

Newham London

Newham Local Plan 2018

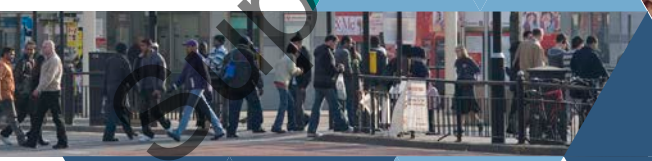
A 15 year plan looking ahead to 2033

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People at the Heart of Everything We Do

About the Local Plan

This Local Plan combines and updates the Borough's previous Core Strategy (2012) and Detailed Sites & Policies DPD (2016). At the time of adoption (December 2018) Newham's Local Plan also comprises the separate Joint Waste Plan (2012) and Gypsy and Traveller Accommodation DPD (2017).

The Local Plan is the result of over two years' worth of evidence-gathering and consultation, notably two formal stages of public consultation ('Issues & Options' in Spring 2017, and 'Proposed Submission' in Winter 2017/18), a further two stages of formal but targeted consultation (Integrated Impact Assessment Scoping stage and Main/Minor Modifications Consultation following examination hearings) and a range of less formal engagement research including workshops with a Members' Steering Group, activities at the Newham Show, engagement with the Youth Council, and analysis of wider Council research including corporate surveys.

Keys pieces of evidence for this plan are indicated on page five and are referenced within policies as relevant; all studies are on our website. For further information on the engagement and consultation work that went into updating the plan (including a 'you told us, so we…' summary) please refer to the Statement of Consultation submitted as part of the examination process and the summary leaflet here.

To participate in future planning document consultations, please add yourself to our Stakeholder Database by following instructions here. For information about how you can engage in planning processes in Newham more generally, please refer to the latest iteration of our Statement of Community Involvement.

For a guide that shows how policies from previous versions of Newham's Local Plan have moved / changed, please refer to the table at the end of this document (Appendix 4).

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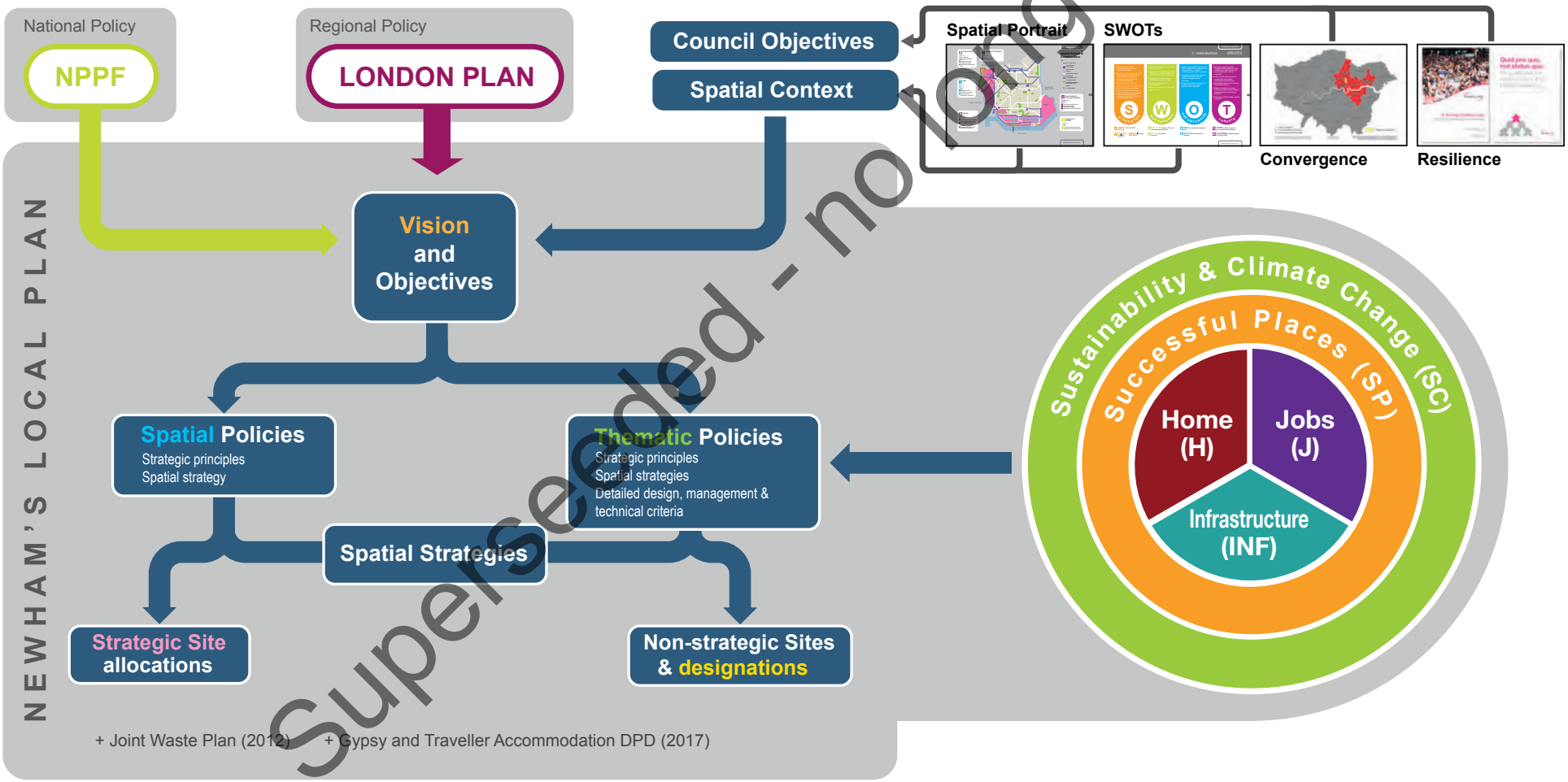
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Introduction

