 storeys) in the north of the site and</b> 50m (ca. 16 storeys) <b>in the rest of the site</b> . Massing should step down towards the east to sensitively integrate with the low rise context of the listed cottages on Abbey Lane.  [...]
MM172	FMO260	Part 2, p. 497	Policy N8.SA7 Rick Roberts Way  Infrastructure requirements	Development should address existing open <b>green</b> space deficiencies by providing a <b>sSmall eOpen sSpace with a minimum of 1.2 hectares and provide a sports-lit Multi-Use Games Area (unless this is delivered at N8.SA5 Stratford Town Centre West) on the publicly owned land. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3.</b>  [...]
MM173	N/A	Part 2, p. 497	Policy N8.SA7 Rick Roberts Way  Phasing and implementation	[...]  <b>Short to Mmedium term</b>

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM174	MO8.99	Part 2, p. 500	Policy N8.SA8 Bridgewater Road  Development principles	Residential and open <b>green</b> space.
MM175	FMO261	Part 2, p. 500	Policy N8.SA8 Bridgewater Road  Design principles	[...]  Building heights should <b>generally</b> range between 21-32m (ca. 7-10 storeys) with taller buildings <b>of approximately</b> up to 50m (ca. 16 storeys) in the east and south east of the site <b>and 60m (ca. 20 storeys) to aid wayfinding</b> . Massing should <del>step down towards</del> <b>be sensitively designed to prevent overshadowing</b> the allotments in the north of the site <del>to sensitively integrate with the low rise context and prevent overshadowing.</del> <b>to protect their functionality. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.</b>  [...]
MM176	N/A	Part 2, p. 500	Policy N8.SA8 Bridgewater Road  Phasing and implementation	<b>Short</b> Medium term
MM177	FMO264	Part 2, p. 503	Policy N8.SA9 Pudding Mill  Design principles	[...]  Building heights should <b>generally</b> range between 21-32m (ca. 7-10 storeys) with taller buildings <b>of approximately</b> up to 50m (ca. 16 storeys), <b>60m (ca. 20 storeys) and 100m (ca. 33 storeys)</b> to add wayfinding, with consideration given to marking the Pudding Mill Local Centre. <b>Buildings should be set back from water spaces to avoid or minimise overshadowing impact.</b>  [...]

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM178	FMO266	Part 2, p. 506	N8.SA10 Chobham Farm North  Indicative diagram key	[...] Sensitive edge (heritage assets – <del>low rise context</del> )  Sensitive edge (noise - pollution – <del>infrastructure</del> ) [...]
MM179	N/A	Part 2, p.507	Policy N8.SA10 Chobham Farm North  Phasing and implementation	[...]  <b><u>Short to M</u>medium term.</b>
MM180	FMO269	Part 2, p. 512	N9.SA1 Plaistow North  Indicative diagram key	[...] Sensitive edge ( <del>heritage assets</del> – low rise context)  Sensitive edge (noise - pollution – <del>infrastructure</del> ) [...]
MM181	FMO272	Part 2, p. 520	N10.SA1 Balaam Leisure Centre  Indicative diagram key	[...]  Sensitive edge (heritage assets – <b><u>and</u></b> low rise context)
MM182	N/A	Part 2, p. 522	N10.SA2 Newham Sixth Form College	<del>Open space designation: Newham Sixth Form College Playing Fields</del> [...]

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Ref	Previous Ref	Plan page	Policy or para	Main modification
			Natural environment designations	
MM183	FMO273	Part 2, p. 523	N10.SA2 Newham Sixth Form College	[...] Sensitive edge ( <del>heritage assets</del> – low rise context)
			Indicative diagram key	[...]
MM184	FMO275	Part 2, p. 526	N10.SA3 Newham Leisure Centre	[...] Sensitive edge ( <del>heritage assets</del> – low rise context)
			Indicative diagram key	[...]
MM185	N/A	Part 2, p. 528	Policy N10.SA3 Newham Leisure Centre	<del>Medium to</del> <u>Long term.</u>
			Phasing and implementation	[...]
MM186	FMO277	Part 2, p. 530	N10.SA4 Balaam Street Health Complex	[...] Sensitive edge ( <del>heritage assets</del> – low rise context)
			Indicative diagram key	[...]
MM187	FMO278	Part 2, p. 534	Policy N11 Beckton	<b><u>Policy N11: Beckton</u></b>
			Part 4 & 13	[...]

