

Newham's Core Strategy

Newham London

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Newham 2027

Newham's Local Plan - The Core Strategy

Adopted Version January 2012

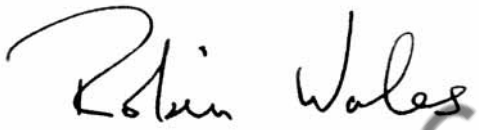
Foreword

Newham is the home to over 300,000 Londoners, with the most diverse community in the UK and the youngest population in the country. The Queen Elizabeth Olympic Park, Westfield Stratford City, the Crystal - Siemens' innovation hub for sustainable technologies - and the ExCeL Exhibition Centre are all in the borough.

Decades of investment in transport infrastructure mean that Newham boasts some of the best transport connections across the capital, which have brought the world to our fingertips. With every major European city within two hours of London City Airport, unrivalled rail connections, and Crossrail on its way in 2018, Newham is a place of unprecedented connectivity and opportunity.

Newham's Core Strategy sets out our plans for making the most of the space and opportunities we have. It aligns with our values and vision to make Newham a place where people choose to live, work and stay. Over the next 15 years this Strategy will drive economic development and regeneration right across the borough. Most importantly, local people are at the heart of this Strategy and we will always be guided by what matters most to hard working residents.

I would like to thank all those involved in the production of the Strategy. We look forward to working with our partners to achieve our shared vision for Newham.



Sir Robin Wales
Mayor of Newham

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Sir Robin Wales - Mayor Of Newham

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1 | Introduction to the Core Strategy

1.1 Following Examination by the Planning Inspectorate, (April 2011 to January 2012, with an Examination in Public in September 2011) this document is the final version of the Core Strategy as found 'sound' by the Inspector. Associated documents, including the Proposals Map are published on the Council's website at www.newham.gov.uk (see Planning Policy on menu). The Inspector's Report is also available on this website.

1.2 The Core Strategy commences with a spatial vision (Chapter 4) which builds on an analysis of the challenges and opportunities faced by the borough (Chapter 3, sections B and C) and the Council's Sustainable Community Strategy (Chapter 3, section D). It is also linked to the wider London vision presented by the London Plan (Chapter 4, section D). The vision is translated into a series of spatial and thematic objectives, which in turn are linked to spatial policies (Chapter 5) and core, thematic policies (Chapter 6). The spatial policies are accompanied by a series of spatial designations and strategic sites, summarised on the Key Diagram in Chapter 4 (Map 3) with more detail provided in Appendix 1. The spatial policies draw out the spatial implications of the thematic policies and therefore both sets of policies should be used together, alongside the information in the Appendices, and the Proposals Map.
Further Information

1.3 The Core Strategy was produced as a part of a wider set of documents comprising the Local Development Framework (see Chapter 3, section A). If the information you require is not to be found within this document or on our website, www.newham.gov.uk (see Planning Policy on menu) please contact the LDF team at ldf@newham.gov.uk or on 0208 430 4588.

1.4 Please note that since the adoption of this document changes by the government to the planning system include terminology. The Core Strategy is therefore now part of the Council's Local Plan.

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2 | List of Policies

Spatial Policies

S1 Spatial Strategy

S2 Stratford and West Ham

Strategic Site S01: Stratford North

Strategic Site S02: Stratford Waterfront

Strategic Site S03: Olympic Quarter

Strategic Site S04: Chobham Village

Strategic Site S05: Stratford Central

Strategic Site S06: Carpenters District

Strategic Site S07: Sugar House Lane, Three Mills

Strategic Site S09: Pudding Mill Lane

Strategic Site S10: Abbey Mills

Strategic Site S29: Plaistow North

S3 Royal Docks

Strategic Site S21: Silvertown Quays

Strategic Site S22: Minoco Wharf

S4 Canning Town and Custom House

Strategic Site S08: Thames Wharf

Strategic Site S11 Parcelforce

Strategic Site S13 Manor Road

Strategic Site S14 Canning Town Central

Strategic Site S15 Canning Town East

Strategic Site S16: Silvertown Way East

Strategic Site S17 Silvertown Way West

Strategic Site S18: Limmo

Strategic Site S28: Custom House/Freemasons

Strategic Site S30: Royal Victoria West

(Part) Strategic Site S31: Royal Albert North

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S5 Beckton

Strategic Site S19: Albert Basin

(Part) Strategic Site S31: Royal Albert North

S6 Urban Newham

Strategic Site S24: Woodgrange Road

Strategic Site S25: East Ham Market

Strategic Site S26: East Ham Town Hall Campus

Strategic Site S27: Queen's Market

Core Policies

Successful Places

SP1 Borough-wide Place-making

SP2 Healthy Neighbourhoods

SP3 Quality Urban Design within Places

SP4 Tall Buildings

SP5 Heritage and other Successful Place-making Assets

SP6 Successful Town and Local Centres

SP7 Quality Corridors

Jobs, Business and Skills

J1 Investment in the New Economy

J2 Providing for Efficient Use of Employment Land

J3 Skills and Access to Employment

Homes

H1 Building Sustainable Mixed Communities

H2 Affordable Housing

H3 Specialist Accommodation Needs

H4 Protecting and Re-shaping the Existing Housing Stock

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List of Policies

Sustainability and Climate Change

SC1 Climate Change

SC2 Energy

SC3 Flood Risk

SC4 Biodiversity

Infrastructure

INF1 Strategic Transport

INF2 Sustainable Transport

INF3 Waste and Recycling

INF4 Local Heat and Power Networks

INF5 Town Centre Hierarchy and Network

INF6 Green Infrastructure

INF7 Blue Ribbon Network

INF8 Community Facilities

INF9 Infrastructure Delivery

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3 | Newham Today

3A | Introduction to the Core Strategy and Local Development Framework

What is the Core Strategy?

3.1 The Core Strategy is the most important part of a new plan for Newham - called the Local Development Framework (LDF). This will replace the Unitary Development Plan. It will ensure that new development will achieve the Council's objective to make Newham a place where people will choose to live, work and stay.

3.2 As well as the Core Strategy the LDF will contain various other planning documents; for more information, including the overall timetable for the LDF, please see www.newham.gov.uk (see Planning Policy on A-Z menu).

3.3 There has been a process of continuous engagement in preparing the Core Strategy. Public consultations were held on Issues and Options in March 2008, Choices in November 2010, Proposed Submission in February 2011, and Post Submission Minor Amendments in November 2011, alongside a series of stakeholder meetings, Member workshops and other public events which have shaped the strategy. This is summarised in a consultation report published on the website www.newham.gov.uk (see Planning Policy on A-Z menu)

3.4 A series of evidence base studies have also informed the Core Strategy; more details are provided within the document and on the Council's website www.newham.gov.uk (see Planning Policy on A-Z menu).

3.5 Whilst there are many locally distinctive policies within the Core Strategy based on specific local evidence and priorities, it must be consistent with government planning policies and with the overall strategy for London prepared by the Mayor of London (the London Plan - July 2011), unless there are clear reasons to propose a specific local response.

3.6 The document has also been through a process of Sustainability Appraisal, Habitats Regulations Assessment and Equalities Impact Assessment to make sure its policies are fair and minimise their negative environmental, social and economic impacts through mitigation where necessary. The reports of these processes are published alongside on the website at www.newham.gov.uk (see Planning Policy on A-Z menu).

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3B | Newham in 2011: Spatial Portrait

3.7 Newham is an inner London borough at the heart of East London surrounded by other urban and suburban authorities, whilst being only a few miles from the City. To the south it adjoins the Thames with a major area of historic docks, to the west, the River Lea and to the east the River Roding. Strategic road and rail connections link it to the City to the west, the wider Thames Gateway area to the east, and the Stansted-Cambridge corridor to the north, with Stratford being a particularly important interchange, with potential for high speed rail travel to Europe, complementing London City Airport's domestic and international air links.

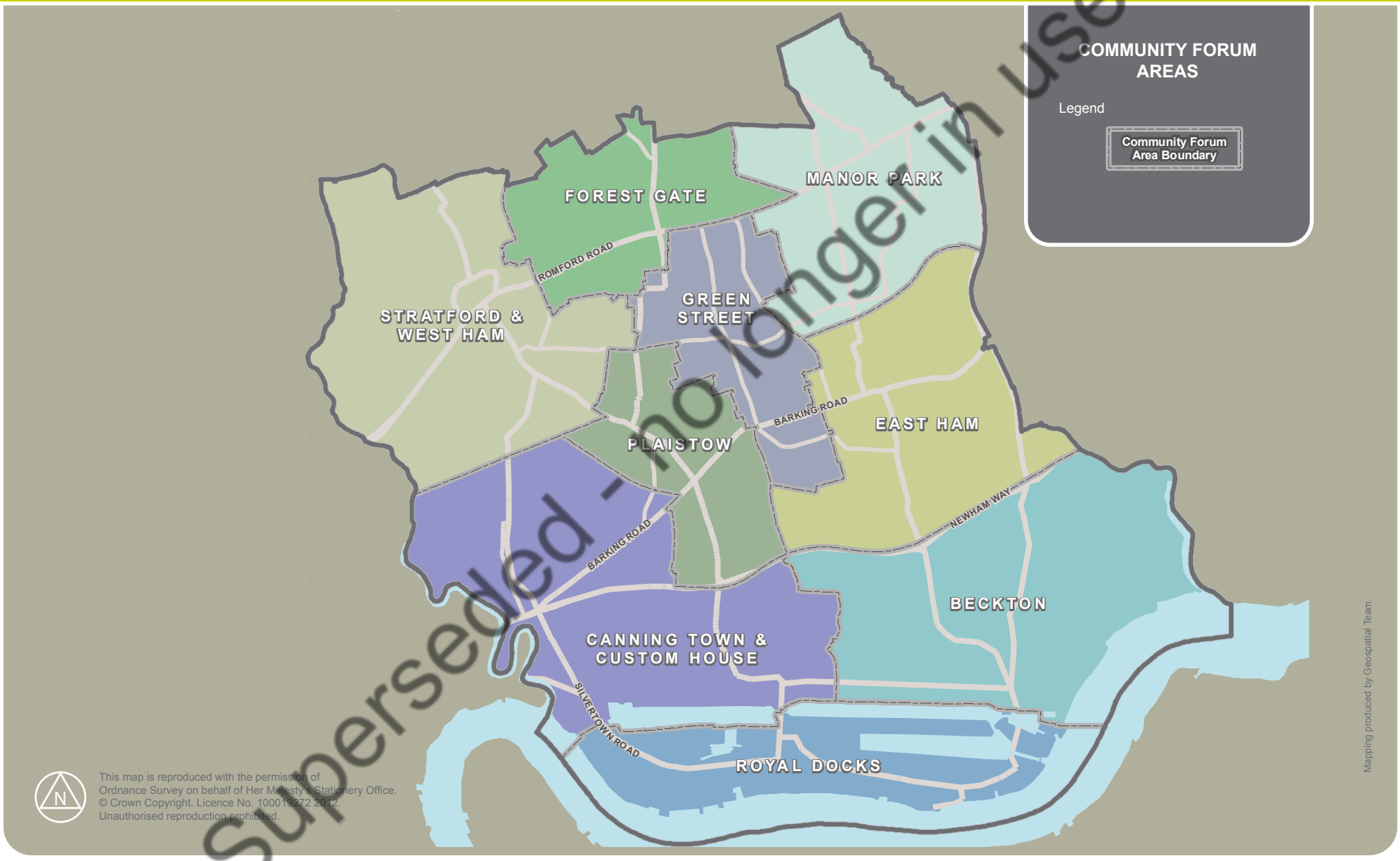
3.8 Major Town Centres are located at Stratford in the north-west, and East Ham towards the east, and important district centres are located at Canning Town to the west, Forest Gate to the north, Green Street towards the centre, and East Beckton to the south-east. These originated during different eras of development, broadly starting with Georgian development at Stratford, late Victorian and Edwardian development at East Ham and Forest Gate and to some extent Canning Town and Green Street, post-war redevelopment notably in Canning Town, and more recently, land reclamation and 1980s private sector development in East Beckton. Today all Town Centres other than East Beckton are a blend of old and new, and continue to provide a focus for local communities and neighbourhoods which have evolved alongside them, as well as being very important for providing employment and business opportunities in retail, leisure and services. The area is divided into nine Community Forum Areas, which are based on electoral wards, and are used for community engagement as well as monitoring planning data such as housing delivery (see map below).

3.9 This pattern of development is also broadly reflected in the distribution of heritage assets, including listed buildings and nine Conservation Areas, which are more prominent in the north and north-east of the borough. In turn, river and railway corridors provide the most valuable semi-natural habitats in the borough, though the 41 identified and 11 proposed Sites of Importance for Nature Conservation (SINCs) also include aquatic habitats, brownfield land, churchyards, open grassland and cemeteries. Other valuable green assets include tree-lined streets and 186 open spaces including parks, allotments and neighbourhood greens and amenity spaces, totalling around 479ha. Many date from Victorian times (e.g. Central Park and West Ham Park) but there have also been more recent additions including Beckton Park and Thames Barrier Park.

3.10 Late Victorian and Edwardian terraced housing (and associated flat conversions) and post-war walk-up and tower block flats comprise the majority of the housing stock, though other elements include inter-war suburban style houses, 1980s and 90s estate built homes, and more recent infill apartment blocks. Housing continues to be relatively inexpensive on the London scale, and as such continues to be an attraction for international migrants seeking to establish themselves, who sustain the area's distinctive ethnic diversity, high fertility rate and youthful population structure. Many terraced houses have been converted into flats however, which together with recent development patterns focused on high density development, have led to an erosion in the proportion of family-sized homes.

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Newham Today



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3.11 Industrial areas also reflect a historic pattern of development, concentrated along waterways, railways and docks to the west and south/ south-east of Newham largely separate from residential areas. These areas are within easy reach of central London and provided for many of its needs, including coal gas production and grain import. Relatively cheap land and good transport connections mean food and waste processing together with industries that service commerce in the City and Canary Wharf continue to feature. This includes sewage management which takes up a large amount of land to the east, and gives Newham its unusual north-west to south-east path, the Greenway, which is elevated above a Victorian sewer.

3.12 However, over time, gaps have developed in these industrial areas due to changes in the economy including the closure of the Docks, which have meant that certain industries declined, vacating or less intensively using their sites. Whilst once this created an overall impression of dereliction and decay, today the new development benefiting from the locational advantages of this area, known as the 'Arc of Opportunity' (see map below), is beginning to shine through, particularly with the large scale transformation catalysed by preparation for the Olympic and Paralympic Games in 2012, and ongoing improvements to transport links. This is contributing to an area that is becoming more mixed use and densely developed, or in effect, urbanising relative to what elsewhere in the borough increasingly seems suburban.

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3C | Challenges and Opportunities

3.13 Newham is a unique place with a unique population - it is the youngest place in England and Wales and one of the most diverse places in the UK. Approximately 37% of the people living in Newham are aged under 25 and 70% of the population come from Black, Asian and Minority Ethnic groups. Newham also has one of the highest birth rates in the country. This, together with people choosing to live in Newham, has led to a steady increase in the borough's population in recent years to around 270,000. This will result in a 'demographic dividend' – an increase in the working age population relative to the rest of the UK. Supporting this are steadily improving rates of educational attainment amongst Newham's young people.

3.14 Although the Borough has historically served as a point of arrival for in-migrants from London's new communities, Newham also suffers from a high churn, with over 20% of its households having moved within the last 12 months, and the highest net outward migration rate in London [1]. Over the last decade there has been a significant shift in the balance of the housing stock, with a large number of family dwellings converted to small self contained flats, leaving only around 40% of the borough's housing stock as family sized homes containing three or more bedrooms. In addition, 90% of new homes built since 2004 comprise one or two bed units. Larger family homes containing four or more bedrooms now comprise only 6.8% of the borough's housing stock. This has a huge influence on the level of churn, together with the fact that there are currently insufficient opportunities to encourage those with improving income that their aspirations for better homes, schools and local amenities and safer, more attractive and connected neighbourhoods can be met by staying, spending and investing in Newham. A transformation in the nature of the local environment, including Town and Local Centres is required for communities to become more stable and to thrive.

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[1] See LB Newham (2010) AMR - NHSCR statistics for 2009 show a net rate of -32.6 per 1000 move to other authority areas annually.



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Newham Today

3.15 There is also a high level of deprivation in the borough, contributing to its position towards the top of the Index of Multiple Deprivation 2007. There are persistently high levels of worklessness, unemployment and low skills amongst the working age population, which are significant causes of economic underperformance[2]. As a consequence, household income is significantly lower than the London average, and social rent, and increasingly private rent supported by housing benefit, account for large proportions of housing tenure. Local businesses particularly in Town and Local Centres are also affected, whilst health statistics likewise compare poorly with the London average.

3.16 Recognising that this is a situation common to other boroughs locally, and the opportunity for transformation presented by the investment in the Olympic and Paralympic Games, Newham and the four other host boroughs in East London have joined together to develop a shared vision. Together the boroughs want to ensure a real and long lasting legacy so that within 20 years those communities who host the Games achieve convergence with the rest of London, having the same social and economic chances as their neighbours across the rest of the city.

3.17 The only sustainable way to achieve convergence on income and employment is to get more people into work and to change the employment profile of the borough, against the backdrop of a step change in the quality of the built environment and landscape. However this must be done through not only getting more people ready and able to work within the borough and across London, but also by increasing the demand for labour, and the range of employment opportunities, through attracting new investment and supporting existing businesses to grow.

3.18 Employment in Newham is out of step with London's current and future growth sectors. There are approximately 89,500 jobs in the borough, although a significantly high proportion of these jobs are in the public sector; the largest employers in the borough include the National Health Service, the Council and the University of East London. Large numbers of people are also employed in wholesale, distribution, and transport due to Newham's aforementioned strategic location and connectivity. There is a need to grow the business base in Newham to reduce the reliance on the public sector, introduce more high value commercial jobs within emerging sectors such as IT, life sciences, green technologies, leisure and tourism, and increase entrepreneurial activity, with a growth in micro businesses and SMEs. Importantly however, the Borough has a developing tourism offer, incorporating London City Airport and the ExCeL exhibition centre, and the public sector provides important business opportunities.

3.19 Fortunately, Newham is in an ideal position to maximise the opportunities for economic development; it is able to provide London with a large supply of brownfield development land over the plan period to 2027 to help meet its targets for new housing and economic growth.

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[2] See LB Newham (2010) Local Economic Assessment: for 2009 e.g. employment rate is just 56% (London average of 70%); unemployment in Sept 09 was 14.2% (8.6%).

This is concentrated mainly in the 'Arc of Opportunity' stretching from Stratford and the Olympic Park, down the Lower Lea Valley and east through the Royal Docks to Beckton (see map above), where changes in the economy mean there is a large supply of employment land, some of which can be justifiably released for alternative uses.

3.20 Coupled with the fact that the Arc has benefited from decades of public investment in land assembly, remediation, and infrastructure development, shifting industry to modern estates particularly at Beckton, this means the area is on the cusp of transformation. Excellent, and ever-improving transport connections, including five new Crossrail stations, high speed rail, light rapid transit, an airport and new river crossings mean it is well positioned as part of the wider London, south-east and European economic hubs.

3.21 The 2012 Olympic and Paralympic Games are further key catalysts, with 60% of the Olympic site falling within Newham, including the Olympic Village, the Stadium, the Aquatics Centre and the Velodrome, bringing Newham within the sight of a worldwide audience. The resultant scale and range of investment interest and opportunity, encompassing the development of the Olympic Park, Stratford Metropolitan Centre and the Royal Docks - some 124 hectares of development land, and approximately 30 kilometres of waterside frontage - is unique in London.

3.22 In the north-west of the borough, the Westfield Development at Stratford City opened in 2011, creating Europe's largest new area of retail floorspace, with the Queen Elizabeth Olympic Park and sporting venues bringing new visitors to the area who can also enjoy and contribute to the regeneration of the old town as the civic and cultural heart of Stratford.

3.23 These developments, together with new A Grade office, technological, cultural and educational investment over the next 15 years will see the creation of a new coherent Metropolitan Centre in East London, which will support many thousands of jobs, yielding the dividend of one of the best connected (digitally and physically) locations in Greater London. Together with new residents and businesses drawn to the superlative parkland setting for post-games quality business space, housing development and associated new community facilities, this will mean that Stratford Station will have the highest volume of passenger traffic in London after Waterloo.

3.24 Likewise, the Royal Docks is ideally placed as a business and leisure destination with the waterfront, London City Airport, the expanding ExCeL estate and growing University of East London, new investment by Siemens and the proximity to Canary Wharf and the O2 Centre. The aim, outlined in 'The Royal Docks Vision' (LBN/LDA, 2010) document is to redefine the Royal Docks as a place with its own centre of gravity and identity, with clusters of activity blending educational centres of excellence, hi-technology and first class office accommodation, and the global market place of ExCeL and London City Airport, linked into the City and Canary Wharf, and Stratford Metropolitan. In doing so it is well-placed to become an area of national economic importance in new economic sectors.

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Newham Today

3.25 The cable car link to the O2 centre on the Greenwich Peninsula, and potential for other river crossings will open up the Royal Docks and riverside to the wider area for new and existing residents and visitors, though further river crossing points will also be important to cement the area's connectivity. This complements the additional significant infrastructure, retail, leisure and housing investment underway at Canning Town and Custom House, which will bring a new Crossrail station to the area, and transform the neighbourhoods and town centre.

3.26 However, the scale of development potential also carries with it a risk of mediocrity, environmental impacts and infrastructure capacity issues if development is not managed and controlled carefully, recognising for instance, that low incomes have resulted in low car ownership[3], and flood risk from various sources is a risk in various parts of the borough. The Core Strategy provides a means to secure integrated, quality, well designed and safe development that will result in mixed, balanced, low carbon, thriving and stable communities, improving opportunities for existing residents and encouraging those who improve their income and living standards to settle in the borough and enjoy what the local area has to offer. This means improving existing under-performing town (and local) centres and residential environments, as well as significantly improving the quality of larger scale new development, and local connections.

3.27 The regeneration of the Olympic Park as a Royal Park as part of the legacy plans is one example of this transformational shift. In the rest of the borough, levers include improved connections with new areas of investment to spread its benefits, as well as the opportunities brought by imaginative reuse of existing buildings, structures and spaces, and ongoing investment in improvements to the housing stock and infrastructure. In some areas of large scale change, temporary 'meanwhile' uses will also be important components to help bridge the gap between the present and the future, setting a marker for quality and innovation.

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[3] See LB Newham (2010) AMR 2010 – cycling rates are the lowest in London; car usage levels, though relatively low, are increasingly problematic in terms of congestion.

3D | The Context for Newham's Spatial Development

The London Plan

3.28 Policies for London as a whole are set out in the London Plan, adopted in July 2011.

3.29 The London Plan emphasises the importance to London as a whole of the rejuvenation of East London, including the securing of a lasting Olympic legacy.

3.30 The main spatial proposals in the plan relevant to Newham are two large Opportunity Areas stretching from Stratford and the Olympic Park, down the Lea Valley and east through the Royal Docks to Beckton. The plan recognises the role of Stratford as one of the most important Town Centres in East London - it also recognises the importance of other centres in Newham - East Ham, Green Street, Canning Town, Forest Gate and East Beckton.

3.31 The Plan estimates that 33,000 new homes are required in London each year. Within this, the annual target for Newham is set at 2,500 dwellings per annum. This only covers the period from 2011 to 2021 as the Plan requires this target to be rolled forward to cover the remainder of the Core Strategy period to 2027. Affordable housing should normally be included in all schemes of ten dwellings or more. Whilst there is a target for London as a whole there is no specific target for the amount of affordable housing to be built in each borough.

3.32 The Plan seeks to support the growth in London's economy. Key aims include facilitating change and innovation, and moving to a more diverse and low carbon economy.

3.33 The Plan shows Strategic Industrial Locations at Beckton Riverside, Cody Road/British Gas, Marshgate Lane, Thameside East and West and the London Industrial Park. Precise boundaries for these areas are included in the Core Strategy.

3.34 Provision for industry is about managing supply in order to meet needs; and Newham is described as a borough where a 'managed transfer of industrial land to other uses' is required. The Core Strategy identifies how we will respond to this challenge by releasing some of the industrial land in these locations where it is no longer required for industry, thereby adding to land available for housing, commercial and mixed use developments.

3.35 The Plan contains policies relating to climate change and sustainable development, with staged carbon reduction targets for both residential and non-residential developments - leading up to zero emissions by the end of the plan period. Transport and land use planning should be integrated and there are proposals to improve public transport, reduce congestion, and make better use of London's streets. The possibility of additional river crossings in East London remains under investigation. Significant improvements for walking and cycling are proposed including a number of 'cycle super highways'.

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Newham Today

The Newham Sustainable Community Strategy

3.36 The 2010 Sustainable Community Strategy aims to make **Newham a place where people choose to live, work and stay**, stating that this requires a shared vision and commitment from all concerned - the Council, partners and the local community. The document is divided into three broad themes: **Living Here**, **Building Community** and **Building the Future**, under which there are seven headings which together set the objectives of the strategy:

Safer Newham: reducing crime and antisocial behaviour.

Cleaner, Greener Newham: investing in roads and pavements, street lighting, waste management and reducing fly tipping, enhancing public parks and open spaces and their amenities.

Housing Newham: providing sufficient housing of good, sustainable design to deliver a stable community.

Active and Connected Newham: social integration and accessibility for all, community engagement and volunteering.

Young Newham: improving access to and the quality of education and training, and ensuring that young people's views are taken into account.

Ambitious Newham: taking the opportunities presented through regeneration, including training, employment and better places.

Healthy Newham: improving the health and well-being of residents and promoting active lifestyles, promoting access to healthy foods, involvement in voluntary work and sports, and addressing the link between ill health and unemployment.

3.37 The Core Strategy will have a major role in delivering these priorities and giving them spatial expression. The section below summarises how the Core Strategy addresses the themes set out above. In a number of cases the objectives of the Core Strategy will be explored in more detail in other LDF documents, such as the Detailed Sites and Policies DPD.



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SCS Theme

Safer Newham

Spatial expression in Core Strategy

The Core Strategy seeks to build sustainable communities in quality neighbourhoods where residents feel safe and choose to live, work and stay. Actions that will help to make Newham a safer place include:

Ensuring that new developments, open spaces, residential and business areas are designed in ways that reduce the opportunities for crime. This includes creating spaces that are overlooked, suitably lit, and with clear demarcations between public and private space.

Providing a high quality public realm which people feel proud of, including vandal proof materials and natural surveillance.

Encouraging mixed use schemes which are well used throughout the day, and Town Centres that are attractive to all sections of the community.

Ensuring that flood risk is considered in the design and location of new development.

Creating 'Quality Corridors' and streets and spaces where pedestrians and cyclists feel less threatened by motor vehicles.

Providing a mix of housing types (including family housing) together with good amenities and services so that people will want to stay longer in Newham - reducing the population churn and creating sociable, inclusive and balanced communities.

The spatial strategies for each part of the borough will also address these issues, so that local neighbourhoods such as Beckton will be places where people feel that they can settle down and bring up their children in a safe and secure environment.

Key policy references: S3, S5, SP3, SP6, SP7, SC3, INF2, H1.

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SCS Theme	Spatial expression in Core Strategy
Cleaner, Greener Newham	Newham residents place a high value on clean streets and spaces and this can be facilitated in new development through high quality design. An improved network of open spaces and waterways and a focus on quality corridors will also help to achieve this aim - as will the objective to create more stable and sustainable residential communities. New development will include improved provision for recycling and dealing with waste - and the LDF will allocate sites for waste management. Creating a 'greener' borough in its broadest sense also involves reducing carbon emissions and supporting biodiversity. These aims are fundamental to the strategy and relevant actions include: Major developments to achieve high environmental standards (measured against the 'Code for Sustainable Homes' and 'BREEAM' ratings). Minimum carbon emissions standards from buildings and transport with major developments including renewable energy and provision to link to community heat networks. Achieving a net gain in the quantity and quality of biodiversity habitats in Newham with major developments contributing to targets set out in the Newham Biodiversity Action Plan. *Key policy references: SP3, SP7, SC1, SC2, SC3, SC4, INF 3, INF4, INF6.*

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SCS Theme

Housing Newham

Spatial expression in Core Strategy

The Strategy seeks to build quality neighbourhoods with the right mix and balance of housing types, sizes and tenures. Targets are set out to ensure that as many houses as possible are built, and that these provide good internal space standards.

The strategy also ensures that our communities are places where residents can afford to live, and are adaptable to their changing economic circumstances. An overall target for affordable housing is set out, together with detailed policies to achieve this.

The plan also seeks to prevent the loss of housing to other uses and to resist the subdivision of family accommodation into smaller units.

The spatial policies for the neighbourhoods in Newham show where most of the housing growth in Newham will take place. Most of this is within the Arc of Opportunity that runs south from Stratford, and through Canning Town and Custom House to the Royal Docks. However the strategy recognises the importance of integrating this new development with the existing communities in 'Urban Newham'. New and enhanced physical, social, transport and green infrastructure will need to be provided to support these new communities.

Key policy references: S1, S4, S6, H1, H2, H3, H4, INF1, INF2, INF6 and INF8

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SCS Theme	Spatial expression in Core Strategy
Active and Connected Newham	The SCS defines this to include social integration, community engagement and accessibility for all. The Core Strategy objective to build sustainable communities with the right mix and balance of housing types, sizes and tenures will help to increase social integration. The plan aims to reduce population churn and to create more stable communities where people will wish to stay. Policies within the strategy to encourage employment, and access to employment, in the borough will contribute to raising living standards so that they are comparable to London boroughs which are currently more affluent. The plan also seeks to protect important community buildings and to encourage new provision where it is needed. Finally the design of new housing and places will respond to the needs of the people with reduced mobility. This includes building to 'lifetime homes' standards, providing sufficient wheelchair housing and reducing physical barriers to movement. *Key policy references: SP3, H1, H2, H3, J3, INF8.*
Young Newham	A third of Newham's population is 19 or under - the highest proportion of anywhere in the country. In many ways young people's expectations of their environment will be similar to that of the broader population, and the strategy seeks to meet these needs by building safe and attractive places in which to live with easy access to shops, recreation and entertainment facilities. Young people need play facilities (for younger children in particular), easy access to high quality educational provision (nursery, school, college, university) and access to suitable jobs and training. The spatial strategy for Newham's neighbourhoods will include the creation of vibrant Town Centres (including Stratford), recreational and sporting facilities arising from the Olympic legacy, and a focus on higher education and recreation uses in the Royal Docks. Facilities within the home are as important as those outside, and the Core Strategy will help to ensure new houses have enough space, and that young people are not disadvantaged in life due to inadequate housing conditions. *Policy references: S2, S3, S6, SP6, H1, INF6.*

Superseded - no longer in use

SCS

Ambitious Newham

Theme Spatial expression in Core Strategy

The Core Strategy is an ambitious document proposing a scale of change and regeneration unequalled anywhere else in London. The overall spatial strategy will secure transformational change for the borough and its residents and creates capacity to provide 37,500 new homes and 24,000 additional jobs. The Olympic Games will provide a lasting legacy, shifting London's centre of gravity further to the east. Stratford will be developed as a thriving Metropolitan Centre that acts as a hub for the new and rejuvenated communities in Newham whilst the Royal Docks will be developed as a world class business destination within the knowledge economy, and a focus for investment on a world stage.

The spatial strategy for Newham's neighbourhoods proposes the creation of a network of new places and employment hubs, together with new transport infrastructure to sustain employment growth. Although the scale of change is impressive the strategy also seeks to ensure that new development is of a high quality, creating a series of successful and distinctive places that will transform the borough as a whole. Living standards will be raised - eliminating the gap between Newham and the average for London as a whole.

Key policy references: S1, S2, S3, SP1, J1, J2, J3, INF1.

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Newham Today

SCS Theme	Spatial expression in Core Strategy
Healthy Newham	The Core Strategy seeks to promote healthy lifestyles, reduce health inequalities, and create healthier neighbourhoods. Actions that can be implemented through the strategy include improving air quality, ensuring that new homes are built to high standards (including sufficient space inside the home), facilitating walking and cycling, and ensuring that everywhere in the borough has good access to open space and to health care facilities. Policies relating to changing the use of buildings to hot food take-aways will be tightened - including an exclusion zone around secondary schools. Land use policies will also seek to ensure an inspiring and accessible sporting legacy from the Olympic Games. *Key policy references: SP2, SP3, H1, INF2, INF6, INF8*

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4 | Our Vision for Newham

4.1 The strategy for Newham's development, in spatial terms, is to maximise the development potential of the Arc, securing the highest quality development in ways that drive improvements to Urban Newham. Realising the potential of Newham's development capacity creates opportunities for integrating new development with existing neighbourhoods. Investment opportunities in the Arc must therefore provide opportunities for Newham residents, particularly jobs and housing, but also through supply of new areas of parkland, amenities and services.

4.2 Our Spatial Vision for Newham is:

4.3 ***Newham has a vital role in the continuing development of London as a World City. Our ambition is to develop sustainably, building on the area's heritage and location, and as the City spreads eastwards, to place the Borough at the heart of the economic growth of London. Newham will be a vibrant, dynamic, cohesive and ambitious Borough that maximises the opportunities for transformation and regeneration that come from the Olympic and Paralympic Games, excellent transport connections, a wealth of development land and wider sub-regional growth, and its young and diverse population.***

4.4 ***Newham will be the most exciting place in East London offering improved living standards, a wealth of job opportunities and a sense of well-being that comes from a high quality and safe environment. In twenty years time those living here can expect to be as skilled, as prosperous, as safe and as healthy as those living anywhere else in London - with access to good schools, a better choice of homes, shops, services and facilities that reflect our population's diversity and a world class Olympic Legacy. The area's natural and built resources of waterside, docks, rivers and green spaces will be improved, facilitating their active use and creating outstanding public spaces as part of development that exemplifies excellence of design.***

4.5 ***By 2027, many more people will be living and working in Newham, in and around a connected and integrated series of distinctive successful places, with vibrant, accessible and focused multi-functional Town and Local Centres at the heart of stable, mixed and balanced communities. These will be supported by recognised and enhanced natural, cultural, heritage and infrastructural assets that provide vital connections, breathing and social space, interest and variety, together with opportunities to work locally through a greater mixing of land uses. The overall image of the borough is of a series of beacons across its whole area, woven into a fabric of equivalent quality and diversity.***

4.6 ***Most growth will be focused across the urbanising 'Arc of Opportunity'. Here, Stratford to the north will be a thriving, varied yet integrated Metropolitan Centre, well connected to its hinterland and European cities beyond it, helping to deliver wider Olympic Legacy whilst retaining a distinct 'East End' character, bridging old and new and the borough boundary. The Olympic site will retain iconic structures and be partly covered by the largest urban park created in recent times, seamlessly connected into the surrounding urban structure, and enlivened by both visitors attracted to this world class destination and local residents.***

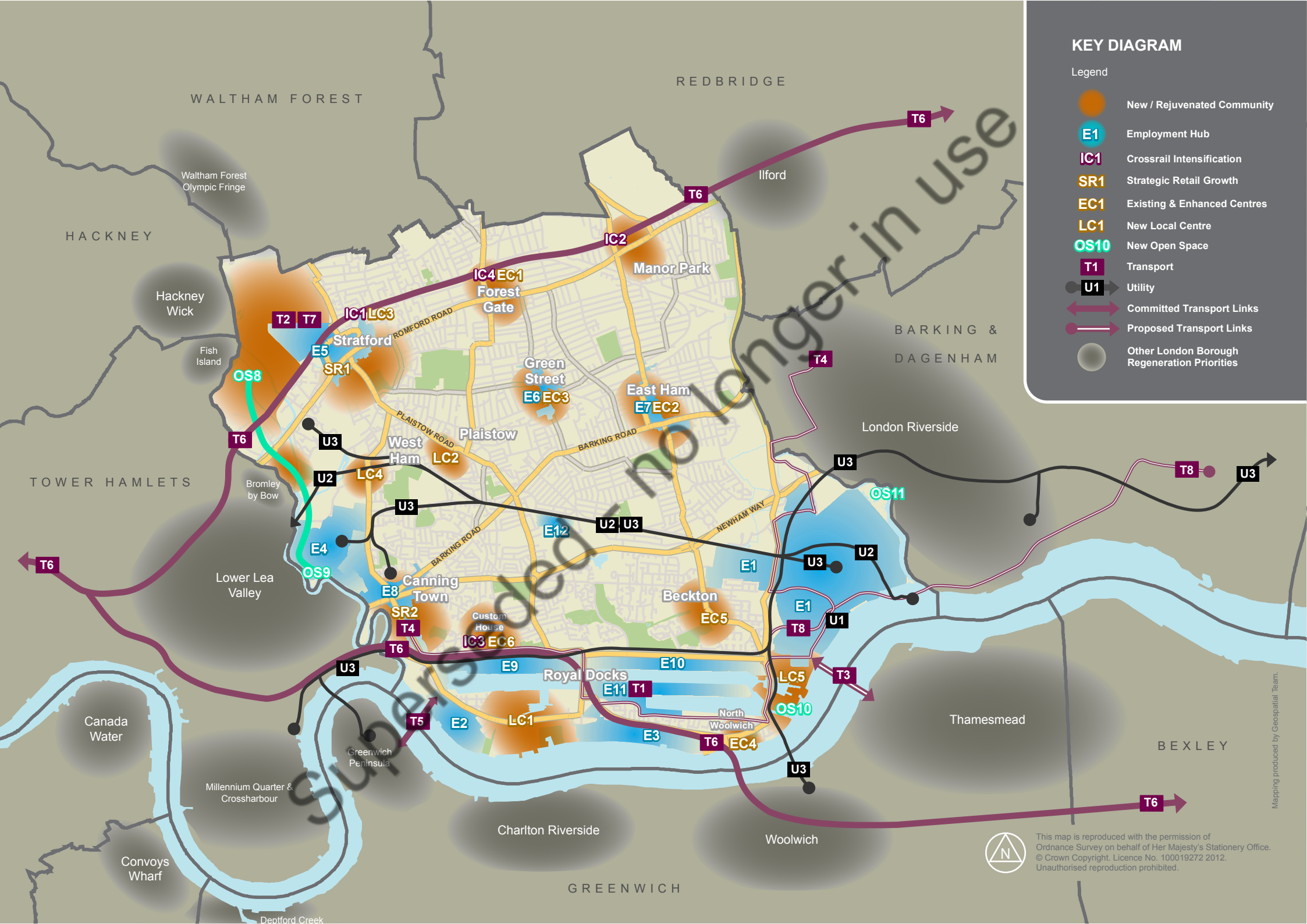
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4.7 *High quality accessible parkland incorporating landscape and water features will extend from the Olympic Park down the Lower Lea Valley connecting with the docks and Thameside areas, creating a high quality setting for a number of distinctive yet new and rejuvenated communities. These will exhibit innovative approaches to family housing, mixed use, sustainable development (notably energy and flood risk management) and improved accessibility, connectivity and integration, incorporating new Local Centres at West Ham, Silvertown and in other well-located gaps in the network. Canning Town will be another important centre, having diversified and expanded in terms of increased retail, improved public realm and re-orientating the town centre to the south. This will enable Canning Town to take more of a borough-wide role and become a revalued part of surrounding neighbourhoods in Newham and Tower Hamlets.*

4.8 *This riverside open space will also provide important buffering for modern industrial areas in Cody Road and Thameside, with an equivalent to the east along the River Roding around the industrial area of Beckton, further enhanced by improvements to the sewage treatment works. These areas, though important for green industries which make use of and re-interpret the area's traditions (e.g. waste processing and its energy potential) will be less prominent spatially. Instead, new communities and hallmarks of the new economy, notably visitor attractions, service, leisure and knowledge industries, will grow and connect with other areas to create a substantial well-designed presence around them, reclaiming the waterside for public use. Key features of this connectivity will be a Crossrail station at Custom House, new southward river crossings including a cable car connecting with the North Greenwich peninsula, modernised wharf facilities and smaller scale bridging of more localised barriers, ensuring existing communities can also benefit from new development.*

4.9 *The remainder of the borough - existing Urban Newham - will see less change, though it will have been managed to best effect. This will have reinforced existing strengths and well-known places such as Green Street, East Ham and Forest Gate Town Centres, and West Ham and Central Parks, and deployed retrofitting and creative use of small spaces and character assets to overcome constraints and address weaker aspects. Corridors will be upgraded, connectivity and environmental performance improved, more open space and play space created, family housing reclaimed from the reversal of flat conversions, and Town and Local Centres will have evolved to incorporate more modernised community facilities and new forms of employment. In the north, larger town centre opportunity sites together with Crossrail stations will have created a regeneration impetus, driving wider investment in the urban fabric and infrastructure to bring revalued Victorian and Edwardian built heritage to the fore alongside new additions. Localised interpretations reflect a civic focus at East Ham, the London-wide and local specialist ethnic draw of Green Street, Maryland as the gateway to Metropolitan Stratford, and the urban village orientation at Forest Gate and Manor Park. In the south, Plaistow and Beckton will benefit from the wider regeneration impetus further west and east, with selective re-modelling aimed at improving their focus and connectivity, including a new local centre centred around Plaistow station, and a consolidated district centre at East Beckton, and better links between these, homes and other facilities in the area.*

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5 | S1 Spatial Strategy

Objective

5.1 Focus major development opportunities within the Arc of Opportunity to secure transformational change for the borough and its residents and integrate the Arc with the existing urban neighbourhoods elsewhere in the borough and beyond.

Policy

Our overriding priority is to build communities that work and to ensure that growth contributes to achieving convergence. We will work with our delivery partners to provide 37,500 homes between 2012 and 2027. Delivery of these homes relies on a number of factors and must not be at the expense of creating new jobs for our residents, and the creation of mixed and balanced communities. We need to ensure that new housing development is accompanied by jobs growth and supporting infrastructure.

The greatest opportunities for change will come forward within the Arc of Opportunity. It is the primary focus for new job creation and the vast majority of new housing on large sites over the plan period. Urban Newham will see more incremental and smaller scale change focused on Town and Local Centres.

Development proposals which address the following criteria will be supported:

1. **The creation of new and rejuvenated communities across the borough and ensuring that new development in the Arc of Opportunity benefits residents in Urban Newham, through investment and improved access to jobs, business opportunities, homes and services;**

2. **Achieve a lasting Olympic Legacy benefiting local residents by providing new jobs, homes, services and facilities which are well integrated with the surrounding neighbourhoods;**

3. **Achieve a major shift from traditional industrial activity along the Lower Lea Valley and Royal Docks towards higher value employment uses in emerging growth sectors such as high technology and green industries, visitor economy, business and financial services and retail, making best use of heritage and other assets in the area;**

4. **Concentrate other industrial uses in Beckton and Cody Road;**

5. **Promote genuinely mixed use areas where employment uses can sit comfortably with housing and supporting services and do not undermine Town and Local Centres which will, together with wider neighbourhoods, be strengthened according to their particular character and assets and opportunities;**

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6. **Prioritise quality new family housing over smaller residential units to rebalance the borough's housing stock;**

7. **Provide new or enhanced social and green infrastructure where these are required to support new housing and address existing deficits;**

8. **Promote new or enhanced open space and walking and cycling routes, throughout the borough, including along the Lower Lea Valley, and other Blue Ribbon corridors, thereby better connecting residents to the River Thames, Olympic Park and Lee Valley Regional Park and making best use of the borough's waterways and green spaces;**

9. **Improve connectivity both within the borough and to areas beyond it through strategic and local transport investment including new river crossings, improvements and extensions to the existing route network, and safeguarding and promoting facilities for the use of waterways for the transport of freight; and**

10. **Support the development of a decentralised energy network across the borough and promote opportunities for retrofitting existing properties.**

Strategic Sites have been identified which will contribute to the delivery of these objectives. These are listed in Policies S2-6, and shown on the map below.

Reasoned Justification

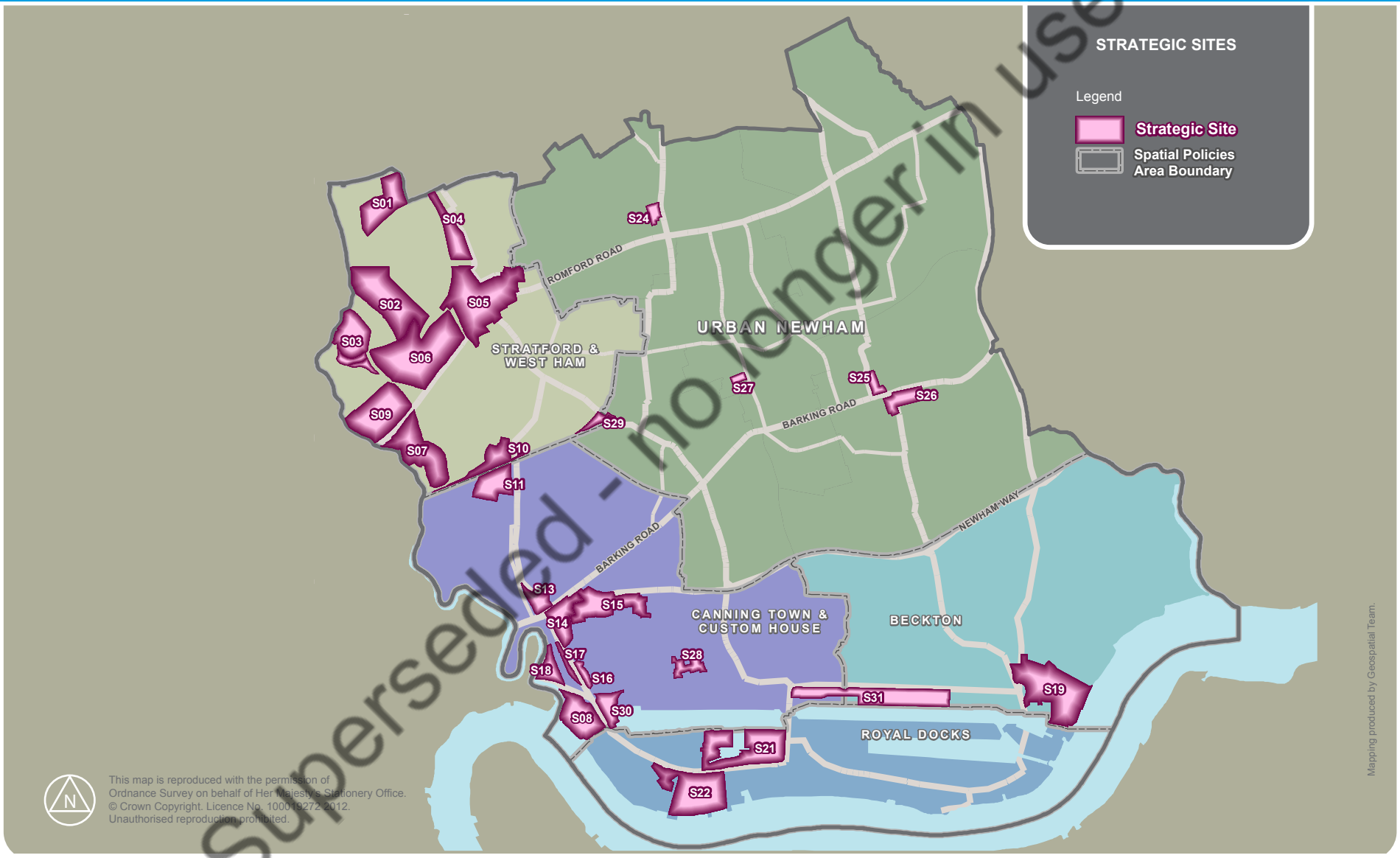
5.2 The London Plan identifies two Opportunity Areas covering the 'Arc of Opportunity', stretching from Stratford and the Olympic Park, down the Lea Valley and east through the Royal Docks. The London Plan states that such areas can typically each accommodate at least 5,000 jobs and 2,500 homes or a mix of the two.