How the plan works

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



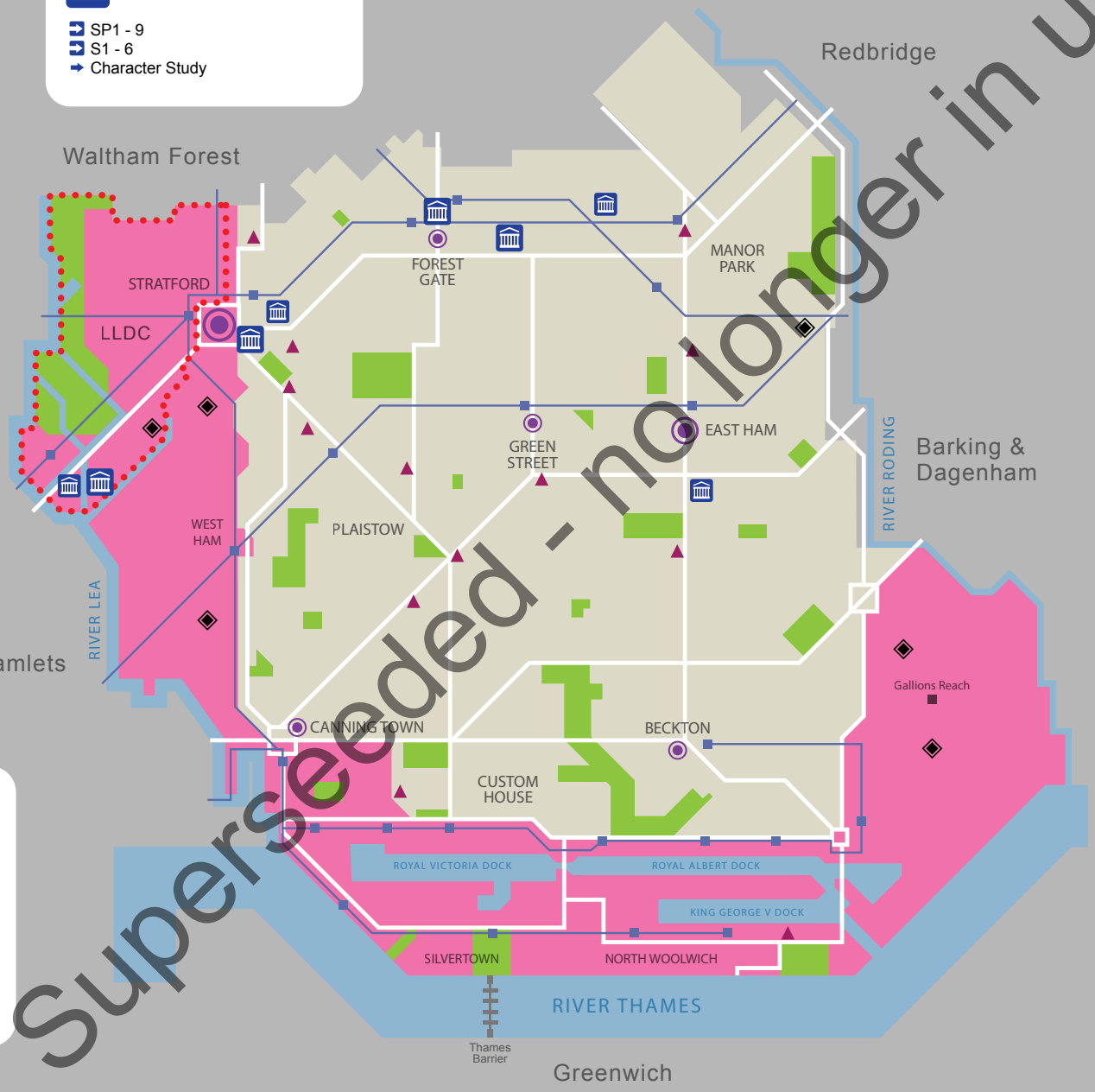
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\ Proposal assessment = NPPF + London Plan + Local Plan (S1 + S*n* + SP*n* / J*n* / H*n* / SC*n* / INF*n* as applicable)

• For the purposes of Neighbourhood Planning, the strategic component of each policy is set out at the end of each policy.

Fig 1.1 Spatial Portrait and Evidence Base

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Environment

- SC1 - 5
- SP2, SP8, SP9
- INF3, INF4, INF6,INF7
- S1 - 6
- Strategic Flood Risk Assessment (SFRA)
- Infrastructure Delivery Plan (IDP)

Heritage & Character

- SP1 - 9
- S1 - 6
- Character Study

Jobs

- J1 - 3
- S1 - 6
- INF5
- SP6
- Employment land Review Part 1 (supply)
- Employment land Review Part 2 (demand)

Homes

- H1 - 4
- S1 - 6
- NE London Strategic Housing Market Assessment (SHMA)
- GLA Strategic Housing Land Availability Assessment (SHLAA)
- Infrastructure Delivery Plan - specialist housing (IDP)

- Arc of Opportunity
- Urban Newham/Web of Opportunity
- Town Centres
- Local Centres
- Stations
- Selected Key Corridors
- Blue Ribbons
- Conservation Areas
- Local/District/Regional/ Metropolitan Parks
- Transport & Utilities Land
- LLDC Boundary

Town Centres & Community Facilities

- INF5, INF8
- SP6
- S1-6
- Town Centre & Retail Study
- Strategic Leisure Facility Needs Assessment
- Playing Pitch Strategy
- Infrastructure Delivery Plan (IDP)

Transport & Utilities

- INF 1- 4
- SP7
- S1 - 6
- Local Implementation Plan (LIP)
- Infrastructure Delivery Plan (IDP)