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p>4. <b><u>appropriate mitigation and buffering between residential and industrial uses;</u></b></p> <p>[...]</p> <p>13.42. mitigating the odour impacts of the sewage treatment works <b><u>ahead of the occupation of developments in the vicinity</u></b> through appropriate buffering and other design solutions;</p> <p>[...]</p>
MM188	MO96.2	Part 2, p.536	<p>N11.SA1 East Beckton Town Centre</p> <p>New row in site profile under 'Flood Risk'</p>	<b><u>Utilities - Overhead transmission line route</u></b>
MM189	FMO279	Part 2, p. 537	<p>N11.SA1 East Ham Beckton Town Centre</p> <p>Indicative diagram key</p>	<p>[...]</p> <p>Sensitive edge (<del>heritage assets</del> – low rise context)</p> <p>[...]</p>
MM190	FMO280	Part 2, p. 538	<p>Policy N11.SA1 East Ham Beckton Town Centre</p> <p>Design principles</p>	<p>[...]</p> <p>The design and layout of the site should take account of <b><u>the existing overhead transmission line route and</u></b> risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.</p>

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Ref	Previous Ref	Plan page	Policy or para	Main modification
MM191	FMO282	Part 2, p. 539	Policy N11.SA1 East Beckton Town centre  Phasing and implementation	[...]  The site should provide a leisure centre unless a new leisure centre for the area has already been delivered at N17.SA1.  [...]  <b><u>The potential impact of the existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.</u></b>
MM192	N/A	Part 2, p. 542	Policy N11.SA2 Cyprus  Phasing and implementation	Medium- <b>Long</b> term.  [...]
MM193	FMO284	Part 2, p. 544	N11.SA3 Alpine Way  Indicative diagram key	[...]  Sensitive edge (noise - pollution – <del>infrastructure</del> )  Sensitive edge (heritage assets– <b>and</b> low rise context)  [...]
MM194	FMO286	Part 2, p. 545	Policy N11.SA3 Alpine Way  Design principles	[...]  Design measures should <b><u>minimise exposure to odour from Beckton Sewage Treatment Works</u></b> , ensure an air quality neutral approach and minimise exposure to poor air quality as per Local Plan Policy CE6, particularly on Woolwich Manor Way.  [...]
MM195	FMO288	Part 2, p. 546	Policy N11.SA3 Alpine Way	[...]

Ref	Previous Ref	Plan page	Policy or para	Main modification
			Phasing and implementation	<p><b><u>Phasing of the site should take account of the likely requirement for water supply infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.</u></b></p> <p><b><u>Any necessary mitigation to address odour impact from existing odorous uses in the vicinity, including the Beckton Sewage Treatment Works, should be completed ahead of the occupation of development.</u></b></p>
MM196	FMO289	Part 2, p. 555	N13.SA1 East Ham Western Gateway  Indicative diagram key	<p>[...]</p> <p>Sensitive edge (heritage-assets– low rise context)</p> <p><del>Sensitive edge (noise – pollution – infrastructure)</del></p> <p>[...]</p>
MM197	FMO291	Part 2, p. 558	N13.SA2 East Ham Primark  Indicative diagram key	<p>[...]</p> <p>Sensitive edge (heritage-assets– low rise context)</p>
MM198	FMO294	Part 2, p. 561	N13.SA3 Former East Ham Gasworks  Flood Risk	<p>The site is shown to be at significant risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 1% and 0.1% AEP events and also being at risk if the Thames were to breach its bank and defences were to fail.</p> <p><b><u>Following publication of the Strategic Flood Risk Assessment (SFRA), the Environment Agency has undertaken further flood risk modelling of the River Roding. This updated modelling must be used to inform any site-specific Flood Risk Assessment for the site.</u></b></p>
MM199	MO96.5	Part 2, p.561	N13.SA3 Former East Ham Gasworks	Utilities - Overhead transmission line <b><u>route</u></b>

Ref	Previous Ref	Plan page	Policy or para	Main modification
MM200	FMO323	Part 2, p.562	Utilities N13.SA3 Former East Ham Gasworks  Indicative diagram	Delete site map and replace with the following indicative diagram: 
MM201	FMO293	Part 2, p. 562	N13.SA3 Former East Ham Gasworks  Indicative diagram key	[...] Sensitive edge (heritage assets– low rise context)
MM202	FMO295	Part 2, p. 563	Policy N13.SA3 Former East Ham Gasworks	[...] <u>Part of this site lies within designated Metropolitan Open Land (MOL). Newham’s MOL Review (2026) demonstrated exceptional circumstances to release a limited area of MOL at this location.</u> Development should <u>must be limited to the minimum</u>