5.3 Developing the extensive land available in the Arc of Opportunity provides the greatest scope to achieve transformational change in the lives of Newham's residents by providing high quality homes, employment and services and helping to achieve convergence with other neighbourhoods across London.

5.4 However this must take place in a comprehensive, rather than piecemeal manner, in order to ensure that new housing areas are not gated communities, isolated from the rest of the borough, and that new employment uses can sit comfortably alongside residential areas and vice versa. Strategic Sites have therefore been proposed, setting out the mix of appropriate uses and key development principles for each, to address the issues identified in the evidence base. Some Strategic Sites have also been identified in Urban Newham, in Town Centres, which provide most scope for change. Policies S2-S6 describe the opportunities for development for each of these sites, alongside other factors to be taken into account in creating and enhancing communities in those areas both on the sites and beyond them (e.g. heritage and other assets to be conserved and enhanced) as informed by the wide-ranging evidence base.

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5 | Spatial Policies - Spatial Strategy



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5.5 Over time, changes in the economy including the closure of the Docks have meant that certain industries declined, vacating or less intensively using their sites. The changes in the structure of the London economy mean there is a reduced need for the large supply of existing employment land, justifying some release for alternative uses. The area has also benefited from decades of public investment in land assembly, remediation, and infrastructure development, shifting industry to modern estates particularly at Beckton, and is on the cusp of transformation. Newham is described in the London Plan as a borough where a 'managed transfer of industrial land to other uses' is required.

5.6 To deliver this spatial strategy it is proposed that approximately 80 hectares of employment land is released to other uses. Policy J2 sets out the proposed land use change.

5.7 The development of completely new neighbourhoods will require new and enhanced physical, social and green infrastructure (e.g. new highway access, bridges, schools and open space). The infrastructure study also found that there were existing infrastructure deficits within Urban Newham, principally relating to education and health facilities and open spaces that need to be addressed.

5.8 The infrastructure requirements arising from new development and to deal with existing deficits are detailed in the Infrastructure Delivery Plan (Appendix 3).

Implementation

5.9 Policies S2-6 set out how this spatial strategy will be delivered, including phasing. The Annual Monitoring Report will monitor housing delivery for the borough as a whole, and by Community Forum Area. Policies S2-6 therefore set out the Strategic Sites which will make a contribution to the delivery of housing within each of the Community Forum Areas. However, there are also a number of significant sites close to the Community Forum boundaries. Where these have an influence on other Community Forum Areas, for example in terms of facilities, or connections, they have also been included in the policy for the adjacent area, to recognise the wider regeneration context.

5.10 The Council will make the best use of public assets by working with other public agencies including the use of Compulsory Purchase (CPO) powers and land assembly.

5.11 The use of local tax incentives (e.g. TIFs and BIDs) to deliver infrastructure improvements will be examined.

Superseded - no longer in use

Spatial Policies - Stratford and West Ham

Superseded - no longer in use

S2 Stratford and West Ham

Objective

The area plays a central role in the delivery of the Olympic Legacy by developing Stratford as a thriving Metropolitan Centre that acts as a hub for new and rejuvenated communities, employment and education; that makes strong connections between the existing town centre and surrounding areas, finer grain retail, office, and workspace/cultural activities and Stratford City, and becomes a vibrant piece of new city supported by heritage assets, waterways and green space that will serve an international and regional community, whilst retaining the distinct heritage and character of this part of London's East End. New Local Centres at Maryland and West Ham will meet local community infrastructure needs and respond to development opportunities in these sustainable locations.

Policy

New and rejuvenated communities providing approximately 19,700 new additional homes will be developed in Stratford and West Ham Community Forum Area. The majority of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1.

(For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraphs 6.116 - 6.118)

S01 Stratford North
S02 Stratford Waterfront
S03 Olympic Quarter
S04 Chobham Village
S05 Stratford Central
S06 Carpenters District
S07 Sugar House Lane and Three Mills
S09 Pudding Mill Lane
S10 Abbey Mills
S29 Plaistow North

Stratford will be regarded as an employment hub and centre for strategic retail growth, focusing office and the borough's tallest building development in the area. The Council will pursue, and expect developments to contribute to, measures to integrate the existing town centre with Stratford City, investment in its regeneration, and the creation of a vibrant Metropolitan Centre, including the aim to create two-way vehicle movement around the existing shopping centre.

Proposals which address, and where appropriate accord with, the following vision-based policies will be supported:

Spatial Policies

1. The orchestration of investment and development to create at Stratford a Metropolitan Centre of a quality and magnitude that makes the most of its international links, heritage, its diverse community and prime position in terms of the Olympic Legacy, contributing to the eastward expansion of London's core. It will accommodate a wide spectrum of uses which will include retail (with a significant amount of high order comparison goods), arts and cultural, urban and green (and blue) spaces, market facilities, hotels, business and commerce (including major public offices), community, health, tourism, quality leisure and entertainment, education (including higher education and further education expansion and relocation) linked to new and rejuvenated neighbourhoods within and beyond the borough;

2. Improved connectivity to overcome barriers to movement caused by railways, roads, waterways, and key development sites to increase integration with surrounding areas and between new and existing communities;

3. Employment and residential growth supported by the creation of new Local Centres at West Ham and Plaistow near the stations;

4. Intensified development and designation of a new local centre around Maryland Crossrail station;

5. Recognition and re-appraisal of local heritage through potential new/extended Conservation Areas, and sensitive integration of heritage assets within new areas of development to enhance the built environment;

6. To ensure all new development is closely integrated with its surroundings to create successful high quality and well connected areas, including the limitation of tall buildings to identified suitable location;

7. To ensure all new development is supported by timely delivery of infrastructure;

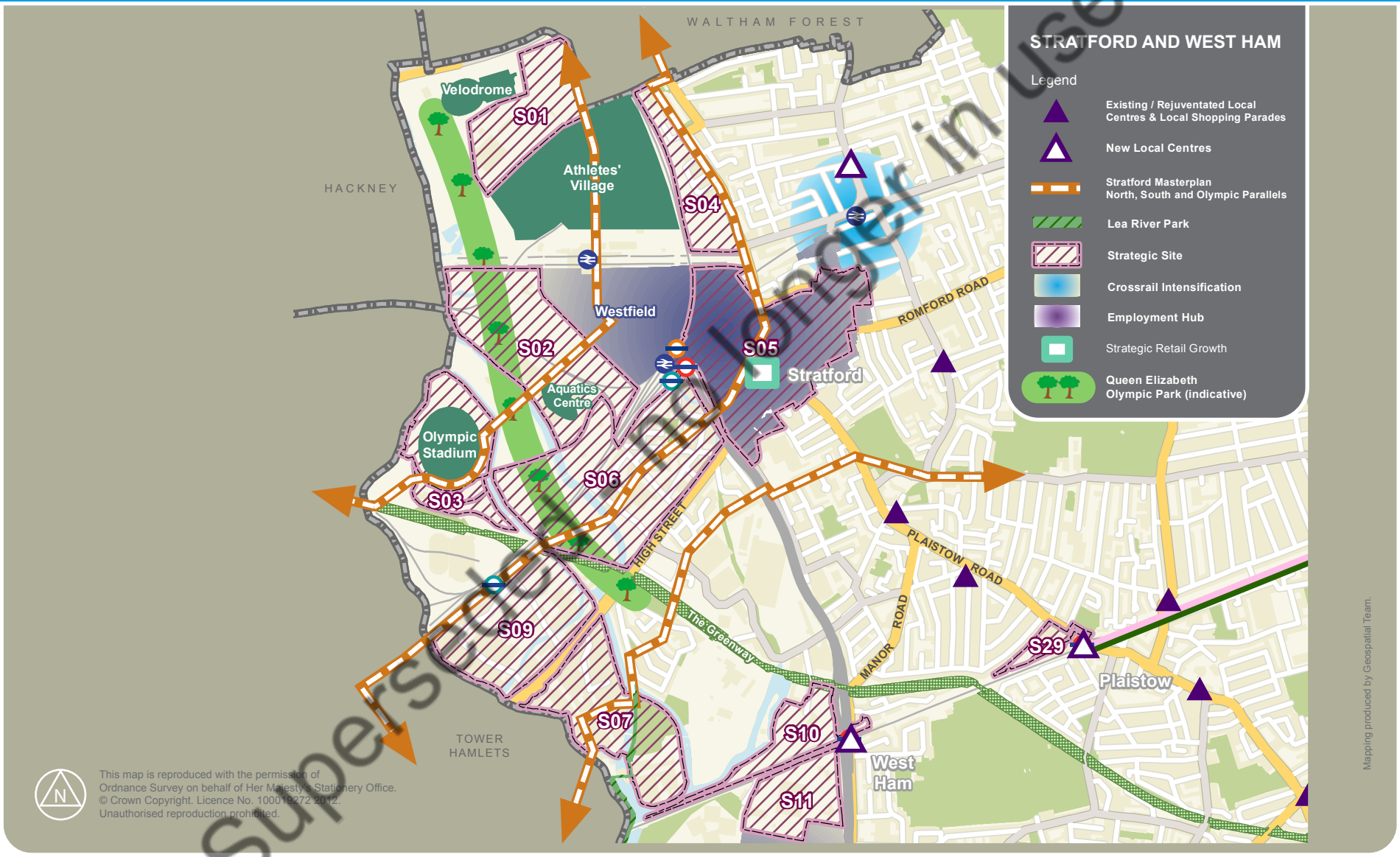
8. Improve the provision, quality and access to open space, including the Greenway and waterways and helping to establish the Lea River Park and improve the Lee Valley Regional Park, recognising its London-wide role as a Strategic Cultural Area; and

9. The retention of the employment cluster at Rick Roberts Way until such time that the Detailed Sites and Policies DPD is able to determine local employment designations.

The Council will resist the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals.

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Spatial Policies - Stratford and West Ham



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Spatial Policies

Reasoned Justification

5.12 This Community Forum Area is made up of several distinctive and related parts. It has two wards: Stratford and Newtown and West Ham. Stratford town centre stands at the gateway to Newham, and is characterised by railway lands, the High Street and historic buildings in the old centre, including the major landmark of St John's Church. Stratford is one of London's major transport interchanges with excellent accessibility to Central London and the wider region. It has a large indoor shopping centre and cultural quarter, including the Theatre Royal, Stratford Picturehouse and Stratford Circus. However, since the 1960s the town centre has become dominated by traffic with the shopping mall surrounded by busy roads. To the west and north of the present town centre is a massive building site with the Olympic Park and Stratford City under construction, with many other large sites earmarked for Olympic Legacy development. Reducing barriers to movement and integrating these areas to create a cohesive new Metropolitan Centre is a key objective for the Strategy.

5.13 Moving south along the High Street and to the west is the Carpenters Estate comprising social housing in a number of low and high rise blocks with some commercial uses at the northern end including the Building Crafts College. To the south of this is Pudding Mill Lane industrial estate and a number of river tributaries: the 'Bow Backs'. Beyond this and to the west is land that is part of the Olympic Park and associated venues. The High Street itself is a busy main road undergoing rapid change. It is made up of large plot commercial uses and a growing number are undergoing development for high rise residential.

5.14 On the eastern side of the High Street is Rick Roberts Way, which is primarily commercial industrial with some large vacant sites. The Greenway runs perpendicularly across the site in the southern portion of the Community Forum Area. To the south-east are Sugar House Lane and Three Mills employment uses many of which are creative, including film studios.

5.15 The village of West Ham still retains much of its old street pattern, but other than some Victorian terraces few original buildings survive. One exception is the landmark Norman church of All Saints. Most of the area was redeveloped following the war, with slums and war-damaged homes replaced by new social housing - including 1960s residential towers, walk-up blocks of up to five storeys, and 1970s terraced housing. The Lea Valley, on the other side of the railway, is characterised by industrial buildings, including some high quality industrial estates and large scale uses such as the underground and bus garage complex. However, some industrial land stands vacant. The area includes major listed industrial buildings such as gas holders and Abbey Mills pumping station. Abbey Mills is a large site with potential for redevelopment for employment and residential purposes, but which currently has unauthorised occupation.

5.16 The area is subject to major infrastructure investment including key transport projects such as Stratford International Station, Crossrail, and DLR extensions. Major investment in the development of the Olympic Park and the delivery of legacy sites will see major changes to Stratford and West Ham, bringing significant changes and challenges, not only in how the area interacts with existing developed areas in the borough and neighbouring boroughs, but also the future role the area plays in the wider London context.

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Spatial Policies - Stratford and West Ham

Superseded - no longer in use

5.17 The Strategic Sites of Stratford North, Stratford Waterfront, Olympic Quarter and Chobham Village share a vision to transform the area to become a vibrant high quality and sustainable mixed use city district that is fully integrated into the urban fabric of London and is set within an unrivalled landscape that contains new high quality parkland and water spaces. It will be a world class leisure and lifestyle destination in a superlative natural environment with transformative impacts for the area and local people, a place which is both unique and special whilst rooted in the traditions and diverse character of this part of East London. This will be enabled by the significant investment that has already occurred in the area in advance of the Olympics, overcoming environmental constraints and enhancing natural and infrastructural assets, to create a platform where investment will go directly towards creating a high quality of development. Newham is committed to retaining and developing the sport and recreational infrastructure inherited from the 2012 Games and supporting the role of the Lee Valley Regional Park as a Strategic Cultural Area (see London Plan Policy 4.5).

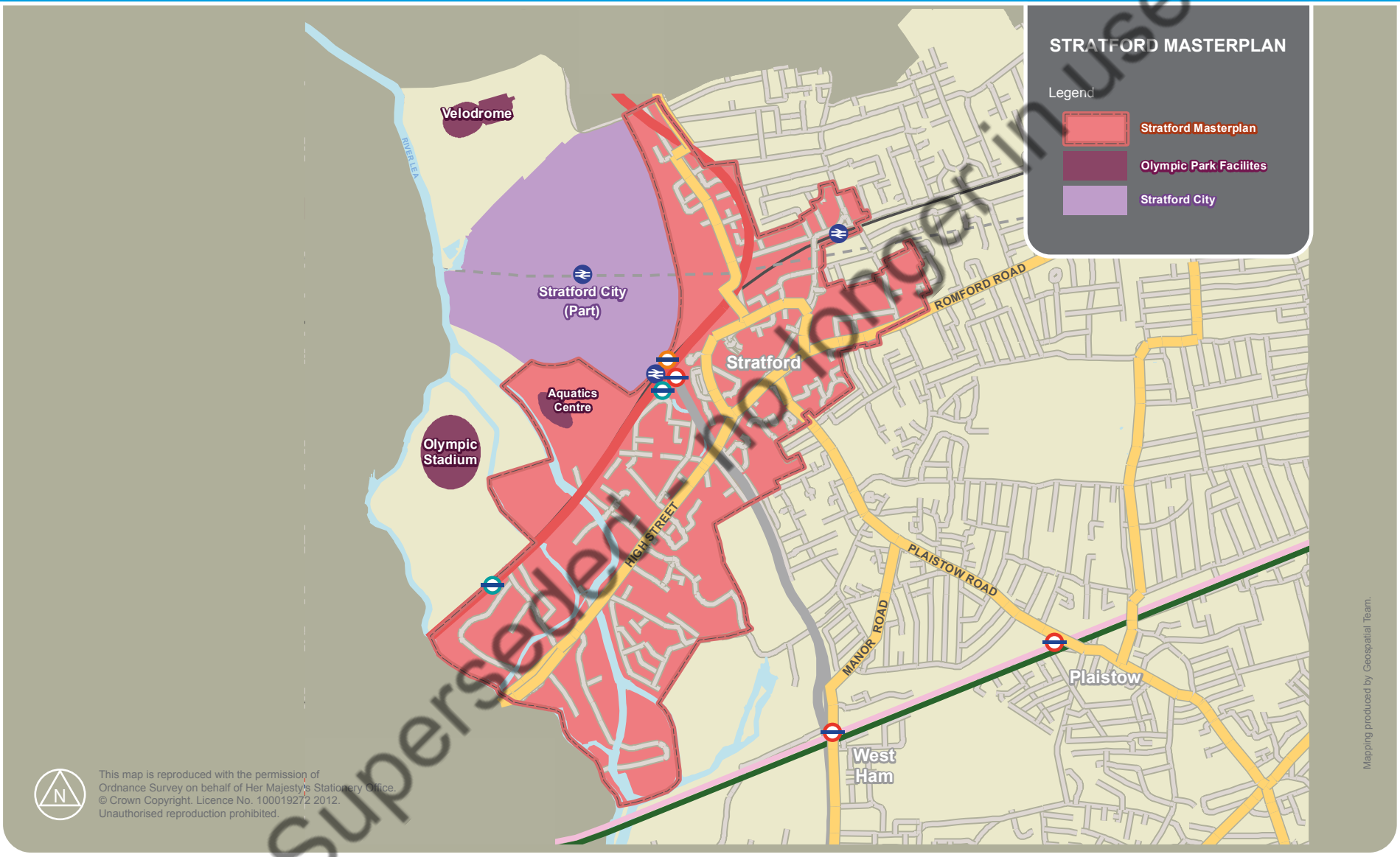
5.18 A masterplan has been prepared for the Stratford area. The vision for Stratford Central is for it to be an integral part of a thriving Metropolitan Centre, which will be a hub for surrounding communities; a gateway to the Olympics and Olympic Legacy; and a destination in its own right. A strong connection will be formed between the existing town centre with finer grain retail, workspace and cultural assets, and Stratford City, with large scale new shopping and leisure facilities. This will create a vibrant place that will serve an international and regional community, given strategic transport connections already in place, whilst retaining a distinctive East End character. The town centre boundary will be maintained to support the prioritisation of development in this area, to be reviewed in a subsequent DPD as discussed in Policy INF5. However, it is expected the wider area encompassing Stratford City and Stratford town centre will operate as an Employment Hub (see Policy J1).

5.19 Opportunities for reinforcing Stratford as an office hub will be pursued, as well as opportunities for high density residential development and cultural, educational and community uses. Stratford town centre is the principal transport node in Newham and the main arrival point into the borough. A transformation in the quality of Stratford as an attractive and vibrant place will be sought, along with the implementation of specific public realm improvements. Improved links will be created with the greater Carpenters neighbourhood to the south of the town centre and this area will be regenerated to provide new and improved homes with the potential for some mix of uses (for example education or office).

5.20 Pudding Mill Lane, Sugar House Lane and Three Mills sites together have the critical mass to create a successful new neighbourhood for homes and businesses. The area could include businesses and attractions, community facilities, restaurants and cafés in a superb waterside setting. It could become a hub for innovation and for experimental businesses. It will be important to connect Pudding Mill Lane and Sugar House Lane via a link over the High Street. More information is available in the Stratford Metropolitan Masterplan.

5.21 Further south, in West Ham and the Lower Lea Valley, the Olympic Park and Stratford City will help to stimulate new, high quality mixed use development with continued support for existing industries in areas such as Cody Road. New development will be set within the context of the River Lea,

Spatial Policies



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Spatial Policies - Stratford and West Ham

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where new public open spaces and pedestrian and cycling routes extending north and south will be opened up, taking in heritage attractions such as Sugar House Lane, Abbey Mills, the listed gas holders and river heritage (The Lea River Park). New streets will cross the River Lea to Tower Hamlets providing the links that will finally overcome the major barriers that have separated the borough from the rest of London for almost two centuries.

5.22 As described elsewhere the Olympic Park and Stratford City are under construction; Stratford International Station will open soon. New housing is also being built on various sites in the area, and overall the Stratford and West Ham area will deliver the most homes out of all the nine Community Forum Areas (approximately 19,700). This will largely come from the developments associated with the Olympic Legacy, large housing developments by the private sector and public bodies and the regeneration of the Carpenters Estate.

Implementation

5.23 The Stratford Metropolitan Masterplan may be taken forward as a Supplementary Planning Document in order to provide further guidance on the detailed implementation of this policy. Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs.

5.24 To address delivery, rather than focusing on a single delivery vehicle, the Stratford Metropolitan Masterplan has established a number of projects, under an overarching Masterplan/SPD umbrella, that can come forward over time in a flexible way to make the most of market opportunities as they arise. For example the Northern and Southern Parallels shown on the map above can be detailed in the Supplementary Planning Document. Each project will involve partnership working with other public sector entities, landowners, developers, communities and others to make them work successfully. Some projects can be delivered in the short term. Others will take 20 years or more to deliver. With regard to those sites that lie within the ODA boundary consideration will be given to small changes to their final configuration once the OPLC's broad development proposals have become clear.

5.25 There are a number of physical development projects on major sites where Newham Council and other public sector bodies have an interest and can take a leading role in delivery within the next five to ten years. These include the regeneration of the Carpenters Estate, transformation of Stratford Town Centre, and regeneration at Chobham Farm and Sugar House Lane. Open space projects are referred to in Policy INF6 and associated spatial designations in Appendix 1.

5.26 The Council is a major landowner in Stratford and its land will be used to encourage development and lever value. Compulsory Purchase Orders that may be required to deliver schemes in line with this policy will be supported.

5.27 The delivery of the Olympic Legacy sites and a small number of other Strategic Sites will also be key in the future development of the area. Further guidance to aid comprehensive development and regeneration in line with the visions will be set out in the Mayor of London's Olympic Legacy Supplementary Planning Guidance, Legacy Masterplan Framework, and subsequent Development Plan Documents (DPDs) and SPDs as capacity allows.

Spatial Policies

5.28 The major areas of change in Stratford and West Ham comprise ten strategic sites as set out in the Schedule of Strategic Sites which are crucial in achieving the vision and objective for Stratford and West Ham Community Forum area.

5.29 The Strategic Sites that will deliver this policy are set out below and in Appendix 1.

S01 Stratford North

A new residential neighbourhood including supporting community and retail uses. The site will have enhanced connections to the wider area, particularly Chobham Village and beyond. It will include a significant area of open space and It will be supported by new education and health provision at Chobham Academy and the adjacent Olympic Polyclinic. Indicative residential typology - low density, high family.

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Spatial Policies - Stratford and West Ham

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S02 Stratford Waterfront

This site includes Zones 2 and 7 of the Stratford City development, and the Aquatics Centre and the planned mixed use area to the north of this facility.

A mix of residential, offices, and ground floor community facilities, leisure, and bars, cafés and hotels taking advantage of the waterfront location. This area will be connected to Stratford City and the Olympic Park as well as back into the old town via the Greater Carpenters Neighbourhood. Indicative residential typology - high density, low family.

S03 Olympic Quarter

This site includes the Olympic Stadium and adjacent sites.

Future development should contribute to convergence in terms of jobs, access to sporting facilities and events for local people especially schools and disadvantaged groups. The end user of the Stadium will affect the appropriate mix of uses and the need for enhanced public transport and other related permanent infrastructure. This site requires improved connections to Pudding Mill and north-east to Stratford City. Indicative residential typology - medium density, medium family.

S04 Chobham Village

This site will become a residential neighbourhood with an emphasis on low density family housing, but with higher densities near the station, that will form part of the wider Chobham Neighbourhood creating a transition between the high density Athletes' Village and the lower density of Stratford New Town. This site will form a critical link between the proposed new Olympic Village (and Stratford North) to the west and north-west, and the existing neighbourhoods to the east at South Leyton. Development should make provision for a new urban park in the south to also serve the north of the Old Town and a new community hub centre with local shops and facilities to the north of the area. Development should seek to integrate both sides of Leyton Road. Indicative residential typology - low density, high family.

Spatial Policies

S05 Stratford Central

Renewal and significant expansion of retail floor space (mainly comparison) in line with the requirements of Policy INF5 together with other town centre uses, residential and public realm and permeability improvements. The key aim is to integrate the area with Stratford City and Olympic Legacy sites, ensuring a complementary offer is developed, and investment momentum catches up. Indicative residential typology - medium / high density, low family.

S06 Carpenters District

Extensive redevelopment to create a more mixed-use area across Carpenters District. This includes Carpenters Greater Neighbourhood as referred to in the Stratford Metropolitan Masterplan as well as a residential area lying to the east of the Olympic Stadium between Waterworks River and City Mill River.

The development will include more extensive business/commercial uses, education and community uses where this would be well connected with the town centre, alongside better quality housing in the rest of the area. The Council supports a southern entrance to Stratford station, which is seen as integral to the regeneration of Carpenters Estate and the wider Stratford High Street area. Indicative residential typology - medium density, medium family.

Where this does not conflict with wider regeneration aspirations set out in Policy S2 the Council will support the retention of existing low rise family housing on the estate in accordance with Policy H4. The reference to education in this location has the potential to accommodate Newham College of Further Education's proposals to establish a Skills and Enterprise Campus within the site as referred to in the Infrastructure Delivery Plan (Appendix 3).This will be further assessed as part of the Detailed Sites and Policies Development Plan Document process as more detailed proposals emerge.

Superseded - no longer in use

Spatial Policies - Stratford and West Ham

S07 Sugar House Lane and Three Mills

Mixed use to include creative and cultural employment uses, residential development, community uses, supporting services and local amenity space. Cultural and creative industries are to be retained at Three Mills which has the largest surviving tidal mill in the world and is an important part of the area's historic environment. Improved connections to Pudding Mill, Bromley-by-Bow and Bisson Road will be made. The site includes part of the proposed Lea River Park. Indicative residential typology - medium density, high family.

S09 Pudding Mill Lane

The site will be de-designated from a Strategic Industrial Location in order to realise its regeneration potential and ensure good relationship with surrounding new and rejuvenated areas in line with Policy J2. Bearing in mind levels of accessibility and availability of planned and existing supporting facilities the site is to be developed for mixed use comprising employment uses (including the retention of an employment buffer zone adjacent to the A12 and Crossrail portal), residential and community uses with a new local centre focused around Pudding Mill Lane DLR station, and improved links north – south through the site to Stratford High Street. Primary education and health facilities are likely to be provided. Indicative residential typology - medium density, high family.

Superseded - no longer in use

Spatial Policies

S10 Abbey Mills

The site will be developed for a mix of residential and employment uses and contribute to the creation of a new local centre in the station vicinity. Site access improvements will be required including a link to West Ham Station. This mix may include an element of community uses (including faith based) of a scale which is proportionate and which does not dominate the overall mix of uses in respect of land take, scale and traffic generation, located either within the local centre or so as to be well connected with the local centre and the station. Site access improvements will be required including a link to West Ham Station and facilitation of a possible future link to S11 Parcelforce. Indicative residential typology - medium density, medium family.

S29 Plaistow North

This is a site on the south-east edge of the Community Forum area, and in terms of character is more a part of Urban Newham, though will still benefit residents in the south of the area.

A new local centre incorporating retail and community use frontage to both sides of Plaistow Road and step-free access to Plaistow station. On the triangle site to the west of Plaistow Road, a mix of residential accommodation, open space with connections to the Greenway, and business space. Indicative residential typology - medium density, medium family.

Adjacent Sites

S11 Parcelforce

Employment-led mixed use linked to Cody Road industrial area that contributes to the creation of a new local centre in the station vicinity and facilitation of a possible future link to S10 Abbey Mills. Site access improvements will be required, including a link to West Ham station. Indicative residential typology - medium density, medium family.

Superseded - no longer in use

Superseded - no longer in use

S3 Royal Docks

Objective

5.30 The Royal Docks will be developed as a World Class business destination within the knowledge economy, and a focus for investment on a world stage, building on opportunities presented by the Olympics. The area will develop a nationally-significant niche in low carbon and high technology industries, and will have a significantly expanded visitor and tourist economy, becoming a thriving leisure destination for Londoners and visitors alike, and cross-river and local connectivity will be improved to enhance the links between the Royal Docks and the surrounding areas.

5.31 The Royal Docks will become a unique and high quality waterfront urban quarter; today's fragmented residential development will become consolidated into a number of distinct neighbourhoods. The predominantly industrial nature of the docks will shift over the plan period to a more balanced and higher value employment offer, well-integrated with the existing and emerging neighbourhoods, which opens up the waterfront with increased access to the River Thames and dock water spaces.

Policy

Approximately 9,160 new additional dwellings will be developed in the Royal Docks Community Forum Area. The majority of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1.

(For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118)

S21 Silvertown Quays
S22 Minoco Wharf

Proposals which address, and where appropriate accord with, the following vision-based policies for the wider area will be supported:

1. **The Royal Docks will continue to perform a growing economic role in the conference, tourism and leisure, and increasingly higher education, life sciences and green industry sectors;**

2. **Today's fragmented residential development will become consolidated into distinct but interconnected neighbourhoods, at West Silvertown, North Woolwich, Royal Victoria Dock and Albert Basin, with further connections to facilities on the ExCeL estate and at Custom House/ Freemasons local centre, and Canning Town, East Beckton and Woolwich Town Centres;**

3. **The area's key assets, namely the open water and remaining historic buildings and structures of the docks, riverside views and access, and Victorian heritage of North Woolwich around the station and Royal Victoria Gardens, will be re-valued and enhanced, ensuring that they form an integral part of the area's future in line with Policies SP5 and INF7;**

Spatial Policies

4. A new street-based local centre to be developed at West Silvertown focused around North Woolwich road and West Silvertown and Pontoon Dock DLR stations with pedestrian and cycle links to neighbouring residential areas, and public realm improvements to reduce the barrier effect of the road;

5. North Woolwich local centre to be enhanced including an upgrading of public realm, infill and other new residential development and retail uses;

6. Rationalisation of employment land to achieve considerably higher value employment uses and jobs density than currently exist, including a phased release of Strategic Industrial Locations (SIL) over the plan period (as set out in Policy J2);

7. Consolidation and/or relocation of the four safeguarded wharves in the Royal Docks (Thames, Peruvian, Manhattan, and Sunshine) subject to locational criteria in Paragraph 7.77 of the 2011 London Plan and there being no net loss of functionality or wharf capacity;

8. A package of river crossings to provide strategic and local access for residents and visitors;

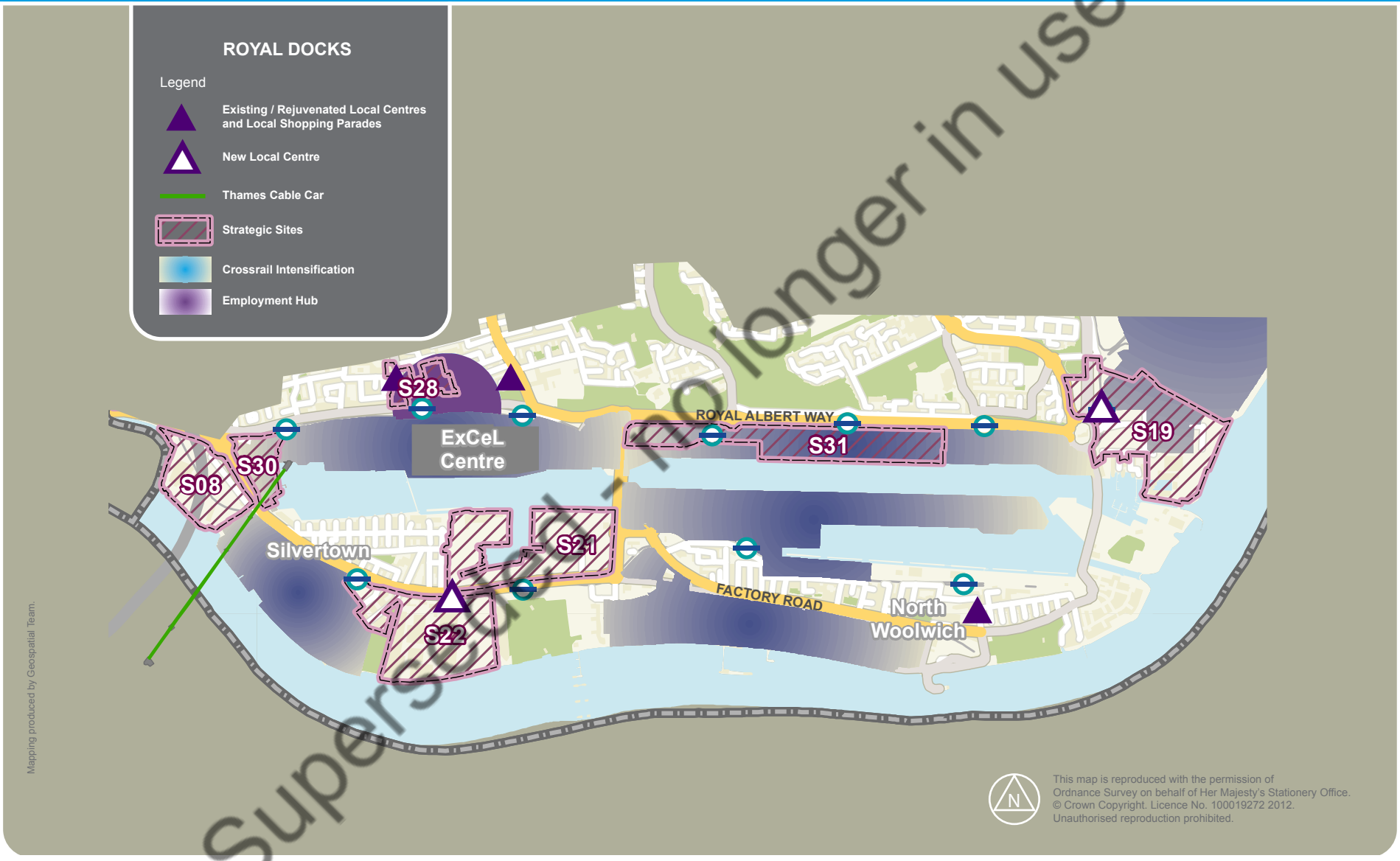
9. Local energy generation and district heating to be encouraged throughout the area with major developments being required to link to existing networks or demonstrate how the design makes provision for future connection; and

10. The optimisation of existing capacity at London City Airport, with any proposals for further growth at the airport to be considered in line with Policy INF1.

The Council will not support the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

Superseded - no longer in use

Spatial Policies - Royal Docks



Superseded - no longer in use

Spatial Policies

Reasoned Justification

5.32 The Royal Docks extend from Royal Victoria Dock and West Silvertown at the western end, through King George V Dock and Royal Albert Dock, London City Airport to Albert Basin, Albert Island and North Woolwich to the east, connecting and providing a relationship between areas across several Community Forum Areas. Almost half of the area is water. Much of the area is industrial, particularly south of the docks, with extensive areas of vacant or underused land. However, the Royal Docks also contain a number of key economic drivers within Newham, including the ExCeL conference centre, Tate and Lyle, University of East London, London City Airport, and more recently the London Borough of Newham's offices at Dockside. The Docks have benefited from £500m investment in recent years and the pace of change is becoming rapid.

5.33 There are significant public land holdings within the Royal Docks providing opportunities for transformational regeneration, with potential to make a significant contribution to the borough's objectives for providing new homes, jobs and services in line with the agreed vision for the future role of the Royal Docks.

5.34 The Vision for the Royal Docks forms part of a wider strategy to create a Green Enterprise District across East London along the north bank of the Thames. Within the Royal Docks a concentration of new low carbon technologies, manufacturing and research will be encouraged, that could lead the world in developing and providing low carbon goods and services.

5.35 In terms of design, there is currently a lack of coherence to some recent development and the communities to the south of the Docks lack local facilities and defined Local Centres, as well as connections to nearby alternatives. The general quality of the urban environment is very poor, and some parts of the area are isolated from the rest of Newham.

5.36 With a proposed Crossrail station at Custom House by 2018 and in the longer term, public transport links to the east (East London Transit and DLR extension to Dagenham Dock), the strategic transport connections are improving. Two potential river crossings are currently safeguarded by the Secretary of State (see Key Diagram), although these are under review by the Mayor of London. Other transport improvements such as a re-location of the Woolwich Ferry to Beckton, a cable car to the Greenwich Peninsula and new Thames Clipper moorings are also proposed, providing additional links to the wider area. However, at a local level, finer grain connections for walking and cycling are still poor for local residents both within the Docks and from the surrounding area, and need to be improved.

5.37 London City Airport is a major employer within the area but the operation of the airport has impacts on the local environment and also could constrain some types of development in the Public Safety Zone to the east and west of the runway. Any proposals for future expansion will need to be carefully considered in light of these impacts, and the objective to attract people to the new neighbourhoods being planned in the Docks (see Policy INF1). The London Plan (Policy 6.6) emphasises the importance of optimising existing airport capacity for example, improving access and other passenger facilities, and the Council supports this in line with the airport's acknowledged economic role.

Superseded - no longer in use

Spatial Policies - Royal Docks

Superseded - no longer in use

5.38 A number of wharves on Thameside are safeguarded in the London Plan (and by a Direction from the Secretary of State), protecting them from development which could prejudice their future use for transporting goods by river. However, the wharves are spaced out across the river frontage and the land is in many cases underused.

5.39 Consolidation or relocation of wharf facilities would free up part of the river frontage for development. This could include residential, community or other employment uses. This would need careful management to ensure that residential areas can be compatible with the remaining industrial areas. A London-wide review of safeguarded wharves has been commissioned, and the draft report published in 2011.

5.40 Given the importance of the Royal Docks to the regeneration of Newham, it is proposed to release part of Thameside West from its designation of Strategic Industrial Location at the eastern end to Lyle Park. In addition release of Thames Wharf from the Strategic Industrial Location designation is also proposed. This release is subject to the ability to provide a viable, usable wharf on the adjacent Carlsberg Tetley site. The safeguarded wharf at Thames Wharf can be removed from wharf safeguarding if it can be relocated and satisfactorily accommodated on the adjacent Carlsberg Tetley site, whilst allowing for the proposed Silvertown tunnel and cable car, or alternatively, relocated/consolidated elsewhere in the Royal Docks. In either case there should be no loss of functionality or wharf capacity. Policy J2 sets out the proposed Strategic Industrial Location release in the borough in more detail.

Implementation

5.41 While the potential for transformation is huge, there is a need to take a co-ordinated approach which considers the most appropriate locations for new and expanding neighbourhoods, to manage the change from the traditional 'heavy' industrial character of the past to a more efficient use of the land resources for emerging economic sectors such as research and technology, tourism, leisure and culture, media and service industries, and to ensure the Docks are better connected with the rest of the borough and beyond.

5.42 The Council will undertake further feasibility and legal work with its partners, including the development and implementation of an appropriate funding and co-ordinating mechanism to secure the release of the wharves in the Royal Docks that are currently safeguarded, and their consolidation/ relocation within the borough.

5.43 The Council is only a modest landowner within the Royal Docks; however, there are other significant public sector land holdings in the area and the Council will work with other public sector agencies to assess the need for supporting infrastructure and manage site assembly and delivery.

5.44 Further guidance will be required through masterplanning and associated work (e.g. Conservation Area Appraisals) and/or Supplementary Planning Documents to aid comprehensive development and regeneration in line with the visions. Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs. The Strategic Sites that will deliver this policy are:

Spatial Policies

S21 Silvertown Quays

Residential-led mixed use with potential for leisure and hospitality and green industries including research and development, building on the visitor attraction cluster at the western end of the docks (ExCeL, Siemens building). New residential development on this site will form part of the wider neighbourhood at Silvertown, supported by local shopping and community uses (a new local centre) focused around North Woolwich Road, including use of space under the DLR viaduct. Leisure uses should relate to the water space, with clear pedestrian and cycle connections through to the new local centre and across North Woolwich Road. Public access to the dock edge should be provided. Indicative residential typology - medium density, medium family.

S22 Minoco Wharf

The release of land designated as a Strategic Industrial Location at Thameside West up to the eastern boundary of Lyle Park, and west of Lyle Park adjacent to North Woolwich Road, (18 hectares) will assist in the development of a new neighbourhood at West Silvertown. A new local centre should address North Woolwich Road providing a focus to the new neighbourhood as a whole and provide connections to both DLR stations, and pedestrian and cycle links to Silvertown Quays. Development should include pedestrian and cycle access to the river. Indicative residential typology - medium density, medium family.

Superseded - no longer in use

Spatial Policies - Royal Docks

Adjacent Sites

S08 Thames Wharf

Proposed release from Strategic Industrial Location (see Policy J2). There is scope to reconfigure the safeguarded wharf on the site to the adjacent site (Carlsberg-Tetley) or to remove the wharf safeguarding at Thames Wharf if a consolidated wharf can be delivered at Thameside West subject to there being no net loss of functionality or wharf capacity. If it can be demonstrated that either scheme can be delivered, this could provide the opportunity to develop new employment, leisure/ tourism and residential uses grouped around a potential new DLR station where passive provision is in place, subject to addressing the constraints on the site, including the Silvertown Crossing safeguarding area, and the removal of the wharf safeguarding by the Secretary of State. Indicative residential typology - medium density, medium family.

The Council will work together with other public sector agencies and developers to further investigate proposals for relocating or consolidating the four individual safeguarded wharves at Thameside West, to facilitate a more efficient use of land, and support the growing neighbourhood at Silvertown. See Policies INF1 and J2 for details.

S19 Albert Basin

New housing around Albert Basin will consolidate existing residential development, with a new local centre focused around Gallions Reach DLR station, providing day-to-day shopping, health, education and community uses. North of Armada Way new development will be employment-led and consistent with Strategic Industrial Locations (SIL). Residential development to be focused around southern end of the site, with some B1 business space, building on links with UEL and Royal Albert North. Legible walking and cycling routes should be provided through the site from the DLR station to the waterfront. Indicative residential typology - medium density, medium family.

S28 Custom House/Freemasons

Intensified residential commercial/business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre with improved physical and functional links to ExCeL, and open space linking to the proposed 'Activity Street' to the north-west, and through a series of open spaces to Cundy Park to the south-west. Indicative residential typology - medium to high density, medium family.

Superseded - no longer in use

Spatial Policies

S30 Royal Victoria West

New residential, leisure and cultural uses will be supported at this gateway site to the Royal Docks. The Siemens building and cable car link to Greenwich Peninsula are due to be completed in 2012 providing new visitor attractions. Public realm improvements, including an enhanced pedestrian and cycle link to Canning Town, and active water space, are key priorities in this location. Indicative residential typology - medium density, low family.

S31 Royal Albert North

This site straddles both Canning Town and Custom House and Beckton Community Forum Areas.

Promotion of business and education uses, building on the strengths of the University of East London and land availability for innovative high-tech manufacturing and research and development. A link will be created from Beckton Park, bringing the park into the dock and enhancing access for local residents to new employment and training opportunities.

Superseded - no longer in use

Spatial Policies - Canning Town and Custom House

S4 Canning Town and Custom House

Objective

5.45 Canning Town will undergo a comprehensive programme of regeneration and renewal, to provide an enhanced neighbourhood delivering new homes, with an expanded town centre and carefully-placed taller buildings at its heart. There will be an improvement in the quality of Custom House/Freemasons local centre, with an intensification of uses around the station, building on the opportunities offered by Crossrail. New connections will be created through the area, including two new streets, and the local environment, including open space, considerably enhanced.

5.46 The Cody Road employment area will be strengthened, including the definition of Strategic Industrial Location (SIL) boundaries to incorporate the Prologis Industrial Estate. There will be scope for other traditional employment areas on the fringes of Canning Town to diversify, including emerging business sectors and other supporting uses.

Policy

Approximately 7,950 new additional dwellings will be developed in Canning Town and Custom House Community Forum area. The majority of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1.