SWOT Analysis

STRENGTHS

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

2000+ new businesses each year

47.6% of population under 30

80+ languages spoken

WEAKNESSES

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

40% of Wards are in the 10% most deprived in England

14.9% population migrated either into or out of the Borough in 2016

OPPORTUNITIES

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

492ha of allocated development sites

30.5 km of riverfront and dockside

THREATS

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

12.09 ratio of house price to (lower quartile) gross earnings

4 months exceeded average NO_2 limits in 2016

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Plan objectives

	Overarching objective	Key points	Informs policies
1	**Optimise development opportunities in ways that benefit new and existing communities -** achieving convergence and resilience	• Activating and otherwise realising or reinforcing the value of assets to best effect at various scales - this is distinct from 'maximising development' • Using development to address existing weaknesses and threats to communities (examples include flood risk, poor employment prospects, lack of affordable housing and infrastructure deficits) • Harnessing growth and connecting people to opportunities arising from development in ways that ensure residents across Newham enjoy the same opportunities, access, health, prosperity and quality of life as other parts of London and the UK and individuals, communities and places can better weather hard times and change	**S1-6** **J1-3** **H2** **SC3** **INF1-9**
2	**Create high quality places and stable, mixed and balanced communities** where people choose to live, work and stay	• Delivering high quality safe and secure places that offer people choice to meet their needs over the course of their life time and changing circumstances, while preserving and enhancing Newham's distinctiveness • Reducing population churn and creating cohesive communities where people have a stake in the future of the borough	**S1-6** **SP1-9** **H1-4**
3	**Deliver good growth** – through mixed use, sustainable development that provides for quality housing, jobs and physical, green and social infrastructure	• Ensuring that growth (i.e. in housing numbers and population) is supported by sufficient infrastructure and jobs • Ensuring growth is not at the expense of the environment and resources and achieves changes in behaviour which are more sustainable, addressing cumulative impacts • Ensuring homes are not delivered at the expense of jobs and that quantity does not compromise quality	**S1-6** **SP1-9** **SC1-5** **INF1-9**
4	**Balance Newham's local and strategic roles** in meeting jobs, business, infrastructure and housing needs	• Whilst recognising the strategic roles Newham plays within London, it is important that the full range of local needs and issues are addressed as well as an element of strategic need • Acknowledging that certain strategic roles can have local benefits and help meet local needs, but that sometimes, local needs have to be prioritised	**S1-6** **J1, J2** **H1, H2, H3** **INF1-5, INF8**

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A vision of Newham in 2033

Growth

43k New Homes

60k New Jobs

49k Additional Residents

There's a wide choice of shops on my doorstep, great bars and restaurants and all sorts of events throughout the year. I used to go to Oxford Street and the West End, but now I don't need to.

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

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

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

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

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

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

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

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A vision of Newham in 2033 #2