Ref	Previous Ref	Plan page	Policy or para	Main modification
			Development principles	<p><b><u>necessary to remediate the site and</u></b> take place on the part of the site outside <b><u>of the retained</u></b> Metropolitan Open Land and maintain the site's role in providing a continuous chain of open space along Newham's eastern boundary. Development should explore the restoration of the Back River. <b><u>Development of this site is contingent on delivering measurable improvements to the quality, accessibility and ecological value of the retained MOL (6.7ha).</u></b></p> <p><del>Development should protect, enhance and bring back into public use the disused sports pitches in the Metropolitan Open Land in accordance with Local Plan Policy GWS1.</del></p> <p><b><u>Development must protect the openness of the retained Metropolitan Open Land (MOL), enhance the site's role in providing a continuous chain of green space along Newham's eastern boundary and explore the restoration of the Back River (in accordance with Local Plan Policy GWS2).</u></b></p> <p><b><u>Development must enhance green space with a strong emphasis on:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>improving public access across the retained Metropolitan Open Land (MOL)</u></b></li> <li>• <b><u>strengthening connectivity and legibility within the wider green infrastructure network</u></b></li> <li>• <b><u>re-providing and enhancing the Site of Importance for Nature Conservation (SINC) and maximising greening and Biodiversity Net Gain in accordance with Local Plan Policy GWS3.</u></b></li> <li>• <b><u>retaining the maximum feasible quantity of designated green space in accordance with Local Plan Policy GWS1.</u></b></li> <li>• <b><u>protecting, enhancing and bringing into public use the disused sports pitches in the Metropolitan Open Land in accordance with Local Plan Policy GWS1.</u></b></li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				[...]
MM203	FMO296	Part 2, p. 563	Policy N13.SA3 Former East Ham Gasworks  Design principles	[...] The design and layout of the site should take into consideration the electricity pylons on the eastern boundary of the site <b><u>and the existing overhead transmission line route,</u></b> and minimise the impact of noise from any required Pressure Reduction System on residential amenity.  [...]
MM204	FMO297	Part 2, p. 564	Policy N13.SA3 Former East Ham Gasworks  Infrastructure requirements	Development <del>should</del> <b><u>must</u></b> address existing <del>open</del> <b><u>green</u></b> space deficiency by <b><u>maximising public access to the retained 6.7ha of Metropolitan Open Land,</u></b> <del>retaining the Metropolitan Open Land and make it publicly accessible.</del>  <b><u>The site is in an area of:</u></b> <ul style="list-style-type: none"> <li>• <b><u>deficiency of access to all types of parks, except the southern half of the site which is within the catchment for Barking Road Recreation Ground (Local Park)</u></b></li> <li>• <b><u>under provision to publicly accessible <del>open</del> green space by head of population</u></b></li> <li>• <b><u>under provision to NEAP, LEAP and LAP play facilities</u></b></li> <li>• <b><u>under provision of allotments</u></b></li> </ul> <p>The <del>open space provision should prioritise community growing opportunities</del> <b><u>To address the exceptional circumstances required for the release of Metropolitan Open Land (MOL) at this site, and to remedy the open space deficiencies identified above, development must deliver green space provision that includes a consolidated Local Park / Open Space which is a minimum of 2 ha, alongside other green spaces that maximise access to the retained MOL (6.7ha), retains the</u></b></p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p><b><u>maximum on-site designated green space, and together meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the open space provision, development should provide</u></b> as well as publicly accessible play space, <b><u>including</u></b> in the form of a <b><u>Neighbourhood Equipped Area of Play (NEAP), a</u></b> Locally Equipped Area for Play (<b><u>LEAP</u></b>). Development should <b><u>and</u></b> also provide play space in the form of a Local Area for Play (<b><u>LAP</u></b>) which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.</p> <p>Development should retain the gas governor on site.</p>
MM205	N/A	Part 2, p. 564	<p>Policy N13.SA3 Former East Ham Gasworks</p> <p>Phasing and implementation</p>	<p>Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.</p> <p>The potential impact of the overhead transmission line on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.</p> <p>Medium to long term</p>
MM206	FMO298	Part 2, p. 565	<p>N14 Green Street: Neighbourhood profile</p>	<p>[...]</p> <p>Green Street District Centre is at the heart of the neighbourhood. The district centre provides a specialised, local <b><u>South-Asian clothing and jewellery</u></b> retail offer <b><u>with a regional draw. Within this,</u></b> and Queen's Market is a successful historic market which provides a distinctive and cultural mix of <b><u>affordable</u></b> foods, textiles, clothing and other products <b><u>and services</u></b> catering to the needs of the local community as well as those who travel to visit the market, <b><u>driving footfall and spend in the wider Green Street town centre.</u></b> The neighbourhood has been associated with the textile retail and jewellery industry since the 1980s and the corner of Green Street and Plashet Grove is home to a cluster of specialist jewellery makers and traders. However, public realm in</p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p>the district centre, particularly at Queen’s Market, Upton Park Station and St Stephen’s parade needs to be improved, with some projects already underway. The neighbourhood has above the Newham average number of community facilities per km<sup>2</sup>, with its 37 <del>community</del> <b>community</b> facilities offering including a number of community centres, the library and places of worship.</p> <p>[...]</p>
MM207	FMO299	Part 2, p. 567	N14 Green Street: Vision	<p>Green Street will continue to be a unique and vibrant neighbourhood. Green Street District Centre will have high quality public realm and will continue to provide independent and specialised shopping while increasing its leisure offer to support a growing evening economy. Queen’s Market will be retained and improved <b>as a specialised low-cost food and goods market</b>, and its retail offer will be supported by workspace and community facilities, including a new health centre. The offer of the district centre will be complemented by two thriving, vibrant and diverse local centres: Katherine Road Central and Plashet Road.</p> <p>[...]</p>
MM208	FMO300	Part 2, p. 567	<p>Policy N14 Green Street</p> <p>Part 4</p>	<p><b><u>Policy N14: Green Street</u></b></p> <p>[...]</p> <p>4. protecting and enhancing the role of Queen’s Market <b><u>as an affordable, culturally significant, diverse, covered market with adjoining small shops</u></b> by:</p> <ol style="list-style-type: none"> <li>a. <b><u>requiring development impacting the market to demonstrate how it protects and contributes to the social and economic value of the market, in accordance with Policies BFN3 and HS4;</u></b></li> <li>b. requiring improvements to the public realm, <del>toilets</del> and market facilities;</li> <li>c. supporting the provision of <del>improved public spaces to support</del> cultural and pop-up activities during the day and into the evening and night-time;</li> </ol>