(For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118)

S08 Thames Wharf
S11 Parcelforce
S13 Manor Road
S14 Canning Town Central
S15 Canning Town East
S16 Silvertown Way East
S17 Silvertown Way West
S18 Limmo
S28 Custom House/ Freemasons
S30 Royal Victoria West

Proposals which address, and where appropriate accord with, the following vision-based policies will be supported:

1. **Unsatisfactory housing and other surplus sites in the area will be replaced and around 7,950 new additional homes of a wider variety of sizes and tenures in line with Policies H1 and H2 will be built, in a series of well-connected, safe and sustainable neighbourhoods which have easy access to community infrastructure. Abbey Arms, Freemasons Road and West Ham will be key Local Centres, with further local shopping protected at Cundy Road. New and improved open space will be provided through the Lea River Park and other opportunities as they arise;**

Superseded - no longer in use

Spatial Policies

2. A revitalised, expanded and re-oriented town centre, benefiting from a re-modelled junction and public realm, a new foodstore south of the Barking Road, a modernised market space, better links to the station and bus station, and a better quality and mix of shops and other uses, will be a new heart for the area, as an employment hub and broader focus for activity both during the day and into the evening;

3. Development will be intensified in the vicinity of the most accessible locations (Canning Town and Custom House stations) making best use of land whilst not contravening sustainable community and design quality objectives. Canning Town town centre will be a minor hub for some of the tallest buildings in the borough, contributing to its identity as a key town centre for the borough;

4. Two new streets will be created across the area: one residential in character, one more activity-based. These will provide important connections between the town centre, surrounding neighbourhoods, important and improving community facilities and open space, and the other key node of Freemasons/ Custom House. Links will also be improved with surrounding areas, with new bridges put in place over rivers and other barriers to connect with neighbouring communities in Tower Hamlets, and better connections to the new local centre around West Ham station, and new district centre at Bromley-by-Bow to the north and the Lee Valley Regional Park;

5. The public realm, environmental quality and overall standard of design will be considerably upgraded, ensuring everyone can enjoy the area's offer in full, particularly on foot and by bike. As well as improvements to connectivity, making better use of the area's public transport access, better design will bring safety and security, ease of navigation, mitigation of utilities infrastructure, and a revaluation of the area's natural and heritage assets (notably Victorian buildings along Barking Road, Bevan houses in Canning Town and the Bow Creek Ecology Park);

6. Custom House station will connect with the existing Freemasons local centre to become an enhanced local centre marked by one or two taller buildings, with an offer directed at and welcoming to both local residents and visitors to ExCeL and other dockside destinations;

7. Better links between the consolidating dockside mixed use leisure, convention, recreation and business district and the wider area will help spread the benefits of the New Economy, recognised around ExCeL as an employment hub; and

8. Cody Road together with Prologis Industrial Estate will continue to be an important employment location, focused particularly on industry, recognised as an employment hub and Strategic Industrial Location.

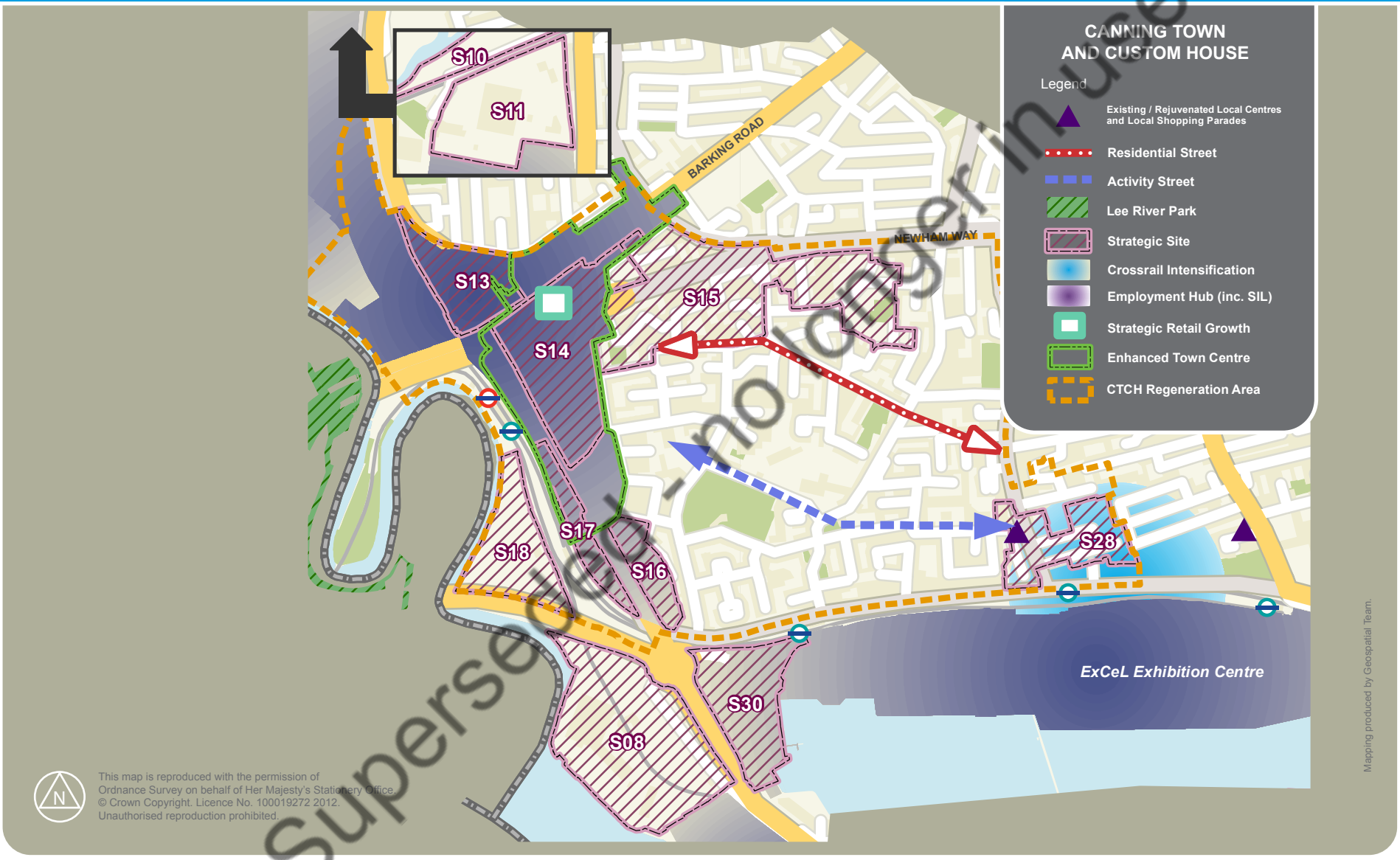
Superseded - no longer in use

Spatial Policies - Canning Town and Custom House

The Council will not support the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

Superseded - no longer in use

Spatial Policies



Superseded - no longer in use

Spatial Policies - Canning Town and Custom House

Superseded - no longer in use

Reasoned Justification

5.47 Canning Town and Custom House is an historic East End neighbourhood that has been in existence since the mid - 1800s, when poor quality workers' slum dwellings were built to support heavy industry around the Royal Victoria Dock. Following extensive war damage and waves of regeneration in the early 20th Century and post-war period, today's Canning Town and Custom House is mainly a residential neighbourhood, with development including terraced houses, walk-up maisonette blocks and point tower blocks. It incorporates a district centre and important tube, DLR and bus connections at Canning Town station as well as significant areas of industrial and commercial units around Cody Road and a strongly emerging visitor economy focused around the international conference and events centre, ExCeL.

5.48 However, the area has declined since its post-war reconstruction, its residents suffering from the demise of dock-related industry by the late 1970s and a legacy of poor urban design (including poor connectivity) poor quality, monotonous housing and intrusive infrastructure which create significant barriers and visual impacts. Today much of the area falls within the top 2% of deprived areas in England and Wales, with a significant number of older, unemployed, and disabled residents, and little private housing. This, together with the area's excellent potential given its existing and improving connections – with a Crossrail station proposed at Custom House, proximity to Canary Wharf and waterside sites - has been the impetus behind the £3.7 billion Canning Town and Custom House Regeneration Programme.

5.49 There are also significant developments planned at Bromley-by-Bow, and a greater emphasis on residential development in the Tower Hamlets localities bordering the area which may be mutually beneficial.

Implementation

5.50 The Canning Town and Custom House Regeneration Programme will deliver the majority of new homes, and the remainder will be delivered through a combination of large and medium sized schemes outside the programme area together with other small sites. The area's many and increasing benefits, notably the arrival of Crossrail, should help provide continued development momentum.

5.51 The Canning Town and Custom House Masterplan and Supplementary Planning Document widely consulted on and adopted in 2008, guide development and investment in the area towards a sustainable community vision, to be updated and supplemented as necessary. Open space projects are referred to in Policy INF6 and associated spatial designations in Appendix 1. Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs.

5.52 Improvements to environmental quality will include a continuing commitment to pursue less intrusive infrastructure, subject to viability and established national protocols (e.g. the mitigation of, and/or the undergrounding of high voltage overhead transmission cables). The Strategic Sites that will deliver this policy are:.

Spatial Policies

S08 Thames Wharf

Proposed release from Strategic Industrial Location (see Policy J2). There is scope to reconfigure the safeguarded wharf on the site to the adjacent site (Carlsberg-Tetley) or to remove the wharf safeguarding at Thames Wharf if a consolidated wharf can be delivered at Thameside West, subject to there being no net loss of functionality or wharf capacity. If it can be demonstrated that either scheme can be delivered, this could provide the opportunity to develop new employment, leisure/ tourism and residential uses grouped around a potential new DLR station, where passive provision is in place, subject to addressing the constraints on the site, including the Silvertown Crossing safeguarding area, and the removal of the wharf safeguarding by the Secretary of State. Indicative residential typology - medium density, medium family.

The Council will work together with other public sector agencies and developers to further investigate proposals for relocating or consolidating the four individual safeguarded wharves at Thameside West, to facilitate a more efficient use of land, and support the growing neighbourhood at Silvertown. See Policies INF1 and J2 for details.

S11 Parcelforce

Employment-led mixed use linked to Cody Road industrial area that contributes to the creation of a new local centre in the station vicinity and facilitation of a possible future link to S10 Abbey Mills. Site access improvements will be required, including a link to West Ham station. Indicative residential typology - medium density, medium family.

S13 Manor Road

Residential-led mixed use scheme incorporating open space with green grid links to Star Park; commercial frontage (including B1) to Barking Road section east of Manor Road which will be the only part of the site to remain in the town centre boundary, and business use alongside the railway. Indicative residential typology - medium density, medium family.

Superseded - no longer in use

Spatial Policies - Canning Town and Custom House

Superseded - no longer in use

S14 Canning Town Central

Expanded District Centre abutting a transport hub, moving towards a Major Centre in composition and scale, within a revised boundary to comprise retail (to include anchor food store of up to 6,500 sq m net, and significant comparison floorspace - up to 25,000 sq m net) leisure and civic space making use of the more pleasant street environment created by the re-modelling of the junction and public realm, residential, and community uses. Connections to the Activity Street to the south/south-east, and residential street to the east/north-east, and through to the station will be important, together with an integrated town centre that links with existing retail frontages and the market. Indicative residential typology - medium density, medium family.

S15 Canning Town East

Residential with supporting community uses, notably a school to the west, and other multi-use facilities easily accessible from the town centre to the east, and green space of at least the existing quantum, linking to the residential street abutting the street to the south. Connections also need to be made across the site between uses, avoiding blocking effects. Indicative residential typology - medium density, medium family.

S16 Silvertown Way East

Mixed use comprising residential and business use fronting Caxton Street North opposite existing units, and public open space within the urban structure making green grid connections to Keir Hardie recreation ground and dealing with the amenity impacts of traffic. Connections to be made with Activity Street to the north-east, north to the town centre and north-west to the station. Indicative residential typology - medium density, medium family.

S17 Silvertown Way West

Mixed use comprising residential, and business, with commercial units and higher density residential facing the street within the town centre boundary, and business uses extending to face units under arches in Peto Street North. Connectivity to the main town centre and the rest of Canning Town needs to be addressed, together with amenity impacts of traffic. Indicative residential typology - medium density, medium family.

Spatial Policies

S18 Limmo

Open space forming appropriate connections and terminus to Lea River Park, with enabling residential use should access and environmental constraints be overcome. Connections need to be made to Canning Town station/town centre and neighbourhoods, and to the Leamouth peninsula. Indicative residential typology - medium density, medium family.

S30 Royal Victoria West

New residential, leisure and cultural uses will be supported at this gateway site to the Royal Docks. The Siemens building and Cable Car link to Greenwich Peninsula are due to be completed in 2012, providing new visitor attractions. Public realm improvements, including an enhanced pedestrian and cycle link to Canning Town, and active water space are key priorities in this location. Indicative residential typology - medium density, low family.

S28 Custom House/Freemasons Road

Intensified residential and commercial/business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre with improved physical and functional links to ExCeL, and open space linking to the proposed Activity Street to the north-west, and through a series of open spaces to Cundy Park to the south-west. Indicative residential typology - medium to high density, medium family.

S31 Royal Albert North

This site straddles both Canning Town & Custom House and Beckton Community Forum Areas. Promotion of business and education uses, building on the strengths of the University of East London and land availability for innovative high-tech manufacturing and research and development. A link will be created from Beckton Park, bringing the park into the Dock and enhancing access for local residents to new employment and training opportunities.

Superseded - no longer in use

Spatial Policies - Canning Town and Custom House

Adjacent Sites

S10 Abbey Mills

The site will be developed for a mix of residential and employment uses and contribute to the creation of a new local centre in the station vicinity. Site access improvements will be required including a link to West Ham Station. This mix may include an element of community uses (including faith based) of a scale which is proportionate and which does not dominate the overall mix of uses in respect of land take, scale and traffic generation, located either within the local centre or so as to be well connected with the local centre and the station. Site access improvements will be required including a link to West Ham Station and facilitation of a possible future link to S11 Parcelforce. Indicative residential typology - medium density, medium family.

Superseded - no longer in use

S5 Beckton

Objective

5.53 With its suburban low-density houses and large areas of green and water space, Beckton is an excellent location for families. The area will become increasingly well-connected, building on the recent expansion of the DLR network to Stratford and efforts to reduce the barrier effects of the A13 and the area's disconnected street pattern. Local shopping areas will strengthen to provide a greater diversity and range of local services, with a new local centre supporting new homes at Albert Basin. People will feel safer in the area's parks as measures are taken to help to provide natural surveillance. Beckton Riverside and London Industrial Park will support the continuing shift of industrial activity eastwards in the borough to become a cohesive, safe and permeable industrial area and together with new employment development in the Royal Docks will help to raise people's average incomes.

Policy

Approximately 1,600 new additional dwellings will be developed in Beckton Community Forum Area. The majority of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1.

For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118.

S19 Albert Basin
S31 Royal Albert North

Proposals which address, and where appropriate accord with, the following vision-based policy will be supported:

1. **Around 1,600 new homes of a variety of sizes and tenures will be developed in the area to the west of Royal Docks Road and south-west of the Thames Gateway Bridge safeguarding, primarily around the Albert Basin, ensuring that this and other neighbourhoods are safe, well-connected and sustainable, with easy access to community infrastructure in East Beckton, North Woolwich, the UEL campus, and a new local centre next to Gallions Reach station. Isolated shops elsewhere in the area that fill in gaps in the network will also be protected;**

2. **The East Beckton District Centre will be consolidated at the eastern end close to public transport links, and become less island-based and inward-looking, with an improved public realm and renewal of the convenience offer and better linkages between the precinct and other shops and services in the area, as well as local neighbourhoods;**

Superseded - no longer in use

Spatial Policies - Beckton

Superseded - no longer in use

3. In Gallions Reach, the retail park will evolve over the plan period to become more like a town centre, in the mix of shops and services provided, the variety of unit sizes, the connections with local residential areas and public transport nodes, and reduction in the dominance of car parking, with its economic importance recognised as part of the East Beckton employment hub;

4. Improvements will be made to the connectivity of streets and routes through the area, in particular between the Savage Gardens and the Tollgate Road areas; the Tollgate Road area and Stansfield Road; the Richard House Road area and Leyes Road and King George's Avenue; between East Beckton District Centre and the other retail parks in the area; across Beckton Park and between the residential area and the riverside/dockside and employment areas in between;

5. Links will also be improved with surrounding areas, with the extension of the DLR to Dagenham Dock in the long term, and through the barrier effects of the rivers, docks, railways, industrial areas and retail parks, the A13 and Royal Docks Road being addressed to connect with neighbouring communities and employment in Barking and Dagenham, East Ham and the Royal Docks;

6. Beckton District Park will be made safer with an increase in natural surveillance from new development and improvements to local paths and alleyways that increase usage, with a new shared pedestrian and cycle connection between Beckton Park and the Royal Albert Dock via Beckton Park station. New public open space will be provided at Beckton Riverside and within the Albert Basin development. Public access along the dock edge and improved walking and cycling connections to the Greenway into Beckton Park will be required;

7. The public realm and overall standard of design will be considerably upgraded, ensuring everyone can enjoy the area's offer in full, particularly on foot and by bike. As well as improvements to connectivity, better design will bring safety and security and enclosure, ease of navigation and improved community foci. Heritage assets will be better recognised including gas workers' cottages at Winsor Terrace, and remnants of dock-related buildings, whilst views to the rivers and Shooters Hill will be enhanced;

8. Supporting the shift of industrial activity from the Lower Lea Valley, higher value employment development will be sought for Beckton Riverside which can sit comfortably with the new residential community at Albert Basin, and contribute to the overall cohesion and permeability of the area, including access to the river;

9. London Industrial Park and Gemini Business Park will continue to act as a significant component of the borough's industrial offer, reflecting emerging growth sectors and taking advantage of links to road and river transport;

Spatial Policies

10. The area will continue to be important for utilities infrastructure, with ongoing investment in the efficiency and mitigation of environmental impact at the sewage treatment works. Modern waste processing and recycling is also compatible with industrial permissions, and should make use of river transport;

11. Additional B1 employment floorspace will be created at Albert Basin, clustered to relate to the wider Royal Albert North employment hub incorporating the UEL campus and the Council's Dockside offices, whilst contributing to improved connections and definition of the area;

12. Sustainability and efficiency will be facilitated by the Thames Gateway Heat Network, a local heat network and associated centralised low carbon local energy generation within the area, to which major development will be expected to provide connections.

The Council will not support the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

Superseded - no longer in use

Spatial Policies - Beckton



Superseded - no longer in use

Spatial Policies

Reasoned Justification

5.54 Beckton is a large Community Forum Area, but currently has a relatively low population density due to large extents of land being in retail, warehousing, utilities and industrial use, and a deliberate 1980s London Docklands Development Corporation policy of developing newly-drained land for low-rise, family-oriented housing. Flat topography allows for views through to south of the river and Shooters Hill from taller structures. The housing, built to the south of the A13 and north of the Royal Albert Dock, was constructed in four distinct small 'communities', around Savage Gardens, Winsor Terrace and Tollgate Road and to the west of Stansfield Road, with only remnants of earlier development (e.g. Winsor Terrace) remaining. A series of local distributor roads and culs-de-sac serve the houses and flats, and Beckton District Park provides a defining feature which separates three of the communities. A purpose-built District Centre was provided at East Beckton, anchored by a major superstore, whilst further out-of-town retail was subsequently developed in a series of retail parks, the largest being Gallions Reach.

5.55 Beckton suffers from a lack of connected streets and severance caused by the park, the A13 corridor and other barriers to the edge of the area including the extensive industrial and retail parks and utilities infrastructure, and the lack of natural surveillance of the district park. North-south pedestrian routes link residential areas with the Triangle Retail Park, but crucial east-west connections between residential areas and the major amenities of Gallions Retail Park and Showcase Cinema, and future access to the Roding and Thames riverfronts are lacking.

5.56 The District Centre provides for little community focus, given that it is primarily based in an indoor precinct and surrounded by a large car park, with a poor relationship with Beckton DLR Station, and the area lacks any Local Centres, with only scattered isolated shops. Gallions Reach, whilst employing significant numbers of people, fails to perform the function of a local high street, and instead provides a wider sub-regional shopping function attracting predominantly car-borne customers. For these reasons, and given further new housing development at Albert Basin, a new local centre is proposed in the south, together with consolidation and improvements to the connection, integration and overall design of other retail provision in the area.

5.57 More broadly, the area has a high level of social rented housing, and lower than average household incomes, hence the continued importance of securing a housing mix and promoting economic development potential to the south and east, and links to it from the residential area.

5.58 Beckton has cemented its position as the borough's premier industrial location, most recently with the Olympic relocations. It is well served by the strategic road network which connects to the M25 via the A13 to the east, Canary Wharf and the City to the west and the A406/M11 to the north. As well as the well-established London Industrial Park, this area comprises 52 ha of former gasworks land, the redevelopment of which is provided for by a 1992 permission, and two phases of which are for B Class uses. Phase 2 is the Gemini Business Park which is already complete and the location of many Olympic relocations, with Phase 3 incorporating some 55,000 sq m of B Class floorspace awaiting implementation. The Council wishes to see this or a similar

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Spatial Policies - Beckton

Superseded - no longer in use

proposal implemented at Beckton Riverside to further reinforce this industrial location, given redevelopment of other industrial land elsewhere in the borough.

5.59 Beckton also has a significant role as a utilities infrastructure provider for the region, with a major sewage treatment works serving a large part of London, and nearly 10 ha of land remaining in gas works operational use. The sewage treatment works have undergone improvements recently to tackle odour issues, as part of the Lee Tunnel Project and Beckton Sewage Treatment Works Extension project and other investment continues to reinforce its strategic importance. These include the Thames Tunnel project, which is proposed to connect to Beckton Sewage Treatment Works by 2020 and a desalinisation plant. The sewage treatment works' built form includes a visually dominant sludge-powered generator building and a number of large concrete sludge storage tanks.

5.60 Previous UDP designations for the area included four Major Opportunity Zones that have mostly failed to be realised, not least due to the considerable remediation of contamination from former industrial uses and landfill needed in this area, and issues with transport capacity. A shift in Council thinking toward an industrial hub in this location is therefore seen to be more deliverable, fitting well with the area's strategic importance for infrastructure and the constraints this brings.

5.61 Partly as a consequence of the utilities works, and due to large sites awaiting development, the area contains large areas of open land that attract birds and other wildlife, meaning it has various Sites of Interest for Nature Conservation (SINCs), and Metropolitan Open Land designations. However, given operational health and safety requirements which limit public access to sewage works land, and an extant permission for 4 ha of new open space adjacent to the river, it is proposed that the Metropolitan Open Land designation should be removed from operational land and extended to Beckton Riverside.

Implementation

5.62 Delivery of most of the 1,600 dwellings will be through the development of the Strategic Sites at Albert Basin, which is largely in public ownership. The Council is a significant landowner in Beckton and will make best use of its property assets to support the Core Strategy objectives.

5.63 Other works, including sewage treatment works expansion and mitigation are the responsibility of statutory undertakers, whilst employment and open space development at East Beckton is provided by extant planning permission. Spatial designations support this prioritisation to the east of Royal Docks Road.

5.64 To aid comprehensive development and regeneration in line with the visions, the Council will produce further, and update, Supplementary Planning Documents covering significant areas of change incorporating masterplanning and associated work (e.g. Conservation Area Appraisals). Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs. The Strategic Sites that will deliver this policy are:

Spatial Policies

S19 Albert Basin

New housing around Albert Dock Basin will consolidate existing residential development, with a new local centre focused around Gallions Reach DLR station, providing day-to-day shopping, health, education and community uses. North of Armada Way new development will be employment-led and consistent with Strategic Industrial Locations (SIL). Residential development will be focused around the southern end of the site, with some B1 business space, building on links with UEL and Royal Albert North. Legible walking and cycling routes should be provided through the site from the DLR station to the waterfront. Indicative residential typology - medium density medium family.

S31 Royal Albert North

This site straddles both Canning Town & Custom House and Beckton Community Forum Areas.

Promotion of business and education uses, building on the strengths of the University of East London and land availability for innovative high-tech manufacturing and research and development. A link will be created from Beckton Park, bringing the park into the Dock and enhancing access for local residents to new employment and training opportunities.

Adjacent Sites

S28 Custom House/Freemasons

Intensified residential commercial/business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre with improved physical and functional links to ExCeL, and open space, linking to the proposed Activity Street to the north-west, and through a series of open spaces to Cundy Park to the south-west. Indicative residential typology - medium to high density/ medium family housing.

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Spatial Policies - Urban Newham

S6 Urban Newham

Objective

5.65 To improve the quality and distinctive identity of places, contributing to their success and the area's popularity as somewhere to live, work and stay, strengthening the roles of existing centres and providing better connections within and across the area.

Policy

Approximately 3,000 additional dwellings will be developed in Urban Newham. Around half of these will come forward on identified Strategic Sites as shown on the Proposals Map and included in Appendix 1.

(For an explanation of indicative housing typologies referred to in relation to these sites, please see Policy H1 Implementation paragraph 6.116-6.118)

S24 Woodgrange Road West
S25 East Ham Market
S26 East Ham Town Hall Campus
S27 Queen's Market

Proposals which address, and where appropriate accord with, the following vision-based policy will be supported.

Across the area:

1. **Population will be stabilised, with a greater focus on improving housing quality, protecting and increasing family housing, and restricting Houses in Multiple Occupation (HMOs) and flat conversions, encouraging de-conversion of family-sized Victorian and Edwardian homes that have been subdivided in the past;**

2. **People's experience of moving through the area will be enhanced through improvements to connectivity, and concerted efforts to upgrade the design and environment of key corridors in line with Policy SP7, further supported by and supporting a shift to more sustainable travel patterns;**

3. **Employment will be increased through improvements to town centre vitality and viability, with a focus on accommodating new innovative forms of mixed use development where appropriate, and continuing support for local employment as part of existing successful mixed use areas in line with Policies J1 and SP3;**

4. **Infrastructure will be better aligned with community needs in line with Policy INF8, particularly addressing existing deficiencies and capacity issues in relation to schools, health centres and open space, with innovative responses to limited resources and sites;**

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Spatial Policies

5. Character will be enhanced through greater attention to heritage and other place-making assets, and more careful siting of tall buildings in line with Policies SP4 and 5; and

6. The Council will not support the development of sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing or delivery would be unsupported by infrastructure. Large applications should be accompanied by realistic phasing proposals.

Forest Gate

7. Forest Gate town centre will become an attractive and vibrant centre, with cafes, community and cultural facilities and independent shops together with a small to medium-sized foodstore to add to the mix and quality of offer. Alongside commercial uses, new town centre housing will extend safer, more convivial activity into the evening. The town centre environment and new development will complement, integrate with and reinforce its attractive heritage identity and popularity of local neighbourhoods, building on the opportunity presented by Crossrail and identified development sites; and

8. Elsewhere in Forest Gate town centre and Crossrail regeneration benefits will be spread beyond the centre into local neighbourhoods, with new development driving an upgrade to the public realm, better management of traffic and congestion, conservation and enhancement of its heritage assets including Victorian and Edwardian housing and the provision of new open space. Most change, with the capacity for innovation, is likely to be focused on sites near the station, within tired post-war estates, and on parts of major routes.

Manor Park

9. Manor Park will see most change around the new Crossrail station which will gradually redefine and reinvigorate Manor Park local centre, creating a more significant focus to the area for the local community. Associated regeneration benefits and smaller 'windfall' sites will contribute to improvements in the public realm, including open space provision and conservation and enhancement of heritage assets, both along key routes where they can contribute to legibility, and within residential areas where they can contribute to the desirability of the area to live. Most change and innovation will be focused along key routes where character and enclosure has been eroded.

East Ham

10. East Ham town centre will continue to be important within the borough as a whole, with recognised heritage assets, employment, civic and community spaces, good accessibility by bus, foot and tube, and vibrancy and popularity added by its independent

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shops as well as a range of multiples. Through new development particularly in the southern part of the centre, as well as renewal of existing floorspace, the centre will be seen to provide a better quality and mix of offer during the day and into the evening within an improved public realm with attractive gateways and revitalised and enhanced heritage assets. Complementary high density residential development will make use of the public transport accessibility. The town centre will be less linear, with primary activity spreading out towards its wider boundaries at the southern end, and clearer delineation of its boundary north of the tube station; and

11. Elsewhere in East Ham, most change will be focused on opportunity sites along main roads, particularly Barking Road and High Street North and South contributing to their improvement as movement corridors, with a more general emphasis on conservation and enhancement of the residential environment and valued open space, attending to open space deficiencies in the centre of the area.

Green Street

12. Green Street town centre will maintain its specialist ethnic retail identity with a local to international draw, popular market place and independent shops and quality evening offer that continues to evolve. This will demand innovation in design and formats, a better overall environment and the development of complementary employment to help reinforce its distinctive character, with a mix of quality shops and services that meets both local and specialist needs. Queen's Market will be an important meeting place for the local community as at present, reinforced through co-location of other community uses, and with development densities commensurate with its public transport accessibility; and

13. Elsewhere in Green Street, most change with scope for innovation will be focused along key routes and in tired post-war estates, with a more general emphasis on the enhancement of the residential environment, including the provision of new open space and protection of key Local Shopping Parades. Longer term, the West Ham United FC site presents the opportunity to create an exemplar urban village development, incorporating high quality housing, community uses, and community green space linked to Priory Park.

Plaistow

14. Plaistow will gain a new focus through the development of a local centre around the natural attraction of the station, with consolidation of other Local Centres as necessary, continuing to protect, and extending protection of some shops as part of Local Shopping Parades. Most of the limited new development will be in the vicinity of the station and main roads, with good public transport accessibility and the need for enclosure reflected in appropriate densities and building heights; however, most post-

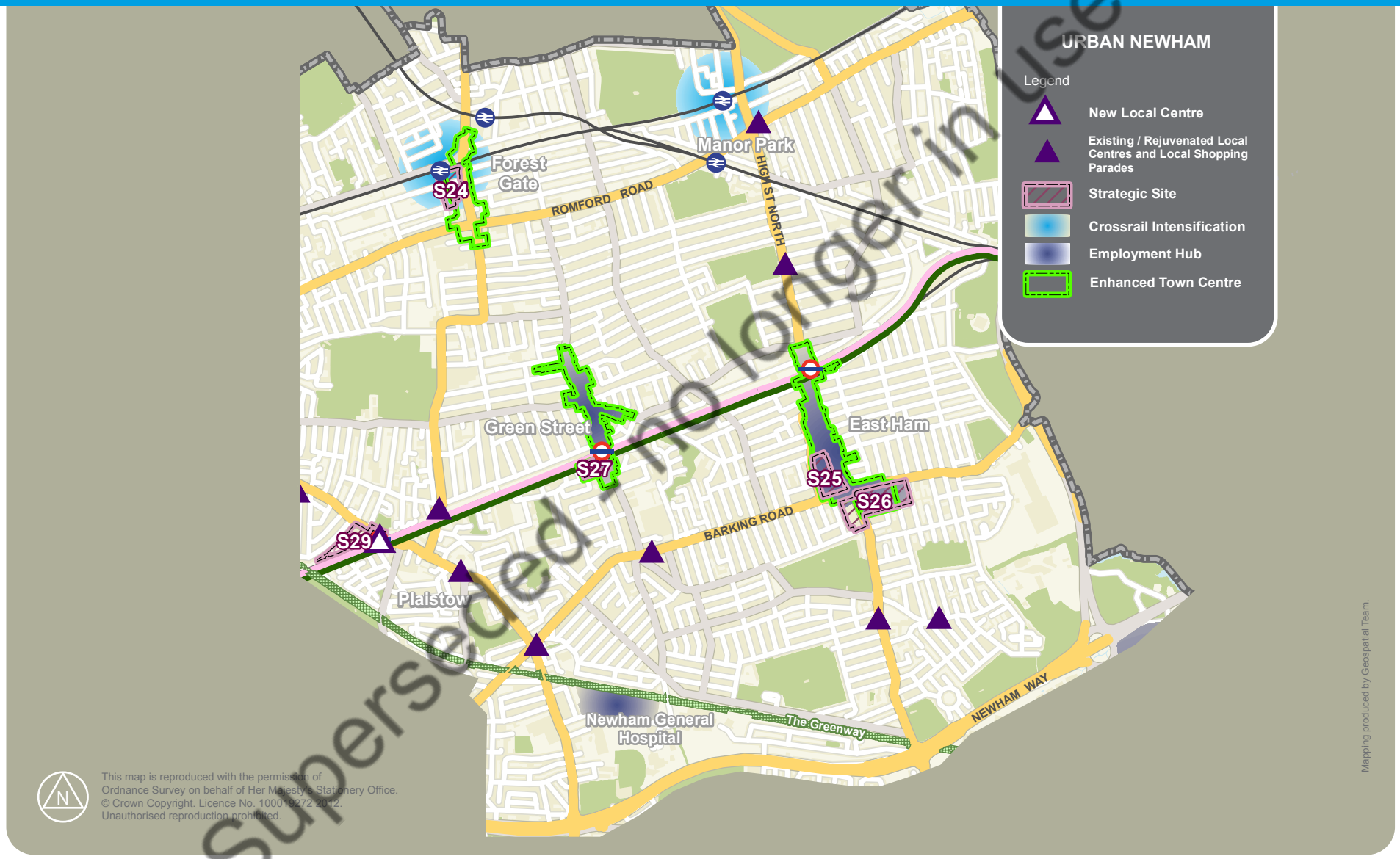
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Spatial Policies

war estates also present opportunities for change, incorporating improvements to connectivity. Innovation will be called upon to develop new and viable uses for key heritage assets which will be re-integrated with their surroundings and neighbourhoods. Newham University Hospital will be an important employment hub in the health, community and education sectors.

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Spatial Policies - Urban Newham



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Spatial Policies

Reasoned Justification

5.66 Urban Newham was built largely at the end of the 19th century and beginning of the 20th century as a neighbourhood for city workers, with access to central London via the rapidly expanding railway and horse tram network. The area extends from the borough boundary in the north to the edges of the low-lying marshy plain south of East Ham and Plaistow. The area is characterised predominantly by its rows of densely packed terraced dwellings. During the war, bombing raids created large gaps in the urban fabric, which were subsequently redeveloped for social housing.

5.67 The issues and opportunities described in the introduction to this plan are writ large over this existing built up area. In brief, the quality of development in much of the area is reflected in the proportion of the borough's Conservation Areas and areas of townscape value and the potential for further designations. Public transport accessibility is generally good, with excellent tube connections with central London, Stratford and Barking. The coming of Crossrail in 2018/19 will open up more opportunities for development in Forest Gate, Manor Park and Maryland. This development will in turn enable the strengthening of the associated Town and Local Centres. These already exhibit local entrepreneurialism and ethnic diversity, and the borough's most popular parks (Central Park West Ham Park) are in this area or at its edge. Most development opportunity is focused in Town and Local Centres as retail and local infrastructure requirements change, and through redevelopment of other surplus sites.

5.68 However, north-south public transport connections are comparatively poor, with problems of congestion in particular. Likewise, features of design quality evident in earlier development were not carried through into the quality of post-war, notably 1960s and 70s development, which is particularly affected by substandard housing and a lack of permeability. The quality of the public realm and movement corridors more generally in much of the area is also poor, affecting people's enjoyment of the pedestrian environment, levels of cycling and their overall impression of the borough. Town Centres have been adversely affected by a proliferation of take-aways and betting shops, and general low levels of affluence, which in turn reflect high unemployment and inactivity rates. These factors, together with concerns over crime and grime, real and perceived deficits in the quantity and quality of community infrastructure including open space, high levels of subdivision of larger, more desirable properties, and significant proportions of new developments comprising smaller flats have contributed to high levels of population churn.

5.69 This policy seeks to address these issues and opportunities in line with the Economic Development Strategy and Town Centre and Retail Study whilst using the Character Study analysis to help direct change to contribute to and reinforce the distinctive identities of different places.

Implementation

5.70 The Council is a significant landowner in Urban Newham and will look to work with partners, adjoining landowners, local businesses and business groups and developers to bring regeneration and renewal to centres at East

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Spatial Policies - Urban Newham

Ham, Green Street and Forest Gate, and where other opportunities arise to provide new/improved schools, community space or open space.

5.71 The Local Implementation Plan sets out the Council's programme for investment in highways and public space to support its regeneration objectives for Urban Newham. See also Policy SP7.

5.72 The Council will use its other powers of enforcement, environmental health and town centre management to raise the quality of centres and manage the built environment in accordance with this policy.

5.73 To aid comprehensive development and regeneration in line with the visions, the Council will produce further, and update, Supplementary Planning Documents covering significant areas of change incorporating masterplanning and associated work (e.g. Conservation Area Appraisals). The Forest Gate Supplementary Planning Document was widely consulted on and was adopted in 2010. It will continue as a guide for development and investment in the Forest Gate area of Urban Newham and will be updated and supplemented as necessary. Where appropriate, area and site specific policies (including additional non-strategic sites) will also be detailed further through subsequent DPDs. This includes a review of town centre boundaries as indicated in INF5 paragraph 6.253. The Strategic Sites that will deliver this policy are:

Forest Gate

S24 Woodgrange Road West

Mixed use comprising retail, residential, community and business; limited intensification to take advantage of opportunities afforded by Crossrail. North of Earlham Grove there is potential for higher residential densities closer to Forest Gate Station. Development proposals should demonstrate a clear strategy for sensitively enhancing and regenerating the town centre, with the design of contemporary buildings and new public spaces responding positively to their built heritage and conservation area context. North of Earlham Grove there is potential for higher residential densities closer to Forest Gate Station. Indicative residential typology - medium density, medium family.

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Spatial Policies

East Ham

S25 East Ham Market

Mixed use including retail and residential, together with civic space, with scope to incorporate other land in the vicinity to produce a more comprehensive scheme. Indicative residential typology - medium density, low family

S26 East Ham Town Hall Campus

Mixed use comprising retail, incorporating residential, office and community uses, in a scheme sensitive to important heritage and civic assets on the site. Indicative residential typology - medium density, low family.

Green Street

S27 Queen's Market

Mixed use comprising retail including retention of market use, residential, and community uses. Indicative residential typology - medium density, low family.

Plaistow

S29 Plaistow North

This site is the north-west of the Community Forum area, technically in Stratford and West Ham, but of greater relevance to Urban Newham, especially Plaistow. New local centre incorporating retail and community use frontage to both sides of Plaistow Road and step-free access to Plaistow station. On the triangle site to the west of Plaistow Road, a mix of residential accommodation, open space with connections to the Greenway, and business space will be supported. Indicative residential typology - medium density, medium family.

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Spatial Policies - References

Spatial Policies - References

1. Capita Symonds (2010) Newham Community Infrastructure Study
2. DCLG (2005) PPS1 Delivering Sustainable Development
3. DCLG (2008) PPS12 Local Spatial Planning
4. DCLG (2007) English Indices of Deprivation
5. GLA (2008) London Industrial Capacity SPG
6. GLA (2011) London Plan
7. GLA (2005) Safeguarded Wharves Implementation Report
8. GVA Grimley (2010) Newham Retail and Town Centre Study
9. GVA Grimley / URS (2011) Employment Land Review
10. Land Use Consultants / LBN (2010) Newham's Biodiversity Resource: Evidence Base for the LDF
11. LB Newham (2010) Annual Monitoring Report
12. LB Newham (2010) Draft Local Implementation Plan
13. LB Newham (2010) Economic Development Strategy
14. LB Newham (2011) Core Strategy Consultation Statement
15. LB Newham Liveability Survey 2010
16. LB Newham (2011) Newham Character Study
17. LB Newham/LDA (2010) Vision for the Royal Docks
18. LB Newham/ORS (2010) Newham Strategic Housing Market Assessment
19. LB Newham/Urban Initiatives (2010) Stratford Metropolitan Masterplan
20. LB Newham (2008) Canning Town and Custom House SPD
21. LB Tower Hamlets (2010) Core Strategy
22. LTGDC (2005) Regeneration and Physical Development Framework Study
23. National Grid (various) Undergrounding Policy; National Grid (undated) A Sense of Place
24. Newham Strategic Partnership (2010) Sustainable Community Strategy
25. ORS (2010) Newham Strategic Housing Market Assessment
26. Regeneris/LDA (2010) Crossrail Regeneration Benefits

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6 | SP1 Borough-wide Place-making

Objective

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

Policy

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

To this end, development proposals, including proposals for 'meanwhile' uses, which respond to the following will be supported:

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

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

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

4. **The (positive and negative) character of the borough's districts, neighbourhoods and quarters;**

5. **The need to reduce 'edges' and severance between different parts of the borough and neighbouring areas;**

6. **The strategic approach to tall buildings expressed in Policy SP4;**

7. **The Council's duty to promote community safety;**

8. **The facets of healthy, stable, mixed and balanced communities, quality urban design, successful centres, quality corridors and sustainable development expressed in Policies SP2, SP3, SP6, SP7, INF2, H1-4 and SC1-4;**

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

10. **The desirability of achieving a balance between jobs, homes and infrastructure, ensuring new and existing community needs are met, in line with the more detailed thematic policies in the plan.**

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Core Policies

Reasoned Justification

6.2 Creating successful places is the lynchpin of the Council's and its strategic partners' key objective to create a borough where people choose to live, work and stay, as well as being identified as important at a London-wide and national level. This overarching policy and definition of successful places relates to how a place looks, feels and works for day-to-day personal, social and economic activity, together creating viability, flexibility, stability, safety and security, sociability, inclusivity, healthiness and environmental sustainability. It is applicable as much to proposals for 'meanwhile' uses, as more permanent ones; as such uses often prevail, and therefore have a significant impact in relation to the realisation of wider community visions.

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

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

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

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

Implementation

6.7 Developers will be expected to demonstrate that the composition of their proposal is worked up to incorporate the above ingredients of successful, connected and distinctive places in their Design and Access

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

6.8 The Council and its partners will demonstrate leadership to this end in the conception and implementation of major regeneration and redevelopment projects, co-ordinating development on as large a scale as possible.

6.9 Masterplans and Supplementary Planning Documents for larger sites should give more detailed analysis and guidance as to how this can be delivered in particular areas of change, adding to those adopted for Canning Town and Custom House and Forest Gate (and updates as appropriate). The Newham Character Study (2010) will also be an important starting point.

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SP2 Healthy Neighbourhoods

Objective

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

Policy

The Council supports health care partners' efforts to promote healthy lifestyles and reduce health inequalities and recognises the role of planning in doing so through the creation of healthy neighbourhoods and places.

To this end, development proposals which respond to the following contributors to health and well-being will be supported:

1. **The need to promote healthy eating through taking into consideration the cumulative impact of A5 uses (hot food take-aways);**

2. **The need to improve Newham's air quality, reduce exposure to airborne pollutants and secure the implementation of the Air Quality Action Plan, having regard to national and international obligations.**

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

4. **The need to improve housing quality and reduce crime, insecurity and stress and improve inclusion through better urban design;**

5. **The need for new or improved health facilities, and importance of protection and promotion of local access to health and other community facilities and employment, including sources of fresh, healthy food in line with Policies SP6 and INF5;**

6. **The importance of facilitating and promoting walking and cycling to increase people's activity rates;**

7. **The need for new or improved inclusive open space and sports facilities to encourage greater participation in physical activity and provide relief from urban intensity; and**

8. **The role of Newham University Hospital as a key provider of clinical care and expertise, employment and training provision.**

Superseded - no longer in use

Superseded - no longer in use

Reasoned Justification

6.11 Improving health and well-being is one of the main priorities identified in Newham's Sustainable Community Strategy, and national and London-wide planning policies, which recognise the relationship with socio-economic and environmental factors. The health status of Newham's residents is, in general, worse than the London average due to a higher mortality rate from circulatory diseases and diabetes, lower than London average life expectancy, poor cancer survival rates and high incidence of respiratory illnesses and mental health problems. Newham suffers from poor air quality and fails to meet national air quality standards, which impacts on human health particularly the old, the young and those with existing lung and heart conditions. Newham also has one of the highest rates of physically-inactive adults and one of the highest rates of obese children in London. Limiting long-term illnesses are also prominent within the population. There is an urgent need to improve people's diets and physical activity rates, reduce stress levels, exposure to environmental pollutants and ensure that everyone can enjoy opportunities on offer, whatever their ability.

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

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

6.14 Conversely, access to healthy food may be promoted through planning by protecting the viability, vitality and diversity of Town and Local Centres, isolated shops, or clusters of shops which fill in gaps between designated centres, ensuring most people are within a 5 minute walk of a shop in line with Policies SP6 and INF5. Allotments and community food growing projects on

opportunity sites may also contribute to this agenda (see Policy INF6). These principles, and access to community facilities (e.g. shops, schools, health care, community meeting places, open space and parks) and employment defined as ideally within a 400-800m distance of people's homes (a 5-10 minute walk) are taken forward by Policy SP1's promotion of mixed use areas and INF8, which promotes co-location of facilities.

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

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

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

6.18 Beyond the home itself, in addition to those already discussed, health contributors will include designing out crime, better design of mixed use areas to minimise and mitigate externalities of economic activity and incorporate, enhance or improve access to open space (including water space) to provide relief from urban intensity, reduce stress, and encourage physical activity. This will be particularly relevant in the consideration of any further airport expansion as per Policy INF1. The current Air Quality Action Plan and Public Safety/Health and Safety Zones around the airport and hazardous installations should also be complied with or addressed as appropriate.

Superseded - no longer in use

Implementation

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

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

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

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

6.23 Further expert advice is available from health care partners (currently NHS Newham who are a statutory consultee in planning) and the Council's Health Partnerships Team as well as the sources referenced and updates as appropriate. This will also be drawn upon in the assessment of planning applications, alongside input from environmental health and design colleagues.

Superseded - no longer in use

SP3 Quality Urban Design within Places

Objective

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

Policy

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

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

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

2. **The need to avoid problems related to 'bad neighbour' uses, (including hot food take-aways) vacant premises and inactive frontage, flood risk and cumulative impact;**

3. **The importance of minimising environmental impact, with sustainability features incorporated into buildings, spaces and neighbourhoods at an early stage of the design process in line with Policies SC1-4;**

4. **An analysis of local character and the specific attributes of the site, seeking to reinforce or create positive local distinctiveness, whilst securing integration and coherence with the local context;**

5. **Sensitivity to and capacity for innovation in different parts of the borough, and the need for appropriate stakeholder and community engagement to help direct responsive design;**

6. **The desirability of making the public realm attractive as a social meeting place to be enjoyed by the whole community, creating a sense of safety and security and helping to prevent crime and anti-social behaviour;**

7. **The importance of providing legible, connected networks of streets, spaces and parks conducive to travel on foot or by bike; and**

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

Superseded - no longer in use

Superseded - no longer in use

Reasoned justification

6.25 Quality urban design is a crucial component of creating places that are successful in terms of their popularity and stability, healthiness, safety and security, sociability, inclusivity, cohesion and economic viability. A robust, comprehensive and locally-specific design policy is vital in this context given that despite support for good design at national, London-wide and local policy level, amongst some better and award-winning schemes in Newham, poorly conceived ones also continue to be built. Moreover, research shows that the cost of good design is minimal compared to the financial and other benefits that can be achieved through it. Importantly, good urban design comprises attention to a number of components: not just individual buildings, but also the spaces around them, the relationship with the surrounding area and connections between them, and the mix of uses provided for (which in turn impacts on those spaces). As such the policy emphasises that it is insufficient to address only certain aspects of design: it is expected that all aspects will be addressed, and carried through into credible plans for implementation and management.