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

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

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

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

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

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

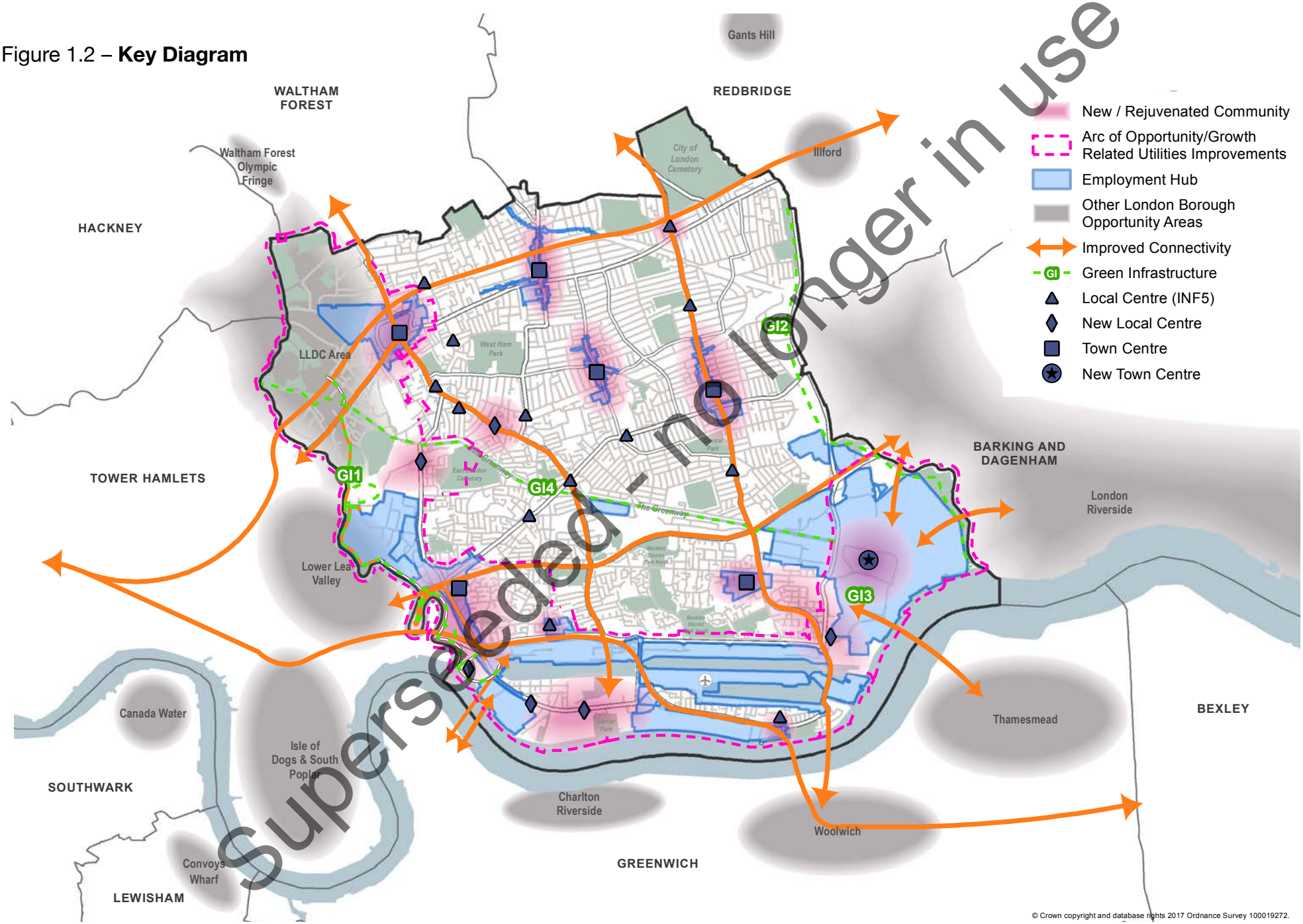
My son's school is nearby and provides a great environment for him to fulfil his potential. I can also get support at the local community centre, which shares a building with the GP and library – all really modern and inviting.

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

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

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Figure 1.2 – **Key Diagram**



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Spatial Policies

S1 Spatial Strategy and Strategic Framework

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Proposals that address and where appropriate accord with the following over-arching strategic principles, vision based spatial strategy and design and technical criteria will be supported:

1. Strategic Principles

a. Securing transformational change for the Borough and its residents with the overriding priority to build and reinforce communities and places that work and to ensure that growth contributes to achieving convergence and personal and community resilience, with new and existing communities, jobs, homes, services, spaces and facilities well integrated in connected, distinctive, successful, quality places;

b. Realising the potential and making best use of Newham's land, green space, blue ribbon network and heritage assets, connectivity, existing and emerging economic strengths, working to enable the delivery of at least 43,000 homes and 39,000-60,000 jobs between 2018 and 2033 to place Newham at the heart of London's march eastward and its global presence;

c. Higher density, genuinely mixed use, context sensitive development will achieve good growth, creating and sustaining new and rejuvenated inclusive, stable, healthy, mixed and balanced communities where people choose to live, work and stay and a borough where homes are not created at the expense of jobs, environmental and housing quality, provision and protection of family housing, or liveable scales of development, where employment uses can sit comfortably with housing and supporting services and do not undermine town and local centres, and where population growth is accompanied by jobs growth and timely delivery of supporting physical, social and green infrastructure, including that to address existing deficits and cumulative impacts;

d. Keeping Newham Moving through promoting a significant modal shift towards active modes of travel and public transport and ensuring appropriate investment in the quality and connectivity of its strategic and local route and communications network (road based and otherwise) and

e. Enabling Newham to become cleaner and greener, achieving sustainable development through all scales of development by maximising integration of green infrastructure, and other sustainable design, technologies and management techniques, including innovative approaches to energy requirements, air quality, flood risk and waste management.