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Ref	Previous Ref	Plan page	Policy or para	Main modification
				<ul style="list-style-type: none"> <li>d. supporting a range of uses including retail, employment uses, community facilities and a childcare facility;</li> <li>e. exploring opportunities for <b>delivering</b> additional housing in <b>line with Policy HS2 Part 5</b>, <del>accordance with the</del> Green Street Tall Building Zone and Local Plan policy D4, whilst <b>safeguarding the visibility and character of the market</b> managing the transition to the surrounding low rise context; and</li> <li>f. supporting the conversion of 412 – 416 and 420 Green Street to provide a cultural and wellbeing community space;</li> </ul> <p>[...]</p>
MM209	N/A	Part 2, p. 569	N14.SA1 Shrewsbury Road Health Complex  Neighbourhood	<del>East Ham</del> <b>Green Street</b>
MM210	FMO301	Part 2, p. 570	N14.SA1 Shrewsbury Road Health Complex  Indicative diagram key	<p>[...]</p> <p>Sensitive edge (heritage assets – <b>and</b> low rise context)</p>
MM211	FMO302	Part 2, p. 577	N15.SA1 Lord Listed Health Centre  Indicative diagram key	<p>[...]</p> <p>Sensitive edge (heritage assets – <del>low rise context</del>)</p> <p>[...]</p>

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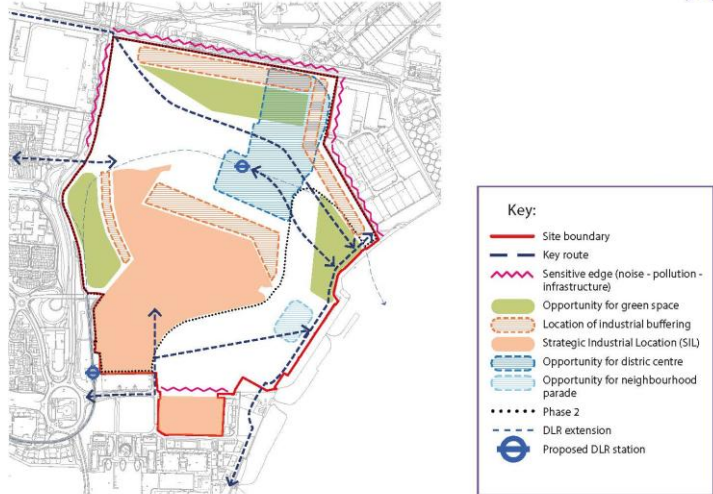
Ref	Previous Ref	Plan page	Policy or para	Main modification
MM212	FMO303	Part 2, p. 580	N15.SA2 Woodgrange Road West  Indicative diagram key	[...]  Sensitive edge (heritage assets – <b>and</b> low rise context)  Sensitive edge (noise - pollution –infrastructure)  [...]
MM213	FMO306	Part 2, p. 582	Policy N15.SA2 Woodgrange Road West  Phasing and implementation	Short to long term  <del>Phasing of the site should take account of the likely requirement for wastewater infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.</del>
MM214	FMO307	Part 2, p. 589	N17 Gallions Reach: Vision	Gallions Reach will be transformed into a new neighbourhood through <b>phased development supported by</b> the delivery of an extended DLR line and new DLR station <del>or a similarly transformative (as confirmed by Transport for London) public transport intervention</del> <b>and complementary transport measures</b> at N17.SA1 Beckton Riverside. The new neighbourhood will include a large number of homes, new and intensified employment uses and the creation of a new town centre and a new neighbourhood parade. The neighbourhood’s riverside location will be optimised, through improved access and landscaping along both the River Thames and the River Roding. The neighbourhood will benefit from new green spaces and improved access to existing green spaces and nature. New development will benefit from new and improved public transport connections and a network of safe, green and accessible walking and cycling routes leading to destinations across the neighbourhood and to the wider network of neighbourhoods.  <del>To align with the delivery of a new DLR station</del> <b>and complementary transport measures</b> <del>or a similarly transformative (as confirmed by Transport for London) public transport intervention,</del> a new town centre will be created. This will consolidate and