6.26 Analysing the components of design that local residents raise most concerns about in relation to their communities and neighbourhoods, and the equivalent quality criteria created by CABE results in the first 3 matters for consideration. The balance and configuration of uses and connections in an area has implications for accessibility and travel time, road safety and efficiency, efficiency of land use and management of flood risk, flexibility over time, activation of spaces, safety and security, legibility, amenity and attractiveness. It is vital that this is considered on an area basis rather than a singular building or plot basis, in order that cumulative impact on these matters are properly considered, and land uses are configured to best strategic effect. Failure to do so can erode legibility and is often unsuccessful, as reflected in the numerous poorly located and frequently vacant ground floor commercial premises in Newham, creating inactive frontage and hostile street level environments, and concern about congregations of unmitigated 'bad neighbour' uses, notably take-aways and bars[4]. Careful strategic planning is also required to balance noise-sensitive uses and viable but noisy industry, and to address flood risk – so that responses (e.g. elevated ground floors) do not cause problems of their own (e.g. inactive frontage). Temporal considerations may also apply – ensuring that development plots or premises that are vacant awaiting construction or occupation are activated through 'meanwhile' uses that bridge the gap to longer-term visions.

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

[4] In parts of Newham there are 19 hot food take-aways within a 5 minute walk (LB Newham (2010) Food Outlet Mapping).

Core Policies

6.28 The design of individual buildings and spaces is a vital part of successful place-making. Design should not be 'off the shelf', but respond to an analysis of the local context so that it has the best impact, responding to the positives and negatives of local character (natural, physical, social and cultural) and addressing the specific constraints and opportunities of the site. It should resolve rather than repeat past mistakes, whilst accentuating and integrating with the positive without simply replicating it. This process includes consideration of aspects of sensitivity which must be attended to (e.g. historic assets and their settings, whether the location is an important local meeting place) and capacity to absorb innovation. The latter is generally greater in the Arc of Opportunity on larger sites, but is also relevant in relation to under-performing assets. For larger sites and/or those that are more sensitive, a proportionate amount of community and stakeholder engagement should be undertaken, ensuring that the design responds to the needs and wishes of those who use or will use the environments created, and expert advice.

6.29 Spaces around buildings, including streets, parks, squares and so on are as important as buildings themselves in contributing to people's experience of the built environment. Safety and security considerations are paramount for local people. As well as activation, diversion/dispersal, and surveillance provided by the arrangement of uses, provision of good lighting and sight-lines, a choice of routes in, out and across spaces, clear delineation of public and private space, and durability and maintenance are also important, as are considerations such as ease of access for all, features of interest and flexibility of use, including playability, de-cluttering and shelter. Natural greenspace or views of it will also add to sustainability and health benefits.

6.30 As well as incidental social and play space, a key use of public space may be as a route between destinations, which requires public spaces and streets to provide logical, clear, pleasant, safe and interesting connections between places for use by pedestrians and cyclists with a range of abilities, encouraging these more active and sociable travel modes. This will also require the relationship of such spaces to the car to be managed, ensuring that car parking and road traffic does not dominate. For larger sites, the implication is that connected streets and spaces should be provided that allow the wider public access through and around the development.

Implementation

6.31 Developers - should explain and justify their response to these components of good design within the mandatory Design and Access Statement. The London Housing Design Guide, East Thames High Density Toolkit together with CABE's more detailed Building for Life criteria may help structure such statements, and guide the applicant to how the policy criteria can be met. Building for Life assessments, taking into account London-specific advice in these other documents, with a minimum benchmark score of 14 ('good') may be used to help evaluate design proposals in schemes containing 10 or more residential units. Expert advice will be taken within the Council to support assessment of Design and Access Statements, from environmental health and design officers. The Newham Character Study should be a starting point in identifying aspects to address in scheme design. However, more detailed site based analysis will also be required.

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Core Policies - Successful Places

6.32 Strategic Planning and managed change – good design of this kind is to be supported by strategic planning of infrastructure, destinations, bad neighbour uses and appropriate spacing and buffering for example on an area basis, led by this Core Strategy and more detailed masterplans; where possible such masterplans should be accompanied by implementation plans that include consideration of the management of change, such as the provision of 'meanwhile' uses.

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

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

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Core Policies

SP4 Tall Buildings

Objective

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

Policy

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

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

1. **Parts of Stratford Metropolitan will be the key location for the tallest buildings in the borough (20 storeys plus on landmark sites, but typically less) with Canning Town town centre as a secondary focus, as a component of transformation plans for these centres;**

2. **Other locations on Strategic Sites with good public transport access within the Arc of Opportunity may be regarded as suitable locations for tall buildings where they will contribute to legibility, place-making and sustainable communities objectives, ensuring sufficient space between clusters;**

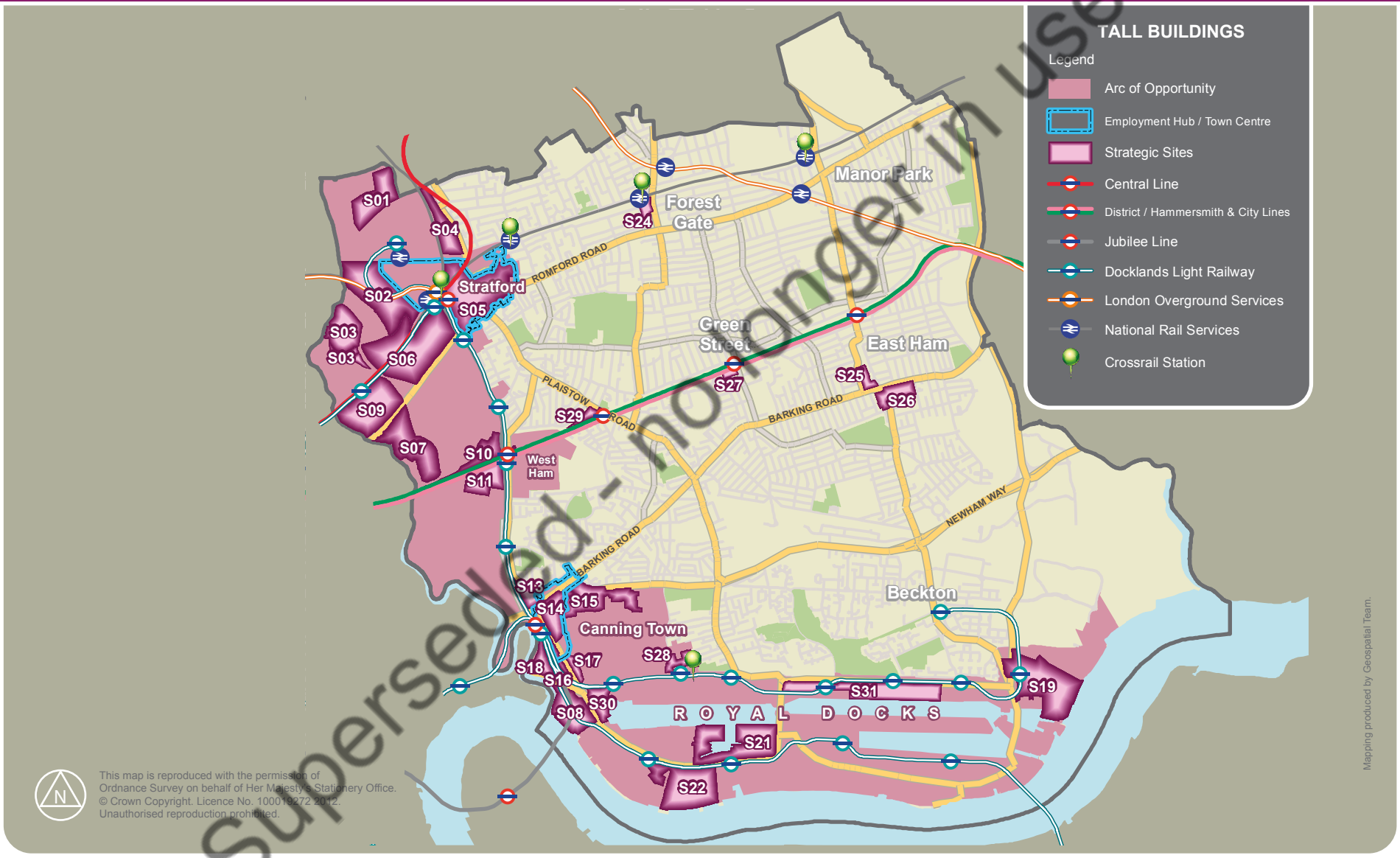
3. **Elsewhere, new tall buildings will generally be inappropriate with possible exceptions only in circumstances where there is good public transport access and where they will contribute to legibility, place-making and sustainable communities, and are sensitively scaled according to the local and historic context;**

4. **Notwithstanding the above, in all cases the need for additional work to refine suitable locations and formations within this spatial framework with particular regard to heritage assets and their settings and other sensitivities, in line with Policies SP1, SP3 and SP5; and**

5. **In all cases the expectation that all tall buildings schemes will meet exemplary design and management standards (Policy SP3), paying particular attention to local context, the strengths and weaknesses of tall buildings, and the importance of integration with, and positive contribution to, their surroundings.**

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Core Policies - Successful Places



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INDICATIVE APPROPRIATENESS OF TALL BUILDINGS ACROSS DIFFERENT PARTS OF THE BOROUGH

Area	20 plus storeys	8-12 storeys (only in exceptional cases 13-19 storeys)	5-8 storeys
Stratford Metropolitan	Appropriate on parts - refined as per Stratford Metropolitan Masterplan tall buildings study, and subject to policy tests	Appropriate on parts - refined as per Stratford Metropolitan Masterplan tall buildings study, and subject to policy tests	Appropriate on parts – refined as per Stratford Metropolitan Masterplan Tall Buildings Study, and subject to policy tests
Canning Town town centre	Appropriate on parts – to be refined via revised SPD, and subject to policy tests	Appropriate on parts – to be refined via revised SPD, and subject to policy tests	Appropriate on parts – to be refined via revised SPD, and subject to policy tests
Other Arc Strategic Sites	Inappropriate – unlikely that exception and other tests will be passed; should be uncommon compared to numbers in Stratford Metropolitan and Canning Town as per bullet point 1 of the policy.	Appropriate on parts, where adjacent to high volume transport nodes, subject to policy tests including refinement work and masterplanning	Appropriate on parts adjacent to high volume transport nodes, and subject to policy tests including the need for refinement work and masterplanning
Urban Newham Strategic Sites	Inappropriate	Inappropriate – unlikely that exception and other tests will be passed	Inappropriate – possible exception for sensitively scaled and designed schemes where adjacent to high volume public transport nodes subject to policy tests including the need for further refinement work and masterplanning
Arc – outside Strategic Sites, Stratford Metropolitan and Canning Town town centre	Inappropriate	Inappropriate – unlikely that exception and other tests will be passed	Inappropriate - exception and other tests will be very difficult to pass; along Key Corridors only, a marginal (1-2 storey) increase in height related to policy objectives of SP7 (enclosure, integration) may be acceptable
Urban Newham - outside Strategic Sites	Inappropriate	Inappropriate – unlikely that exception and other tests will be passed	Inappropriate - exception and other tests will be very difficult to pass; along Key Corridors only, a marginal (1-2 storey) increase in height related to policy objectives of SP7 (enclosure, integration) may be acceptable

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Reasoned Justification

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

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

6.38 The current situation in Newham is that tall buildings in recent years have been constructed without strategic direction, tending to accentuate their negatives and undermine the coherence of places, despite some positive aspects. This policy therefore advances a more strategic approach to the placing of tall buildings in the urban context, as required by national and London-wide policy. Spatially, this is based on an analysis of sensitivity and capacity, including the overall spatial vision for the borough, and an understanding of the strengths and weaknesses of tall buildings including those already in place. To this end, subject to locational and formational refinement work concerning sensitivities as specified below, Stratford Metropolitan and Canning Town town centre are highlighted as priority locations, given the transformations of borough-wide significance to take place in these centres, and resultant importance of them. As such, these are to be distinguished by their being the only acceptable areas in the borough for new tall buildings over 20 storeys, supported by additional tall buildings of lesser height. The particular formations of these should be clearly related to the place-making transformation plans for these centres articulated in more

detailed work, the further policy test of bullet point 5 discussed below, and the wider design policies of SP1, SP3, and SP5.

6.39 In the remainder of the Arc, particularly south of Canning Town town centre there is capacity for tall buildings due to the large development sites which can absorb carefully planned innovative schemes. However, these need to be deployed more strategically, in relation to locations that are immediately accessible by high volume public transport links (DLR, Crossrail, tube) and to help mark the centres or other foci of new places, which will typically be around such stations. This has already occurred in the area as part of the masterplanning and almost complete development of the ExCeL estate, with its high density form establishing a new development context that marks its status as an important employment hub, (see Policy J1) and block heights increasing around stations; this policy allows for its completion as a planned tall buildings cluster. Elsewhere, the Strategic Sites within the Arc are starting points for the planning for such places, affording a scale of site/clusters of sites which allow for appropriate masterplanning and the specific siting and formation of tall buildings and/or other forms of higher density development, to best effect. This means attending to townscape and heritage aspects of character as part of place-making, as per Policies SP1, SP3, and SP5 and ensuring that these clusters and locations remain distinct, rather than joined by long lines of tall buildings. The Airport's Safeguarding Area will however also affect development heights in the southern part of the area (see Policies SP2 and INF1).

6.40 Elsewhere, there will be more limited opportunity for tall buildings given the more tightly woven, lower rise existing urban grain and heritage assets, which will need to be reflected in their scale. Only in exceptional cases may tall buildings be supported, and even then this is likely to be principally in the form of marginal increases in heights (by 1-2 storeys, possibly up to about 8 storeys). Public transport accessibility, (including key bus routes) legibility and their contribution to improvement schemes as part of wider place-making (e.g. improvements to development coherence, or town centre improvements – see Policies SP1, 3, 6 and 7) will however also be important locational considerations. This again will usually imply location adjacent to key transport nodes, (bus stations, train and underground stations) and schemes on associated Strategic Sites, and not extended linear formations. Along key corridors however, (see Policy SP7) marginal increases in height (by 1 or 2 storeys) may nonetheless be acceptable to help improve enclosure and integration.

6.41 Additional, more detailed work (including 3-D modelling) concerning location and formation within this spatial framework will be necessary to ensure such buildings contribute positively as envisaged. The policy establishes new strategic parameters as the basis for such refinement work in different parts of the borough – see Table 2 above. Formation includes reference to width, proportions, materiality and their relationship to other buildings locally, including height limits and clustering. This will need to take into account such factors as local and strategic views, (defining these where necessary) microclimate, contextual integration and the setting of specific heritage assets, (see Policy SP5) and existing tall building impacts in the area. In Stratford for instance, masterplanning work has refined the location for tall buildings down to five different zones with different benchmark heights responding to these factors.

6.42 Further work should also consider alternative ways of providing high density development, given that 2 to 4 storey combinations of mews housing and flats

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

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

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Implementation

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

6.45 Further guidance may be appropriate to fill in identified gaps in existing guidance (and updates as appropriate) and specialist advice available from the Council, English Heritage and Design Council CABE, which should be referred to in the first instance. CABE's Building for Life criteria may be used to evaluate design excellence.

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

6.47 Redevelopment of older tower blocks should be proactively considered as part of housing improvement schemes where practicable, to secure more appropriate housing formations and improve local character.

SP5 Heritage and other Successful Place-making Assets

Objective

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

Policy

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

To this end, proposals which address the following in their concept, design and implementation will be supported:

1. **An approach to urban design that recognises the strengths and weaknesses of local character and seeks to contribute positively to the composition of the townscape, achieving better integration and enhancement of new and old, natural and built environments, infrastructure and living environments;**
2. **The need to conserve and enhance designated and non-designated heritage assets, with any change to them based on an understanding of the nature of their significance and the contribution of their settings to that significance, seeking to increase their presence and encourage wider appreciation, ownership of, and access to them; and**
3. **The need for innovation to realise the value of assets and secure viable, sustainable and appropriate futures for them, particularly where they are under-performing, reconciling this with the sensitivity to change presented by many (see also Policies SC4, INF6 and INF7).**

Reasoned justification

6.49 In seeking to create distinctive and successful places, it is vital that existing assets are recognised in design so that their full potential can be realised in line with national and London-wide policies. Starting with heritage, until recently traditionally this has to some extent been overlooked in Newham both by statutory agencies such as English Heritage, and others responsible for change in the borough, from home owners through to large-scale developers. This is partly due to Newham's relatively recent development when compared to some areas which means heritage assets have been seen as less significant than older ones elsewhere, and partly the inevitable result of incremental changes (with limited character-based direction) which add up to more significant ones. As such, Newham currently has relatively

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few Conservation Areas and listed buildings despite having a range of identifiable heritage features including many fine examples of Victorian and Edwardian buildings, docks and waterways. It also means that through neglect, distinctiveness has been eroded and the physical condition of some assets has deteriorated: this is reflected in the fact that the borough contains a variety of heritage assets on the 'Heritage At Risk' register, for example 15% of listed buildings and monuments were considered to be 'At Risk' in 2009.

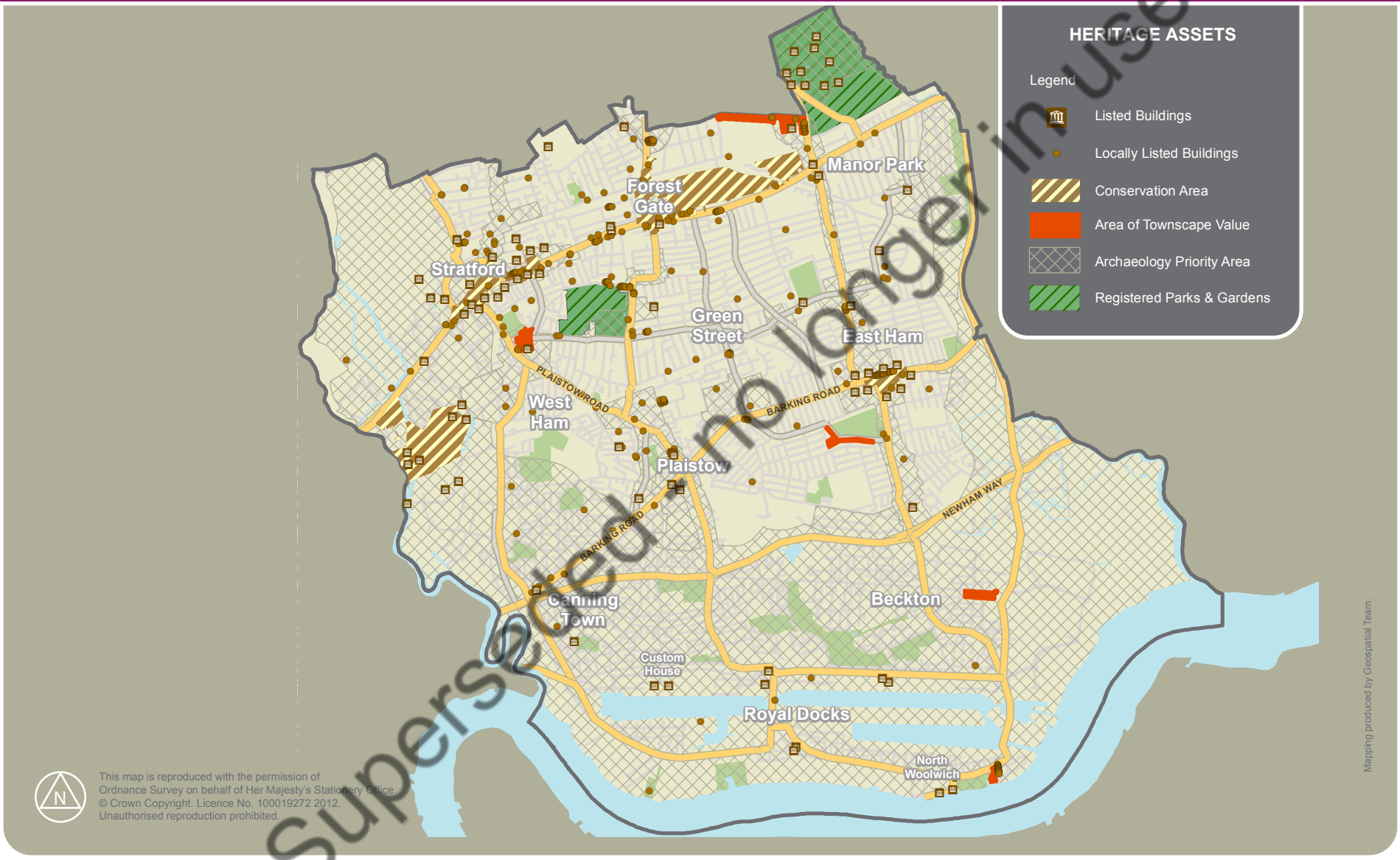
6.50 Therefore in turn, the importance of attending to (protecting, conserving and enhancing) both designated heritage assets and those more informally recognised, together with their setting, is indicated. The former includes those buildings, monuments, structures, parks, etc, that are subject to national listing/ scheduling, and those areas designated as Conservation Areas; the latter includes Areas of Townscape Value, Archaeological Priority Areas and locally listed buildings.

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

6.52 A more holistic approach to heritage in place-making is logically extended to other character assets, whether natural, cultural (e.g. meeting places and places of social display and other cultural activity), architectural or infrastructural (e.g. stations) as part of the transformation plans for the borough (see Policies SP1 and SP3). These are indicated in relevant spatial policies and more extensively but not exhaustively in the Newham Character Study (2010). This approach recognises that all these asset types have in common sensitivity to change that directly or indirectly affects them and those that benefit from them including the difficulty presented by competition with uses able to pay higher values for land. Moreover, many such assets are underperforming in one way or another, often due to a lack of integration with the wider environment including other assets, so that their settings detract from them, they are underused or create a barrier effect. This highlights the importance of composition - ensuring coherent and sensitive ensembles of assets and their settings, as well as innovation and change both from the present situation and to address evolving circumstances, including climate change. Innovation includes appropriate deployment of 'meanwhile' uses and other suitable measures to activate spaces and structures to help bring them back into people's day-to-day experience of places, improving security, resilience to climate change and energy efficiency and enabling immediate community benefit. However, any such change needs to be based on an understanding of the sensitivity to change of the asset in question, ensuring it is appropriately valued and accommodated in order to avoid causing harm to its significance.

Superseded - no longer in use

Core Policies



Superseded - no longer in use

Implementation

6.53 Developers will be expected to respond to the various aspects of this policy as appropriate in their Design and Access Statements having analysed the context to their development. This should result in incremental change, including resources to support heritage conservation and enhancement, helping to reduce the number of assets identified as Heritage at Risk.

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

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

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

Area	Designation
Durham Road	Conservation Area
Woodgrange Estate	Conservation Area
Three Mills	Conservation Area
Romford Road	Conservation Area
Forest Gate Town Centre	Conservation Area
Stratford St John's	Conservation Area
University	Conservation Area
East Ham	Conservation Area
Sugar House Lane	Conservation Area
Wanstead Flats	Area of Townscape Value
All Saints Church, Church Street North	Area of Townscape Value
Bargehouse Road/Woolwich Manor Way	Area of Townscape Value
Cheltenham Gardens, Henniker Gardens, Rancliffe Road	Area of Townscape Value
Winsor Terrace	Area of Townscape Value

Superseded - no longer in use

SP6 Successful Town and Local Centres

Objective

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

Policy

Town and Local Centres should be vibrant, vital and valued as components of local neighbourhoods and the borough as a whole.

To this end, proposals that address the following matters to secure this will be supported:

1. **Ensuring routes to and from local areas and local transport nodes and across the centre are convenient, attractive and feel safe, creating them or enhancing them where necessary;**

2. **The importance of a high quality, accessible public realm and a series of features and public spaces that complement the centre's commercial offer;**

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

4. **Diversifying uses, encouraging the location of services and flexible community spaces, 'meanwhile' uses, visitor and cultural attractions and facilities, and the creation of residential dwellings in such centres as appropriate to their size, to add to their activity levels;**

5. **Maintaining a robust retail core whilst ensuring a variety of unit sizes, and in larger centres, markets to provide choice and meet local needs;**

6. **Preventing non-retail uses (particularly hot food take-aways) from clustering excessively or reaching disproportionate levels within the centre and at or adjacent to (outside the boundaries) its gateways;**

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

8. **Managing the centres as part of a clearly defined network and hierarchy (in line with Policy INF5), encouraging consolidation of commercial uses within their boundaries, and responding to the visions for individual centres as set out in Spatial Policies S1-6.**

Superseded - no longer in use

Superseded - no longer in use

Reasoned Justification

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

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

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

6.61 The mix of uses within a centre is the next layer of place to consider. Here, a robust - both substantial and flexible – retail core is important, with a variety of retail formats, particularly in larger centres, to incorporate a range of convenience and comparison, independent and multiple, large and small businesses. These bring valued diversity that can add to local identity, whilst also allowing for changes to market circumstances over time. However, retail uses alone do not provide for sufficient activation and usage to create fully vital and viable Town Centres in today's market, hence the importance of diversification both vertically above shops (mainly in the case of residential) and across the centre. This should draw in new customers who may undertake

linked trips, extend activity into the evening, and generally encourage people to spend longer in a centre as more of their needs are met in one place. In larger centres, provision for tourists and visitors from beyond the local area will also be important, including both visitor attractions (e.g. street markets) and facilities (e.g. toilets). However, learning from past mistakes, clusters or overall numbers of non-retail uses should not be permitted to dominate a centre or its gateways, (in and outside its boundaries) detracting from its image. Particular problems are currently reported with the clustering of A5 (hot food take-aways) and A2 (notably betting shops) in and just outside the borough's centres, though any non-retail use could have a similar impact in aggregate or where they take up large proportions of frontage, including community uses such as places of worship.

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

Superseded - no longer in use

Implementation

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

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

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

SP7 Quality Movement Corridors and Linear Gateways

Objective

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

Policy

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

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

2. **The importance of consolidating ribbon developments of commercial and community uses into defined local and Town Centres and Local Shopping Parades, and in the case of hotels, in Stratford Metropolitan and the Royal Docks in line with Policies J1 (E5, E6, E9, E10 and E11), INF5, INF8 and SP6;**

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

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

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

6. **The importance of facilitating the smooth and efficient but safe movement of traffic in the context of an overall shift to sustainable transport in line with policy INF2.**

Key Movement Corridors and Linear Gateways

Albert Road/Factory Road
Barking Road
Carpenter's Road
Densham Road/Portway/Plashet Road/Plashet Grove
Forest Drive/Station Road

Superseded - no longer in use

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

Superseded - no longer in use

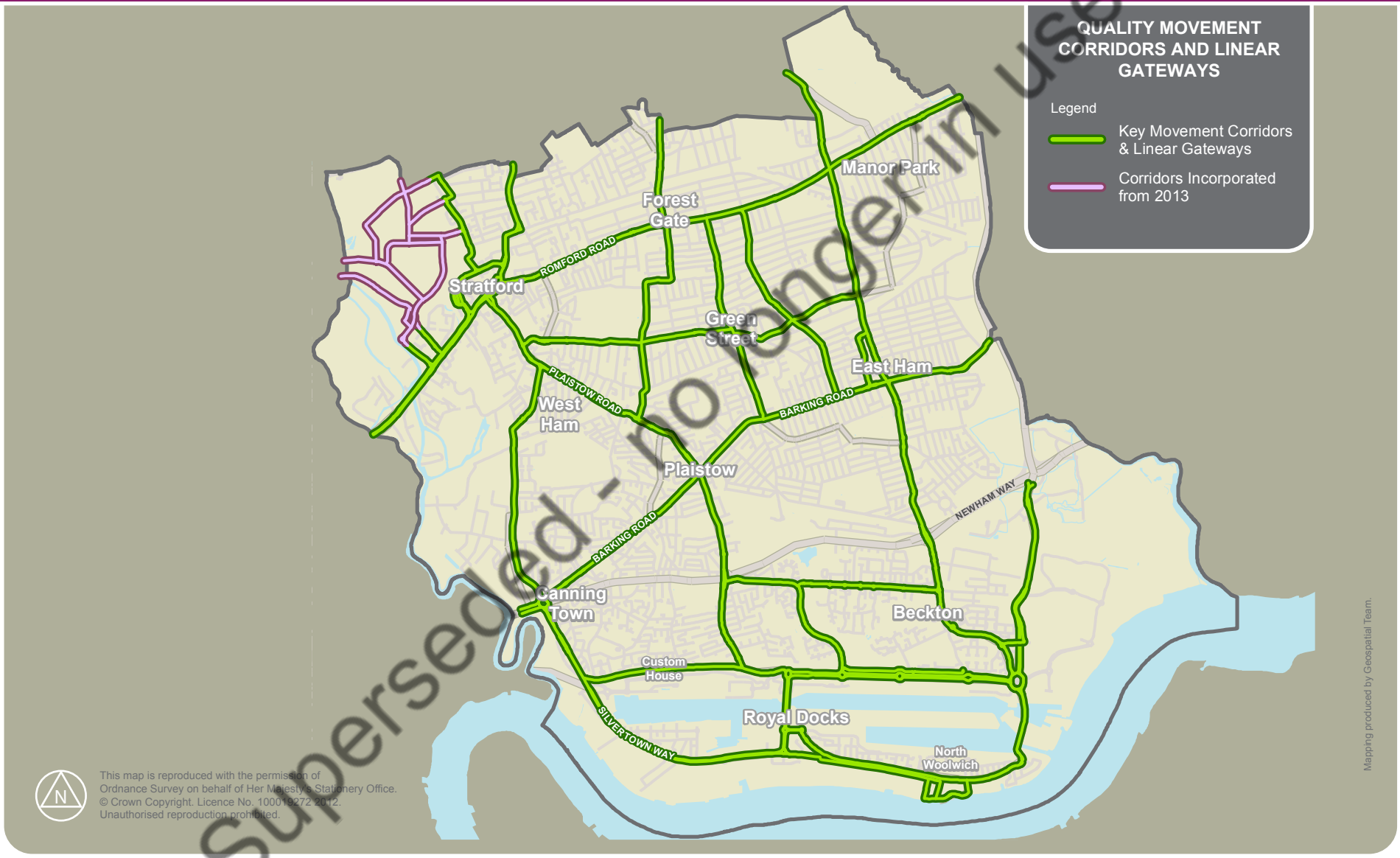
Reasoned Justification

6.67 Newham's arterial street corridors form strategic linear gateways to and within the borough, making an important contribution to people's impression of place and their perceptions of how attractive Newham is as a place to live, work and stay. The arterial corridors are also important movement routes, for pedestrian, cycle and motor traffic including buses. They provide to economically important centres and generally provide the shortest router way between main centres of activity.

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

6.69 Many measures contribute towards the policy's implementation in more than one of these dimensions. For example, making streets more pleasant places for people to use should encourage them out of their cars and into public spaces, which in turn helps to reduce traffic impacts and makes the

Core Policies - Successful Places



Superseded - no longer in use

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

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

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

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

Superseded - no longer in use

Implementation

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

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

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

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

Superseded - no longer in use

J1 Investment in the New Economy

Objective

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

Policy

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

To this end, development proposals which respond appropriately to the following contributors to inward investment and economic competitiveness will be supported:

1. **Delivery of a supply of land, premises and successful places capable of attracting innovative and high value added companies, reflecting London's strongest and dynamic economic growth sectors including:**

Business and financial services
Retail
The visitor economy, cultural and creative industries
High-technology manufacturing and green enterprise
Education
Construction

2. **Continued development and promotion of the Arc of Opportunity and employment hubs elsewhere as high quality business environments with a high standard of supporting infrastructure, capable of competing as one of London's prime locations for economic development with particular strengths as follows. These include:**

Employment Hub	Strengths/Focus
E5 Stratford Metropolitan	Town centre uses, creative and cultural industries, visitor economy, further and higher education and associated supply chain; potential for government office re-location from central London
E8 Canning Town (town centre vicinity)	Town centre uses and associated supply chain
E9 ExCeL/Royal Victoria West	Visitor economy, business and conference

Superseded - no longer in use

Core Policies - Jobs, Business and Skills

Employment Hub	Strengths/Focus
E11 London City Airport	Visitor economy and logistics
E10 Royal Albert North	Visitor economy, higher education and spin-offs, Council head office
E12 Newham University Hospital	Health and education
E6 Green Street	Town centre uses, creative and cultural industries, visitor economy
E7 East Ham	Town centre uses, creative and cultural industries, civic centre
E3 Thameside East	B class uses (SIL), particularly high technology and green industries
E1 Beckton	B class uses (SIL), retail and associated supply chain
E4 Cody Road/Prologis	B Class Uses (SIL)
E2 Thameside West	B Class Uses (SIL), particularly high technology and green industries

Employment Hubs are defined on the Proposals Map. For associated Strategic Sites see spatial policies S2-6 and Appendix 1.

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

4. Promote employment as an important component of sustainable mixed use neighbourhoods, supporting local services;

5. Strengthening the connections between the borough's business locations and London and European economic anchors of Stratford, Canary Wharf, City of London and the West End;

6. The following spatial strategy:

- Develop the visitor economy and promote Newham as a sustainable destination, balancing the needs of visitors, the economy, the environment and Newham's communities, focusing attractions, facilities and quality accommodation around Stratford Metropolitan and the Olympic Park, the Royal Docks and Green Street;
- Major office development (Use Class B1(a)) will be directed to Stratford, in accordance with Policy S2, with Canning Town as a secondary location, in accordance with Policy S4. Smaller-scale office development will be encouraged in the other Town Centres;

Superseded - no longer in use

Core Policies

- **Concentrate and protect industry in Strategic Industrial Locations (Refer to Policy J2), promoting high technology manufacturing, knowledge intensive and green industries in the Royal Docks; and**
- **New town centre uses and community facilities will be directed within the defined hierarchy and where relevant, boundaries identified by Policy INF5, with other commercial and community uses additionally managed by Polices INF8, SP3, SP2 and SP7.**

Reasoned Justification

6.78 It is expected that more jobs will be created in Newham over the next two decades than anywhere else in London, with the possible exception of Canary Wharf in Tower Hamlets. The London Plan estimates that between 2007 and 2031 there will be an increase of some 750,000 jobs in London with 24,000 of these additional jobs in Newham. However given the scale of development and regeneration across the borough, this figure is likely to be significantly higher, with the current Westfield development alone adding over 8,000 jobs to the borough by 2011.

6.79 In order to help achieve and exceed these forecasts, and promote sustainable and quality employment that addresses the convergence agenda, the Council's Economic Development Strategy aims to protect and nurture the best of the existing employment in the borough and capitalise on its excellent locational and infrastructural advantages. This means for example, working to attract the high quality growth sectors identified in the policy above, and further reinforcing these advantages, making use of extensive development land. In addition the EDS highlights the need to grow the existing business base by providing for flexible premises able to respond to changing business needs, associated infrastructure, successful Town Centres and the promotion of local supply chain and local employment links; particular need has been identified for the provision of premises for micro, social, small and medium enterprises. The Core Strategy aims to deliver on the spatial dimensions of this strategy, and this policy alongside J2, J3, SP6, SP3 and INF5 is a key means of doing so.

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

Superseded - no longer in use

Core Policies - Jobs, Business and Skills

6.81 Although the majority of employment will be directed to these areas, other locations are likely to be suitable for smaller-scale development, for example in Strategic Sites identified for mixed uses as detailed in Policies S1-6. Other smaller-scale designations will be identified in the proposed Detailed Sites and Policies DPD.

Implementation

6.82 The Council will work together with town centre managers, local businesses and business groups to develop the tourism and leisure offer and the evening economy, and generally develop and improve the business environment of Town Centres.

6.83 The Council will take a proactive development management role consistent with its Economic Development Strategy, working with partner organisations (including developers) to support employment generation and education and training opportunities.

6.84 Developers will be expected to address the criteria in this policy in scheme formulation and accompanying planning statements, providing robust evidence where necessary, (e.g. re-marketing of the site/scheme) to be agreed with the Case Officer. Further guidance will be given as necessary in the Detailed Sites and Policies DPD and area based Supplementary Planning Documents.

Superseded - no longer in use

J2 Providing for Efficient Use of Employment Land

Objective

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

Policy

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

The Core Strategy defines SIL in the following locations:

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

SIL is subdivided as follows:

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

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

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

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

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

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

Superseded - no longer in use

Core Policies - Jobs, Business and Skills

The majority of the sites proposed for re-designation comprise Strategic Sites in the Core Strategy; proposals for these areas are covered by Spatial Policies S1 – S6.

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

1. **Be consistent with the relevant Spatial Policy;**

2. **Not prejudice the comprehensive regeneration of the area through piecemeal proposals; developers may therefore be required to prepare Masterplans;**

3. **Not jeopardise the functioning of any remaining employment uses;**

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

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

The Council will support rationalisation or relocation of safeguarded wharves in Thameside West to promote a more effective use of employment land - see Policy INF1.

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

Reasoned Justification

6.86 The Employment Land Review identified 512.2 ha (gross) of employment land in the borough. This consists of existing or potential employment land supply identified in a field survey. Of this the office employment land supply was recorded as 37.3 ha (i.e. land where B1(a) offices are present or have planning permission) with the remainder comprising land primarily occupied or suitable for other B Class uses.

6.87 The Review concludes that over the plan period there is likely to be a surplus of approximately 9 ha of office land and approximately 75 ha of industrial land and therefore recommends the release of a number of sites for other uses based on an assessment of qualitative and other criteria (see tables below). The Council supports the overall findings of the Review, but has taken into account the conclusions of a regional study and the results of public consultation to refine the proposals in the Review.

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

Superseded - no longer in use

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

Implementation

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

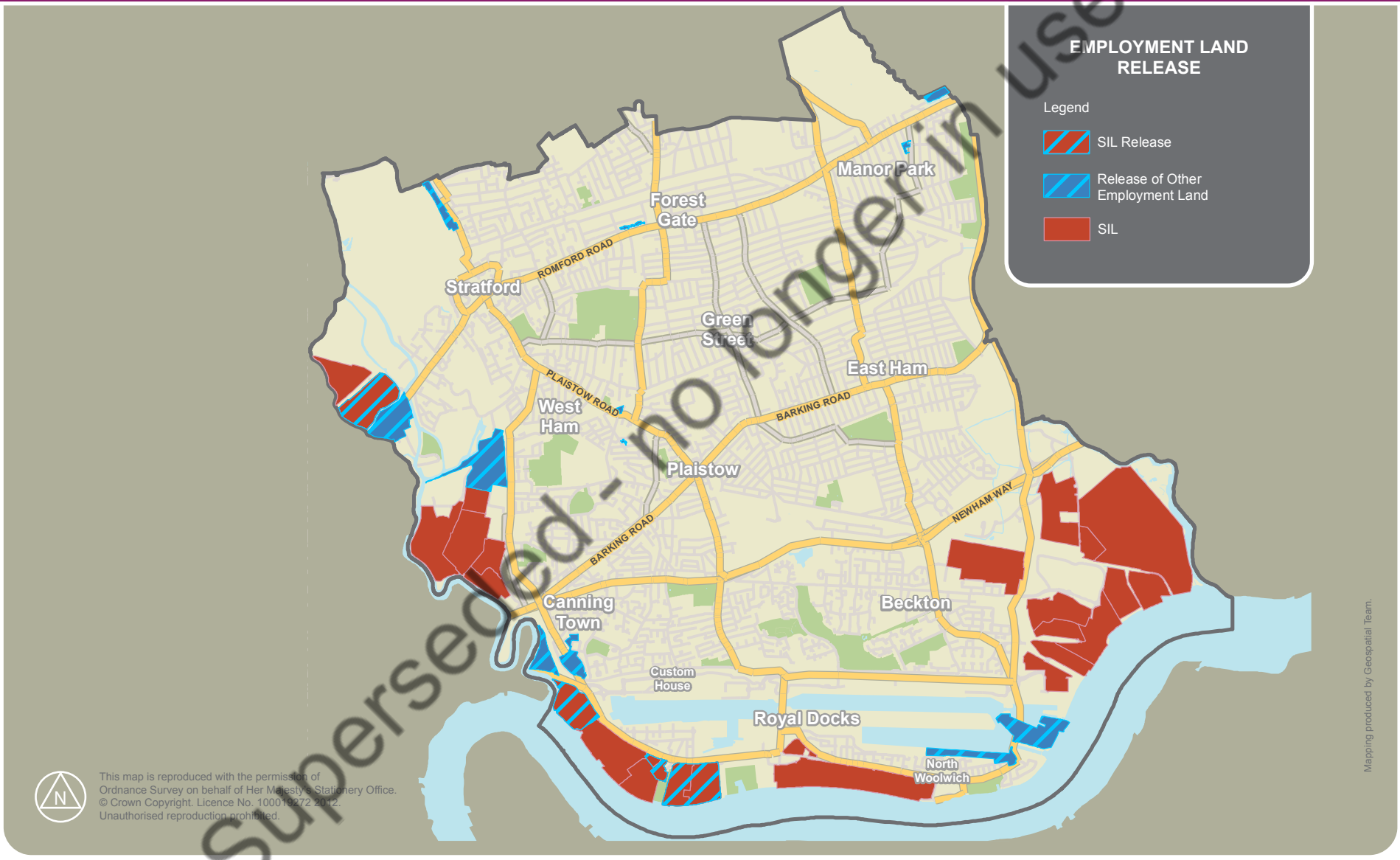
6.91 Employment sites proposed for re-designation/continued protection that are not classified as strategic will be covered in more detail in the proposed Detailed Sites and Policies DPD and future Supplementary Planning Documents, as required.

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

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

Superseded - no longer in use

Core Policies - Jobs, Business and Skills



Superseded - no longer in use

Core Policies

Superseded - no longer in use

Table 3 Borough-wide Employment Land re-designations

Cluster Name	UDP	Size Ha	Release Ha
West Ham Mills I	MOZ3	18.1	9.9
West Ham Mills II	MOZ4	20.9	14.8
Tidal Basin Area	emp5	4.1	4.1
Thames Wharf & Limmo	MOZ7	17.4	4.6 release area relates solely to the Limmo site (non-SIL)
Albert Dock Basin South side	MOZ12	11.4	11.4
Works South of Eighth Avenue	Non-designated	0.4	0.4
Ashburton Terrace	emp12	0.3	0.3
Stock Road/London Road	Non-designated	0.1	0.1
Leyton Road/Chobham Farm	emp2	3.0	3.0
Aldersbrook Hostel	m1	1.4	1.4
Sprowston Mews	m2	0.5	0.5
King George V (south side)	MOZ1	8.4	6
Strategic Industrial Locations	n/a	324	20.8
Total			**77.3**

Table 4 Strategic Industrial Locations re-designations

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

Superseded - no longer in use

J3 Skills and Access to Employment

Objective

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

Policy

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

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

1. **Improvements to education, skills and training provision, in particular those directed at the growth sectors in the local economy;**
2. **Removal of barriers to work for Newham residents;**
3. **Promotion of local labour agreements to enable Newham residents to develop skills and secure employment arising from the regeneration of the borough;**
4. **Support for the provision of childcare facilities close to homes and places of employment;**
5. **Support for employability projects established by the Council and other partners where they are working successfully;**
6. **Training facilities will be particularly supported in Town and Local Centres or elsewhere where there is good access to public transport and other services commensurate with the type of training;**
7. **Training facilities will be supported in office (B1(a)) premises, subject to them not displacing employment uses.**

Reasoned justification

6.95 This policy assists in the implementation of 'Strand 3: More People into Work' of Newham's Economic Development Strategy.

6.96 Newham is the 3rd most deprived borough in London and deprivation has worsened overall since 2004. Life expectancy amongst residents is lower than the London average. Among residents who work, incomes are on average £12,500 less per annum than London as a whole.

6.97 Although the population is young and growing, population churn is high. In 2007/2008, almost 20% of the population either migrated into or out of the Borough compared to a London average of 13.6%. The Core Strategy policies

Core Policies

are designed to help create conditions for residents to stay and fulfil their aspirations in Newham as they become more prosperous.

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

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

6.100 In 2008 just 25% of Newham residents were qualified to NVQ Level 4 and above, a significantly smaller proportion than the London average (39%). The existing skills gap within the Borough is evident in the National Indicator on skills gaps in the current workforce, as reported by the Learning Skills Council (LSC). In 2009, 21% of establishments surveyed in Newham reported a skills gap in their current workforce, an increase from 14% in 2005. This is compared to the London average of 17%.

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

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

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

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

6.105 The Council and its partners are making significant investments in employability projects and will require major development schemes to make contributions. Current projects include: the Council's jobs brokerage service working in partnership with Job Centre Plus and the Connexions service; The Academy – Newham - the training facility to support skills development in a range of sectors such as retail, customer service and facilities management; and a range of education providers including Newham College, Newham Sixth Form College (NewVIc), the University of East London and Birkbeck College. These are expected to evolve and be supplemented over the plan period.

Superseded - no longer in use

6.106 The majority of clients using training facilities are reliant upon public transport and as such accommodation for training uses will be supported in Town Centres where public transport connections are best. In addition, the proximity of other services such as shops will be of benefit. Out of centre locations will be considered where the case can be made that they are more appropriate for the type of training proposed, subject to similar good public transport and amenity access.

6.107 It is considered that the most appropriate type of premises will be office (B1(a)); however, training uses should not displace business space for local businesses and SMEs. If vacant, the space should have been marketed for office use for 6 months first.

Implementation

6.108 The Council will take a proactive development management role consistent with its Economic Development Strategy, working with partner organisations to support access to jobs and skills through development schemes and other projects.

6.109 Requirements for contributions from S.106 or CIL for jobs and skills training will be set out in Supplementary Planning Documents and/or a Community Infrastructure charging schedule if adopted, in line with Policy INF9.

6.110 More detailed policies and guidance on employment, training and business development will be considered as part of the Detailed Sites and Policies DPD and SPDs as necessary.