2. Vision based spatial strategy

a. The greatest opportunities for change will come forward within the Arc of Opportunity which will be the primary focus for new job creation, infrastructure development, new town and local centres, carefully located tall buildings at public transport nodes, and the vast majority of new housing on large sites in Beckton, the Royal Docks, Canning Town and Custom House, West Ham and Stratford, reconnecting residents with the rivers and docks;

b. Urban Newham will see more incremental and smaller scale change in a 'Web of Opportunity' focused on Town and Local Centres and Crossrail stations, but will benefit from new development in the Arc and elsewhere through investment and improved connectivity within the Borough (notably north-south), and beyond (notably across the Thames and across London), and comparable attention to design quality, including carefully placed taller buildings, with wider neighbourhoods strengthened according to their particular character, assets and opportunities, making creative use of small spaces, redevelopment opportunities and retrofitting;

c. Successful mixed use areas will emerge and be sustained, notably in town centres, LMUAs and on Strategic Sites, and at a smaller scale particularly associated with social infrastructure investment;

d. A major but managed shift from traditional industrial activity will be achieved on Strategic Sites and LMUAs and more broadly along the Lower Lea Valley and in the Royal Docks Enterprise Zone towards employment uses in emerging growth sectors such as high technology and creative industries, night-time, visitor, retail, leisure and cultural economy, business and financial services, making best use of heritage and other assets in the area;

e. Heavier industrial uses, warehouses and utilities will continue to be concentrated, but will evolve and intensify in the Strategic Industrial Locations (SIL) in Beckton, Thameside East and West and Cody Road and smaller, locally significant industrial areas (LILs) elsewhere, supported by appropriate environmental enhancements, buffering, and active but consolidated wharves;

f. Whilst utilities infrastructure including transport depots, ferry access, sewage works and electricity pylons will continue to be present supporting growth and investment, its spatial impact will be minimised to help secure compatibility with other uses as these come closer; new utilities infrastructure will be particularly related to the requirements of modern sustainable living and environmental resilience;

g. Focused, vibrant, accessible and multi-functional Town and Local Centres will be strengthened according to their particular character, assets and opportunities as vital hearts to local neighbourhoods, with a clear hierarchy evident in function and form, from the Metropolitan Centre of Stratford, through to Major Centres at East Ham, Beckton Riverside and Canning Town, and District Centres at Green Street, Forest Gate and East Beckton, and local centres at other key transport nodes;

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h. New and enhanced open spaces and walking and cycling routes will be created throughout the Borough, making best use of the Borough's waterways and green spaces, securing the delivery of optimal route and nodal frequency, missing links and view corridors, to support the realisation of a connected, continuous permeable and legible movement and green space network; and

i. All new development will be well integrated with its surroundings to create successful high quality and well connected areas, including the limitation of tall buildings to identified suitable locations.

3. Design and technical criteria

a. Sites should be designed and developed comprehensively: the Council will resist the development of any sites in a piecemeal way, particularly where this would prejudice the realisation of the overall vision for the area or where timing of delivery would be unsupported by infrastructure. Large applications will be expected to be accompanied by realistic phasing proposals; and

b. The expectation is that Strategic Sites and any major unallocated sites should be masterplanned, with particular attention to:

i. The successful integration of the scheme with the wider public area (including the transport network) and compatibility with existing uses;

ii. The transition between and neighbourliness of, different uses both within the site and in relation to adjacent areas, as per policies SP8 and J2;

iii. The proposed mix and arrangement of housing types, sizes and tenures, as per policy H1;

iv. Delivery of key strategic links and connections set out in Policies S2-6 and INF2 of new local/town centres and multi-functional community facilities (notably schools), public open space and other green infrastructure;

v. The accommodation of tall buildings as per the strategic approach set out in Policy SP4; and

vi. The need to secure appropriate and proportionate contributions made by individual developments to the infrastructure requirements of the scheme as a whole.