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				<p>diversify the existing retail offer alongside the creation of a local scale evening and night time economy. The neighbourhood will be supported by new community facilities and schools.</p> <p>[...]</p>
MM215	FMO308	Part 2, p. 589	Policy N17 Gallions Reach	<p><b><u>Policy N17: Gallions Reach</u></b></p> <p>The vision for Gallions Reach will be achieved through the extension of the DLR and the creation of a new DLR station at Beckton Riverside <b><u>and complementary transport infrastructure</u></b> <del>or a similarly transformative (as confirmed by Transport for London) public transport intervention,</del> along with improved capacity at Gallions Reach station, to enable an uplift in housing density and the creation of a new town centre and by:</p> <ol style="list-style-type: none"> <li>1. supporting the creation of a new neighbourhood character through the phased transformation of N17.SA1 Beckton Riverside, in accordance with the Gallions Reach Tall Building Zone and Local Plan Policy D4;</li> <li>2. encouraging development to integrate and reflect the historic uses of the site such as the former gasholders and Victorian river piers, as features of the neighbourhood's character;</li> <li>3. reducing any physical, townscape, landscape and perceived barriers to enable seamless integration between sites;</li> <li>4. appropriate mitigation and buffering between residential and industrial uses;</li> <li>5. <del>reconfiguring</del> <b><u>the phased reconfiguration of</u></b> the existing <del>out-of-centre retail</del> <b><u>Gallions Reach Shopping Park</u></b> offer to create a new town centre <b><u>in line with Policies HS1 and HS2</u></b> by:             <ol style="list-style-type: none"> <li>a. requiring significantly reduced car parking, a high-quality and animated public realm, town square, and quality walking and cycling links to public transport and the wider neighbourhood;</li> <li>b. supporting a diverse mix of main town centre uses, including offices, <b><u>as well as temporary and pop-up uses such as markets,</u></b> by retaining the overall quantity of comparison retail floorspace and creating and expanded offer <del>of convenience and retail services floorspace,</del> to meet local catchment needs <b><u>and</u></b></li> </ol> </li> </ol>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p><b><u>demonstrated market demand</u></b> for retail, leisure, services, <b><u>workspace</u></b> and community uses, <del>as well as temporary and pop-up uses such as markets;</del></p> <p>6. requiring a new neighbourhood parade and supporting the role of the Albert Basin Local Centre to meet local catchment needs for retail, leisure, services and community uses;</p> <p>7. optimising and intensifying the Strategic Industrial Location and supporting demand for warehousing and distribution, utilities and transport needs;</p> <p>8. requiring developments in the Royal Docks Enterprise Zone that deliver new employment floor space to support the London Living Wage designation;</p> <p>9. supporting the extension of the DLR depot;</p> <p><del>10. supporting the removal of the Thames Gateway Bridge Safeguarding (by the Secretary of State, following recommendation by Transport for London and the Mayor of London);</del></p> <p><b>10.</b> <del>11.</del> improving conditions for walking, cycling and public transport by:</p> <ul style="list-style-type: none"> <li>a. radically reducing existing car parking capacity and the dominance of road infrastructure across the neighbourhood;</li> <li>b. mitigating any severance caused by new train tracks, including through the provision of new bridges for walking and cycling;</li> <li>c. supporting the provision of a Thames Clipper Pier;</li> <li>d. improving Armada Way, Gallions Road and Atlantis Avenue to enhance conditions for walking, cycling and public transport and to improve links to Gallions Reach station;</li> <li>e. providing new crossings at Royal Docks Road, Gallions Reach Roundabout, Alfred's Way and across the River Roding (<b><u>including the Lower