Superseded - no longer in use

H1 Building Sustainable Mixed Communities

Objective

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

Policy

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

The Council will:

1. **Require all developments to provide high levels of design quality in accordance with Policies SP2 – Healthy Neighbourhoods and SP3 – Quality Urban Design within Places;**

2. **Aim to provide from a range of sources an average net increase of additional quality homes exceeding 2,500 per year in general accordance with the 'delivery phases' outlined below;**

3. **Seek 39% of the number of new homes to be 3 bedroom for families subject to the 'mix and tenure considerations' in Box H1 below;**

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

5. **Seek that all new homes meet the internal space standards of the London Plan as a minimum (carried through into a design Supplementary Planning Document as necessary); and**

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

Reasoned Justification

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

Superseded - no longer in use

Core Policies - Homes

Superseded - no longer in use

6.113 The Council's overriding priority in delivering homes is to develop communities that work. Building mixed communities in quality neighbourhoods is a vital part of making Newham somewhere where people choose to live, work and stay. That means access to high quality amenities, good transport links and a thriving local economy with jobs for local people. To provide neighbourhoods of this quality it is essential that new housing is aligned with investment in new infrastructure to provide the services, amenities and facilities needed to support existing and new communities.

6.114 We have used a range of data sources to estimate the number of houses that may come forward during the Plan period, and the estimated timing of delivery. The Infrastructure polices of the Core Policies section are linked to this level of delivery. The London Plan sets housing targets for all London boroughs for the ten year period from 2011 as well as requiring rolling forward the annual target to the end of the Core Strategy period, i.e. up 2027 for Newham. This effectively places a 'general conformity' commitment on Newham to provide 40,000 homes between 2011 and 2027. The table below demonstrates that the Council has the capacity to meet this total which must come forward whilst creating new jobs for residents and quality mixed and balanced communities. Delivery of these new homes ultimately depends on macro-economic factors affecting build rates. The unprecedented economic situation together with the Coalition Government's Comprehensive Spending Review has, and will continue to have, a profound impact on national house building. Newham will have some resilience to this in the short to medium term given the amount of land committed in public ownership around the Olympic Legacy and elsewhere in the Arc of Opportunity.

Housing Delivery by Phase and Community Forum Area

Community Forum Area	2011/12	2012/13 - 2016/17	2017/18 - 2021/22	2022/23 - 2026/27	Total
Stratford and West Ham	421	6061	5887	7278	**19647**
Royal Docks	17	1401	3247	4483	**9148**
Custom House & Canning Town	78	2551	3608	1791	**8028**
Beckton	17	611	868	85	**1581**
Forest Gate	27	171	229	85	**512**
Plaistow	40	390	85	85	**600**
Manor Park	79	178	85	85	**427**
Green Street	24	89	85	85	**283**
East Ham	24	114	235	594	**969**
Total	**727**	**11566**	**14329**	**14571**	**41193**

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

Core Policies

6.115 This Strategy recognises that providing high quality homes and neighbourhoods requires many factors to be taken into account. These factors include the role and character of different parts of the borough, existing housing types and tenures, access to public transport, and the consideration of appropriate densities to achieve the optimal use of land consistent with local context. This part of the Strategy puts the quality of new homes and neighbourhoods as its first and overriding consideration. This approach will result in neighbourhoods with a genuine mix of tenures, sizes, and people in balanced and safe communities, where people choose to stay.

6.116 The Council recognises that many larger family homes have been lost through conversions, and that many new developments provide few houses with three bedrooms or above. This, combined with families having to compete with investment buyers in the private sector, has resulted in families leaving the borough to find suitably sized houses they can afford. This has played a role in increasing the churn of residents in the borough. Evidence shows a need for improvement in the rate of provision of family units. The latest research suggests such needs equate to 39% of the total net requirement and therefore propose this figure as the strategic target to be sought as a proportion of the total number of units on all new developments for housing. Family housing will generally be regarded as 3 bedroom and especially preferred where it is affordable. This is to ensure that a satisfactory balance of housing is provided, to respect the existing urban character of the area and reflect the economics of provision. Larger accommodation will generally not be sought. Ultimately, the mix and tenure of individual schemes will be assessed on a case by case basis, taking into account factors set out in the box below. Policies protecting existing family housing are set out under Policy H4 below.

Implementation

6.117 The Core Strategy sets out the broad parameters of housing development to achieve the objectives of the above policy: more detailed development expectations will be set out in subsequent DPDs and SPDs.

6.118 New homes will be provided from a range of sources including intensification, town centre renewal, growth areas, mixed use redevelopment, particularly of surplus commercial uses both within Town Centres and non-designated employment locations, and sensitive renewal of existing residential areas.

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

6.120 In determining suitable densities, regard will be had to Policy 3.4 and Table 3.2 of the London Plan 2011. Further detailed guidance on density will be developed in the Detailed Sites and Policies DPD.

Superseded - no longer in use

6.121 As a general rule, low family provision would comprise 20% of the units, medium family would be 30%, and high family would be 40%. All developments should aim to meet the 39% family housing target with schemes only capable of accepting lower on site family housing levels incorporating measures to secure provision off site.

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

Considerations for the Assessment of Housing Mix and Tenure

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

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

1. Scheme viability;
2. The availability of subsidy;
3. The existing mix of housing in the area;
4. The individual circumstances of the site in terms of site conditions, local context and site features;
5. The availability of required infrastructure and community facilities for residents.

Superseded - no longer in use

H2 Affordable Housing

Objective

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

Policy

To achieve this we will:

1. **Aim to ensure 50% of the number all new homes built over the plan period are affordable;**

2. **Seek all new developments or redevelopments on individual sites with capacity for 10 units or more to provide between 35-50% of the number of proposed units affordable housing, comprising 60% social housing, subject to the 'Mix and Tenure Considerations' in Box H1 above;**

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

4. **Exceptionally, consider off site provision or payment in lieu where the Council considers that on site provision is inappropriate with regard to any of the following matters:**

    - **Site conditions/site features;**
    - **Local context, including tenure mix;**
    - **The availability of community facilities or infrastructure.**

Reasoned Justification

6.124 As with the rest of London, demand for affordable housing is high. Newham already accounts for a large proportion of the future housing supply of London's and the sub-region and has considerable needs of its own. Newham has one of the highest proportions of social housing in London. Bearing this in mind, we aim to meet the aspirations for mixed communities by providing a range of accommodation that allows people to move between tenures and property size as their household and economic circumstances change. Newham's Housing Strategy seeks to employ the use of more affordable housing options such as low cost home ownership to assist working people on low wages into their own home. It is considered that this will help stabilise communities and reduce churn, resulting in improved community cohesion.

6.125 As with all London boroughs, Newham is directed by the London Plan to provide an overall strategic affordable housing target in its Core Strategy to meet local needs, and to seek the maximum reasonable amount of affordable

Superseded - no longer in use

housing when negotiating on individual private residential and mixed use schemes. Evidence points to a maximum strategic target of 50% based on Newham's level of need and scheme viability.

6.126 A negotiation target of between 35% and 50% will be applied having regard to the considerations in Box H1 above. Some schemes will be unable to provide affordable housing within this range. However, varying scenarios have been modelled to consider different circumstances over the entire plan period and this target range is considered to be robust provided it is applied flexibly on a case by case basis.

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

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

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

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

Superseded - no longer in use

be sought – although this may vary on a case by case basis, again using the considerations in the box above.

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

6.132 Notwithstanding the above commitments it is recognised that the Comprehensive Spending Review has led to a significant reduction in the availability of public subsidy via the Homes and Communities Agency in the period 2011-2013. Changes to rent levels and to benefits will also have implications. It is therefore acknowledged that in the early phase of delivery there are likely to be lower levels of provision against the affordable housing targets set out above although this may be mitigated to some extent by the use of alternative models of provision, as well as the relatively high proportion of land in public ownership that may come forward within the Arc of Opportunity.

Superseded - no longer in use

H3 Specialist Accommodation Needs

Objective

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

Policy

The council will seek to ensure that the needs of all types of households are considered and that appropriate forms of accommodation are provided where this need has been clearly demonstrated and this aligns with the Spatial Vision.

Development proposals which meet the following criteria will be supported:

1. **The accommodation is appropriately located in terms of the needs of its occupants;**

2. **It does not prejudice the amenities or unique characteristics of the existing neighbourhood;**

3. **Adequate transport and supporting facilities are provided for the intended occupants;**

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

Reasoned Justification

6.134 The range of needs of Newham's diverse population is varied. A wide and flexible housing offer will help to cater for a broad range of needs throughout the lifetime of a household. Ongoing occupation of the original family home can often be supported by the provision of external care. However, the Council recognises that there are circumstances where conventional housing is not best suited to the needs of a household or a specific group.

6.135 The London Plan identifies London-wide requirements for accommodation which are also reflected in Newham and set out in supporting evidence.

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

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

Superseded - no longer in use

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

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

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

Implementation

6.140 This will be implemented via the development management process and in co-ordination with the relevant health and community partnerships. Further details will be provided in the Detailed Sites and Policies DPD. Where appropriate, accommodation such as Extra Care Housing will be secured through negotiation and planning obligation.

Superseded - no longer in use

H4 Protecting and Re-Shaping the Existing Housing Stock

Objective

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

Policy

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

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

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

Reasoned Justification

6.141 Projected growth in the number of households over the Core Strategy period to 2027 effectively means there should be no reduction in the housing stock. For this reason there is a very clear presumption against the loss of residential floorspace. The Council is engaged from time to time in the renewal of stock on estates and is committed to retaining an equivalent number of family and affordable units.

6.142 Dwelling conversions to flats or to houses in multiple occupation (HMOs) have seen considerable growth in numbers over recent years. Large proportions of these converted dwellings are for private rent and can provide relatively cheap accommodation for residents - particularly where shared. However, many have been created out of family-sized dwellings, and there are major concerns about the loss of family housing and the negative changes to the character of neighbourhoods resulting from increased levels of transience, poor quality of accommodation and property maintenance, increased parking pressure and refuse generation, and the associated impact on the external environment and amenity. Indeed government guidance[5] indicates that a high concentration of shared homes can sometimes cause problems, especially if too many properties in one area are let to short term tenants with little stake in the local community.

Superseded - no longer in use

[5] Para 2 Circular 08/10: Changes to Planning Regulations for Dwellinghouses and Houses in Multiple Occupation

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

6.144 There are approximately 32,000 households in private rent (about a third of the total housing stock) and a third of these are occupied as HMOs. Most HMOs are to be found in Stratford and West Ham, East Ham, Manor Park and Canning Town.

6.145 It is very clear from analysis of requirements that Newham will fail to provide enough family housing if it does not increase the rate of new provision and hold on to existing family stock. On this basis and in line with Newham's Housing Strategy vision the policy will resist new conversions and seek where possible to support de-conversion. Conversions will only be permitted where the applicant is able to demonstrate exceptional circumstances. A Supplementary Planning Document will be developed for Housing which will provide, inter alia, guidance on floorspace minima, size and other general design and layout requirements.

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

Implementation

6.147 This will be implemented through development management and enforcement. A Housing Supplementary Planning Document will be developed.

Superseded - no longer in use

Core Policies - Sustainability and Climate Change

Superseded - no longer in use

SC1 Climate Change

Objective

6.148 Newham will mitigate and adapt to climate change by transforming the borough into a more sustainable place.

Policy

Development will respond to a changing climate through the following mitigation and adaptation measures:

1. **Major developments (residential) will be required to be assessed against the Code for Sustainable Homes. It will be expected that development achieve Level 4 of the Code as minimum (or the equivalent level of any subsequently adopted national standard on sustainable design and construction);**

2. **Major developments (non-residential) will be required to be assessed against the Building Research Establishment Environmental Assessment Method (BREEAM). It will be expected that development achieve 'Very Good' as minimum (or the equivalent level of any subsequently adopted national standard on sustainable design and construction);**

3. **Maximising the efficient use of energy through passive solar design and meeting the requirements of Policy SC2;**

4. **Reusing and recycling waste arising from demolition and construction, and utilising materials produced and/or sourced locally;**

5. **Incorporating sustainable urban drainage systems in line with the London Plan drainage hierarchy, and PPS25 Practice Guide, and incorporating water efficiency measures to achieve a consumption target of 105 l/p/d;**

6. **Incorporating living roofs which provide benefits for sustainable urban drainage, biodiversity and the microclimate;**

7. **Encouraging the take-up of opportunities to improve resource efficiency in existing homes and buildings through retrofitting subject to the sensitivities identified in Policy SP5;**

8. **Greening the borough through landscaping, tree planting and provision of natural environments and increased greenspace connectivity; and**

9. **Improving environments through soil improvement and the sustainable remediation of contaminated land.**

Reasoned Justification

6.149 The changing climate presents challenges worldwide – however it is important that communities respond and adapt to these challenges at the local level. This will be achieved through applying the principles of sustainable development – or development that is less unsustainable.

6.150 Climate change is central to national and regional planning policy. The London Plan requires development to contribute to the mitigation of, and adaptation to, climate change and achievement of the Mayor of London's carbon emissions target. In Newham, the highest standard of sustainable design will be required, in line with the London Plan.

6.151 Implementing national sustainable design and construction standards will enable a robust, consistent approach to sustainable design and construction in Newham. The Government's Code for Sustainable Homes - which will apply to all major residential developments – incorporates nine sustainable design elements. This includes mandatory standards for energy/CO_2 and water at each level of the Code, as well criteria for building materials, surface water run-off, waste, pollution, health and well-being, management and ecology. It is proposed that major residential developments in Newham be required to meet Level 4 of the Code; this requires a 44 percent improvement over the Target Emission Rate (TER) as determined by the Building Regulations 2006 and water consumption of 105 l/p/d as mandatory elements.

6.152 The Building Research Establishment's Environmental Assessment Method (BREEAM) - which will apply to major non-residential developments – similarly incorporates nine sustainable design elements, including management, energy use, health and well-being, pollution, transport, land use, ecology, materials and water. Criteria for achieving BREEAM levels will depend on the nature of the proposed development. It is proposed that major residential developments (non-residential) in Newham be required to meet BREEAM 'Very Good'; this is generally considered the equivalent of Level 4 of the Code.

6.153 Increased development in the context of less reliable rainfall requires the prudent use of water resources. The London Plan 2011 (Policy 5.15) requires that new residential development meets a water consumption target of 105 l/p/d through water savings measures. On site management of water through sustainable urban drainage can include water saving elements in addition to minimising flood risk from surface water run-off. Development is expected to include practical measures in line with the drainage hierarchy set out in the London Plan (Policy 5.13).

6.154 In addition, development in Newham will be expected to mitigate the impacts of climate change by applying London Plan policies with regard to sustainable design and construction (Policy 5.3), retrofitting (Policy 5.4), renewable energy (Policy 5.7), urban greening (Policy 5.10) and living roofs (Policy 5.11), alongside Policies INF2 and SP2 concerned with sustainable transport and healthy urban planning.

6.155 This policy presents an over-arching response to climate change, setting out how sustainable development will be achieved. This is followed by further detailed Policies SC2-4, each of which concerns one area of sustainable development.

Superseded - no longer in use

Core Policies - Sustainability and Climate Change

Implementation

6.156 Proposals for major residential developments will be required to demonstrate that Level 4 of the Code for Sustainable Homes (or the equivalent level of any subsequently adopted national standard on sustainable design and construction) has been met at both the design stage and post-construction stage. These assessments must be undertaken by licensed and trained assessors.

6.157 Proposals for major non-residential developments will be required to demonstrate that BREEAM 'Very Good' has been met (or the equivalent level of any subsequently adopted national standard on sustainable design and construction) at both the design stage and post-construction stage. Assessments are required to be undertaken by licensed and trained assessors.

6.158 The Council will work with partner agencies such as English Heritage and owners of heritage assets and other older properties to encourage the retrospective modification of properties as part of securing their future use (see Policy SP5). Please see English Heritage's website www.climatechangeinyourhome.co.uk for further information.

6.159 Planning applications should be accompanied by a sustainability statement setting out how sustainable design and construction has been incorporated into the design response.

6.160 Further policy on sustainable design and construction will be set out in the Detailed Sites & Policies DPD and detailed guidance will be provided in Supplementary Planning Documents.

Superseded - no longer in use

SC2 Energy

Objective

6.161 Newham will be transformed into a low carbon borough by minimising the demand for energy in the built environment and by switching to renewable and low carbon sources.

Policy

Carbon emissions from new and existing development will be reduced by the following measures:

1. **Requiring that all new residential development is built in line with the London Plan and Building Regulations to reach zero carbon by 2016 (or any subsequently adopted national standard on energy and low carbon design);**

2. **Requiring that all new non-residential development is built in line with the London Plan and Building Regulations to reach zero carbon by 2019 (or any subsequently adopted national standard on energy and low carbon design);**

3. **Connections to, or provision for connection to, decentralised heat networks (See Policy INF4);**

4. **Incorporating on site renewable energy generation in line with the requirements of the London Plan, and other innovative technologies to reduce carbon emissions; and**

5. **Encouraging the take-up of opportunities to reduce carbon emissions from existing homes and other buildings through retrofitting subject to the sensitivities identified in Policy SP5.**

Reasoned Justification

6.162 The built environment – and in particular, the buildings we use to live and work in - are major contributors to greenhouse gas emissions. The regeneration of Newham presents an opportunity for development that reduces its contribution to climate change through reduced carbon emissions. Heat networks were seen to be a particular opportunity by the public sector and the third sector in consultation on the Core Strategy.

6.163 Low carbon development is increasingly central to national and regional planning policy and Newham's policy on energy implements these policies at the local level. The London Plan 2011 (Policy 5.2) will phase in zero carbon development through step changes in line with changes to the Building Regulations. In addition, these step changes are reflected in the energy standards required to achieve the higher levels of the Code for Sustainable Homes.

6.164 Carbon emissions should be reduced by using less energy, supplying that energy efficiently, and where possible, using renewable or low carbon energy. This hierarchy requires innovative design responses.

Superseded - no longer in use

Core Policies - Sustainability and Climate Change

Requirements of the London Plan and Building Regulations

Developments should be designed to minimise carbon emissions in line with the following hierarchy:

A) Be lean: use less energy

B) Be clean: supply energy efficiently

C) Be green: use renewable energy

Residential development should achieve (as minimum) carbon reductions in line with the London Plan and Building Regulations (or any subsequently adopted national standard on energy and low carbon design). These targets are expressed as minimum improvements over the Target Emission Rate (TER) and phasing is proposed as follows:

A) 2010 to 2013: 25% over 2010

B) 2013 to 2016: 40% over 2010

C) 2016 to 2031: zero carbon

Non-residential development should achieve (as minimum) carbon reductions in line with the London Plan and Building Regulations (or any subsequently adopted national standard on energy and low carbon design). These targets are expressed as minimum improvements over the TER and phasing is proposed as follows:

A) 2010 to 2013: 25% over 2010

B) 2013 to 2016: 40% over 2010

C) 2016 to 2019: as per Building Regulations requirements

D) 2019 to 2031: zero carbon

6.165 Reducing carbon emissions in Urban Newham – where much of the Borough's existing building stock is expected to be maintained – will require a more proactive approach from the Council and others such as property owners, supported by specialist agencies such as English Heritage. In these locations, retrofitting as part of ongoing maintenance and refurbishments and ensuring that alterations and additions adhere to the requirements of low carbon developments will be integral to achieving this policy's objective.

Implementation

6.166 Development proposals should demonstrate that they have met energy requirements set out in the London Plan 2011 and Building Regulations (or any subsequently adopted national standard on energy and low carbon design).

6.167 Further policy on energy and low carbon design will be set out in the Detailed Sites and Policies DPD and detailed guidance will be provided in Supplementary Planning Documents.

Superseded - no longer in use

SC3 Flood Risk

Objective

6.168 Development must be shown to be flood resistant and regeneration should improve the resilience of those parts of the borough at risk from flooding.

Policy

The Strategic Flood Risk Assessment will inform spatial planning and development management decisions and flood risk (caused by tidal, fluvial, surface water, sewer and groundwater flooding) will be reduced by the following measures:

1. **Applying the sequential and exceptions requirements of PPS25 to avoid development that is not appropriate;**

2. **Developing Flood Risk Assessments in line with PPS25 and advice from, and in conjunction with, the Environment Agency;**

3. **Incorporating sustainable urban drainage systems (SUDS) in all major developments in conjunction with Policy SC1, the London Plan drainage hierarchy and PPS25, and adopting a presumption against hard-standing on domestic gardens and public open space;**

4. **Working with partners to identify critical drainage areas susceptible to surface water flooding, and develop measures to manage, and where possible, reduce the risk of surface water flooding;**

5. **Working with partners to maintain existing flood defences, and expecting developments to contribute to their improvement, enhancement or re-naturalisation, and improving the borough's flood resistance by supporting infrastructure improvements set out in the Strategic Flood Risk Assessment;**

6. **Expecting development be set back from the Blue Ribbon Network to create, enhance and improve river corridors and enable access for the maintenance and improvement of flood defences, in conjunction with Policy INF7; and**

7. **Encouraging the local community in flood risk areas to take up opportunities to improve resilience and resistance of existing homes and buildings.**

Superseded - no longer in use

Core Policies - Sustainability and Climate Change

Superseded - no longer in use

Reasoned Justification

6.169 Flood risk is recognised as a major issue for London: 15% of the total area of Greater London is identified as being affected by tidal or fluvial flood risk. To understand and respond to possible flood scenarios in Newham, the Council has prepared a Strategic Flood Risk Assessment (SFRA) for the borough which has been endorsed by the Environment Agency.

6.170 The underlying objective of the SFRA is to provide a means for consistent consideration of flood risk for the duration of the Plan. The SFRA provides a strategic framework for the consideration of flood risk when making planning decisions. The SFRA will be essential to enable a strategic and proactive approach to be applied to flood risk management.

6.171 Newham contains localised areas that are prone to flooding from a range of processes including: fluvial, tidal, surface water, sewer, groundwater, and flooding from artificial sources. The main risks of flooding identified in Newham in the SFRA are fluvial flooding in the Lower Lea and Lower Roding catchments, breaches in the Thames tidal defences during tidal surge events and surface water flooding from impermeable surfaces.

6.172 Flood resistant development should aim to reduce the exposure of new development to flooding and reduce the reliance on long-term maintenance of built flood defences. Within areas at risk from flooding, it is expected that development proposals will contribute to a reduction in the magnitude of the flood risk.

6.173 Where developments are proposed in locations at risk from flooding, the Council will need to consider whether the development is appropriate in that location. Where a development is vulnerable to flood risk, alternative locations in the borough should be considered. Where there are no such alternative locations, the development should proceed only when flood resistance and flood management are achieved. This process is called the sequential and exceptions test, and is performed in liaison with the Environment Agency.

6.174 Where a development is proposed, flood risk assessments should be undertaken for all developments in Flood Zones 2 and 3. These should assess the risk of flooding to the development and identify options to mitigate the flood risk to the development, site users and the surrounding area. Flood risk assessment should be developed in liaison with the Environment Agency.

6.175 The Core Strategy will also presume that all development contributes to minimising the risk of flooding in Newham. Developments will be required to implement sustainable urban drainage systems and maximise permeable surfaces (including green roofs).

Implementation

6.176 The Strategic Flood Risk Assessment sets out how the sequential and exceptions tests should be applied in Newham and provides detailed guidance relating to flood risk in spatial planning, development management and emergency planning with regard to:

- Design response;
- Flood risk assessments;
- Specific recommendations for locations at risk from flooding;
- Surface water flood risk and sustainable urban drainage; and
- Emergency planning.

6.177 The Council will work with stakeholders, including the Environment Agency, to make planning decisions that meet the requirements of Planning Policy Statement 25.

Superseded - no longer in use

Superseded - no longer in use

SC4 Biodiversity

Objective

6.178 Protect, enhance and create habitats for biodiversity across Newham, ensuring a net gain in BAP habitats, and secure their positive management; reduce deficiencies in access to nature for Newham's existing and future residents; and undertake awareness-raising to promote appreciation of the Borough's wildlife by all.

Policy

Biodiversity will be protected and enhanced and development will contribute to a net gain in the quantity and quality of Newham's natural environment by the following measures:

1. **Expecting that all major developments make a contribution to achieving the targets and actions for biodiversity, as set out in the Newham Biodiversity Action Plan, and in conjunction with provision of green infrastructure, as set out in Policy INF7;**

2. **Permitting development only where it can be demonstrated that significant adverse impact on species and habitats is avoided;**

3. **Sites of Importance for Nature Conservation (SINCs) will be protected, and the designation of new SINCs will be supported. Development should contribute to their qualitative enhancement, including improvements to access;**

4. **Incorporation of living roofs, landscaping and tree planting in developments, meeting the requirements of Policy SC1. In addition, allotments and Tree Preservation Orders (TPOs) should be recognised for their biodiversity value and development should contribute to their enhancement; and**

5. **Enhancing opportunities for biodiversity in the Blue Ribbon Network and waterside environments (providing measures are appropriate to their setting and do not hinder navigation) meeting the requirements of Policy INF7.**

The Council will also deliver the targets and actions of the Newham Biodiversity Action Plan through spatial planning, management of its land holdings and influencing other land managers.

SINCs designated in the UDP have been retained and included on the Proposals Map.

Core Policies

Reasoned Justification

6.179 Newham, despite its urban structure and proximity to central London, supports a diverse array of wildlife, including those species which have adapted their behaviours to urban development environments. The regeneration of Newham will place pressure on these species and the habitats in which they live, whilst providing an opportunity to improve both the quality and quantity of biodiversity in the Borough.

6.180 The degradation and destruction of wildlife habitat is a major factor leading to the decline of biodiversity. To effectively tackle biodiversity loss existing habitats must safeguarded, through protection and enhancement, and the overall extent of habitats must be increased, by the creation of new areas and their ongoing management. To this end, the potential for both direct and indirect (off site) impacts on biodiversity will be assessed.

6.181 Approximately 678 hectares (17.6%) of Newham comprises green space. This includes some 22 parks, around 45 open spaces and seven allotment sites managed by the Council, and other open spaces, such as Thames Barrier Park and West Ham Park that are managed by external bodies. Many of these parks are included in the 41 Sites of Importance for Nature Conservation (SINCs) located either wholly or partially within the borough. Furthermore, the borough is bounded to the east, south and west by rivers and contains other marine environments within the Royal Docks. Green corridors include The Greenway and east-west railway corridors. These environments host a range of species and habitats. However, importantly, brownfield habitats exist in developed parts of the borough, including regeneration areas.

6.182 The London Plan 2011 (Policy 7.19) requires boroughs to pursue opportunities to secure positive gain for nature conservation through development, increase access to nature and contribute to achieving targets in the London Biodiversity Action Plan. In addition, the Lee Valley Regional Park Authority's Park Plan 2000, Park Development Framework and Biodiversity Action Plan establish a biodiversity strategy for the Park and a further Biodiversity Action Plan has been developed for the Olympic Park. Newham's Biodiversity Action Plan (BAP) and the Newham Biodiversity Partnership will establish a locally specific biodiversity strategy for the borough in the context of these strategies. The Core Strategy and subsequent DPDs and SPDs will implement the BAP spatially.

Implementation

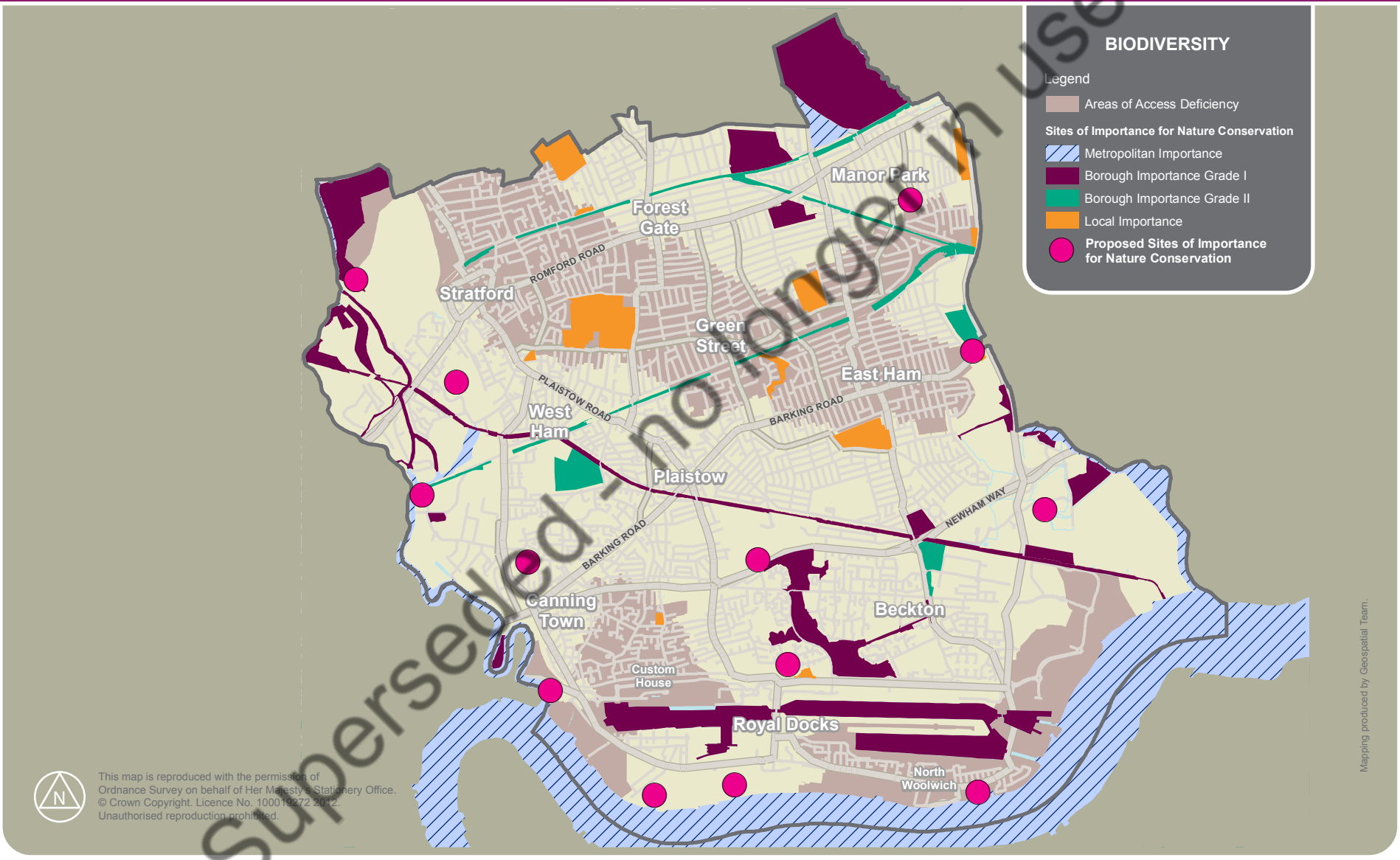
6.183 Planning applications should demonstrate that development proposals avoid significant adverse impact on biodiversity and make a contribution to achieving the targets and actions set out in the Newham Biodiversity Action Plan.

6.184 Further policy on biodiversity will be set out in the Detailed Sites and Policies DPD and detailed guidance will be provided in Supplementary Planning Documents.

6.185 The Council will work with stakeholders through the Newham Biodiversity Partnership to make planning decisions that protect, enhance and create habitats for biodiversity across Newham.

Superseded - no longer in use

Core Policies - Sustainability and Climate Change



Superseded - no longer in use

INF1 Strategic Transport

Objective

6.186 Secure investment in strategic transport networks that will lever investment and regeneration into Newham, further integrating the borough with the rest of London and overcoming major physical barriers to movement without having an unacceptable impact on residents.

Policy

Support will be given to ongoing investment in the committed strategic transport network set out in the London Plan:

1. **Crossrail 1 including stations at Stratford, Maryland, Forest Gate, Manor Park and Custom House;**
2. **International trains calling at Stratford International station and /or, depending on capacity, linkages from Stratford International to the proposed High Speed 2 and Chelsea-Hackney railways;**
3. **Increased capacity and service enhancements on main line railway services serving the borough;**
4. **Increased capacity and service enhancements between the West Anglia main line and Stratford;**
5. **Capacity increase on the north London railway (London Overground);**
6. **Strategic bus network investment including bus priority;**
7. **Enhanced river bus services and piers;**
8. **Cable car links across the River Thames at suitable locations as they come forward;**
9. **Extensions and upgrading of the strategic cycle network including Cycle Superhighways; and**
10. **Extensions to the strategic footpath walking network.**

Support will be given to other, currently unfunded, strategic transport proposals that will contribute towards Newham's regeneration and economic and physical development; these include:

1. **Safeguarded river crossing routes at West Silvertown and Gallions Reach[6] (see key diagram), delivered as a package and consideration of ferry-based options east of a crossing at West Silvertown, subject to satisfactory assessment (see London Plan Policy 6.12);**

Superseded - no longer in use

6 A crossing at West Silvertown to Greenwich and a new vehicle ferry or fixed link between Gallions Reach and Thamesmead

Core Policies - Infrastructure

Superseded - no longer in use

2. Extensions to the DLR network from Gallions Reach to Dagenham Dock, north of Stratford International and double tracking between Stratford and Bow Church Station;

3. Bus link from Barking to Canning Town via Beckton and the Royal Docks;

4. Proposals for traffic and public transport corridor improvements, including bus priority measures and streetscape enhancements, particularly in a north/south direction; and

5. Other strategic transport projects and river crossings as they come forward or as identified in the London Plan.

Support will be given for optimisation of airport capacity, including access and other freight and passenger facilities. Any proposals for future growth at the airport (above the approved 120,000 flight movements per annum) in line with the Airport Masterplan will need to be carefully considered to ensure the potential impacts on the Royal Docks and its future role and function are taken into account.

Development proposals should have regard to the Airport Safeguarding Area and Public Safety Zone.

As a general principle, in line with London Plan Policy, safeguarded wharves will be protected. However, the Council supports the relocation and/or consolidation of safeguarded wharves within the Royal Docks (see Policies J2 and S3). Proposals for alternative sites will need to demonstrate that the locations of existing safeguarded wharf sites are inappropriately located or they have been developed and further safeguarded wharves within the borough are needed, and are in suitable locations in accordance with locational criteria set out in paragraph 7.77 of the London Plan (2011).

Safeguarded railheads and freight sidings, including access from the road network and any associated wharves, will be protected. Proposals for new sites to enable the transfer of freight to rail and water will be supported where these accord with other policies in the Core Strategy.

A number of transport proposals designated in the UDP have been retained and are included on the Proposals Map.

Proposals to encourage the improvement and use of Newham's navigable waterway network including rivers, canals, wharves, locks and winding holes for water freight, passenger and leisure transport purposes will be supported in appropriate locations, consistent with relevant spatial and land use policies.

Core Policies

Reasoned Justification

6.187 Newham's ongoing regeneration, including its convergence with neighbouring boroughs and with London as a whole, and its attractiveness for inward economic investment, are dependent to a large degree upon excellent strategic accessibility. Substantial investment has already taken place in recent years, including the Jubilee Line extension (1999), Stratford International station (2009) and the construction and extension of the Docklands Light Railway. London City Airport allows access to some of Europe's most important cities within two hours.

6.188 This investment has contributed to the wider objective of convergence, allowing the Arc of Opportunity to become an attractive location for investment as one of the best-connected parts of Greater London.

6.189 This policy supports ongoing, programmed and future investment in the strategic transport network to assist the borough's ongoing regeneration and to stimulate inward investment.

6.190 Crossrail 1 will be completed by 2018; investment has been secured in stations at Custom House, Stratford, Maryland, Forest Gate and Manor Park, which already benefit from underground, national rail and/or DLR connections. This investment will improve the attractiveness of these locations for regeneration and intensification.

6.191 International trains and HS2 - the current lack of international train connections from Stratford reduces the proposed Metropolitan Centre's attractiveness to international investors and weakens its potential as a major metropolitan and international hub for business. There is a strong case for international trains calling at Stratford International station as a gateway to East London including the Arc of Opportunity and an interchange with Crossrail, as well as other onward connections to Canary Wharf, the City of London and south of the River Thames. Subject to the resolution of engineering and security issues the use of Stratford International by international high speed trains to/from the Midlands and the North will contribute to a robust business case for a high quality link between HS2 and HS1 and integration with the Chelsea-Hackney line (also known as Crossrail 2).

6.192 Railway capacity enhancements - ongoing capacity enhancements on the national rail, DLR and Underground network are supported by this policy. However, capacity constraints will continue to affect journeys beyond Stratford and Canning Town going towards central London - as capacity increases, so demand will rise to meet it. This is an opportunity as well as a constraint: development land may be more attractive to investors where public transport accessibility and capacity are available, and the Arc of Opportunity is one of the best-connected parts of London.

6.193 Strategic bus services - the implementation of the Barking to Royal Docks bus service route would be supported, as will other proposals for dedicated bus routes, or enhanced routes on the existing street network that can benefit from a high level of bus priority. There is a particular need for strategic routes running between the main centres - including Stratford and East Ham - as well as major centres outside Newham.

Superseded - no longer in use

Core Policies - Infrastructure

Superseded - no longer in use

6.194 River bus - the Council supports proposals for improving accessibility to Silvertown and North Woolwich by river bus, and will in principle support proposals to construct landing stages in appropriate locations that are accessible for disabled people and cyclists. Proposals should demonstrate that efforts have been made to provide maximum achievable integration with other public transport services, particularly the Docklands Light Railway, via direct, well-lit and attractive pedestrian routes and streets with good levels of natural surveillance.

6.195 Cable car links - the Council supports the development of cable car and other innovative public transport/pedestrian/cycling crossings of the River Thames, subject to meeting the requirements of the Port of London Authority and other policies in the Strategy. Proposals should demonstrate that stations are integrated with, or are within five minutes' (clearly signposted) walk from a rail-based public transport station or high frequency bus service.

6.196 Strategic cycle network - the Council supports the expanded role of cycling as a means of personalised transport that provides healthy exercise and contributes in an inclusive way to reducing congestion and public transport overcrowding. Currently Newham suffers low rates of cycling, for example, at less than 1%, the lowest modal share for cycling to work of any london borough. Transport for London estimates that Newham is a borough with a very high potential for increasing cycling, due to its flat topography, density and the proximity of services to where people live. London's strategic cycle network in Newham includes sections of the former London Cycle Network (LCN), the smaller LCN+ and the strategic branded 'Cycle Superhighways'. This policy, together with Policy INF2 supports the ongoing expansion of the cycling network, delivered through a combination of dedicated infrastructure and through the design of general improvements to the public realm. Policy SP7 is also relevant.

6.197 River crossings - land has been safeguarded by the Secretary of State for the construction of two river crossings, one at Gallions Reach (the site of the proposed Thames Gateway Bridge) and a tunnel at Silvertown. The Council supports the development of bridge, tunnel or ferry crossings at these locations to provide resilience to the Blackwall Tunnel and to support future growth. The London Plan identifies further opportunities to provide river crossings; these will be supported as will other appropriate proposals coming forward.

6.198 DLR extensions - the Council supports proposals to extend the DLR to Dagenham Dock, which will improve accessibility to the East Beckton employment area and District Centre and reduce the barrier effect of the sewage treatment works and River Roding. Whilst the Secretary of State has not (at the time of writing) safeguarded land for the project, this is supported by Transport for London, Docklands Light Railway Ltd and Barking and Dagenham, and therefore the Council will, through the Core Strategy, resist proposals that would prejudice its construction envelope unless a satisfactory alternative alignment is identified. The Council also supports other potential long term extensions such as between Stratford and Walthamstow.

6.199 North-south public transport accessibility - the Council will support proposals for improving public transport accessibility, particularly north-south and in the east of the borough serving East Beckton. Further, the Council will

encourage the improvement of key routes particularly north-south, which traffic (particularly through traffic) should be encouraged to use, reducing the impact on other borough roads.

6.200 London City Airport - The London Plan 2011 (Policy 6.6) emphasises the importance of optimising existing airport capacity for example, improving access and other passenger facilities, and the Council supports this in line with the airport's acknowledged economic role. The LCA Masterplan (2006) sets out development plans through to 2030, proposing that the airport will have 8 million passengers per annum (p.a.) by 2030. This equates to approximately 180,000 air traffic movements p.a. LCA propose this is accommodated by maximising the use of the existing runway, improving flight occupancy and creating better facilities for passengers. Such an increase would also necessitate an enlarged Public Safety Zone and may impact adversely on the development potential of sites around the Royal Docks. The airport was granted planning permission in July 2009 for an increase in flight movements to 120,000 p.a. from the previously permitted level of 80,000. As part of this permission, requirements for monitoring air quality and noise impacts have been put in place. Future growth at the airport in line with the Masterplan will need to be carefully considered to ensure the potential impacts on the Royal Docks and its future role and function are taken into account [7].

6.201 Safeguarded wharves - the retention of safeguarding for strategic wharves is supported in general terms to enable access by larger vessels and to reduce dependence on road and rail freight transport. However, a need has been identified to review the current safeguardings at Thameside West. A London-wide study is underway, commissioned by the GLA, and the Council is undertaking further work to support a rationalisation or relocation of these wharves to further economic regeneration of the Royal Docks.

6.202 Safeguarded rail heads and freight sidings - the retention of safeguarding for rail heads and freight sidings is supported to enable rail to perform an important role in the transport of freight and to reduce dependence on road haulage. These sites also require access from the road and river network to enable effective freight transfer.

6.203 Encouraging use of the borough's navigable waterways - the Council supports proposals to make more and better use of the Rivers Thames and Lea and other navigable channels for waterborne freight, leisure craft, water sports, tourism and riverbus services. The Council will support proposals for the restoration of locks, channels and existing wharves and the creation of new wharves and associated development in appropriate locations. Whilst this policy is intended to be flexible in its application in order to maximise the use of the borough's navigable water resource, the context for the development of new water transport facilities will be taken into account when determining the appropriateness of new water transport uses. For example, in areas with a context of employment uses, viable waterborne freight uses may be given preferential support over proposals to provide moorings for leisure craft.

Superseded - no longer in use

[7] The extent of the Airport's Public Safety Zone (PSZ) is determined by the Civil Aviation Authority (CAA) and is then approved by the Department for Transport (DfT). The PSZ is shown on the Proposals Map

Core Policies - Infrastructure



Superseded - no longer in use

Core Policies

Implementation

6.204 Most strategic transport projects will be delivered through Transport for London, the Port of London Authority, the private sector, British Waterways and Network Rail.

6.205 Developer contributions will be sought towards the cost of major transport infrastructure projects.

6.206 The Local Implementation Plan sets out a programme for funding and delivery of strategic and local transport schemes.

Superseded - no longer in use

Superseded - no longer in use

INF2 Sustainable Transport

Objective

6.207 Secure a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough's transport network on foot, cycle and public transport in order to reduce congestion, enable development, improve the health, fitness and well-being of residents and make necessary car journeys easier.

Policy

Development proposals which address the following aspects of sustainable transport will be supported:

1. **Raising and maintaining the safety, quality, appearance and functioning, as spaces for social activity and movement, of the public realm which comprises new and existing streets and other public spaces including squares, parks and riverside pathways;**

2. **Continuing to address linear and other physical barriers including rivers, railways and major roads and, where applicable, providing connecting public routes through and within new development and to public transport nodes. This policy supports and strengthens Policies SP1 and SP3;**

3. **Reviewing, completing, adding, maintaining and improving defined routes for walking, horse riding and cycling including the LCN+ and Cycling Superhighways, and green and blue ribbon networks including the Capital Ring, the Roding Valley Way, the Lea River Park, the Olympic Cycling and Walking Network (OCWRE) and the Greenway and their access points;**

4. **Providing safe, high quality measures to encourage and facilitate cycling as an increasingly popular mode of transport, including, as appropriate, the provision of high quality, continuous dedicated infrastructure, general public realm interventions that benefit cyclists and public cycle parking, both on street and in secure, covered facilities;**

5. **Supporting improvements to local public transport services by continuing to invest in infrastructure and network enhancement, including new bus stops and bus priority measures and service enhancements;**

6. **Maintaining careful management of the supply of routes, capacity and parking for motor traffic in order to reduce or minimise congestion and the dominance of motor-vehicular traffic in the public realm and to make space for other modes;**

Core Policies

7. Major development proposals that generate or attract large numbers of trips, including higher density residential and commercial development, should be located in areas with good public transport accessibility and demonstrate the existence of, or propose new safe, attractive walking and cycling routes to public transport nodes;

8. Development proposals will not be supported where they would have an unacceptable adverse impact on the capacity or environment of the highway network. Where applicable proposals must be accompanied by Transport Assessments and monitored Travel Plans which show the likely impacts of trip generation, and which include: acceptable, robust, monitored, proposals to counter or minimise the potential impacts identified, to include 'smarter travel' strategies and plans; and proposed measures to facilitate and encourage more widespread walking, cycling and public transport use; and

9. The incorporation of appropriate cycle and car parking standards, as set out in the London Plan. These standards are subject to a local review in the forthcoming Detailed Sites and Policies DPD in line with the potential for Newham to realise a substantial increase in cycling.

A number of transport proposals designated in the UDP have been retained and are included on the Proposals Map.

Superseded - no longer in use

Superseded - no longer in use

Reasoned Justification

6.208 Sustainable transport policies seek to achieve better management of travel demand in order to reduce congestion and improve journey time reliability. They are also fundamental to the objective of improving the quality of life of people living and working in the borough, making Newham a more 'liveable' borough where people choose to live, work and stay.

6.209 This policy recognises the link between transport, design and quality of life. As such, it sets out to spread travel demand by increasing the roles of walking, cycling and public transport, and managing car travel and parking demand. Related schemes will be delivered through a combination of revenue (Council and developer contributions) and capital (Transport for London and other sources) funding, in accordance with the programme set out in the Local Implementation Plan.

6.210 The importance of a policy for sustainable local transport is underlined by the predicted growth in employment and residential development in the plan period in the borough, particularly in the Arc of Opportunity, East Beckton and at some Strategic Sites within Urban Newham. The Stratford Metropolitan Masterplan, covering a small proportion of this area, indicates that development growth in the Masterplan area alone will result in very significant consequences in terms of increased traffic congestion, public transport crowding and poorer network resilience to an extent that will affect development viability unless sustainable transport policies are implemented to spread travel demand.

6.211 Consequently, the Council wishes to support through investment a balanced approach to transport which seeks during the plan period to create the conditions in which people will, as a lifestyle choice, actively choose and indeed aspire to travel on foot, cycle and public transport in preference to travelling by car, supported by the proximity of a Metropolitan Centre at Stratford and new employment development. This is a high ambition, but it is considered necessary given the projected rise in the number of homes, jobs and other land uses which generate travel demand from a growing population.

6.212 Raising the quality of the public realm - this is a central and essential component in the delivery of sustainable transport policies. The design of the public realm should take into consideration the needs of pedestrians, cyclists and public transport and seek to reduce the dominance of spaces by motorised vehicles. The Council produces and regularly updates its public realm design guidance and Policy SC5 (corridors) provides a list and associated policies for the improvement of major 'gateway' corridors in the borough.

6.213 Tackling barriers - major barriers to movement include busy roads and gyratories such as the A13 and Stratford town centre, railways, river corridors, fence lines, disconnected street patterns and public spaces that feel unsafe at night. The Council supports proposals that seek to reduce the extent of these barriers, benefiting pedestrians and cyclists in particular.

6.214 Improving and completing formal walking, cycling, equestrian routes - the borough benefits from several well-used and well-defined, largely traffic-free routes for pedestrians, cyclists and equestrians. Support will be

given to proposals for improvements to these routes and links to them, and proposals that compromise their accessibility will be resisted. Support will also be given to the completion, improvement and extension of signed formal cycle routes including the LCN+ and Cycling Superhighways.

6.215 Providing high quality infrastructure for cyclists - support will be given to proposals for implementing high quality cycling infrastructure, including dedicated cycle tracks adjacent to wider carriageways that provide priority and safety for cyclists, particularly at junctions. Cyclists will also be provided for in the general design of the public realm, for example by tightening junction geometries, providing traffic calming and allowing cycling on suitable pathways through parks. Support is also given for public on street and secure, covered cycle parking.

6.216 Supporting improvements for public transport - the Council supports ongoing improvements to the local bus network, including the provision, improvement and maintenance of bus stops and stands, bus priority measures and network enhancements.

6.217 Careful management of car travel and parking demand - the Council supports measures to manage car travel and parking demand by encouraging changes in mode choice favouring walking, cycling and public transport use, through public realm interventions, parking management and publicity. Residents' parking zones are considered by the Council to be an effective way to manage local roads in order to address issues such as traffic/parking congestion, access, safety and car borne pollution, subject to the majority of affected residents wanting them.

Superseded - no longer in use

6.218 Accessibility by a choice of modes of transport - the Council will not support major development proposals that are not accessible by a choice of modes of transport. Whilst PTALs are a good guide to relative accessibility to public transport services, proposals should also demonstrate the availability of, or proposals for, safe, direct and attractive walking and cycling routes to and from the site to public transport nodes and interchanges. Development proposals will be expected to contribute to on site and off site measures to facilitate the use of the sustainable modes as set out in Policies INF1, INF2, other relevant Core Strategy policies and the Local Implementation Plan.

6.219 Transport Assessments and Travel Plans - the Council will seek Transport Assessments and Travel Plans that measure the potential environmental and capacity impacts of travel demand arising from new development. These should include acceptable robust, measured strategies and travel plans for mitigating or minimising adverse impacts through measures to encourage walking, cycling and public transport use in preference to private vehicles. Travel Plans should set out strategies for implementing, monitoring, maintaining and improving performance against agreed strategies and targets for reducing car use and increasing walking, cycling and public transport use. The thresholds triggering a requirement for Transport Assessments and Travel Plans are provided by the Department for Transport.

6.220 Cycle parking standards - cycle parking will be provided in accordance with the London Plan 2011; in addition, physical or financial contributions will be sought to provide public or visitor cycle parking facilities. Secure cycle parking should be provided in locations that are integral to the development; it should be convenient and easily accessible, preferably near

to main entrances. The Detailed Sites and Policies DPD will include detailed revised cycle parking standards reflecting the potential for Newham to realise a substantial increase in cycling.

6.221 Car parking standards - car parking should be provided in accordance with London Plan 2011 standards.

Implementation

6.222 Contributions will be required to support the implementation of the sustainable transport measures supported in Policies INF1, INF2 and other relevant policies. These will be in addition to addressing on site access issues.

6.223 On site measures for sustainable transport provided by developers will be the subject of design guidance, including advice on the design of measures to benefit pedestrians and cyclists, cycle parking and, of relevance to larger sites, any proposed public transport infrastructure.

6.224 The Local Implementation Plan sets out a programme and funding proposals for sustainable transport projects. The funding proposals include indicative proposed developer contributions.

Superseded - no longer in use

INF3 Waste and Recycling

Objective

6.225 To manage Newham's waste in accordance with the waste apportionment set out in the London Plan 2011, and the aim of moving from landfill to waste minimisation, moving up the waste hierarchy.

Policy

Development proposals for waste management facilities must support movement up the waste hierarchy as follows:

1. **Reduce**
2. **Reuse**
3. **Recycle**
4. **Energy recovery**
5. **Disposal**

The Joint Waste Development Plan Document (JWDPD) for the East London Waste Authority Boroughs sets out how the borough will meet its apportionment of waste to be managed as set out in the London Plan; the amount of waste to be managed by the Boroughs of Barking and Dagenham, Havering, Newham and Redbridge; the range and type of facilities needed to manage the waste, and suitable locations for these facilities including for the processing of construction, excavation and demolition wastes and hazardous waste.

Licensed operational sites are safeguarded in Schedule 1 of the JWDPD as follows:

1. **Jenkins Lane Waste Management, Materials Recovery Facility and Bio-materials Recovery;**
2. **Bywaters Materials Recovery Facility, Twelvetrees Crescent, Bow;**
3. **The Remet Company Limited, Metal Recycling, Cody Road, Canning Town;**
4. **Mayer Parry Recycling Limited, Metal Recycling, Bidder Street, Canning Town.**

In Schedule 2, a 7 ha site has been allocated at Beckton Riverside for a medium-sized waste management site to manage the level of additional waste apportioned to Newham in the London Plan.

Schedule 1 and 2 sites are shown on the Proposals Map.

Superseded - no longer in use

Core Policies - Infrastructure

Superseded - no longer in use

The Environment Agency licenses a further 18 operational sites in Newham, all of which are safeguarded by London Plan Policy 5.17 and will be reviewed in the Detailed Sites and Policies DPD. The sites do not contribute towards the London Plan waste apportionment as their function lies outside of the definition of the apportionment (see Glossary); however the London Plan requires that if for any reason an existing waste management site is lost to non-waste use, an additional compensatory site provision will be required that meets the maximum throughput that the site could have achieved.

Proposals for alternative/additional sites will need to demonstrate that they are more suitable than the Beckton Riverside site for the type of waste or waste treatment process or the Beckton Riverside site has been developed and further waste management facilities are needed, and are in suitable locations, bearing in mind the requirements of the East London Joint Waste Plan and other policies in the Core Strategy. Proposals for additional sites will be considered within Strategic Industrial Locations as listed in Policy J2.

In dealing with planning applications, the Council will, through planning conditions, seek to ensure that rigorous controls are placed upon the transfer, treatment, storage or disposal of special, hazardous, chemical and radioactive wastes or materials and on any land use that involves matters covered by Schedule 1 of the Environmental Protection (Prescribed Processes and Substances) (Amendment) Regulations 1994.

Development proposals for waste management facilities must support the transport hierarchy as follows:

1. Rail or waterway transport of waste materials;

2. Road transport making use of suitable principal road routes.

The Council may, through planning conditions, seek to define the proportion of waste carried by rail or water and restrict routes that may be taken by heavy vehicles.

Development proposals for industrial, commercial and residential developments must demonstrate arrangements for on site waste management, including the location and appropriate size of storage facilities and vehicular access.

The Council will work with Thames Water and other stakeholders to ensure the timely provision of appropriate new sewage and sludge treatment facilities at Beckton Sewage Treatment Works to meet future demand.

The Council will work with Thames Water and other stakeholders to reduce or eliminate sewer flooding and supports proposals for additional storage and pipeline capacity in the proposed Thames Tideway Tunnel and Lea Tunnel that will reduce incidences of stormwater overflow into the Thames and Lea river system.

Core Policies

The Council will support the provision of infrastructure to address land contamination and improve soil quality, including treatment centres and soil hospitals. The provision of such infrastructure would support the sustainable remediation of contaminated land in the borough in line with Policies SP2 and SC1.

Reasoned Justification

6.226 The growing population will bring with it a projected increase in the amount of waste materials arising from residential and commercial activity and the construction industry. Newham is committed to maximising the resource value of waste products through recycling and recovery and minimising the amount of residual waste sent to landfill, in accordance with relevant EU directives, the Waste Strategy for England 2007, Planning Policy Statement 10 (Planning for Sustainable Waste Management) and the London Plan.

6.227 Good waste management aims to drive waste arisings up the waste hierarchy by promoting waste minimisation, materials reuse, recycling and the recovery of resources from the waste asset that is derived from households and industry. A number of processes are involved:

1. Sorting at source, where households and businesses sort their own waste into waste and recycling streams;

2. Sorting of recyclates at Materials Recycling Facilities (MRF);

3. Recovering materials and recyclates at Bio-Materials Recovery Facilities (Bio-MRF);

4. Direct recycling of materials such as food-grade plastics, with recovery and re-manufacture taking place on the same site;

5. Metals recycling (vehicle dismantlers);

6. Final processing of waste products with the aim of minimising rejected waste sent to landfill. Processes include composting, anaerobic digestion, gasification and combustion (for energy); and

7. Landfill for rejected items that cannot be recycled or recovered.

6.228 The London Plan 2011 sets out an apportionment of waste arisings to be processed and managed by the London boroughs. This includes the identification and safeguarding of sufficient suitable sites in accordance with environmental principles, and legislation relating to environmental protection and the minimisation or appropriate mitigation of adverse impacts arising from waste management operations.

6.229 The Council also seeks to minimise or mitigate the impacts of waste transport and management on the environment and the borough's residents. Consequently, preference will be given to proposals that enable and make provision for access by river and rail freight. Planning conditions may be established to define the proportion of waste transported by these modes.

Superseded - no longer in use

Policy INF1 establishes support for water transport infrastructure and safeguards Bow Goods Yard.

6.230 Heavy goods vehicles (HGVs) have a significant impact on the quality of the environment of the borough's streets. The Council, in recognising the primary role played by HGVs in waste transport, will seek to minimise their impact by using planning conditions to restrict strategic HGV movements to the primary road network and other, suitable non-residential, roads.

6.231 The Council recognises that modernisation and additional capacity will be required to deal with foul and storm water arisings and sewage sludge in London and supports Thames Water's proposals for developing additional treatment capacity at Beckton Sewage Treatment Works, including sludge treatment facilities, as part of wider investment that will benefit London as a whole.

6.232 The Council supports proposals for additional combined foul and storm sewage storage tunnels proposed as the Thames Tunnel and Lea Tunnel, which will substantially reduce the frequency of system overloading and subsequent discharge of untreated sewage into the Rivers Thames and Lea, in accordance with national policy and London Plan Policy 5.14 and subject to satisfactory stakeholder engagement and the assessment and mitigation of environmental impacts.

6.233 The London Plan sets out in its policies a hierarchical approach to managing London's surface water and combined foul and surface water drainage, expressed in Policies 5.12 (flood risk management), 5.13 (sustainable drainage), 5.14 (water quality and sewerage infrastructure) and 5.15 (water use and supplies).

Superseded - no longer in use

Implementation

6.234 Broadly, Newham's operational waste management sites are situated in the Lower Lea Valley and at Jenkins Lane in Beckton. The favoured location for a future waste management site is at Beckton Riverside.

6.235 Policies relating to waste management together with details of the safeguarded sites are set out in the JWDPD.

INF4 Local Heat and Power Networks

Objective

6.236 To facilitate growth in local heat and power networks in the borough and maximise retrofitting opportunities to reduce carbon emissions and fuel poverty for residents, and increase Newham's energy resilience.

Policy

The Council supports the development and expansion of community and district heating and cooling networks within existing and new development areas and therefore:

1. **Applications for development of network infrastructure and related apparatus will normally be granted, subject to compliance with other relevant development plan policies and appropriate mitigation of environmental and local amenity considerations, including noise, pedestrian and vehicular traffic and appearance;**

2. **Applications for major combined heat and power (CHP) and renewable energy developments must demonstrate how the design has made provision for connection to existing or future community or district heating and cooling networks. The local planning authority will seek where practicable to secure planning agreements to ensure that such connections are implemented;**

3. **The use of innovative energy technologies to reduce fossil fuel use, make use of sewage waste and other waste currently processed in the borough, and reduce CO_2 emissions, will be encouraged in order to increase energy security and contribute to low carbon and waste processing development targets; and**

4. **Applications for major development in the vicinity of an existing or a planned district heat network or other heat distribution network, should provide for connection to that network. If that connection is not feasible at the time the development is implemented, then the development should ensure that a future connection can be made.**

The Council will support the use of waterways for local heat and power networks.

Superseded - no longer in use

Superseded - no longer in use

Reasoned Justification

6.237 District heat networks are supported by national and London Plan planning policy as a means of meeting the requirements of the Climate Change Act to reduce UK CO_2 emissions by 80% on 1990 levels by 2050 and the target in the London Plan 2011 to meet 25% of London's energy by low carbon, decentralised energy by 2025.

6.238 The scale of opportunity can vary on specific development sites. The London Thames Gateway Development Corporation have proposed a route based on heat mapping work they have undertaken (see map below) that could supply 120,000 homes and extend to 23km (across the sub-region). There are also CHP plants planned at Stratford and Canning Town that could be extended to provide a service to the wider community. Greater use of decentralised energy will also help Newham become more self sufficient and increase its energy resilience. Heat networks were identified during consultation as an important opportunity for Newham.

Implementation

6.239 Clear policy support for district heat networks including the Thames Gateway heat network will provide certainty for developers and promoters of such schemes. The LTGDC has the potential to connect up to 120,000 homes and properties in Newham, Havering and Barking and Dagenham. If implemented in its entirety this would be the largest district heating network in the UK. It is expected that the route will be built in shorter sections over the next 5-10 years and in response to available demand for consumer connections.

6.240 The Council will work with significant energy users, potential energy providers and Energy Service Companies (ESCOs) to identify and develop district energy networks. For example there is potential for the Thames Gateway heat network to be linked up to existing heat users within the Royal Docks e.g. ExCeL, the new Siemens building and LBN's own offices, along with other major proposals coming forward.

6.241 There is potential to bring the network forward by means of a Local Development Order, which would grant permission for works comprising but not limited to pipes, heat exchange equipment, street furniture, informational signage and ancillary engineering works. This could apply borough wide and to any district heat network provider and would expire in 5 years (or it could be revoked by the authority at any time).

6.242 Applicants intending to use the LDO would apply to the Council for prior approval, enabling delivery of the network to be monitored. If a Local Development Order is not pursued, all proposals would be subject to the above policy. Any development falling outside the scope of the LDO would also be subject to the policy.

Core Policies



Superseded - no longer in use

Superseded - no longer in use

INF5 Town Centre Hierarchy and Network

Objective

6.243 Manage Town and Local Centres according to their role and function within a re-defined interrelated network and hierarchy, securing the re-balancing of the network and accessible shopping, services and employment in focused successful centres across the borough, reducing trade leakage.

Policy

Proposals will be expected to contribute to the re-definition and management of the Newham's retail infrastructure hierarchy and network, securing the re-balancing of the network and accessible shopping, services and employment in focused successful centres across the borough, reducing trade leakage.

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

1. **The importance of capacity projections modelled on a borough-wide basis, having regard to the latest Newham Town Centre and Retail Study and updated monitoring of commitments, and potential trade and spatial impacts within the centre and on other proximate centres, with the requirement for retail impact assessments on any out of centre retail over 300 sq m net (sales floorspace);**

2. **The aspirations for Stratford (currently a Major Centre) and Canning Town (currently a District Centre) to move up the hierarchy, through transformational change to the scale, layout, orientation and nature of their offer whilst continuing to meet local needs;**

3. **The need for East Ham to maintain its role and function as a Major Centre ensuring it continues to meet a wide range of borough-wide and local needs through growth and renewal of floorspace, particularly aimed at improving its comparison, quality leisure and community offer but retaining its independent retailers;**

4. **The need for Green Street to maintain and develop its role and function both as a District Centre and a specialist ethnic centre, through the growth and renewal of floorspace, creating a wider range of unit sizes and aiming to expand its comparison, community and quality leisure offer but retain its independent retailers;**

5. **The need for Forest Gate to maintain and develop its District Centre role and function through the growth and renewal of floorspace to better meet a wide range of local community needs, targeting a medium-sized foodstore and comparison retailers but retaining its independent offer;**

Core Policies

6. The need for East Beckton to consolidate its convenience and local service District Centre role through renewal of floorspace, whilst enhancing its links with local neighbourhoods and comparison floorspace provision in the retail parks in the area, including Gallions Reach;

7. The need to maintain existing Local Centres at Abbey Arms, Boleyn, Greengate, East Ham High Street North and South, Vicarage Lane (E15), North Woolwich, Manor Park, Terrace Road, Church Street and Plaistow Road promoting the co-location of other essential community uses within or adjacent to them in line with INF8, recognising the particular regeneration and enhancement opportunities at North Woolwich, Manor Park and Freemasons Road (Custom House);

8. Designation of Maryland as a local centre, recognising its local shopping and service role, and the opportunity to enhance this;

9. The need and opportunity to create new Local Centres reflecting accessible locations, large scale development sites and gaps in the network at West Ham station, Silvertown, Albert Basin (Gallions Reach DLR) and Plaistow station, with further sites located in accessible locations with high footfall to be identified as part of the masterplanning of the Olympic Legacy and any other large scale development that does not have reasonable pedestrian access (400-800m, taking into account route quality) to existing or proposed centres serving similar needs;

10. The need to retain isolated shops together with small groups of shops in Katherine Road, Prince Regent Lane, Vicarage Lane (E6), Cundy Road, Plaistow High Street and elsewhere identified which contribute to 400m accessibility benchmarks, but which are not in areas suitable for local centre scale growth, for retail use only, designating them as Local Shopping Parades and Protected Isolated Shops;

11. The longer term aspiration for Gallions Reach Shopping Park to become a Major Centre serving the eastern edge of Newham and wider growth area, through re-configuration of its floorspace to incorporate a more rounded offer, and improved local connections and public transport links; and

12. For the purposes of PPS4, the classification of the following as Town Centres: Stratford, East Ham, Canning Town, Green Street, East Beckton and Forest Gate, though the presumption of in-centre location will also be applied to Local Centres where commercial or community proposals are of an appropriate scale, subject to Policy SP6.

Town Centre and Local Centre designations, together with Primary and Secondary Shopping Frontages, as designated in the UDP, have been retained and included on the Proposals Map. The exceptions are Canning Town (boundary amended), Stratford Road and Walter Hurford Parade (deleted as redeveloped).

Superseded - no longer in use

Superseded - no longer in use

Reasoned Justification

6.244 Town and Local Centres operate as part of an interrelated network and hierarchy of retail and associated service provision, with changes to one having the potential to affect others over the space that people are prepared to travel in. Their management as a component of social infrastructure provision (meeting various needs, including access to shops, other services and community facilities) as well as part of the New Economy (see Policy J1) is facilitated by recognition of this interdependency and clarity as to their differential roles and functions and the degree of change that can be accommodated without unintended negative impacts. This requires assessment of spatial, qualitative and quantitative patterns of use and future capacity for growth and change, and a borough-wide strategy that reflects them, alongside more qualitative change provided for as part of Policy SP6 and spatial policies and jobs polices that reflect the borough-wide Economic Development Strategy.

6.245 The Council's borough-wide Town Centre and Retail Study and capacity projections, together with updates, is a key tool in respect of this strategy, and we would expect proposals to respond to it, using the figures, or reconciling their own borough-wide modelling with them. Reference to 'proximate centres' is intended to encourage consideration of impacts beyond Newham's boundaries where relevant, whilst the criterion also highlights that within centre (particularly spatial) impacts must still be addressed even if the development accords with other aspects of the strategy. A local threshold for retail impact assessment for out of centre proposals is introduced as recommended in the Newham Town Centre and Retail Study 2010. This is set low, reflecting in-centre development opportunities and Newham's particular problems with small-scale out of centre retail developments, with aggregate impacts on the definition of the town and local centre network, vulnerable centres and ground floor activation (unlettable voids - see Policy SP3).

6.246 The remainder of the strategy set out in this policy reflects the fact that firstly, Newham's main shopping/Town Centres currently account for only 53% of the borough's convenience and 52% of the borough's comparison expenditure, with leakage to centres outside the borough accounting for much of the balance. Secondly, within the borough, the south-east and north-west dominate in terms of market share, with Canning Town and Forest Gate operating particularly marginally, and Gallions Reach and other out of centre retail parks considerably boosting the expenditure secured by the Town Centres (Green Street, East Beckton and East Ham) in the south-west. This is the justification for proposed transformational change affecting the hierarchy at Canning Town and Stratford (see Strategic Sites S5 and S14) - to secure a major shift in expenditure patterns to the borough's economic, social and environmental benefit. Such growth and change should draw out of centre spending back to the south-west, and out of borough spending back within the area, particularly to Stratford. This builds on the opportunities presented by major investment already in train in these areas by Westfield at Stratford City, and by various regeneration partners at Canning Town, recognising the positive impacts these have on capacity through the added draw and consumer base they will create.

6.247 However it is noted that in Stratford, the priority for change in the plan period is within the existing town centre boundary. This will therefore be maintained until the impacts of Stratford City opening are assessed and investment momentum in the existing town centre, together with improvements to functional and physical integration, changes to the extent that the whole area can be characterised as a Metropolitan Centre. In contrast, Canning Town town centre boundary is in need of immediate review to enable the strategic changes to take place.

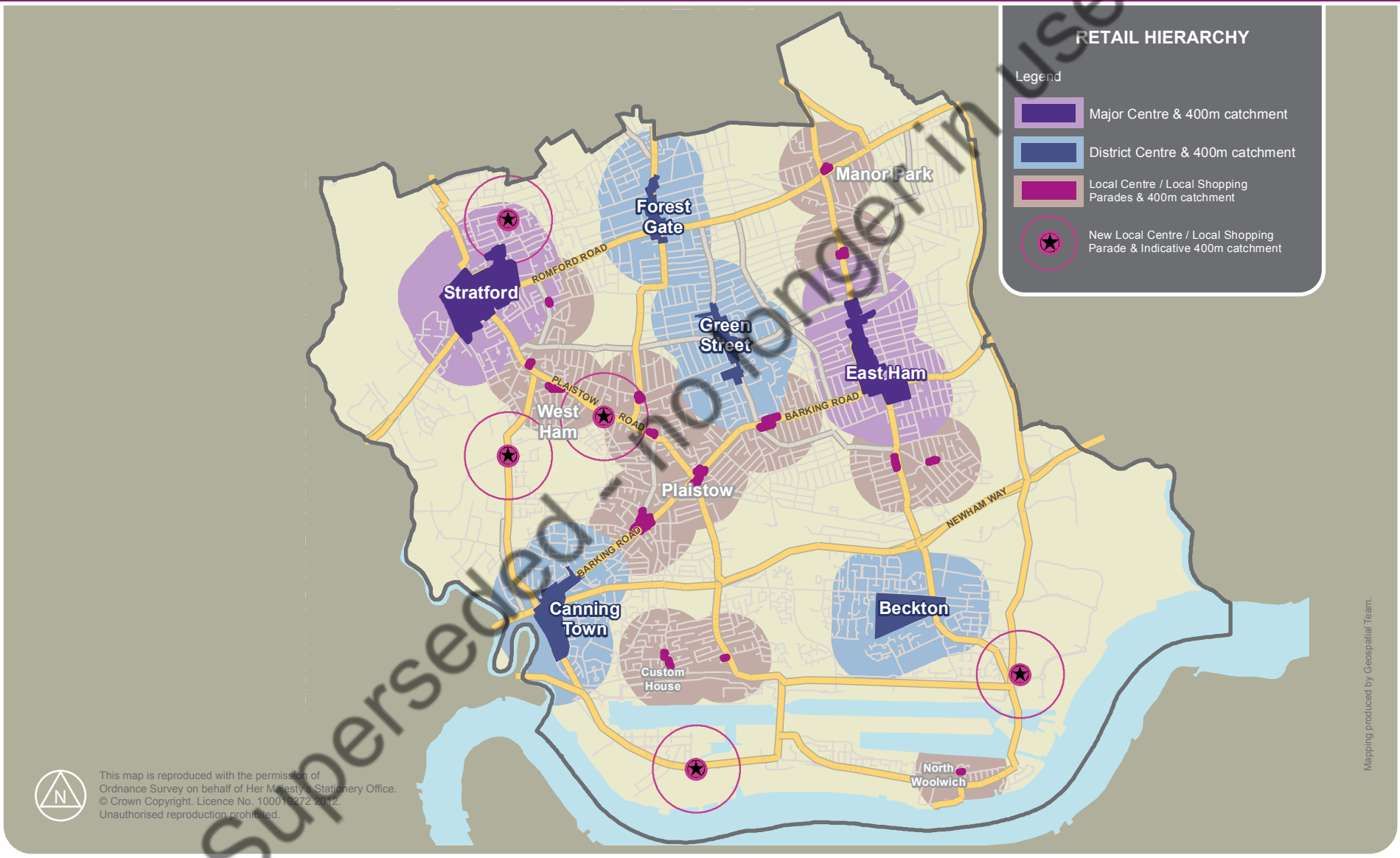
6.248 East Ham, as Stratford's nearest competitor will also need to accommodate growth and change to retain its Major Centre status, building on its current strengths and the availability of significant development sites (see Policy S6). This is also the case for the borough's other Town Centres, all of which need to at least renew their offer over the plan period to keep up with changing consumer trends and thereby continue to meet, or better meet local (and wider) needs within a reasonable distance, and contribute to a reduction in trade leakage. Green Street and to some extent Forest Gate have the most capacity for growth and diversification, compared to East Beckton which is in an area already well populated by comparison provision and other food stores. East Ham and Green Street have a particular need to increase the range of unit sizes to ensure that as well as providing for smaller independents, they offer some new larger units attractive to modern mainstream retailers. Green Street however, also needs to accommodate the particular demand generated by its wider specialist destination status, whilst ensuring this occurs in such a way that the positive aspects of its character are enhanced.

Superseded - no longer in use

6.249 Gallions Reach has always been regarded as an out of centre location in policy terms. However, the reality is that it accounts for a significant amount of spend and hence employment in the borough, is on the edge of an area of sub-regional population growth, and offers a qualitatively different offer to other nearby centres (Barking, East Ham and East Beckton). It is therefore proposed that it could change to become a Major town centre over the longer term, recognising its current deficiencies in terms of its limited range and offer, the dominance of access by car despite some improvements to bus usage, and a layout and design that cuts it off from nearby residential areas. These will take time to resolve, along with odour issues relating to the sewage works in the area, which are currently being mitigated. Importantly, the immediate focus therefore should be on qualitative change and re-configuration rather than a net increase in floorspace, as the priorities for floorspace growth and plan-period capacity remain to achieve the re-balancing of the network towards existing centres. Moreover, any changes in floorspace should be comprehensively masterplanned as part of wider changes to retail, residential and other employment, transport and utilities development in the area, which are not likely to come forward for some time. For this reason, it is not designated as a town centre in this plan period for the purposes of PPS4, and any move to do so would require significant change, as outlined, first.

6.250 Analysis of the spatial distribution and accessibility of Local Centres from neighbourhoods across the borough, together with consumer survey data, reveals certain gaps in the network and the importance of some currently unprotected shops and groups of shops. In response to these gaps, development sites in accessible locations that should enable the establishment of new viable Local Centres serving new and existing communities have

Core Policies - Infrastructure



Superseded - no longer in use

been identified. Elsewhere a benchmark of 400-800m (depending on the quality of the route) is used to denote accessibility within an easy 5-10 minute walk, in line with other policies promoting active travel together with public transport access and consideration of the nearest alternatives. This will be used, together with public transport access to help identify where a new local centre is required, encouraging new local shopping, other commercial, and community service provision to be planned on this basis, rather than in an ad hoc dispersed manner which does not optimise viability. For this reason, and given other policy objectives, where existing commercial and community uses exist outside of defined centres, and are not otherwise protected they will be encouraged to re-locate where possible within them, with the existing unit reverting or converting to residential use. This will be particularly relevant when changes of use arise outside the GPDO.

6.251 Conversely, some previously defined Local Centres are found to be very limited in their offer and locational potential and hence scope for growth to include other community uses, but from a food access perspective, together with other clusters, fill an important local role, where larger defined local or Town Centres are further away. This is the justification for a new lower level designation of Local Shopping Parade, with concern to protect retail rather than allow deterioration to a collection of hot food take-aways, as risks happening in some. Below this in the more remote parts of the borough, where retail units are less commonly part of the urban fabric and there is insufficient scope for expansion, there are places where isolated shops should also be protected, and exceptionally, created, where there are no proximate strategic sites with scope to create more rounded provision. As with new Local Centres, this would be subject to capacity and retail impact assessment.

Superseded - no longer in use

Implementation

6.252 Developers will be expected to respond to this strategy in justifying their proposals and in their retail impact assessments when required.

6.253 Revise the boundary of Canning Town town centre (via this Core Strategy due to the immediate need to embrace development opportunities); Stratford town centre to reflect its ongoing growth and change over time (via a subsequent DPD, once specified conditions met as identified through monitoring and review); East Beckton town centre to provide better focus and Local Centres according to their growth and change (via a subsequent DPD); Green Street and East Ham to allow for growth (via a subsequent DPD).

6.254 Through subsequent Development Plan Documents (re)define the boundaries of other new and existing centres as indicated in the spatial policies, together with Local Shopping Parades, and identify Protected Isolated Shops.

6.255 The Council and other public sector bodies will help secure the implementation of change on key strategic sites relevant to this network, deploying masterplanning, facilitation, development agreements and CPO powers as necessary whilst working with local businesses and business groups where possible.

6.256 The Council will aim to produce Supplementary Planning Documents to guide change for all key centres in addition to those in place for Forest Gate and Canning Town and Custom House.

Superseded - no longer in use

INF6 Green Infrastructure

Objective

6.257 To address existing open space deficiencies, and improve the quality and accessibility of existing open spaces, improve connections, and ensure new development includes adequate open space for new residents.

Policy

Green infrastructure will be protected and strengthened over the plan period. Deficiencies in quantity, quality and access to open space in the borough will be addressed. Key priorities are:

1. **Proposed new publicly-accessible Metropolitan Open Land (MOL) at Queen Elizabeth Olympic Park in legacy, and along the Lower Lea Valley (Lea River Park);**

2. **Improving access to the Lee Valley Regional Park from surrounding areas, with improved spaces, opportunities for access to nature and visitor attractions within and adjacent to the borough;**

3. **De-designation of MOL on operational land at Beckton Sewage Treatment Works in the Roding Valley;**

4. **Address existing deficiencies in quantity and quality of District and Local Parks and ensure major development contributes to provision of new public parks, particularly within the Arc of Opportunity;**

5. **Provision for new allotment plots;**

6. **Improvements to natural and semi-natural open space having regard to the priority habitats and species targets in the Biodiversity Action Plan; and**

7. **Address gaps in access on foot and by cycle to open spaces and natural green space.**

Green Belt and the majority of MOL and protected Green Space as designated in the UDP have been retained and are included on the Proposals Map. MOL exceptions are listed above; see Proposals Map for protected Green Space changes. Due to the scale of changes that have taken place in the Olympic Park area, an indicative symbol has been used.

New development must contribute to targets for priority habitats (Public Open Spaces and Green Corridors) in the Biodiversity Action Plan.

The most appropriate site (or sites) for additional burial space will be identified through the proposed Detailed Sites and Policies DPD. Any proposed burial ground should meet the following criteria:

Core Policies

1. **The site must be of an appropriate size that ensures sufficient burial space for an appropriate number of years;**

2. **The site must be accessible to all sections of the community (multi-faith); and**

3. **Sites must be suitable for the purpose of burial.**

New residential development including family homes should include (or contribute to the provision of) new children's play space within 150m.

Reasoned Justification

6.258 Green Infrastructure is a term used to describe the multi-functional uses of open space. These include visual amenity, historic character, accessibility and active travel, children's play space and quiet enjoyment, tourism, leisure and recreation, biodiversity, local food growing, surface water attenuation, reducing the urban heat island effect and improving air quality and climate change adaptation. Ensuring existing and future populations have access to high quality inclusive open space is a priority.

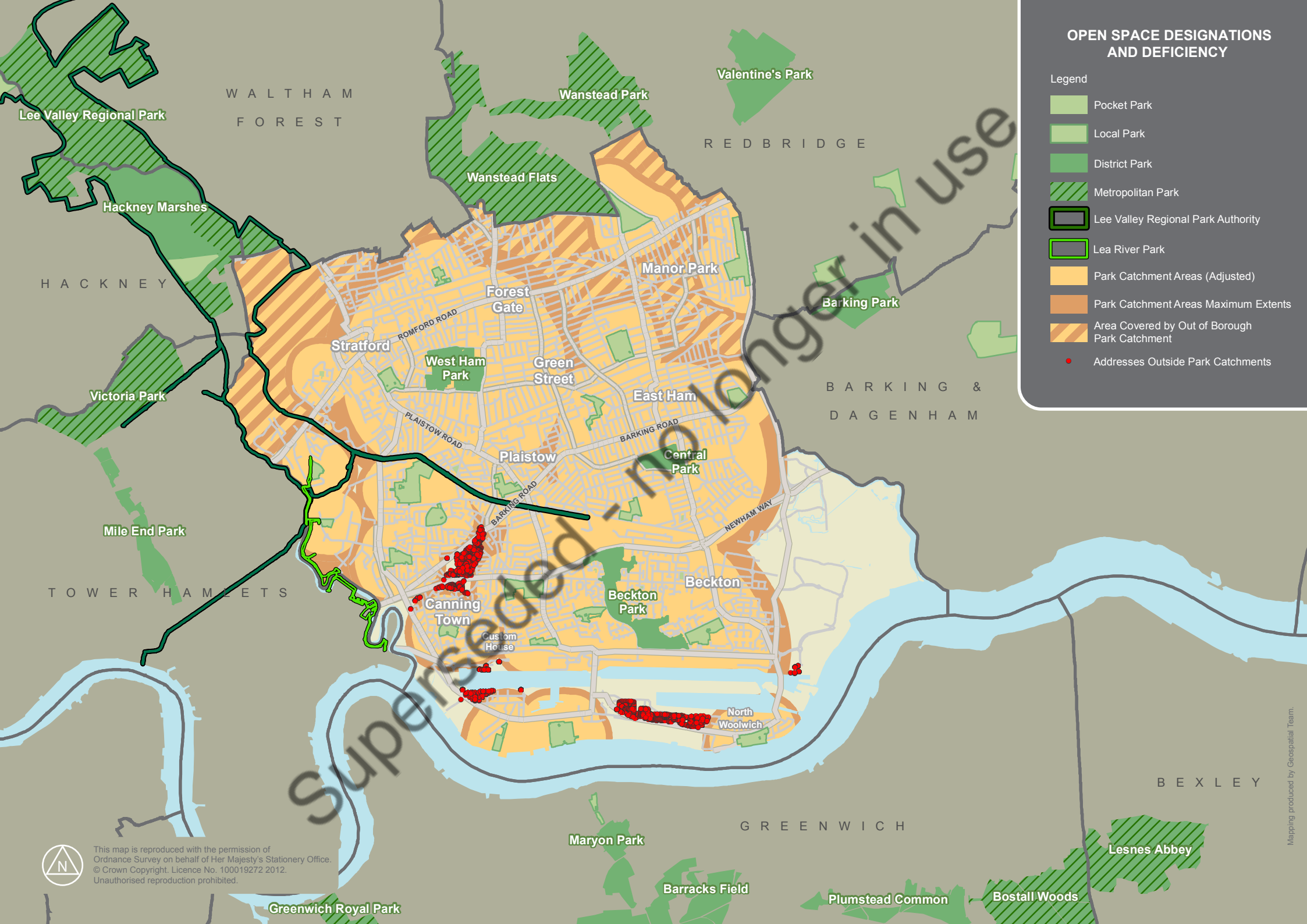
6.259 There are 479 hectares of open space within Newham. This is formed of formal public parks, informal parks and local open spaces, linear routes, waterways including rivers, canals and towing paths, and other informal spaces.

6.260 In common with other urban boroughs, the provision of open space per 1000 population falls short of the 2.4 ha FiT standard, with an average of 1.99 ha of open space provision per 1000 population. While the designation on its completion of the Olympic Park as Metropolitan Open Land will bring this average nearer to the FiT standard, there are deficiencies in open space elsewhere in the borough that need to be addressed to meet the Core Strategy's vision for a place which is attractive for families to live, work and stay, and meets the needs of visitors for recreation and leisure.

6.261 The London Plan East London Green Grid sets out the open space resource in East London, and provides a spatial approach to identifying locations for new publicly accessible open spaces, improving existing open spaces, and strengthening connections between spaces and destination points. This provides a strategic overview for improvements to Green Infrastructure that crosses borough boundaries, such as the Olympic Park, Lee Valley Regional Park, Lea River Park, Roding Valley linear green space and river crossings, and links to major open space to the north such as Wanstead Flats. An open space assessment of the borough (which also took into account provision beyond the borough boundaries) found that there were areas of deficiency in the quantity, quality and accessibility of open spaces (see map).

6.262 There are deficiencies in local open space in Manor Park, East Ham and Green Street. Canning Town is not within the catchment of a District Park; improvements are programmed to existing open spaces to improve the quality and functions of the space to address this deficiency.

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OPEN SPACE DESIGNATIONS AND DEFICIENCY
Legend
Pocket Park
Local Park
District Park
Metropolitan Park
Lee Valley Regional Park Authority
Lea River Park
Park Catchment Areas (Adjusted)
Park Catchment Areas Maximum Extents
Area Covered by Out of Borough Park Catchment
Addresses Outside Park Catchments
Superseded - no longer in use
WALTHAM FOREST
REDBRIDGE
HACKNEY
BARKING & DAGENHAM
TOWER HAMLETS
GREENWICH
BEXLEY
Lee Valley Regional Park
Hackney Marshes
Wanstead Park
Valentine's Park
Wanstead Flats
Manor Park
Forest Gate
Barking Park
Stratford
ROMFORD ROAD
West Ham Park
Green Street
East Ham
Victoria Park
PLAISTOW ROAD
BARKING ROAD
Plaistow
Central Park
Mile End Park
NEWHAM WAY
Beckton
Beckton Park
Canning Town
Custom House
North Woolwich
Maryon Park
Lesnes Abbey
Barracks Field
Plumstead Common
Bostall Woods
Greenwich Royal Park
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Mapping produced by Geospatial Team.

6.263 A key theme of the Core Strategy is to increase the number of family homes. It is important to provide easily accessible and safe playing areas within easy reach of family homes.

6.264 There are linear barriers to local connectivity particularly road, rail and water spaces and courses and large undeveloped spaces. Improvements to connectivity along and across these barriers, particularly on foot and by pedal cycle will be necessary to address this issue.

6.265 Over 500 residents are on a waiting list for allotments. This latent suppressed demand equates to 12.5 ha. There will also be latent potential demand arising from population growth over the plan period. Using GLA population projections a further 14 ha of allotment provision will be needed. 2.1 ha (85 plots) are to come forward as part of the Olympic Legacy plans but this would still leave a need for 24.5 ha of allotment provision.

6.266 In addition, the Biodiversity Study noted that there was a lack of access to natural open space for a significant proportion of residents, and there was scope to enhance biodiversity on existing open spaces and as part of new development (See Policy SC4).

6.267 With a significant proportion of residents in Newham preferring burial, or whose faith requires it, there is a need to plan for burial space. However Newham is well provided for with a number of burial grounds in the borough. It is not considered that additional space will be required in the short term. Any additional sites will be considered in the preparation of the Detailed Sites and Policies DPD.

Implementation

6.268 Areas of deficiency in quality, quantity and access to open space will be prioritised for investment. The Council will work with partners to address existing deficiencies in the Green Infrastructure network. The Council's priorities are set out in the Parks Development Plan 2009-14. The Council's Green Infrastructure investment plans and those of other private and third sector organisations will be included in annual updates of its Infrastructure Delivery Plan. This will include those of the LTGDC and successor arrangements for the Lea River Park, and those relating to the statutory functions of that part of the Lee Valley Regional Park Authority (approx 63 ha) which falls within the borough (see Map above).

6.269 Opportunities to secure new local open space will be sought through the development management process in identified deficiency areas (see also Policy INF9).

6.270 'Meanwhile' uses, for example community food growing projects will be welcomed on appropriate sites including floating facilities providing they would not prejudice the longer term regeneration aspirations of the site.

6.271 Designation and precise boundary of the remainder of MOL to be defined through the Detailed Sites and Policies DPD.

6.272 New and enhanced open space of a strategic nature is included in the spatial designations schedule (OS designations). However, more detailed implications and local open space will be considered in the preparation of the Detailed Sites and Policies DPD.

Superseded - no longer in use

Superseded- no longer in use

INF7 Blue Ribbon Network

Objective

6.273 The Blue Ribbon Network will be protected and enhanced, contributing to the regeneration of the borough.

Policy

The Council expects the following measures be addressed to achieve this objective:

1. **Developments located adjacent to the Blue Ribbon Network should be set back from the waterway to integrate with and enhance the waterside environment and provide access and improved amenity to the waterfront to facilitate safe and active use of the waterspace;**

2. **Aquatic and riparian natural habitats will be protected and enhanced, achieving the targets and objectives set out within the Newham Biodiversity Action Plan where appropriate;**

3. **Landscape character, heritage, views and linear nature of the network will be protected and enhanced; and**

4. **Access to the Blue Ribbon Network will be improved, including enhanced infrastructure to support opportunities for walking, cycling, recreation and water-based activities and transport including river freight and links between the Lea River Park and River Thames.**

The Council has defined a Thames Policy Area, setting out priorities for those parts of the borough located adjacent to the Thames, and contributing to sub-regional strategies and organisations to enable strategic management of the Thames Gateway.

Reasoned Justification

6.274 Newham is shaped by its Blue Ribbon Network – it is bounded to the east, south and west by the River Roding, River Thames and River Lea respectively. Additional large water bodies are located in the Royal Docks and other navigable waterways are located within the borough. These assets form the setting for the borough and much of Newham's regeneration will be located in the areas adjacent to the Blue Ribbon Network.

6.275 The Blue Ribbon Network provides habitat for much of the Borough's biodiversity and fulfils important functions with regard to green space, recreation, water-based transport, and drainage and flood water management.

6.276 The London Plan requires the Council to define a Thames Policy Area, which recognises the strategic importance of the Thames to London.

Implementation

6.277 A boundary has been identified for Newham's Thames Policy Area (see map below) and detailed policy and guidance will be set out in other Local Development Framework Documents.

Core Policies



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INF8 Community Facilities

Objective

Development and growth in the borough will be co-ordinated with the provision of infrastructure, services and facilities needed to maintain and improve quality of life, ensuring a balance between jobs, housing and social infrastructure to meet the needs of existing and new communities.

Policy

The Council will ensure that a suitable range of community facilities are provided to meet existing and forecast demand by:

1. **Ensuring development is supported by appropriate facilities to meet local needs;**

2. **Ensuring all community facilities are located in places that are or will be accessible by a range of means of transport, including walking and cycling, and that development itself is accessible to all groups, prioritising town and local centre sites where compatible with Policy SP6;**

3. **Retaining or re-providing community facilities where a local need exists, that can be clearly demonstrated;**

4. **Ensuring all new community facilities are inclusive and open and available to all members of the local community;**

5. **Co-locating facilities and services;**

6. **Entering into joint venture arrangements where co-funding is considered to be the best and most cost effective means of delivering services;**

7. **Encouraging the provision of services by social enterprise and third sector organisations.**

Reasoned Justification

6.278 Community facilities are defined for the purposes of this policy as education (from pre-school to further and higher education) and training, health, social, leisure, places of worship, community (which could include pubs in some cases where other facilities are lacking), cultural and civic uses (including criminal justice and court facilities) and emergency services.

6.279 An active and connected community is about ensuring that residents and businesses have the local infrastructure and services that give them greater choice about how they access services. It is important that people have access to community centres and facilities and that they are inclusive and accessible to everyone. They should also be well managed and maintained and located in areas that are accessible to all.

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Core Policies

6.280 The Council's Community Infrastructure Study has identified qualitative and quantitative deficits in the borough's provision of schools, health and sports facilities. These are being addressed through existing investment programmes; however, central government funding (the main source of funding for capital projects) is to be significantly reduced over the early years of the Core Strategy. There are also moves towards commissioning and personal models of service provision, customer access strategies, shared services and greater collaboration, both within the public and local community sector.

6.281 The Council will therefore need to carefully consider the use of its existing assets and work together with partners, including the private and voluntary sector to deliver quality services with effective use of land and buildings.

6.282 In the longer term, new provision will be required to support new communities emerging in the new regeneration areas. The Council has agreed to formally support the proposal for an Academy on the Stratford City (or Olympic Village) site. This would be an all through school, with a five-form entry secondary section (with a sixth form) that would open in 2013 once the Olympic Village is handed back to the site developers for long-term occupation. The Academy is not funded through the Building Schools for the Future programme. Newham Sixth Form College (NewVIc) is the largest sixth form college in London and has a vital role in providing high quality further education to Newham's residents. The College is seeking to rationalise and relocate to an alternative site close to Stratford town centre.

6.283 Newham College of Further Education has invested heavily in its estate - some £55 million. However, to continue to develop its enterprise curriculum, and to ensure fit-for-purpose modern learning facilities, there is a strategic intention both to rationalise, re-model and modernise the East Ham campus, and relocate its main Stratford operations nearer to or in Stratford City.