Roding Crossing</u></b>) to reduce severance and to improve connectivity to Beckton and the wider network of neighbourhoods <b><u>and to neighbouring boroughs;</u></b></li> <li>f. extending the Greenway to provide improved walking and cycling links through the neighbourhood and across to Beckton and extending the Thames Path through the neighbourhood along both the River Thames and the River Roding to provide connectivity at Barking Creek;</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p>g. supporting the provision of the Royal Docks Road (A406 to Gallions Reach) and River Roding Strategic Cycling Corridors;</p> <p>h. requiring and supporting new or improved walking and cycling routes to maximise physical and visual access to the water;</p> <p>i. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;</p> <p><b>11.</b> <del>42.</del> securing public access to green and water spaces and nature that are currently inaccessible to the public, including opportunities for water-related and water-dependent activities;</p> <p><b>12.</b> <del>43.</del> retaining existing mature trees and maximising the provision of new <b>open green</b> space, green infrastructure and green links, including through new parks and an active, landscaped edge along the water at N17.SA1 Beckton Riverside and the use of street trees on Alfred's Way and opportunities to increase biodiversity and improve existing Sites of Importance for Nature Conservation, particularly along Royal Docks Road and the River Roding in partnership with London Boroughs of Redbridge and Barking and Dagenham;</p> <p><b>13.</b> <del>44.</del> mitigating the odour impacts of the sewage treatment works <b><u>ahead of the occupation of developments in the vicinity</u></b> through appropriate buffering and other design solutions;</p> <p><b>14.</b> <del>45.</del> mitigating the noise impacts of the DLR depot through appropriate buffering and other design solutions and mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses;</p> <p><b>15.</b> <del>46.</del> improving air quality and reducing exposure to poor air quality, particularly along Alfred's Way and Royal Docks Road;</p> <p><b>16.</b> <del>47.</del> providing a new electricity substation;</p> <p><b>17.</b> <del>48.</del> supporting new community facilities when in conformity with Local Plan Policy SI2, including a leisure centre and faith facilities;</p> <p><b>18.</b> <del>49.</del> protecting and supporting enhancements to playing pitches at Powerleague and requiring an urban sport offer and sports-lit multi-use games area at N17.SA1 Beckton Riverside;</p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p><b>19.</b> <del>20.</del> providing education provision in the form of a secondary school and primary school in close proximity to Atlantis Avenue and Armada Way;</p> <p><b>20.</b> <del>21.</del> requiring a new health centre <b>at N17.SA1 Beckton Riverside</b> <del>to provide a wide range of health services.</del></p> <p><b>21. <u>requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6</u></b></p>
MM216	N/A	Part 2, p. 591	N17.SA1 Beckton Riverside  Site address	Gallions Reach Retail <b>Shopping</b> Park and Beckton Gas Works, Beckton, E6
MM217	FMO309	Part 2, p. 591	N17.SA1 Beckton Riverside  Natural environment Designations	<p>In an area of deficiency of access to all parks.</p> <p><del>Site contains two</del> Sites of Importance for Nature Conservation (SINCs) <b><u>and is adjacent to the River Thames and tidal tributaries SINC.</u></b></p> <p>Air Quality Management Area</p>
MM218	MO112	Part 2, p. 591	N17.SA1 Beckton Riverside  Existing uses	<p>[...]</p> <p>The site contains a range of industrial uses in the south west corner of the site also designated as a Strategic Industrial Location. The site also contains larger areas of open space adjacent to the River Thames and the A1020, including <del>an area</del>s designated as SINC, which includes an attenuation pond serving Gallions Reach.</p>
MM219	N/A	Part 2, p.592	N17.SA1 Beckton Riverside  Indicative diagram	Delete site map and replace with the following indicative diagram:

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p>N17.SA1 Beckton Riverside</p> <p>Indicative Diagram</p>  <p>The diagram shows a site boundary in red, a key route in blue, and a sensitive edge in pink. It highlights opportunities for green space in green, industrial buffering in orange, a strategic industrial location (SIL) in light orange, a district centre in light blue, and a neighbourhood parade in light blue. It also shows phase 2 in dotted lines, a DLR extension in dashed lines, and a proposed DLR station in a blue circle.</p>
MM220	MO4.4(a)	Part 2, p. 593	<p>Policy N17.SA1 Beckton Riverside</p> <p>Development principles</p>	<p>Residential development, employment uses, <del>open</del> <b>green</b> space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre.</p> <p>The scale and nature of development on this site is contingent on the proposed changes to transport infrastructure on this site, including <b><u>a new DLR station and track crossing the river in accordance with Local Plan Policy T1 Part 1(c).</u></b><del>÷</del></p> <ul style="list-style-type: none"> <li><del>— a new DLR station and track; and/or</del></li> <li><del>— delivery of a river crossing; or</del></li> <li><del>— release of the land safeguarded for a river crossing crossing (by the Secretary of State, following recommendation by Transport for London and the Mayor of London).</del></li> </ul> <p>Applications for the development of this site, and their phasing, should consider and relate to the range of potential transport infrastructure changes on this site, in line with the principles outlined below.</p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p><b><u>Development should be phased to maximise transport connectivity and capacity</u></b>  <del>Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</del></p> <ul style="list-style-type: none"> <li>- Transformative development activity should only occur in the southern section of the site within easy walking distance of Gallions Reach DLR station, which can be reached via a pleasant and safe route.</li> <li>- <b><u>In line with Policy HS1, Significant development <u>of main town centre uses at and redesign of Gallions Reach Retail Shopping Park should help deliver significant phased reduction in car parking and support complementary transport measures ahead of the DLR station completion.</u> not occur and applications on that part of the site will be assessed in accordance with Local Plan Policy HS1.</u></b></li> <li>- <b><u>Where proposals do not contribute to the sustainable modal shift of the site, these will be assessed as asset management applications in accordance with Local Plan Policy HS3.</u></b></li> <li>- The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace, in particular transport and utilities infrastructure and large scale industrial uses with a focus on logistics and warehousing and clean, green and low carbon industries. Employment uses outside of the Strategic Industrial Locations should be for light industrial uses.</li> <li>- A neighbourhood parade should be provided at a point between the location of the proposed new district centre and Albert Basin Local Centre, in line with the requirements in Local Plan Policy HS1 <b><u>Part 1.</u></b></li> <li>- Development should address the need for community facilities in the area by delivering community facilities in the new neighbourhood parade, unless it can be demonstrated that the needs of the community have already been met. Development should consider all 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> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<ul style="list-style-type: none"> <li>- <del>The health centre should be located in the neighbourhood parade and the</del> <u>The primary school and associated early years' provision should be located in the southern part of the site, in close proximity to the new developments to the south of site.</u></li> <li>- Development should deliver the Local Park, the continuation of the Thames Path through the site, an enhanced route to Gallions Reach DLR station and the extension of the Greenway into the site at the earliest opportunity.</li> </ul> <p><b><u>Following funding commitment<sup>1</sup> to the DLR extension, in line with the wider masterplan and delivery of transport, development should deliver:</u></b> <del>Once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</del></p> <ul style="list-style-type: none"> <li>- <b><u>Transformative activity of the remainder of the site in line with transport delivery</u></b> <del>Transformative development activity on the remainder of the site can commence, of a scale which reflects the improved transport access.</del></li> <li>- A new town centre should be delivered, <b><u>starting from the indicative boundary mapped on the policies map</u></b>, consistent with a district centre designation. There is an opportunity to provide the quantity and scale of uses consistent with a major centre, if supported by the findings of an up-to-date and robust Marketing Strategy <b><u>and Impact Assessment</u></b>, in line with the requirements in Local Plan Policy <b><u>Policies HS1 and HS2</u></b>.</li> <li>- <del>The new town centre must be located in close proximity to the DLR station and be delivered in line with the requirements in HS1.2.</del></li> <li>- <b><u>The phased development of the new town centre shall be supported by information of how early phases of the town centre will be sited and managed alongside the existing Shopping Park and the delivery of the new DLR station and track.</u></b></li> </ul>