6.284 These relocation plans, as set out in the Infrastructure Delivery Plan will in part be funded by the capital receipts from the sale of their existing sites at Welfare Road, Stratford and at Prince Regent Lane, Plaistow, respectively. Plans for these sites will be considered through the Detailed Sites and Policies DPD given their significance in terms of development potential and relocation strategies. Options will be developed in accordance with the Core Strategy and will include inter alia community and residential use.

6.285 The University of East London (UEL) is the principal higher education facility in the borough. The capital projects that are contained within UEL's current estate strategy include the construction of a new sports and leisure building, a new library building and reception for the University's Docklands campus building. UEL is also collaborating on development with Birkbeck College and will provide an academic and performing arts facility on a new site adjacent to the Stratford Shopping Centre called Stratford Island University Campus.

6.286 The Newham Primary Care Trust (PCT) intends to create a polysystem for delivering future health care services. Under this approach, Primary Care Networks / Spokes, containing hubs, will deliver the full range of primary and secondary health care services in a co-ordinated and joined-up manner in an

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environment closer to local communities. Key services will be provided from hubs in each network. The alignment of services to polysystems is the first step of shifting services out of hospitals to be closer to homes. This approach will seek to re-design community services to be provided in more innovative ways that support delivery of primary and secondary care within the polysystem setting.

6.287 Newham's sports and leisure facilities are being significantly improved as a legacy of the Olympic and Paralympic Games. The Olympic Aquatics Centre (OAC) will be built at Stratford and will increase pool capacity in East London by 24%. However, local swimming provision is variable in quality and may need refurbishment over the plan period. By 2020, 1,500 new Health and Fitness stations will be required and the shortfall is likely to remain. Development at Stratford alongside the OAC will help meet the shortfall.

6.288 In line with the corporate community cohesion and sustainable communities approach, the Council will support the facilitation of inter-group working to make co-ownership, -use and -development possible to meet local needs, and more generally encourage the provision of services and management of facilities by social enterprise and third sector organisations.

Implementation

6.289 The Council will use its land and buildings to provide community facilities, in response to local needs, where appropriate in partnership with other public agencies, the private sector and the voluntary sector.

6.290 Where specific needs have been identified which require allocated sites to support them, this will be taken forward through the Detailed Sites and Policies DPD. Provision of facilities will be monitored through the Annual Monitoring Report.

6.291 Detailed infrastructure requirements will be set out where appropriate within Supplementary Planning Documents.

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INF9 Infrastructure Delivery

Objective

6.292 To ensure that infrastructure is provided alongside new development to provide for local needs, setting out clear requirements for developers and addressing existing infrastructure deficits through partnership working and making best use of existing assets.

Policy

Priorities for infrastructure will be set out in the Infrastructure Delivery Plan, and will be updated annually. Broadly, priorities that accord with the Core Strategy's objectives include:

1. **Family housing;**
2. **Community facilities including affordable workspaces, local access to employment and training;**
3. **Education provision;**
4. **Intelligent infrastructure ('smart grid') e.g. decentralised energy network and retro-fitting opportunities;**
5. **New and improved open space;**
6. **Local transport and public realm improvements; and**
7. **Strategic transport where it does not prejudice the achievement of other local priorities as listed above.**

Reasoned Justification

6.293 Local authorities have a requirement to invest in their communities and to develop the infrastructure to support them. This is not a responsibility that falls to the local authority in isolation. The development of localities requires investment from a range of sources including health, water and sewerage and national agencies. Where there is a substantial programme of development or regeneration, such as in Newham, there is a need for the investment strategies of the various agencies to be effectively coordinated through integrated infrastructure planning.

6.294 A Community Infrastructure Study has been undertaken for the Council. This focuses on the identification of the future infrastructure and services that Newham will require during the plan period up to 2027. This has been achieved by assessing the baseline of existing provision to establish how demand is currently met; assessing future infrastructure requirements to support growth estimating costs and means of funding; and establishing governance arrangements.

6.295 It is important for the Council and other infrastructure providers to have a firm grasp of the infrastructure needs of the future, and how they relate to existing plans of service providers to improve service delivery. This is because

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the planning process provides a forum in which to align providers' plans with the expected population and household growth in Newham; because it is important to identity any remaining funding gaps for infrastructure provision after these plans have been assessed; and because there needs to be a sound basis for the collection of developer contributions.

6.296 PPS 12 requires that the deliverability of the LDF, especially the Core Strategy, is set out in an Infrastructure Delivery Plan (IDP). This comprises an infrastructure delivery strategy that covers the years 1-15, and a projects schedule which has more certainty for years 1-5/6. The IDP is included at Appendix 3, and was prepared in conjunction with other stakeholders who are responsible for implementing physical, social and green infrastructure schemes. This will form the basis of a Community Infrastructure Levy (see below) but in the interim will be used to inform the negotiation of planning obligations.

6.297 It should also be noted that there are likely to be a number of tariffs/ levies operational in Newham to collect contributions from development towards the provision of supporting infrastructure e.g. the Mayor of London's Crossrail and CIL. The LTGDC tariff will continue to apply until 2013.

Implementation

6.298 There are still a number of uncertainties following the government's Comprehensive Spending Review and subsequent cuts in local authority spending. Further work will therefore be undertaken to assess viability following confirmation of the Council's budget in March 2011, prior to proposing a Community Infrastructure Levy (CIL) for Newham.

6.299 Regular monitoring and review of infrastructure delivery will be required, through the Annual Monitoring Report.

Superseded - no longer in use

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Newham's Core Strategy



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Appendix 1 - Strategic Site Schedule and Designations

New and Rejuvenated Communities

Approximate phasing periods: short term: 2012 - 2016; medium term: 2017 - 2021; long term: 2022 - 2027.

Please note the sites have been grouped by area rather than in numerical order.

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
S01 **Stratford North**	A new residential neighbourhood including supporting community and retail uses. The site will have enhanced connections to the wider area, particularly Chobham Village and beyond. It will include a significant area of open space and it will be supported by new education and	Low density (flats/houses with high family element)	LMF indicates this will be designated as a family orientated neighbourhood. OPLC plans currently show approximately 2.9 ha open space on the 12.45 ha site. Future design and development of the site will need to take into account the existing high voltage transmission lines that pass through/close to the site.	Short term

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	health provision at Chobham Academy and the adjacent Olympic Polyclinic. See also Policies S2, INF5 and SP4			
S02 **Stratford Waterfront** This site includes Zone 2 and 7 of the Stratford City development, and the Aquatics Centre and the planned mixed-use area to the north of this facility.	A mix of residential, offices, and ground floor community facilities, leisure, bars, cafés and hotels taking advantage of the waterfront location. This area will be connected to Stratford City and the Olympic Park as well as back into the old town via the Greater Carpenters Neighbourhood. See also Policies S2, INF5 and SP4.	High density (low family housing)	LMF indicates high density with limited family housing. Site includes Zones 2 and 7 of the Stratford City development. Stratford City outline permission 07/90023 gives approval for the following uses within Zone 2: A1, A2, A3 = 1,000m² B1 = 257,267m² (55% of total Stratford City office space) C3 = 29,310m² D1 Community facilities = 297m²	Medium term Reserved matters applications within Zone 2 must be made by 17/02/2017, commencement no later than 17/02/2020 (or 2 years from approval of reserved matters).

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Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
			There is no D2 leisure use permitted under the outline permission. There are no uses specified for Zone 7 in the outline permission. The OPLC plans currently show Zone 7 as open space. LB Newham (2011) Character Study	
S03 **Olympic Quarter** This site includes the Olympic Stadium and adjacent sites.	Future development should contribute to convergence in terms of jobs, access to sporting facilities and events for local people especially schools and disadvantaged groups. The end user of the Stadium will affect the appropriate mix of uses and the need for enhanced public transport and other related permanent infrastructure. This	Medium density (medium family)	LMF indicates: An innovative model in high density family housing should be explored and tested. A compact layout of high density, south-facing buildings/blocks designed for singles and couples will be the focus. Limited family provision at lower levels will make use of the amenity of the Old Ford Nature Reserve, the Greenway and its connections.	Medium term

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Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	site requires improved connections to Pudding Mill and north-east to Stratford City. See also Policies S2, INF5 and SP4.		A larger proportion of the family-orientated accommodation should be located on the island between Waterworks River and with a local community focus centralised between the plots. Permission 08/90143 approved 121,600m² D2 use (Olympic Stadium). Need to consider relatively low PTAL for future housing density, although this could change with potential new transport infrastructure (dependent on future use of stadium). Future design and development of the site will need to take into account the existing high voltage transmission lines that pass through/close to the site.	
S04 **Chobham Village**	This site will become a residential neighbourhood with an emphasis on low density family housing, but with higher densities near the station, that	Low density (flats/houses with high family element)	ELR recommends release from employment use. SFRA includes more detail on this site.	ODA, LCR, East Thames Homes, private developers Medium/Long term

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Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	will form part of the wider Chobham Neighbourhood creating a transition between the high density Athletes' Village and the lower density of Stratford New Town. This site will form a critical link between the proposed new Olympic Village (and Stratford North) to the west and north-west, and the existing neighbourhoods to the east at South Leyton. Development should make provision for a new urban park in the south to also serve the north of the Old Town and a new community hub centre with local shops and facilities to the north of the area. Development should seek to integrate both sides of Leyton Road.		Stratford Metropolitan Masterplan indicates that this will be a family neighbourhood and link closely with the Athletes' Village (Stratford North S01).	

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Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	See also Policies S2, INF5, SP4 and J2			
S05 **Stratford Central** Includes Stratford Island, station concourse and environs	Renewal and significant expansion of retail floor space (mainly comparison) in line with the requirements of policy INF5 together with other town centre uses residential and public realm and permeability improvements. The key aim is to integrate the area with Stratford City and Olympic Legacy sites, ensuring a complementary offer is developed and investment momentum catches up. See also Policies S2, INF5, SP4, and J1	Medium/High Density (low family)	SFRA includes more detail on part of this site. Town centre boundary to be reviewed in subsequent DPD. Stratford Metropolitan Masterplan indicates that more flats (and offices) to add more life at all times of the day and evening. Stratford St John's Conservation Area Appraisal and Management Plan.	Medium term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
S06 **Carpenters District** Includes Carpenters Greater Neighbourhood as referred to in the Stratford Metropolitan Masterplan as well as an area lying to the east of the Olympic Stadium between Waterworks River and City Mill River	Extensive redevelopment to create a more mixed use area across Carpenters District. The development will include more extensive business/commercial uses, education and community uses where this would be well connected with the town centre, alongside better quality housing in the rest of the area. The Council supports a southern entrance to Stratford station, which is seen as integral to the regeneration of Carpenters Estate and the wider Stratford High Street area. Where this does not conflict with wider regeneration aspirations set out in Policy S2 the Council will support the retention of	Medium density (medium family)	The Stratford Metropolitan Masterplan identifies this area in the short term for a mix of homes to replace tower blocks and in the longer term for more housing to better integrate with the town centre. Newham College's aspirations for the area will be further assessed as part of the Detailed Sites and Policies DPD process as more detailed proposals emerge.	Short to long term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	existing low rise family housing on the estate in accordance with Policy H4. The reference to education in this location has the potential to accommodate Newham College of Further Education's proposals to establish a Skills and Enterprise Campus within the site as referred to in the Infrastructure Delivery Plan (Appendix 3).This will be further assessed as part of the Detailed Sites and Policies DPD process as more detailed proposals emerge. See also Policies S2, SP4, and J1			

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
S07 **Sugar House Lane & Three Mills**	Mixed use to include creative and cultural employment uses, residential development, community uses, supporting services and local amenity space. Cultural and creative industries are to be retained at Three Mills which has the largest surviving tidal mill in the world and is an important part of the area's historic environment. Improved connections to Pudding Mill, Bromley-by-Bow and Bisson Road will be made. The site includes part of the proposed Lea River Park (see OS9). See also Policies S2, INF5, INF6, SP4, J2 and SP5	Sugar House Lane: medium density (flats/houses with high family)	Stratford Metropolitan Masterplan indicates this as a new neighbourhood in combination with Pudding Mill Lane creating a new urban quarter for living and working. Three Mills lies within the Lee Valley Regional Park. The Park Plan 2000 and Park Development Framework proposals identify Three Mills as an area of opportunity to enhance visitor facilities, a priority site for new recreation and leisure facilities (including events) as part of the Lea River Park and an area within which to develop an enhanced heritage offer especially by working in partnership with the Three Mills Trust on the future of the House Mill. The Lee Valley Regional Park Act does not allow residential or employment uses unless ancillary to the purpose of the Act. The Employment Land Review does not suggest the site is released. Enhanced connections to Bromley-by-Bow over the river are necessary.	LVRPA, LTGDC, LDA, OPLC, private developers/land owners and Three Mills Trust Medium to long term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
			Future design and development of the site will need to take into account the existing high voltage/ underground transmission lines that pass through/ close to the site. Sugar House Lane and Three Mills Conservation Area Appraisal and Management Plan	
S08 - Please see after S18				
S09 **Pudding Mill Lane**	The site will be de-designated from a Strategic Industrial Location in order to realise its regeneration potential and ensure good relationship with surrounding new and rejuvenated areas in line with Policy J2. Bearing in mind levels of accessibility and availability of planned and existing supporting facilities the site is to be developed for mixed use comprising employment uses (including the retention of	Medium density (flats/houses with high family)	The LMF indicates the area will accommodate a vibrant mix of employment uses including light industrial. Some sensitive locations could accommodate residential over time. The ELR recommends that the area is retained as a Strategic Industrial Location. However, to maximise Olympic Legacy regeneration potential, reallocation for mixed use development may be more appropriate. Mixed use development should activate and make use of the waterways.	OPLC, private developers, British Waterways and land owners Medium to long term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	an employment buffer zone adjacent to the A12 and Crossrail portal), residential and community uses with scope for a new local centre focused around Pudding Mill Lane DLR station, and improved links north – south through the site to Stratford High Street. Primary education and health facilities are likely to be provided. See also Policies S2, INF5 and SP4.		Future design and development of the site will need to take into account the existing high voltage underground transmission lines that pass through/close to the site. Note PTAL improvement resulting from new DLR station.	
S10 **Abbey Mills**	The site will be developed for a mix of residential and employment uses and contribute to the creation of a new local centre in the station vicinity. Site access improvements will be required including a link to West Ham Station.	Medium density (medium family)	SFRA includes more detail on this site. Future design and development of the site will need to take into account the existing high voltage overhead/underground transmission lines that pass near the site.	Medium to long term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
(Comprises former Abbey Mills Riverine Centre and Channelsea Offices)	This mix may include an element of community uses (including faith based) of a scale which is proportionate and which does not dominate the overall mix of uses in respect of land take, scale and traffic generation, located either within the local centre or so as to be well connected with the local centre and the station. Site access improvements will be required including a link to West Ham Station and facilitation of a possible future link to S11 Parcelforce. Indicative residential typology - medium density, medium family. See also Policies INF5, S2 and SP4		Site has significant contamination constraints resulting from previous industrial chemical use. Appeal (Ref:APP/G5750/C/10/2125895) Abbey Mills Riverine Centre, Canning Town E15. The appeal was allowed and planning permission was granted for a mixed use comprising a mosque and associated buildings (for full description see appeal) subject to conditions including time limited permission for two years (Planning Inspectorate: 23 May 2011).	Private developer
S11 **Parcelforce**	Employment-led mixed use linked to Cody Road industrial area that contributes to the	Medium density (medium family).	Site falls partly within HSE consultation zones due to proximity to gas holders, which advises against more intensively used facilities and vulnerable users in the south-west of the site with increasing	LTGDC, LDA and private developers Long term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	creation of a new local centre in the station vicinity and facilitation of a possible future link to S10 Abbey Mills. Site access improvements will be required including a link to West Ham station. See also Policies INF5, SP4 and S4	On-site constraints including accessibility need to be addressed to make suitable for residential.	restriction – this includes large housing developments of more than 30 units in the middle zone. Bus garage to south of site is buffered with a landscaping strip, and careful design required to allow comfortable sit with adjacent residential. The site has significant accessibility constraints that would need to be addressed to allow for residential use.	
Please note there is no Site S12				
S13 **Manor Road**	Residential-led mixed use incorporating open space with green grid links to Star Park; commercial frontage (including B1) to Barking Road section east of Manor Road which will be the only part of the site to remain in the town centre boundary, and business use alongside railway.	Medium density (medium family). Significant environmental issues need to be addressed to make suitable for residential.	Manor Road to be re-aligned at junction with Barking Road as part of Canning Town roundabout scheme Further re-alignment of Manor Road north of the junction to align with the railway line is a longer term aspiration that would enable a better residential environment to be created on the site. Canning Town and Custom House SPD (2008) and future updates.	LTGDC/HCA/LBN Private developers Medium to long term

Superseded, no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	See also Policies S4, SP4, J1 and INF5			
S14 **Canning Town Central**	Expanded District Centre abutting a transport hub, moving towards a Major Centre in composition and scale, within revised boundary to comprise retail, (to include anchor food store of up to 6,500 sq m, and significant comparison floorspace - up to 25,000 sq m) leisure, civic space making use of the more pleasant street environment created by the re-modelling of the junction and public realm residential, and community uses. Connections to Activity Street to the south/southeast, and residential street to the east/north-east, and through to	Medium density (medium family)	Identified as a Strategic Growth area in the Town Centre and Retail study. SFRA includes more detail on part of this site. Canning Town and Custom House SPD (2008) and future updates.	Short to medium term LTGDC/LBN/ private developer

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	the station together with an integrated town centre that links with existing retail frontages and the market. See also Policies S4, SP4, J1 and INF5			
S15 **Canning Town East**	Residential with supporting community uses, notably a school to the west, and other multi-use facilities easily accessible from the town centre to the east, and green space of at least the existing quantum, linking to the residential street abutting the street to the south. Connections also need to be made across the site between uses, avoiding blocking effects. See also Policies S4 and SP4	Medium density (medium family) housing	School site has permission. SFRA includes more detail on part of this site. Canning Town and Custom House SPD (2008) and updates.	Short to medium term LBN/ River Christian Centre/ registered providers/ private sector

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
S16 **Silvertown Way East**	Mixed use comprising residential, business use fronting Caxton Street North opposite existing units, and public open space within the urban structure making green grid connections to Keir Hardie recreation ground and dealing with the amenity impacts of traffic. Connections to be made with Activity Street to the north-east, north to the town centre and north-west to the station. See also Policy S4 and SP4	Medium density (medium family)	Silvertown river crossing may have significant amenity implications. ELR recommends release from employment use. Canning Town and Custom House SPD (2008) and future updates.	Private sector/ LBN Short to medium term
S17 **Silvertown Way West**	Mixed use comprising residential and business, with commercial units and higher density residential facing the street within the town centre boundary, and business uses extending to	Medium density (medium family). Significant environmental	ELR recommends release from employment use. Canning Town and Custom House SPD (2008) and future updates.	LDA/private sector Short to medium term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	face units under arches in Peto Street North. Connectivity to main town centre and the rest of Canning Town needs to be addressed, together with amenity impacts of traffic. See also Policies S4, SP4, INF5 and J1	issues need to be addressed to make suitable for residential.		
S18 **Limmo**	Open space forming appropriate connections and terminus to proposed Lea River Park with enabling residential should access and environmental constraints be overcome. Connections need to be made to Canning Town station/town centre and neighbourhoods, and to the Leamouth peninsula. See also Policies S4, SP4 and INF6	Medium density (medium family)	ELR recommends release from employment use. SFRA includes more detail on this site. Short term use for Crossrail (until 2018). Site crossed by one of National Grid's high voltage overhead electricity transmission lines. Canning Town and Custom House SPD (2008) and future updates.	Crossrail/LTGDC and successor bodies/ private sector Long term, though open space could come forward on standalone basis in medium term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
S08 **Thames Wharf**	Proposed release from Strategic Industrial Location (see Policy J2). There is scope to reconfigure the safeguarded wharf on the site to the adjacent site (Carlsberg-Tetley) or to remove the wharf safeguarding at Thames Wharf if a consolidated wharf can be delivered at Thameside West subject to there being no net loss of functionality or wharf capacity. If it can be demonstrated that either scheme can be delivered, this could provide the opportunity to develop new employment, leisure/tourism and residential uses grouped around a potential new DLR station, where passive provision is in place, subject to addressing the	Medium density (medium family)	Silvertown crossing safeguarding area lies within site. Contains a safeguarded wharf. Provision for a new DLR station within the site. The Council will work together with other public sector agencies and developers to take forward proposals for consolidating the four individual safeguarded wharves at Thameside West, to facilitate a more efficient use of land, and support the growing neighbourhood at Silvertown. See Policies INF1 and J2 for more details.	LDA/private developer Medium to long term Will require a Masterplan

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	constraints on the site, including the Silvertown crossing safeguarding area, and the removal of the wharf safeguarding by the Secretary of State. See also Policies INF1, J1, J2, S3, SP4 and S4			
S19 **Albert Basin**	New housing around Albert Dock Basin will consolidate existing residential development, with a new local centre focused around Gallions Reach DLR station, providing day-to-day shopping, health, education and community uses. North of Armada Way new development will be employment-led and consistent with Strategic Industrial Location (SIL). Residential development will be	Medium density (medium) family)	ELR recommends release of Albert Basin from employment use. SFRA includes more detail on this site. Local Centre boundary will be defined in a subsequent DPD.	LDA / private developer Short/medium/long term Likely to require review of SPG

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	focused around the southern end of the site, with some B1 business space, building on links with UEL and Royal Albert North. Legible walking and cycling routes should be provided through the site from the DLR station to the waterfront. See also Policies S4, S5, J1, J2, SP4 and INF5			
Please note there is no Site S20				
S21 Silvertown Quays	Residential led mixed use, with potential for leisure and hospitality and green industries including research and development, building on the visitor attraction cluster at the western end of the docks (ExCeL and Siemens building). New residential development on this site will	Medium density (medium family)	Town Centre and Retail study supports a local centre in this location. SFRA includes more detail on this site. Local Centre boundary will be defined in a subsequent DPD.	LDA/private developer Medium to long term Will require Masterplan

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	form part of the wider neighbourhood at Silvertown supported by local shopping and community uses (a new local centre) focused around North Woolwich Road, including use of space under the DLR viaduct. Leisure uses should relate to water space, with clear pedestrian and cycle connections through to the new local centre and across North Woolwich Road. Public access to dock edge should be provided. See also Policies S3, SP4 and INF5			
S22 **Minoco Wharf**	The release of land designated as a Strategic Industrial Location (SIL) at Thameside West up to the eastern boundary of Lyle	Medium density (medium family)	Minoco Wharf has outline planning permission (07/01143) for a residential-led mixed use development including 2,598 residential units,	Private developer Short term

Superseded - no longer in use

Strategic Site/ Map Reference	Land Use Designations	Indicative Housing Typology	Further Information	Partners and Phasing
	Park, and west of Lyle Park adjacent to North Woolwich Road (18 ha), will assist in the development of a new neighbourhood at West Silvertown. A new local centre should address North Woolwich Road providing a focus to the new neighbourhood as a whole and provide connections to both DLR stations, and pedestrian and cycle links to Silvertown Quays. Development should include pedestrian and cycle access to the river. See also Policies S3, J2, SP4, INF1 and INF5		employment, retail, professional services, food and drink, community, health, education, cultural and assembly, and recreational and leisure uses. Planning application 11/00844/LTGOUT has been submitted with a revised major scheme. Local Centre boundary will be defined in a subsequent DPD	

Superseded - no longer in use

Strategic Retail Growth

Spatial Designation		Strategic Site	Existing and Proposed Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
SR1	**Stratford Metropolitan**	S05 - Stratford Central	See S05 - Stratford Central, and Policies S2, SP4, INF5 and J1	See S05 - Stratford Central	Town Centre and Retail Study	S05 - Stratford Central
SR2	**Canning Town**	S14 - Canning Town Central	See S14 - Canning Town Central and Policies S4, SP4, INF5 and J1	See S14 - Canning Town Central	Town Centre and Retail Study	S14 - Canning Town Central

Existing and Enhanced Centres

Spatial Designation		Strategic Site	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
EC1	**Forest Gate**	**S24** **Woodgrange Road West**	Mixed use comprising retail, residential, community and business; limited intensification to take advantage of opportunities afforded by Crossrail.	Medium density (medium family)	Forest Gate SPD (2010) and future updates	Private developer Short/medium term

Superseded - no longer in use

Spatial Designation		Strategic Site	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
			North of Earlham Grove there is potential for higher residential densities closer to Forest Gate Station. Development proposals should demonstrate a clear strategy for sensitively enhancing and regenerating the town centre, with the design of contemporary buildings and new public spaces responding positively to their built heritage and conservation area context. North of Earlham Grove there is potential for higher residential densities closer to Forest Gate Station. Indicative residential typology - medium density medium family. See also Policies SP5, SP4, S6 and INF5 and spatial designation IC4		Forest Gate Town Centre Conservation Area Appraisal and Management Plan Town centre boundary to be reviewed through subsequent DPD Town Centre and Retail Study	
EC2	**East Ham**	**S25** **East Ham Market**	East Ham Market: mixed use including retail and residential together with civic space, with scope to incorporate other land in the vicinity to produce a more comprehensive scheme.	S25: Medium density (low family)	Town centre boundary to be reviewed through subsequent DPD	S25: Private developer, medium term

Superseded - no longer in use

Spatial Designation		Strategic Site	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
	S26	**East Ham Town Hall Campus** (including college and police station)	Town Hall campus: mixed use incorporating residential, office and community uses, in a scheme sensitive to important heritage and civic assets on the site. See also Policies J1, INF5, SP4, SP5 and S6	S26: Medium density (low family)	Town Centre and Retail Study Town Hall campus within town centre Conservation Area	S26: Private developer, medium term Likely to require SPD to cover both sites
EC3	**Green Street**	**S27** **Queen's Market**	Mixed use comprising retail, including retention of market use, residential and community uses. See also Policies J1, INF5, SP4 and S6	Medium density (low family)	Town Centre boundary to be reviewed through subsequent DPD Town Centre and Retail Study	LBN / Private developer Medium term May require SPD
EC4	**North Woolwich**	**No site identified**	Local Centre: renewal - see also Policies S3 and INF5		Local Centre boundary to be redefined as appropriate in a subsequent DPD Town Centre and Retail Study	Short term Council and private developers/businesses

Superseded - no longer in use

Spatial Designation		Strategic Site	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
EC5	**East Beckton**	**No site identified**	See also Policies S5 and INF5		Town Centre boundary to be reviewed through subsequent DPD Town Centre and Retail Study	Private developer Medium term
EC6	**Custom House**	**S28** **Custom House/ Freemasons**	Intensified residential commercial/ business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded local centre with improved physical and functional links to ExCeL, and open space linking to the proposed 'Activity Street' to the north-west, and through a series of open spaces to Cundy Park to the south-west. See also Policies S4, SP4, INF5 and INF1 and spatial designation IC3	Medium to high density (medium family)	Local centre boundary to be revised through subsequent DPD Canning Town & Custom House SPD and future updates	Private developer/TfL/ Crossrail/LDA/ExCeL/ LBN Long term

Superseded - no longer in use

New Local Centres

Spatial Designation		Strategic Site	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
LC1	**Silvertown**	**S21 - Silvertown Quays** **S22 - Minoco Wharf**	See S21 Silvertown Quays and S22 Minoco Wharf and Policies S3 and INF5	See S21 Silvertown Quays and S22 - Minoco Wharf	See S21 Silvertown Quays and S22 Minoco Wharf	See S21 Silvertown Quays and S22 - Minoco Wharf
LC2	**Plaistow**	**S29 - Plaistow North**	New Local Centre incorporating retail, residential and community uses, with frontage to both sides of Plaistow Road and step-free access to Plaistow station. On the triangle site to the west of Plaistow Road, a mix of residential accommodation, open	Medium density (medium family)	The Town Centre and Retail study identifies an opportunity for a new Local Centre Local centre boundary and green space to be reviewed/defined through a subsequent DPD SFRA includes more detail on this site	Private developer/Newham New Deal Partnership Long term

Superseded - no longer in use

			space with connections to the Greenway, and business space. See also Policies S6, S2, SP4 and INF5			
LC3	**Maryland**	**No site identified**	New Local Centre comprising retail, business and community uses, maximising potential of proposed Crossrail station. See Policies S2 and INF5 and designation IC1.	Not specified	Identified as appropriate in Town Centre and Retail Study Local centre boundary to be defined in a subsequent DPD	Private developer/TfL Long term
LC4	**West Ham**	**S10 - Abbey Mills and S11 - Parcelforce**	New Local Centre around West Ham Station - see S10 - Abbey Mills, and S11 - Parcelforce, and Policies INF5, S4 and S2	See S10 - Abbey Mills and S11 - Parcelforce	See S10 - Abbey Mills and S11 - Parcelforce Boundary to be defined in subsequent DPD	See S10 - Abbey Mills and S11 - Parcelforce

Superseded - no longer in use

LC5	**Albert Basin**	**See S19**	New Local Centre focused around Gallions Reach DLR station. See S19, and Policies S5 and INF5	See S19	See S19 Boundary to be defined in subsequent DPD	See S19

Employment Hubs

Spatial Designation		Strategic Sites	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
E1	**East Beckton**	**n/a**	Part SIL See also Policies J1, J2, INF5, INF6 and S5	n/a	Comprises major industrial, utility and retail areas. ELR recommends extension of SIL Biodiversity Study proposes new SINC to address deficiency SFRA includes more detail on part of this site	n/a

Superseded - no longer in use

Spatial Designation		Strategic Sites	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
					Draft Joint Waste Plan DPD proposes a new waste management facility at Beckton Riverside (subsequently adopted).	
E2	**Thameside West**	**n/a**	SIL - see Policies S3, J1 and J2	n/a	-	n/a
E3	**Thameside East**	**n/a**	Strategic Industrial Location - see Policies J1, J2 and S3	n/a	**-**	n/a
E4	**Cody Road/Prologis**	**n/a**	SIL - see Policies S4, J1 and J2	n/a	ELR recommends extension of SIL	n/a
E5	**Stratford Metropolitan**	**S05 - Stratford Central**	See Area SR1, Site S05, Policies S2, J1, SP4 and INF5	See S05	-	-
E6	**Green Street Town Centre**	**S27 - Queen's Market**	See Area EC3, Policies S6, INF5 and J1	See S27	See EC3	See EC3

Superseded - no longer in use

Spatial Designation		Strategic Sites	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
E7	**East Ham Town Centre**	**S25 - East Ham Market and S26 - East Ham Town Hall**	See Area EC2, Policies S6, INF5 and J1	Medium density/low family See S25/S26	See EC2	See EC2
E8	**Canning Town**	**S14 - Canning Town Central, S13 - Manor Road (part) S17 - Silvertown Way West (part)**	See Area SR2/Site S14 and surrounding sites, and Policies S4, INF5 and J1	See Area SR2, Site S14 and surrounding sites	-	-
E9	**ExCeL/Royal Victoria West**	**S30 - Royal Victoria West**	New residential, leisure and cultural uses will be supported at this gateway site to the Royal Docks. The Siemens building and cable car link to Greenwich Peninsula are due to be	Medium density (low family) Significant environmental issues need to be	-	Private developer Short to medium term

Superseded - no longer in use

Spatial Designation		Strategic Sites	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
			completed in 2012 as providing new visitor attractions. Public realm improvements, including an enhanced pedestrian and cycle link to Canning Town, and active water space are key priorities in this location. See also Policies S4, S3, SP4 and J1	addressed to make suitable for residential.		
E10	**Royal Albert**	**S31 - Royal Albert North**	Promotion of business and education uses, building on the strengths of the University of East London and land availability for innovative high-technology manufacturing and research and development. A link will be created from Beckton Park,	n/a	SFRA includes more detail on part of this site	LDA/UEL Long term Likely to require Masterplan

Superseded - no longer in use

Spatial Designation		Strategic Sites	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
			bringing the park into the Dock and enhancing access for local residents to new employment and training opportunities See also Policies S4, SP4, S5 and J1			
E11	**London City Airport**		See Policies INF1, J1 and S3 and designation T1	n/a	-	n/a
E12	**Newham University Hospital**		See Policies SP2, J1 and S6	n/a	-	n/a

Superseded - no longer in use

Strategic Connections and New Transport Links

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners	Phasing
T1	**London City Airport**	Permission granted for extension to 120,000 flight movements per annum in July 2009 See also Policy INF1	The airport had approximately 70,000 flight movements in 2010	London City Airport	n/a
T2	**Stratford International**	The station opened to domestic services in December 2009. Potential to link to high speed services (when constructed) in midlands, north-west/north-east of England and Scotland (High Speed 2) and European services via the Channel Tunnel See also Policy INF1 and Infrastructure Delivery Plan	European services could start in the short term subject to agreement with rail operators The High Speed 2 scheme is at the initial proposal stage. Completion will be in long term	London and Continental Railways and Train Operating Companies/ Investors	See additional information in Policy INF1
T3	**Thames Gateway Bridge Safeguarding**	A proposed road bridge link from Beckton Riverside to Thamemead, LB Bexley See also Policy INF1	Route safeguarded by Secretary of State for Transport	TfL	Long Term

Superseded - no longer in use

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners	Phasing
T4	**Barking to Royal Docks Bus Corridor**	A proposed bus route from Barking Town Centre to Custom House/Canning Town via London City Airport See also Policy INF1	Funding not yet committed	TfL	Short/Medium Term
T5	**a) Silvertown Crossing safeguarding** **b) Cable car crossing**	a) A proposed fixed link to provide relief for Blackwall Tunnel b) From the O_2 to Royal Docks - planning permission granted 2011 See also Policy INF1	a) A route is currently safeguarded by Secretary of State for Transport b) Planning permission granted and construction commenced	TfL TfL	Medium Term Short term
T6	**Crossrail**	Two new rail lines connecting central London with Essex, Kent and Heathrow airport See also Policy INF1 and Infrastructure Delivery Plan	Due to be operational by 2018	TfL	Medium Term

Superseded - no longer in use

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners	Phasing
T8	**DLR Extension to Dagenham Dock**	Extension of the Docklands Light Railway from Gallions Reach to Dagenham Dock See also Policy INF1 and Infrastructure Delivery Plan	Not in current TfL Business Plan but supported by key stakeholders e.g. GLA, TfL, LB Barking and Dagenham and LTGDC. No funding confirmed	TBC	Long Term

Existing/Enhanced Open Spaces

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners and Phasing
OS1	**Greenway**	Linear open space along the Northern Outfall sewer; links to many open spaces along the route See also Policies INF6, S2, S5 and S6 and Infrastructure Delivery Plan	Improvements to the route from Stratford High Street to Manor Road for the Olympic Games have been completed	Thames Water/other public/private/voluntary agencies Short term

Superseded - no longer in use

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners and Phasing
OS2	**West Ham Park**	District Park serving Stratford, West Ham and Canning Town See also Policies SC4, INF6, SP5 and S2		City of London Corporation
OS3	**Beckton District Park**	District Park serving Beckton and Custom House See also Policies SC4, S5 and INF6 and Infrastructure Delivery Plan		LB Newham
OS4	**Central Park**	District Park serving East Ham, Manor Park and Green Street See also Policies S6, SC4 and INF6 and Infrastructure Delivery Plan		LB Newham
OS5	**Barrier Park**	District Park serving Royal Docks See also Policies S3 SC4 and INF6		LDA

Superseded - no longer in use

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners and Phasing
OS6	**Blue Ribbon Network**	Proposed improvements to river access and new linkages to create an enhanced strategic Blue Ribbon Network See also Policies S2, S3, S4, S5 and INF7		Multiple public, private and voluntary agencies Short term
OS7	**Roding Valley**	Improved public access for recreation Some de-designation of Metropolitan Open Land See also Policies INF7, SC4 and S5		TfL, private sector, adjacent boroughs Medium term
OS9a	**Bow Creek Ecology Park**	Park/Nature reserve which has a role as an educational resource, given its special biodiversity interest. Access to the site needs to be maintained and enhanced, given it is surrounded by significant infrastructure barriers See also Policies INF6, SC4 and S4		Lee Valley Regional Park Authority
OS9b	**Lee Valley Regional Park**	Improvements to take place within the boundaries of the park as indicated in the Park Plan 2000 and the Park Development Framework	The Lee Valley Regional Park Authority (LVRPA) was created by the Lee Valley Regional Park Act 1966 with statutory	Lee Valley Regional Park Authority

Superseded - no longer in use

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners and Phasing
		See also Policies INF6, SC4, S2 and S4	responsibility to either provide directly or work with partners to provide facilities for sport, recreation, leisure, entertainment and nature conservation throughout the park, of which approximately 62ha falls within Newham. The Act requires the Authority to prepare a plan setting out proposals for the future management and development of the regional park: the current plan, the Park Plan 2000, is being updated and replaced by the Park Development Framework. The London Plan 2011 recognises the Lee Valley Regional Park as a Strategic Cultural Area (see London Plan Policy 4.5)	

Superseded - no longer in use

New Open Spaces

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners and Phasing
OS8	**Olympic Park**	A 102 hectare park is to be provided after the Olympic and Paralympic Games. The detailed design has yet to be determined See also Policies S1, S2, SC4 and INF6	Lee Valley Regional Park including the Velopark form part of this area; proposals in the Park Plan 2000 and Park Development Framework will apply. Also lies partly within London Boroughs of Hackney and Tower Hamlets	OPLC/LVRPA Medium term
OS9	**Lea River Park**	Improved access along the Lower Lea Valley and new linkages between open spaces Completion of the strategic link from the Lee Valley Regional Park to the Thames, through the creation of a parkland route along the River Lea and new park areas First Phase: A new pedestrian and cycle linear parkland route for use by members of the public, linking new and existing green spaces along the River Lea. Includes the construction of a new footbridge over the River Lea and a new footbridge through the trusses of the western side of the A13 East India Dock Road Bridge	See Lea River Park website	LTGDC and successor organisations First phase short term; second phase short to medium term; depending upon when the land becomes available

Superseded - no longer in use

		Later Phases: Includes the creation of new park areas at Twelvetrees Gasworks, Mill Meads, Limmo, as well as new park areas in London Borough of Tower Hamlets. Three Mills Green has already been enhanced by the LVRPA See also Policies S4, SC4 and INF6		
OS10	**Albert Island**	The northern part of the site falls within the Airport Public Safety Zone. Additional open space providing a link between the Roding Valley and the Royal Docks Thames frontage could be provided See also Policies S3 and INF6		LDA Short to medium term
OS11	**Beckton Riverside**	Proposed new linear open space designated as Metropolitan Open Land. Boundaries are defined on the Proposals Map See also Policies S5 and INF6		Short term

Superseded - no longer in use

Utilities

	Spatial Designation	Description of Infrastructure / Scheme	Additional Information	Delivery Partners and Phasing
U1	**Beckton Waste Management Facility**	The Joint Waste Plan identifies this site for waste management in Newham to 2020 See also Policies J1, J2, S5 and INF3	This is consistent with the wider employment land strategy for the borough, which focuses it to the east. Such a waste management facility is similar in form and impact to an industrial shed	Waste operators Medium term
U2	**Thames Tideway Sewer Tunnels** **(Thames Tunnel and Lee Tunnel)**	The proposed Thames Tideway Tunnels will reduce the amount of untreated sewage overflowing into the River Thames and River Lea to ensure that the UK complies with the Urban Waste Water Treatment Directive (UWWTD). Construction on the Lee Tunnel began in Summer 2010 See also Policies S5 and INF3	Tideway Tunnel runs between Abbey Mills and Beckton STW. Thames Tunnel runs under the line of the Limehouse Cut and connects with Abbey Mills pumping station (the new building). Consultation on the Thames Tunnel took place in September 2010 for 12 weeks	Thames Water Short term
U3	**Decentralised energy network**	Thames Gateway decentralised energy network will provide low carbon heating and hot water to commercial and residential properties See also Policies INF4 and S3	Proposals for the network have been developed jointly with the LDA and London Boroughs of Barking and Dagenham and Havering	LDA / private developers Short term

Superseded - no longer in use

Intensification Around Crossrail Stations

Spatial Designation		Strategic Site	Land Use Designations	Indicative Housing Typology	Further Information	Delivery Partners and Phasing
IC1	**Maryland**	**See LC3**	See LC3	See LC3	See LC3	See LC3
IC2	**Manor Park**	**No site identified**	Enhanced Local Centre with scope for intensified retail, residential and community uses See also Policies INF5 and S6	n/a	Boundary to be revised through subsequent DPD	TfL/Private developer Long term
IC3	**Custom House**	**S28** **Custom House / Freemasons**	See EC6	See EC6	See EC6	See EC6
IC4	**Forest Gate**	**See EC1**	See EC1	See EC1	See EC1	See EC1

Superseded - no longer in use

Appendix 2: List of Retained UDP Policies and Proposals

The UDP is being superseded in stages. The first stage was in the Secretary of State Saving Direction 2007 which kept parts of the UDP in place. Of these 'Saved' parts only the following remain in place on adoption of this Core Strategy.

List of Retained UDP Policies

Policy Number	Policy Title
EQ2	Waterside Access
EQ3	Waterside Commercial Development
EQ5	Waterway Structures
EQ6	Extension of Waterside Sites to Waterways
EQ10	Development of Sites of Nature Conservation Importance
EQ13	Tree Preservation Orders
EQ14	Tree Loss and Retention
EQ15	Inclusion of Tree Planting in New Development
EQ22	Advertisement Hoardings
EQ23	Removal of Advertisements
EQ33	Protection of Trees

Policy Number	Policy Title
EQ34	Areas of Townscape Value
EQ36	Buildings of Local Interest
EQ43	Archaeology
EQ45	Pollution
EQ47	Noise Impact Statement
EQ48	Noise - Sensitive Development
EQ49	Contaminated Land
EQ60	Aggregates Recycling
H17	Housing Design and Layout
EMP7	Local Employment Areas: Preferred Uses
EMP17	Telecommunications Development

Superseded - no longer in use

Appendices

T9	Minicab Offices
T10	Road Hierarchy: New Roads
T14	Design to Minimise Road Accidents in New Development
T20	Pavement Congestion
T22	Public Access to the River Thames
T23	Cycle Network
T28	Safeguarding of PLA Radar Station Facilities
T30	Restrictions on Development Within the Airport Safeguarding Area
T31	Effect of Airport on new Noise Sensitive Development Proposals
T32	Heliports
OS7	Green Space: Protection
OS8	Green Space in New Housing Development
OS10	Protection of Existing Facilities

The following policies are to be superseded on adoption of the Joint Waste DPD for the East London Waste Authority Boroughs:

Policy Number	Policy Title
EQ54	Promoting Sustainable Waste Management
EQ55	Safeguarding of Suitable Sites
EQ56	Criteria for Assessing Waste Management Facilities
EQ57	Special, Hazardous, Chemical and Radioactive Wastes and Prescribed Processes

Superseded - no longer in use

List of Retained UDP Designations:

Proposal Reference	Proposal Location and/or Description
m1	Aldersbrook Hostel, Romford Road, E12
m2	Sprowston Mews, E7
h1	Maryland Road, E15
emp9	Tavistock Road, E15
emp10	Forest Gate Arches, E7
emp11	Nursery Lane, E7
emp13	Butchers Road, E16
t1	Cycle Network
t2	Recreational Footway Network
t22	Safeguarded Wharves: Priors, Mayer Parry, Thames, Peruvian, Manhattan, Sunshine, Tate and Lyle

Proposal Reference	Proposal Location and/or Description
t27	Thames Gateway Bridge safeguarded route and safeguarding Gallions Reach area E16
t31	Light rapid transport link
t32	Bass Charrington, Thames Barrier Lands, North Woolwich, Albert Dock Basin, Beckton Gasworks, E16, E6: Protection of mooring points for potential riverbus service
t36	North Woolwich Road, E16: Pedestrian and cyclist land bridge crossing
t38	West Ham/Manhattan Stairs, North Woolwich (2 locations) Old Barge House Drawdock, E16: Protection of public access points along the River Thames
t39	North Woolwich and Beckton, E16: Port of London Authority Radar Stations

Superseded - no longer in use

Appendices

Proposal Reference	Proposal Location and/or Description
Proposals Map	Protected Sites of Nature Conservation Importance
Proposals Map and UDP Appendix OS3	Green Belt & Green Space to be protected
Proposals Map and Policy OS2	Metropolitan Open Land
Proposals Map	Areas of Townscape Value
Proposals Map	Conservation Areas
Proposals Map UDP Shopping and Town Centres and Appendix 1	Shopping Centres and Frontages

Note

1. A number of these designations have been partly changed by the Core Strategy. Please also refer to the relevant Core Strategy policy.

2. Designations that have been superseded by development that has occurred since the adoption of the UDP in 2001 have been deleted.

Superseded - no longer in use

Appendix 3: Infrastructure Delivery Plan

Note: Due to ongoing changes in funding availability, infrastructure costs and funding sources will need to be reviewed periodically, and prior to proposing a Community Infrastructure Levy charging schedule for the borough.

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Physical	New and improved highway	Roads in Olympic Park	Stratford & West Ham		ODA	2010-2014
Physical	Jubilee Line	Jubilee Line Capacity Upgrade	Stratford and West Ham; Canning Town and Custom House		TfL	2010-2014
Physical	Central Line Upgrade	Central Line Upgrade	Stratford and West Ham		TfL	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Physical	London Overground Upgrade	London Overground Upgrade	Stratford and West Ham		TfL	2010-2014
Physical	Cycle Superhighway 2	Cycle Superhighway	Stratford and West Ham, Forest Gate, Manor Park		TfL	2010-2014
Physical	Local Implementation Plan 2011/12 to 2013/4	Priorities include: Principal Road Maintenance Bridge Strengthening Traffic Signal Modernisation Major Schemes Strategic Walks Network (SWN) 'Corridors,Neighbourhoods and Supporting Measures'	All	Indicative allocation for 2011/12 is £3,725,000	Central Government (DfT)	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Physical	Thames Gateway Heat Network	Decentralised Energy Network	Royal Docks Canning Town and Custom House Plaistow Beckton	A fully built out network in the Royals would cost circa £26 million and generate lifetime carbon savings of 560,000 t/CO_2 equating to £72 per t/CO_2 invested	Funding not yet confirmed. A contribution to the construction costs of the network is to be generated by the proposed Community Infrastructure Levy	2010-2014
Physical	INF3 Waste Site East Beckton	Medium to large scale waste facility potentially comprising IVC/AD/MBT Thermal but excluding incineration	Beckton	Not known	Awaiting proposals to come forward	2010-2015
Social	Vicarage Primary	PCP/Basic Need	East Ham	£5,965,543		2010-2014
Social	Avenue Primary	PCP/Basic Need	East Ham	£5,965,543		2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Social	Brampton Primary	PCP/Basic Need	East Ham	£6,426,075		2010-2014
Social	Expansion of Upton Cross Primary from a 1.5 FE to 4FE, by establishing a second site at the former Credon Centre	New Primary School	Green Street		DfE Basic Need Allocation and DfE Capital Maintenance Programme	2010-2014
Social	Additional primary school provision in the Arc of Opportunity	New schools to support Strategic Site development within Olympic Site and wider Stratford area and Royal Docks – sites yet to be identified but scope to be defined through masterplans and if appropriate in Detailed Sites and Policies DPD	Stratford and West Ham; Royal Docks		Funding not confirmed but likely to be from a combination of central government funding, LBN capital programme/ developer contributions/ CIL	2010-2014
Social	Additional Primary School Provision in Urban Newham	Initial design work for a potential further phase of projects; involves	Community Forum		DfE Basic Need Allocation and DfE	2015-2019

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
		expansions at Gallions, Portway, Roman Road, Salisbury and Winsor Primary schools	Areas in Urban Newham		Capital Maintenance Programme	
Social	New Primary School Provision	Additional 1FE at Salisbury School through reuse of former Trading Standards building.	East Ham	Use of existing LBN asset valued at £810k	DfE Basic Need Allocation and DfE Capital Maintenance Programme	2010-2014
Social	Langdon Community Secondary School	New build for additional primary school pupil place provision	East Ham	£5,000,000		2010-2014
Social	Little Ilford School	New build replacement of Community school for 1350 mainstream and 35 ASD students on existing site	Manor Park	£34,480,000	Bidding for Priority Schools Building Programme	2010-2014
Social	Stratford School	New build Academy school, bringing together two existing sites onto single new site	Stratford & West Ham	£29,380,000	Bidding for Priority Schools Building Programme	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Social	Plashet School	New build	East Ham	£19,090,000	Bidding for Priority Schools Building Programme	2010-2014
Social	Tunmarsh KS3 PRU	New build replacement of PRU facilities for 66 students	Plaistow	£3,790,000	LBN Inclusion Review	2010-2014
Social	John F Kennedy Special (PMLD)	Refurbishment /remodelling, with some elements of new build	Beckton/ Stratford & West Ham	£6,400,000	LBN Inclusion Review	2010-2014
Social	Eleanor Smith Special School	New build school for 55 SEBD students, bringing together two existing sites onto single new site	Plaistow	£7,870,000	LBN Inclusion Review	2010-2014
Social	Saints Sixth Form	Refurbishment and some new build at current Stratford Annexe site to create new Joint Saints Sixth Form	Stratford & West Ham	£12,260,000		2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Social	St Angela's School	Phased refurbishment of existing VA girls school for 900 students	Green Street	£5,460,000		2010-2014
Social	St Bonaventure's	Phased refurbishment of existing VA boys school for 900 students	Green Street	£8,710,000		2010-2014
Social	New Directions KS4 PRU	New build PRU facility for 144 students (FTE) on new site		£8,250,000	LBN Inclusion Review	2010-2014
Social	New 7FE School	Additional pupil place provision through new build 1050 place school	Location not yet confirmed	£24,400,000		2015-2019
Social	UEL Estate Strategy	UEL Estate Strategy	Stratford and West Ham, Royal Docks	Unknown	UEL/Birkbeck, LBN	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Social	NewVIc	Proposed relocation of NewVIc to Stratford	Stratford and West Ham	£45m-£50m	Funding not committed but likely to be a combination of sources including bank borrowings, land sale receipts, grant and other forms of fund raising	2016-2020
Social	Stratford Skills and Enterprise Campus	Proposed relocation of Newham College of Further Education to the Olympic Park (or other suitable site within Stratford) including a proposed 14-19 'studio' school for retail skills	Stratford and West Ham	£45m	Funding not committed but likely to be a combination of sources including bank borrowings, land sale receipts, grant and other forms of fund raising	2016-18
Social	Newham College of Further Education - East Ham Campus	Rationalisation and remodelling	East Ham	Unknown	Funding not committed but likely to be a combination of sources including bank borrowings, land	2015-2019

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
					sale receipts, grant and other forms of public and private funds	
Social	14-19 Enterprise 'Studio' School	Significant expansion and development of Barclay Hall to provide improved education facilities	Green Street	Approx 12m	Funding sources to be defined, through the free school initiative, LBN	2015-2019
Social	PCT hubs in Community Forum Area	PCT hubs in Community Forum Area	Stratford & West Ham, Canning Town and Custom House, East Ham and Beckton	Estimated costs not currently available		2010-2014
Social	Her Majesty's Court Service	Estate Strategy	Whole Borough	Unknown		2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Social	Metropolitan Police Authority	Estate Strategy	Whole Borough	Unknown		2010-2014
Social	Plaistow Fire Station	Rebuild	Plaistow	Unknown	National Fire Service PFI	2010-2014
Social	Aquatics Centre	New	Stratford and West Ham		ODA	2010-2014
Social	Canning Town	New swimming pool	Canning Town and Custom House	£5m		2010-2014
Social	Green Street	New swimming pool	Green Street	£5m		2010-2014
Social	Refurbished/ Redeveloped Libraries	2 Integrated Front Offices based at: - East Ham - Stratford	East Ham, Canning Town and Custom House, Stratford	£29m (includes refurbishment and new build)		2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
		5 'Libraries plus' service centres based at: - Beckton library - Canning Town library - The Gate (Forest Gate) - Green Street library - Manor Park Local Service Centre	and West Ham, Manor Park, Beckton, Royal Docks, Forest Gate, Green Street			
Social	New build libraries	New build libraries at East Ham, Canning Town, Stratford and Manor Park	East Ham, Canning Town and Custom House, Stratford and West			2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
			Ham, Manor Park			
Green	Beckton District Park	Event Infrastructure	Beckton	£600,000 across 4 sites	LBN funding not committed	2010-2014
Green	Central Park	Event Infrastructure	East Ham	£600,000 across 4 sites	LBN funding not committed	2010-2014
Green	Memorial Recreation Ground	Event Infrastructure	Stratford & West Ham	£600,000 across 4 sites	LBN funding not committed	2010-2014
Green	Plashet Park	Event Infrastructure	Manor Park	£600,000 across 4 sites	LBN funding not committed	2010-2014
Green	Newham Farm	Raise standards to Folkestone Road benchmarks	Beckton	£275,000 for lifetime of Plan	LBN funding not committed	2010-2014
Green	Ham Creek Wood	Raise standards to Folkestone Road benchmarks	Stratford and West Ham		LBN funding not committed	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Bridle Path Allotment	Raise standards to Folkestone Road benchmarks	Manor Park		LBN funding not committed	2010-2014
Green	St Mary's Allotment	Raise standards to Folkestone Road benchmarks	Beckton		LBN funding not committed	2010-2014
Green	Mill Meads Allotments	Raise standards to Folkestone Road benchmarks	Stratford and West Ham		LBN funding not committed	2010-2014
Green	Reynolds Avenue Allotment	Raise standards to Folkestone Road benchmarks	East Ham		LBN funding not committed	2010-2014
Green	Leyes Road Allotment	Raise standards to Folkestone Road benchmarks	Canning Town and Custom House		LBN funding not committed	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Improve interpretation of nature and heritage at key sites	Improve interpretation of nature and heritage at key sites	Various	£50,000	LBN funding not committed	2010-2014
Green	Beckton District Park	Sport and activity trails	Beckton	£500,000 for all 10 sites	LBN funding not committed	2010-2014
Green	Brampton Park	Sport and activity trails	East Ham	Share of £500,000	LBN funding not committed	2010-2014
Green	Canning Town Recreation Ground	Sport and activity trails	Canning Town and Custom House	Share of £500,000	LBN funding not committed	2010-2014
Green	Forest Lane Park	Sport and activity trails	Forest Gate	Share of £500,000	LBN funding not committed	2010-2014
Green	Keir Hardie Recreation Ground	Sport and activity trails	Canning Town and Custom House	Share of £500,000	LBN funding not committed	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Memorial Recreation Ground	Sport and activity trails	Stratford and West Ham	Share of £500,000	LBN funding not committed	2010-2014
Green	New Beckton Park	Sport and activity trails	Beckton	Share of £500,000	LBN funding not committed	2010-2014
Green	Plashet Park	Sport and activity trails	Manor Park	Share of £500,000	LBN funding not committed	2010-2014
Green	Plaistow Park	Sport and activity trails	Green Street	Share of £500,000	LBN funding not committed	2010-2014
Green	Priory Park	Sport and activity trails	Plaistow	Share of £500,000	LBN funding not committed	2010-2014
Green	Abbey Lane Open Space	Masterplanning to exploit potential of key open spaces	Stratford and West Ham	£2 million over lifetime of plan	LBN funding not committed	2010-2014
Green	Hathaway Crescent Open Space	Pocket Parks (Neighbourhood Greens)	Manor Park			2010-2014
Green	May Green	Pocket Parks (Neighbourhood Greens)	Plaistow			2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Odessa Road Open Space	Pocket Parks (Neighbourhood Greens)	Forest Gate			2010-2014
Green	Pier Road Open Space	Masterplanning	Royal Docks			2010-2014
Green	Beckton District Park South	Sport and activity hub	Beckton	£900,000 to be split between 5 parks over the lifetime of the plan	LBN Funding not committed	2010-2014
Green	Gooseley Playing Fields	Sport and activity hub	East Ham	Share of £900,000	LBN Funding not committed	2010-2014
Green	Little Ilford Park	Sport and activity hub	Manor Park	Share of £900,000	LBN Funding not committed	2010-2014
Green	Memorial Recreation Ground	Sport and activity hub	Stratford and West Ham	Share of £900,000	LBN Funding not committed	2010-2014
Green	New Beckton Park	Sport and activity hub	Beckton	Share of £900,000	LBN Funding not committed	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Beckton District Park North	MUGA	Beckton	£500,000 for lifetime of plan across five sites	LBN Funding not committed	2010-2014
Green	Cundy Park (Year 5)	MUGA	Canning Town and Custom House	Share of £500,000	LBN Funding not committed	2010-2014
Green	Hermit Road Recreation Ground (Year 4)	MUGA	Canning Town and Custom House	Share of £500,000	LBN Funding not committed	2010-2014
Green	King George V Park	MUGA	Canning Town and Custom House	Share of £500,000	LBN Funding not committed	2010-2014
Green	Star Park (Year 2)	MUGA	Stratford and West Ham	Share of £500,000	LBN Funding not committed	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Canning Town Recreation Ground	Delivery of existing masterplans	Canning Town and Custom House	Part of £5.8m central fund	LBN Funding not committed	2010-2014
Green	Keir Hardie Recreation Ground	Delivery of existing masterplans	Canning Town and Custom House	Part of £5.8m central fund	LBN Funding not committed	2010-2014
Green	Valetta Grove Open Space	Delivery of existing Masterplans	Plaistow	Part of £5.8m central fund	LBN Funding not committed	2010-2014
Green	Gallions Square	Hard wearing space	Beckton	Unknown	unknown - LDA	2010-2014
Green	Riverside Square	A more formal space to complement the wildness of Armada Green	Beckton	Unknown	LDA	2010-2014
Green	Eco Park		Beckton	Unknown		2010-2014
Green	Canning Town Recreation Ground	Mini Soccer League venues	Canning Town and Custom House	£10,000 between 3 sites	LBN Funding not committed	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Hermit Road Recreation Ground	Mini Soccer League venues	Canning Town and Custom House	£10,000 between 3 sites	LBN Funding not committed	2010-2014
Green	Plashet Park	Mini Soccer League venues	Manor Park	£10,000 between 3 sites	LBN Funding not committed	2010-2014
Green	Beckton District Park	Destination Play Areas	Beckton	£1.25m between 4 parks	LBN Funding not committed	2010-2014
Green	Plaistow Park	Destination Play Areas	Plaistow	£1.25m between 4 parks	LBN Funding not committed	2010-2014
Green	Plashet Park	Destination Play Areas	Manor Park	£1.25m between 4 parks	LBN Funding not committed	2010-2014
Green	Star Park	Destination Play Areas	Stratford and West Ham	£1.25m between 4 parks	LBN Funding not committed	2010-2014

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	All LBN Open Space improvements (Parks Development Plan)			Sub-total: £11,835,000		
Physical	District Line capacity upgrade	District Line capacity upgrade	Stratford and West Ham, Plaistow, Green Street, East Ham		TfL	2015-2019
Physical	Crossrail	Crossrail	Stratford and West Ham, Canning Town and Custom House, Beckton, Royal Docks,	£17 billion		2015-2019

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
			Forest Gate, Manor Park			
Physical	DLR Dagenham Dock Extension	DLR Dagenham Dock Extension	Beckton	Not in MTS2 or TfL Business Plan	TfL	2015-2019
Physical	Gallions Reach Transport Interchange	Gallions Reach Transport Interchange	Beckton			2015-2019
Physical	Stratford International station Interchange	Improvements	Stratford and West Ham	£238m	TfL	2015-2019
Physical	West Ham station	Improvements	Stratford and West Ham			2015-2019
Physical	Electricity	132kV power lines replacement	Stratford and West Ham		EDF	2015-2019

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Physical	Electricity	132kV network between West Ham and Brunswick Wharf	Stratford and West Ham		EDF	2015-2019
Physical	Electricity	132kV network laid from West Ham to Orchard Place	Stratford and West Ham		EDF	2015-2019
Physical	Jubilee Line	Stratford to Canary Wharf	Stratford and West Ham, Canning Town and Custom House			2015-2019
Physical	Overland Rail	Overland Rail upgrade	Stratford and West Ham			2015-2019
Physical	Flood Risk - Olympic Online Wetland	Olympic Online Wetland	Stratford and West Ham			2015-2019

Superseded - no longer in use

Infrastructure Type	Project	Project Description	Community Forum Area	Project Value	Committed Funding source	Phasing
Green	Greenway	Improvements to access, signage along Greenway, West Ham to Beckton	Plaistow, East Ham, Beckton		unknown	2015-2019

Superseded - no longer in use

Appendix 4: Monitoring Framework

Monitoring data is published through the borough's Annual Monitoring Report, which reports in December as to data available for the previous financial year, though monitoring and review is a 'live' monthly process. The monitoring framework is subject to regular review to ensure that it remains relevant, and aligned with data availability and resources. Of crucial importance will be monitoring of Strategic Site progress, and wider regeneration outcomes, which if not subject to significant progress in the next 5 years, may precipitate a Core Strategy review.

Note: Indicators and Targets will be renumbered.

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
SUCCESSFUL PLACES • Place-making (SP1) • Healthy Neighbourhoods (SP2) • Quality Urban Design within Places (SP3) • Tall buildings (SP4) • Heritage and other Successful Place-making Assets (SP5)	LBN and agencies e.g. Design Review Panel; English Heritage; GLA/LDA (successor arrangement); private sector developers and investors (e.g. their shopping centre managers)	H6 Building for Life Assessments *Majority good or excellent* BD4 Floorspace for town centre uses *Increase in proportion in town centres, subject to strategic regeneration ambitions elsewhere in the borough.* LO-BDTC3 Major Sites Progress (Change to 'Strategic Sites Progress')	BTC-OUT/C6 Town Centre Vitality a. Vacancy Levels and non-retail uses in primary frontages in town centres b. Historic buildings at risk within defined town centres	Up to date (up to 5 years old) Masterplans, site briefs, tall buildings studies and SPDs related to strategic sites and town centres (output: *should be increasing up to number of strategic sites/town centres*). Use of SP policies, especially SP3 and SP2 for refusals; proportion of times supported at	LBN Planning Records and survey work; London Development Database; TfL LIP monitoring; English Heritage. H6 and BD4 are former national indicators, but

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		Monitored against indicative timescales in schedule LO-BDTC7 Consolidating the retail hierarchy i. Broadening the attraction of town centres a. Town Centre Management b. Community uses in Town Centres c. Town Centre Development and Environmental improvements (change to Town Centre Investment) ii. Conversion of out of centre commercial to residential use a. No specific target: monitor to ensure ongoing commitment to improvement b. No specific target, but ongoing development should be evident c. No specific target, but ongoing investment should be evident in line with spatial vision iii. No specific target, but should be increasing	EQW-OUT/C2 Historic buildings and monuments at risk EQW-OUT/C6 Environmental nuisance levels EQW-OUT/C7 Mortality rate CIS-OUT/C3 Rates of physical activity H-OUT/C4 Crime and fear of crime H-OUT/C5 Levels of out-migration to other UK authorities *To be monitored against Host Borough Averages and London average where possible to assess*	appeal (output: *no specific target; should be using regularly if effective, and supported at appeal the majority of times used)* Proportion of tallest (20 storey plus) buildings permitted outside Stratford Metropolitan and Canning Town town centre (output: *at least 99% should be in these areas*) Perceived improvement to town centres (Stratford/Canning Town) (outcome: *positive trend*) Other town centre health indicators as available (outcome: *monitor for positive trends or stability within healthy parameters)*	we will continue to monitor them, due to their local relevance. H6 however will be monitored on a part-random part-stratified (to ensure cross borough coverage) sample basis. Availability of NI data may decrease with relaxation of central government requirements and alternative indicators may be required.

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		LO-EQW2 Protected trees lost *No specific target: monitor trend to ensure reasonable protection is being afforded* LO-EQW3 Conservation Area Appraisals and Management Plans *Full coverage* LO-EQW5 Environmental improvements a. Environmental Improvement schemes implemented b. Developer contributions for environmental improvement schemes *No specific target, but monitor for ongoing commitment to improvements and adequate mitigation.* LO-EQW6 Design Panel activity *No specific target; monitor for effectiveness* LO-EQW8 Controlling environmental nuisance and health impacts	*convergence; otherwise monitor for appropriate trends in line with SEA objectives*	Number of new take-aways permitted (output: no specific target - *monitor for evidence of downward trend or sustained low levels)* Quality Leisure: Proportion of leisure uses in town centres that betting shops, amusement arcades and hot food take-aways account for (outcome: *no specific target, monitor for downward trend or sustained low levels)* Conservation and heritage studies completed as part of masterplanning Street trees (output: *net increase annually)*	New monitoring of decisions required.

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		No specific target: monitor for indication of ongoing commitment to improvements including enforcement and liaison with NHS bodies LO-TAN4 Inclusive access improvements *No specific target: monitor for indication of ongoing commitment to improvements*		Better streets (output: *Projects completed according to LIP programme; 200-300 street bollards, 300m of guard rail and 100 other items of redundant street clutter to be removed from Borough Roads every year 2011-2014)* See also infrastructure monitoring of active travel and satisfaction with the area, infrastructure etc.	
JOBS • Promoting investment in the New Economy (J1)	LBN and its agencies (e.g. Workplace), GLA/LDA (successor arrangement), LTGDC, ODA/OPLC and their successors	BD1 Additional employment floorspace *No specific target: maintain trend in line with ongoing development of strategic sites* BD3 Employment land available *No specific target: maintain trend in line with ongoing development of strategic sites*	BTC-OUT/C1 Businesses by sector BTC-OUT/C2 Jobs, employment and activity rates	Loss of employment land a) identified for release b) not identified for release (output b) should be de minimis compared with a))	London Development Database and LBN Planning Records and survey work; LBN Food Safety Team; LBN Business

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
• Effective use of employment land (J2) • Enhancing Skills and access to employment (J3)	Local schools and colleges Private sector developers Local businesses including local childcare and training providers	LO-BDTC2 Small business space a. Live/work units b. Small business space (<1000sqm) recorded as part of larger schemes c. Affordable workspace/local business occupancy provision *No specific target - continue to add to provision* LO-BDTC3 Tourism and leisure development in Stratford and Royal Docks *No specific target - Increase subject to appropriate sequential tests/town centres first policy* LO-BDTC4 Business and environmental quality a. Improvement schemes in employment areas (change to: Investment in employment hubs) b. Preventing and managing environmental nuisance (modify to focus on EH comments used in planning refusals on A5, A3, A4, B2 and B8 uses)	BTC-OUT/C3 Low earnings and deprivation (proxy) BTC-OUT/C4 New business formation and Survival a. Rate of Business Formation per 10,000 b. 3 year business survival rate BTC-OUT/C5 Proportion of working age population qualified to level 2 or more BTC-OUT/C7 Environmental nuisance linked to economic activity	Vacancy rates on Employment Land (outcome/health indicator should be steady) New childcare provision (output indicator to be added to LO-BDTC6: *target in line with infrastructure needs – annual sufficiency statement*) Up to date (up to 5 years old) masterplanning/SPDs in place for release sites (output: *should be increasing up to number of significant release sites*) Use of J policies in refusals; proportion of times J policies supported at appeal	Development Team; LBN Workplace; Newham Info; Nomis; HMRC; ONS; NI data BD1-3 are former national indicators. BD2 has been dropped as it is not relevant to the Newham context. Availability of NI data may decrease with relaxation of central government requirements and

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		a) No specific target, but ongoing investment should be evident *b) No specific target, but should be evidence that we are making use of appropriate technical advice* LO-BDTC6 Employability outputs linked to Planning a. Workplace Beneficiaries b. Education and training Facility developments *a) Maintain and increase in line with Council or other target* *b) Deliver in line with infrastructure delivery plans*	*To be monitored against Host Borough Averages and London average where possible to assess convergence; otherwise monitor for appropriate trends in line with SEA objectives*	(output: *no specific target; should be using regularly if effective, and supported at appeal the majority of times used)* See also town centre monitoring (Successful Places, Infrastructure) and infrastructure monitoring, particularly transport projects.	alternative indicators may be required. New monitoring of decisions required.

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
HOMES • Building Sustainable Mixed Communities (H1) • Ensuring people can afford to live locally, as their circumstances change (H2) • Meeting specialist accommodation needs (H3)	LB Newham Registered Providers Private sector developers	H2 Net additional dwellings and housing trajectory *As per London Plan and Core Strategy* H5 Affordable housing completions a. Gross affordable housing (Social Rent, Intermediate and Affordable Rent) b. % of affordable housing in new development *As per London Plan – 50% of net additional housing for that year, and CS negotiation targets of 35-50%, 60:40 split (65:35 in Canning Town regeneration areas).* LO-H1 Housing density (Apply only on major housing developments) *No specific target. Monitor against ranges in London Plan for PTAL level, for appropriateness* LO-H2 Housing mix and choice a. Family housing	H-OUT/C1 Housing need a) Homeless Households in temporary accommodation b) Number of Households on the Local Authority waiting list H-OUT/C2 Housing quality (stock condition) H-OUT/C3 Housing affordability *To be monitored against Host Borough Averages and London average where possible to assess convergence; otherwise monitor*	See also Successful Places indicators re population churn, quality of design Use of H policies, for refusals; proportion of times supported at appeal (output: *no specific target; should be using regularly if effective, and supported at appeal the majority of times used)* Compliance with London Plan space standards [sample] (output: *100% of permissions*) Loss of residential - C2, C3, C4 and HMOs (Sui Generis) (via approvals):	LBN Spatial Planning and Regeneration Policy, Housing Trajectory work & Planning Records; London Development Database; LBN Housing & Public Protection; LBN HSSA Returns; LBN Domestic Energy Efficiency Team; ONS; DCLG Live Tables; HIP

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		i. Gain (approvals and completions, monitor all bedroom numbers) ii. Loss via conversions, (approvals) iii. Houses cf. flats (approvals) *i. 39% 3 bed; ii. no specific target, but monitor for downward trend; iii. No specific target - monitor for upward trend in terms of proportion of houses* b. Net provision of specialist housing (completions) i. Sheltered ii. Extra care iii. Live-work iv. Hostel beds v. Serviced apartments vi. HMOs vii. Wheelchair Homes viii. Lifetime Homes ix. Gypsy-Traveller pitches *i-vi no specific target, monitor for provision; vii – 10%; viii – 100% of new build*	*for appropriate trends in line with SEA objectives*	a. Net loss to ST lettings b. Net overall loss	Statutory Return; Newham INFO; LBN Corporate Research Team H1-5 are former national core output indicators - H1 is covered by H2 and need not be monitored separately; H3 has been dropped as not relevant to the local context. H4 to be subsumed within LO-H2 (a broader indicator

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		c. Proportion of units of particular sizes delivered by tenure (including Affordable Rent) *No specific target, monitor for more balanced provision, notably upward trend in market provision of family units* d. Overall size mix within tenures *(no specific target: monitor for more balanced provision notably upward trend in market provision)* LO-H3 Housing a. Alignment with London Plan space standards (approvals) b. Existing stock improvements (including enforcement action) *c. 100%; no specific target – monitor for ongoing action* See also Successful Places and Sustainability and Climate Change output indicators relating to Building for Life and Code for Sustainable Homes			concerning specialist housing need); H5 modified to consolidate affordable housing indicators Reviews in other national indicator/ monitoring requirements may also require changes to the monitoring framework New monitoring of decisions required

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
					Existing local indicators overhauled to allow for real time monitoring of Council priorities and reduce overlap with other themes
SUSTAINABILITY AND CLIMATE CHANGE • Climate Change Adaptation and Mitigation (SC1) • Reducing Carbon Emissions (SC2) • Managing Flood Risk (SC3) • Promoting and Enhancing Biodiversity (SC4)	LB Newham, GLA, LDA, LTGDC, ODA and successor bodies Environment Agency Voluntary and Community Sector Private sector developers and land owners	E1 Planning permissions granted contrary to EA advice *Zero, subject to careful analysis of conditions etc that often address their concerns* E2 Changes in areas of biodiversity importance *No net loss* LO-EQW7 Environmental credentials of major consents - BREEAM and Code for Sustainable Homes	EQW-OUT/C1 Resource consumption a. Water consumption per capita b. CO2 emissions (proxy for energy)	Use of SC policies, for refusals; proportion of times supported at appeal (output: *no specific target; should be using regularly if effective, and supported at appeal the majority of times used)*	Environment Agency ; GIGL; LBN Planning Records; DECC; London Development Database; LBN Public Realm; LBN Environmental Health; LBN Food Safety;

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		100% of major consents to meet Code Level 4/ BREEAM Very Good	EQW-OUT/C3 Amount of natural green space H-OUT/C6 Environmental performance of housing stock EQW-OUT/C5 River water quality *To be monitored against Host Borough Averages and London average where possible to assess convergence; otherwise monitor for appropriate trends in line with SEA objectives*	Energy projects delivered/KM of heat network delivered (output: *to be monitored in line with Infrastructure Delivery Plan/show a sustained increase in heat network infrastructure)* Flood protection projects delivered (output: *to be monitored in line with Infrastructure Delivery Plan)*	OfWat; ONS; ELWA; NI data E1-3 are former national core output indicators E3 is deleted as it is more meaningfully covered by LO-EQW7 and infrastructure delivery plan monitoring (see new indicator). Reviews in other national indicator/ monitoring requirements may also

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
					require changes to the monitoring framework New monitoring of decisions required
INFRASTRUCTURE • Secure strategic transport investment (INF1) • Secure a more sustainable pattern of movement (INF2) • Improve the sustainability of waste management (INF3)	LB Newham, GLA/LDA, ODA, LTGDC and successor bodies NHS Newham/Successor bodies	LO-EQW1 Open space losses and gains and improvements *No net loss over 5 year period and increases/improvements in line with Infrastructure Delivery Plan* LO-CIS1 New development - access to infrastructure	CIS-OUT/C1 Distribution of key community facilities in the borough CIS-OUT/C2 Parks quality a. Proportion of Parks with	See also Successful Places monitoring of health outcomes, environmental /street improvements and town centres and Sustainability and Climate Change output	London Development Database; LBN Planning Records, GIS analysis and Survey Work; DCLG; NI

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
• Secure the delivery o f local heat and power networks (INF4) • Strategically manage town and local centres as part of a network and hierarchy (INF5) • Improve the quality and quantity of open space (INF6) • Protect and enhance the Blue Ribbon network (INF7) • Ensure community facilities keep pace with needs (INF8) • Provide for appropriate delivery mechanisms and monitoring (INF9)	TfL Local colleges Environment Agency Utility companies Private sector developers Voluntary and community sector groups	*No specific target: ongoing improvements in line with Infrastructure Delivery Plan and policies* LO-CIS2 Net new community infrastructure floorspace in new and established neighbourhoods (strategic sites in the Arc cf. Urban Newham) *No specific target: monitor alongside Infrastructure Delivery Plan to show ongoing commitment to improvements in Urban Newham and elsewhere, with no net loss unless balanced by changes in access/multi-purpose facilities* LO-CIS3 Developer contributions for community infrastructure and open space improvements Secured – Spent – Received by category and CF Area, plus case studies to show percent funded by S106 *No specific target: monitor to show ongoing commitment to provision as part of development, alongside Infrastructure Delivery Plan.* LO-TA1 Milestones in transport schemes	b. Green Flag status Satisfaction with Parks CIS-OUT/C4 Overall satisfaction with the area (include desire to move to a 'better area') TA-OUT/C1 Modal shift a) Walking mode share Percentage of personal walking trips originating in borough, *39.0% 2007/8-2009/10 average; 39.3% share in 2014; 40.5% by 2026*	indicators concerning flood and energy infrastructure. Main monitoring will be through monitoring and review of Infrastructure Delivery Plan Use of INF policies, for refusals; proportion of times supported at appeal (output: *no specific target; should be using regularly if effective, and supported at appeal the majority of times used)* Provision of multi-purpose community facilities (*output: 100% of community facilities should be multi-purpose*	indicator tables; Sport England; LBN Corporate Research; LBN Parks; LBN Traffic Management and Road Safety Unit; ELWA; TfL; LEGGI Indicators relating to developer contributions may need to be revised to reflect CIL charging regime once implemented Transport indicators targets

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
		Monitor as per Infrastructure Delivery Plan LO-TAN5 School travel plans in place *Complete coverage* W1 New waste management facilities *Monitor in line with Infrastructure Delivery Plan, bearing in mind sub-regional waste apportionment and management* W2 Waste arising by management type *Increase recovery (recycling and composting) and reduce landfill.* Recycling and composting waste (Municipal Solid Waste) baseline 40% in 2011*; targets 45% in 2016; 50% in 2021;* C, E and D (construction, excavation and demolition) waste: *95% in 2020; C&I (commercial and industrial waste) 56% in 2011; 64% in 2016; 70% in 2021*	b) Cycling mode share Cycling trips originating in borough (average day, 7 day week) Baseline: 1.0% 2007-10 average *Short term target 1.7% by 2014 Longer term target 4.5% by 2026* TA-OUT/C2 Traffic volume and congestion (proxy) *Excess waiting time: 1.2 minutes 2014; 1.3 minutes 2018* *Bus journey time route no. 25 eastbound, PM peak 14.34 minutes 2014 to be maintained to 2018*	Cycle parking (*output:London Plan minima achieved; also Council aims to secure 200 cycle parking spaces on street)* Electric charging points (*output: Targets to be confirmed following report to Council, summer 2011, to be reported as part of infrastructure delivery plan monitoring.)*	reviewed with LIP to ensure alignment. National indicators need to be reviewed following changes to monitoring and reporting requirements New monitoring of decisions required

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
			Bus journey time route no. 115 eastbound, PM peak *17.17 minutes 2014, to be maintained to 2018* *Bus journey time route 300, northbound, PM peak, 6.79 minutes 2014, to be maintained to 2018* TA-OUT/C3 Road traffic casualties (KSIs) Percentage change per million vehicle km from 1994-1998 average. *89.09 end 2013/14 (2010-2012 three year average); 83.52 end 2020/21*		

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
			(2017-2019 three year average) against base line 92.8 per mvk. EQW-OUT/C1 Resource consumption a. Waste arising and recycling rates b. Proportion of waste dealt with within the borough TA-OUT/C4 Environmental impacts of transport a. Air quality exceedences b. Complaints about		

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
			c. transport noise c. Transport related CO_2 emissions *a/b and other outcome indicators To be monitored against Host Borough Averages and London average where possible to assess convergence; otherwise monitor for appropriate trends in line with SEA objectives* c. *192,000 tonnes by 2014; 129,960 tonnes by 2025*		

Superseded - no longer in use

Core Strategy Theme and associated summary objectives	Delivery Agencies	AMR Output Indicator & target (numbered as per 2009-10 AMR)	AMR outcome indicator and target	Additional Monitoring Needed & Targets	Data Sources and Comments
SPATIAL POLICIES AND SITES - Transforming places in line with the borough wide and local visions	LB Newham Developers and land owners	See column 4	CIS-OUT/C4 Overall satisfaction with the area (breakdown by Community Forum Area) *Increase or maintenance at a high level (over 75%)*	Use of S policies for refusals; proportion of times supported at appeal (output: *no specific target; should be using regularly if effective, and supported at appeal the majority of times used)* See also LO-BDT3 Major Sites Progress	New monitoring of decisions required

Superseded - no longer in use

Glossary

Affordable Housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers*, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

*As defined in S80 of the Housing and Regeneration Act 2008.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing

Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered, for planning purposes, as affordable housing.

Affordable Housing Off site Provision is securing the provision of required affordable housing on a site separate to and outside of the development site.

Affordable Housing Payment in Lieu is a cash payment taken through planning obligations in lieu of direct provision of affordable housing on or off site. It can be used to purchase street properties to be used as affordable housing, fund building new affordable housing, make improvements to existing stock, or to bring vacant properties back into use.

Apportionment: PPS10 requires the Mayor of London through the London Plan to identify the tonnages of municipal and commercial / industrial waste requiring management and to apportion them by waste planning authority area (LB Newham is part of the East London Waste Authority area comprising four boroughs), evaluate the adequacy of existing strategic facilities, identify the number and type of new or enhanced facilities required, and identify opportunities for the location of such facilities. The GLA borough apportionments are detailed in a new borough level projections document 'Future Waste Arisings in London, 2010-2031'. The apportionment deals with post-mechanical biological treatment / waste transfer / storage waste

Superseded - no longer in use

management stages and forms part of a strategy for achieving self-sufficiency in waste management and the minimisation through recycling and recovery of post-treatment residual (landfill) waste streams.

'Bad neighbour' uses are activities that generate negative impacts that affect adjoining properties, for example, noise, odour and dust.

Blue Ribbon Network is a spatial description for London's waterways and the waterside environments adjacent to them.

Building Research Establishment's Environmental Assessment Method (BREEAM) is a national standard for sustainable design and construction for new non-residential development. BREEAM assesses the sustainability performance of developments, rating them 'Pass', 'Good', 'Very Good' or 'Excellent'. BREEAM includes nine sustainable design elements, including management, energy use, health and well-being, pollution, transport, land use, ecology, materials and water. BREEAM assessments must be undertaken by licensed and trained assessors.

Code for Sustainable Homes is a national standard for sustainable design and construction of new homes. The Code assesses the sustainability performance of developments using a 1 to 6 star rating system, with Level 6 representing best practice in sustainable development. The Code includes mandatory standards for energy/CO_2 and water at each level of the Code, as well criteria for building materials, surface water run-off, waste, pollution, health and well-being, management and ecology. Code for Sustainable Homes assessments must be undertaken by licensed and trained assessors.

Superseded - no longer in use

Convergence is an objective of the Olympic Host Boroughs Strategic Regeneration Framework (2009) to achieve socio-economic convergence between the host boroughs and the London average for key indicators of deprivation within a 20-year timeframe. These include:

1. Raising results at Key Stage Four (GCSE)

2. Improving results at Key Stage Two (11 year olds)

3. Increasing employment rates

4. Increased mean incomes in the bottom two fifths of earners

5. Reducing the number of families in receipt of benefits

6. Reducing the rate of violent crime

7. Increasing life expectancy

Crossrail 1 is an east-west rail line crossing central London between Paddington and Whitechapel serving Stratford, Canary Wharf and Heathrow Airport. It will serve major development and regeneration corridors and improve access to large areas of central and suburban London.

Crossrail 2 or Chelsea-Hackney Line is intended to link north-east and south-west London. The precise route, the character and the role of the link have not yet been finalised.

Appendices

Family Housing/Family Dwellinghouses: For the purposes of paragraph 2 of Policy H4 only, this comprises houses or flats within Use Classes C3 or C4 containing three or more bedrooms. This definition reflects the Council policy objective to retain a range of family sized accommodation, (including very large houses) and to prevent their subdivision into smaller units.

Green Corridors: This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green Infrastructure: The open environment within urban areas, the urban fringe and the countryside. It is a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

Green Enterprise District: This is an area covering 48km ^{2} of land in East London,which aims to create a thriving economic region, which could lead the world in developing and providing low carbon goods and services.

Habitats Regulations Assessment (HRAs) are a requirement of the European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the 'Habitats Directive') and the Conservation (Natural Habitats, &c) (Amendment) (England and Wales) Regulations 1994 (as amended 2007) and assess the impact of plans on habitats and species of European significance. The HRA of the Core Strategy can be found on the Council's website.

Heritage Asset: A building, monument, site, place, area or landscape positively identified as having a degree of significance as a component of the historic environment, meriting consideration in planning decisions. They include designated heritage assets (those buildings, monuments, structures, parks, etc that are subject to national listing/scheduling, and those areas designated as Conservation Areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

High Speed 2: Proposals are being developed for the construction of a new high speed railway between Euston and the north of England via Birmingham. It has been suggested that the line might extend to serve Stratford International; however this - as with other proposals including halting international trains at the station - is subject to the availability of line capacity and other matters including engineering. High Speed 1 domestic services already call at Stratford International Station.

Housing Typology describes the expected housing type within an identified area, including a broad density guide and the approximate family housing component, subject to viability considerations.

Inclusive Access is designed to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Superseded - no longer in use

Joint Waste Development Plan Document for the East London Waste Authority Boroughs (Joint Waste DPD): This is a waste strategy produced jointly by the London Boroughs of Newham, Barking and Dagenham, Havering and Redbridge for the management of waste arisings after they have been collected and sorted for recycling, recovery or disposal. The document provides lists of operational and proposed waste management sites; these are safeguarded in the Core Strategy.

Large Houses in Multiple Occupation (HMO) are shared houses or flats occupied by more than 6 unrelated individuals who share basic amenities .

London Plan Apportionment: The capacity requirement (in tonnes of waste) set by the London Plan, which must be accommodated through the safeguarding of sites for the ongoing operation or future development of waste management facilities. The list of Schedule 1 sites contained in the Joint Waste DPD is the list of existing, licensed operational waste treatment sites. The list of Schedule 2 sites in the DPD is of sites for safeguarding in the Core Strategy.

Major Developments: Dwellings: where 10 or more are to be constructed (or if number not given, the area is more than 0.5 hectares). All other uses: where the floorspace will be 1000 square metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floorspace is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretaker's flats etc. should be included in the floorspace figure.

Materials Recovery Facility: A facility for sorting waste collected from households and businesses into recycling streams for distribution for further processing. The London Plan ultimately aims to manage and recycle all waste streams at locations within the Greater London area.

Meanwhile use: Temporary use that helps bridge the gap between a site's present condition and the vision for it as part of the wider area, ensuring it is activated and helping bring forward the likelihood of more permanent development.

Metropolitan Open Land is strategic open land within the urban area that contributes to the structure of London.

Micro enterprises can be any type of small business that has fewer than five employees.

Newham Biodiversity Action Plan (BAP): this outlines the aspirations and priorities for biodiversity in Newham. The BAP summarises the priorities for biodiversity management and investment in Newham and includes the targets for what should be achieved and an action plan to achieve these targets. The BAP was developed with input from the Newham Biodiversity Partnership (NBP).

On street cycle parking: This normally comprises evenly spaced small groups of 'Sheffield' type stands placed within the highway or in other public spaces.

Superseded - no longer in use

Appendices

Planning Obligations are a private agreement, usually negotiated in the context of a planning application, between a local authority and persons with an interest in the land. Planning obligations are currently negotiated under Section 106 of the Town and Country Planning Act 1990, as substituted by Section 12 of the Planning and Compensation Act 1991.

Ribbon Developments are long rows of buildings along main roads.

Section 106 Agreements place planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Secure, Covered Cycle Parking: This normally incorporates security features such as individual cycle lockers, cycle cages with lockable gates, card-access cycle stands, CCTV, cycle repair workshops, and so on, depending on the location.

Scheme Viability means the economic viability of a scheme taking into account all development costs and profit, ultimately determining whether a scheme comes forward. (HCA definition: a viable development will support a residual land value at a level sufficiently above the sites existing use value (EUV) or alternative use value (AUV) to support a land acquisition price acceptable to the landowner).

Shared Equity is where more than one party has an interest in the value of the home, e.g. an equity loan arrangement or a shared ownership lease. There may be a charge on the loan, and restrictions on price, access and resale.

Shared Ownership is a form of shared equity under which the purchaser buys an initial share in a home from a housing provider, who retains the remainder and may charge a rent. The purchaser may buy additional shares ('staircasing'), and this payment should be 'recycled' for more affordable housing. In most cases, a purchaser may buy the final share ('staircase out') and own the whole home.

Social enterprises are specific forms of enterprise which reinvest all profits into the business or community rather than being driven to maximise profits for stakeholders or owners. They have primarily social or environmental objectives; but to achieve their purposes by operating commercially. If a Social Enterprise has fewer than 5 employees it can also be a Micro Enterprise.

Strategic Flood Risk Assessment (SFRA): This provides a framework for the consideration of flood risk when making planning decisions. The SFRA is a requirement of Planning Policy Statement 25 – Development and Flood Risk and enables a sequential risk based approach to be applied to decision making at all levels of the planning process. Newham's SFRA was published in June 2010 and can be found on the Council's website.

Subsidy means monetary assistance granted by the government to support the construction of affordable housing.

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Sustainability Appraisals (SAs) assess the likely environmental, economic and social impact of plans and integrate sustainable development considerations into the plan-making process. SAs are a requirement of the Planning and Compulsory Purchase Act (2004) and Strategic Environmental Assessments (SEA) are required by European Directive EC/2001/42, which was transposed into UK law by the Environmental Assessment Regulations for Plans and Programmes (July 2004). Government guidance (ODPM 2005) has merged this process to allow for a single joint appraisal (SA/SEA) to be carried out. The SA of the Core Strategy can be found on the Council's website.

SMEs: SMEs are Small and Medium Sized Enterprises.

Tall Buildings Study: A full and thorough assessment of where and in what form tall buildings should be located in a given area taking into account local, wider and cumulative impacts. Such an assessment should consider the historic context and character of the wider and immediate area, the immediate context and character of the site including topography, urban grain, significant views of skylines, scale and height, heritage assets, streetscape, landmarks and their settings and important local and strategic views, prospects and panoramas including existing tall building impacts. Taking these factors into account, it should identify opportunities where the arrangement (including re-configuration as appropriate) of building heights will minimise negative impacts, and where possible might enhance the overall townscape, and local and historic character, contributing to an area's legibility and identity, helping to define and enclose space, coordinate together as a cluster and so on. Alternative forms of higher density development should also be considered, where higher densities are justified. If it is likely that a taller buildings will incorporate residential, careful consideration also needs to be given to how a successful community will be created, including the creation of meaningful and useful amenity space, issues of overshadowing, microclimate (wind eddying) and overlooking, management of lettings and communal space.

Tenure: The legal and financial arrangements under which someone has the right to live in a house or flat, for example private ownership, affordable rent, shared ownership, intermediate rent or private rent.

Town Centre Uses: Retail, including warehouse clubs/outlets; leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-throughs, bars, pubs and clubs, casinos, health and fitness centres, bowling and bingo), offices, arts, culture and tourism (including theatres, museums, galleries and concert halls, hotels and conference facilities) and community facilities (including colleges, health care facilities, libraries, contact centres, places of worship and community centres).

Urban Newham: The areas located outside the Arc of Opportunity (see Map).

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Abbreviations

AMR: Annual Monitoring Report

BAP: Biodiversity Action Plan

BID: Business Improvement District

BREEAM: Building Research Establishment Environmental Assessment Method

CAA: Civil Aviation Authority

CHP: Combined Heat and Power

CIL: Community Infrastructure Levy

CPO: Compulsory Purchase Order

DCLG: Department of Communities and Local Government

DECC: Department of Energy and Climate Change

DFT: Department For Transport

DPD: Development Plan Document

ELR: Newham Employment Land Review

ELWA: East London Waste Authority

FiT: Fields in Trust (Formerly NPFA)

GLA: Greater London Authority

GPDO: The (Town and Country Planning) General Permitted Development Order

GTAA: Gypsy and Traveller Accommodation Assessment

HCA: Homes and Communities Agency

HMRC: Her Majesty's Revenue and Customs

HSSA: Housing Strategy Statistical Appendix

HIP: Housing Investment Programme

HMO: House In Multiple Occupation

LCR: London and Continental Railways

LDA: London Development Agency

LDF: Local Development Framework

LDO: Local Development Order

LEGGI: London Energy Greenhouse Gas Inventory

LIP: Local Implementation Plan

LLDC: London Legacy Development Corporation

LPD: Litres Per Day

LTGDC: London Thames Gateway Development Corporation

MOL: Metropolitan Open Land

MOZ: Major Opportunity Zone

Superseded - no longer in use

NI: National Insurance

NPFA: National Playing Fields Association

ODA: Olympic Delivery Authority

ONS: Office for National Statistics

OPLC: Olympic Park Legacy Company

PCT: Primary Care Trust

PPS25: Planning Policy Statement 25: Development and Flood Risk

PSZ: Public Safety Zone

SFRA: Strategic Flood Risk Assessment

SIL: Strategic Industrial Location

SINC: Site of Importance for Nature Conservation

SPD/G: Supplementary Planning Document/Guidance

SUDS: Sustainable Urban Drainage Systems

TER: Target Emission Rate

TIF: Tax Increment Financing

TfL: Transport for London

TPO: Tree Preservation Order

UDP: Unitary Development Plan

UEL: University of East London

Superseded - no longer in use

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