<sup>1</sup> Government confirmed funding to the scheme through the Autumn Budget in 2025; TfL with partners are working towards the Transport Works Act Order to enable the delivery of the DLR by early 2030s.

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<ul style="list-style-type: none"> <li>- The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace in the Strategic Industrial Locations, in particular transport and utilities infrastructure and large scale industrial uses with a focus on logistics and warehousing and clean, green and low carbon industries. Smaller-scale office uses should be prioritised in the new district centre.</li> <li>- Development should address the need for community facilities in the area by delivering new community uses in the new town centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider all 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> <li>- <del>Any expanded health hub or</del> <b>The health centre and</b> sports and recreation uses should be located in the most accessible part of the site, within the town centre. The secondary school should be located in close proximity to the new town centre and public transport.</li> </ul> <p>[...]</p>
MM221	MO40.4(b)	Part 2, p. 594	<p>Policy N17.SA1 Beckton Riverside</p> <p>Design principles</p>	<p>[...]</p> <p>In the northern part of the site, <b><u>unlocked by the DLR extension and transport connectivity</u></b> and <del>once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London)</del> public transport intervention has confirmed funding, building heights should <b><u>generally</u></b> range between 21-32m (ca.7-10 storeys) with taller elements <b><u>of approximately</u></b> up to 50m (ca. 16 storeys) in limited locations at the new town centre and DLR station.</p> <p>Buildings should set back from the watercourse <b><u>water spaces</u></b> to avoid <b><u>or minimise</u></b> overshadowing impact.</p>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p>A buffer of <b>preferably</b> employment uses should be provided between residential uses and the Strategic Industrial Location both within and adjacent to the site allocation. Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. <b><u>The retention of existing retail warehouses in Gallions Reach Shopping Park is also considered as an appropriate buffer.</u></b> 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.</p> <p>[...]</p>
MM222	MO40.5	Part 2, p. 595	<p>Policy N17.SA1 Beckton Riverside</p> <p>Infrastructure requirements</p>	<p>Development should support and enable the delivery of a new DLR route and station <b>at <u>Beckton Riverside</u></b>, through participating in a joint stakeholder approach with landowners, infrastructure providers and authorities, and improved capacity at Gallions Reach DLR.</p> <p><del>Development proposals within the part of the site safeguarded for the Thames Gateway Bridge must be referred to Transport for London and the Mayor of London for confirmation it will not preclude the delivery of a road crossing, until the safeguarding is removed as directed by the Secretary of State, following recommendation by Transport for London and the Mayor of London.</del></p> <p>Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development <b>where viable</b>, in accordance with the requirements of Local Plan Policy W32 <b>Part 8</b>.</p> <p><b><u>In line with the wider masterplan and delivery with transport, development should:</u></b> Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding:</p> <ul style="list-style-type: none"> <li>- <del>Development should provide a</del> <b><u>Provide a</u></b> new primary school, with early year's childcare provision of the scale required to meet projected need for school</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<p>places in accordance with Local Plan Policy SI4 <del>and a health centre designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.</del></p> <ul style="list-style-type: none"> <li>- <del>Development should</del> <b>Address</b> existing open <b>green</b> space deficiency by providing a consolidated Local Park / <b>Open Space</b> of a minimum of 2 hectares and Pocket Parks to service nearby residential neighbourhoods. The open <b>green</b> space provision should prioritise the provision of community growing opportunities. 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 a Locally Equipped Area for Play and a Neighbourhood Equipped Area of Play.</li> <li>- <del>Development should</del> <b>provide</b> a sports-lit MUGA, meeting the requirements of Local Plan Policy GWS5.</li> </ul> <p><b><u>Following funding commitment to the DLR extension</u></b> <del>Once the DLR construction contract is let, or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding, development should deliver:</del></p> <ul style="list-style-type: none"> <li>- A new leisure centre in the district centre. 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. A new leisure centre at this site is not required if the built leisure provision for the area has already been delivered at N11.SA1; and</li> <li>- A secondary school of the scale required to meet projected need for school places in accordance <b>with Local Plan Policy SI4</b>. Open space for the secondary school can be split between the core school site requirements and hard outdoor PE provision, which should be provided on the school site, and soft outdoor PE provision which can be met in another part of the allocation but within a 10 minute walk of the school. Both the hard and soft outdoor PE provision should be accessible to the wider community; and</li> </ul>

Ref	Previous Ref	Plan page	Policy or para	Main modification
				<ul style="list-style-type: none"> <li>- <b><u>Health centre designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2</u></b> <del>An expanded health hub designed to meet NHS needs and standards for the projected population;</del> and</li> <li>- safeguarded space for River Pier Landing Facilities and a River Pier.</li> </ul>
MM223	MO94.8	Part 2, p. 596	Policy N17.SA1 Beckton Riverside  Phasing and implementation	<p><del>Medium</del> <b><u>Short</u></b> to long term.</p> <p>[...]</p> <p><b><u>Any necessary mitigation to address odour impact from existing odorous uses in the vicinity, including the Beckton Sewage Treatment Works, should be completed ahead of the occupation of development.</u></b></p>

## Glossary

Ref	Previous Ref	Plan page	Policy or para	Additional Modification
MM224	FMO101	Part 1, p. 600	Glossary	<p>Green space: All <b>predominantly</b> vegetated, <b>natural or semi-natural</b> open spaces of public value (whether publicly or privately owned) <b><u>that form part of the wider green infrastructure network and provide environmental, social and health benefits. Green spaces include</u></b>, including parks, woodlands, nature reserves, gardens, allotments, community gardens, <b><u>school playing fields</u></b>, and playing pitches, <b><u>river corridors and other natural or semi-natural areas</u></b>, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, growing food and can provide an important visual amenity in the urban landscape. <b><u>Green space may incorporate incidental built features such as paths, seating, play equipment or small structures where these support access, recreation, ecological function or place-making.</u></b></p> <p><b><u>Green spaces deliver a wide range of multifunctional benefits, including opportunities for formal and informal recreation, active travel, sport, contact with nature, biodiversity support, climate resilience, flood-water storage, carbon sequestration, urban cooling, and improved health and wellbeing. They also contribute to London’s strategic green infrastructure network by supporting connectivity, habitat quality, accessible green space provision and the character and visual amenity of Newham’s urban environment.</u></b></p> <p><b><u>This definition applies to all qualifying land whether or not it is identified on the Policies Map, but it excludes private domestic gardens.</u></b></p>
MM225	FMO102	Part 1, p. 602	Glossary	<p><b><u>Maximum feasible quantity green space: The greatest proportion of existing green space that can reasonably be retained once all design, layout, accessibility, safety, and functional considerations have been addressed. Applicants must demonstrate through evidence and design justification that any proposed loss is unavoidable and that alternative layouts have been explored to minimise reduction.</u></b></p>