Strategic Sites have been identified which will contribute to the delivery of these objectives. These are allocated by Policies S2-6, detailed in Appendix 1, and shown on the Policies Map. Figure 1 below identifies the Community Neighbourhoods and their respective S2-6 policy and Strategic Sites.

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy; 3. Design and Technical Criteria.

Justification

1.1 Newham has a vital role in the continuing development of London as a World City. It is a vibrant, dynamic and ambitious Borough that seeks to continue to maximise the opportunities for transformation and regeneration catalysed through the 2012 Olympic and Paralympic Games, wider sub-regional growth and other work by public agencies, and derived from excellent transport connections, a wealth of development land, established and emerging growth sectors, and a young, diverse and increasingly skilled population.

Overall, the Local Plan seeks to deliver 43,000 homes and 39,000 to 60,000 jobs between 2018 and 2033, as part of a series of new, genuinely mixed use places acting as a series of beacons across the whole area, woven into a fabric of equivalent quality and diversity.

1.2 This vision relates to the need to tackle the legacy of Newham's historic position in London whereby in being outside the more restrictive city boundaries, it became the disproportionately-favoured location for dirty, malodorous and noisy industry and infrastructure, and in turn suffered significantly from the demise of the docks and decline of certain traditional industries, and poorly designed social housing estates. While access to a wide range of infrastructure and employment uses is acknowledged as an engine for growth that the Local Plan seeks to reinforce, achieving transformational change requires significant improvements in the quality of design and overall offer of development, including a more balanced mix of uses, greater attention to local as well as strategic needs, better integration between and across sites and neighbourhoods, and more consideration of opportunity costs and externalities as well as benefits. In some cases this is about new types and forms of development; in others, however, it is about providing adequate protection for industry and logistics (some of London-wide significance) and opportunities to work locally, breathing and social spaces and the settings of places and particular assets.

1.3 Successful place-making and the creation and sustenance of sustainable communities in Newham, therefore, require careful management of development: optimising it in relation to strengths and opportunities – ranging from large scale vacant sites to small scale infill/ intensification and transition – rather than maximising it or pursuing singular agendas. This means pursuing quality, diversity and inclusivity not just quantity; long term sustainability as well as short term gains; balance in the provision of [types of] homes, jobs and physical, social and green infrastructure, addressing deficits as well as new needs arising; and ensuring investment in the Arc of Opportunity (the Arc) and the Web of Opportunity (the Web) provides opportunities for all of Newham's residents. Optimising development also means addressing the factors that have more traditionally meant Newham has been a 'port of entry' that people quickly move on from, (e.g. lack of housing choice, or quality schools) as well as new quality of life impacts arising from the scale and pace of development, together with issues relating to demographic and economic change in Newham and elsewhere. The latter includes for instance, an increase in older people requiring different types of housing; rising housing costs generating affordable housing needs; and continued relatively cheap rents drawing in

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disproportionate demand for certain types of space from outside of Newham which needs to be balanced against local need.

1.4 In turn, these considerations are important components of the Convergence and Resilience agendas pursued by the Council (and Growth Boroughs in the case of Convergence). This is about acknowledging the gaps in outcomes such as health and life expectancy within Newham and between Newham and boroughs further west, tackling causes and ensuring residents and businesses build resilience so they can weather more challenging times personally and through being part of a cohesive community and support networks. Population stability furthers this by ensuring that public and private investment in people is retained locally and generates local benefits, and by helping to foster strong local networks that pervade. Similarly, planning for mixed and balanced communities and diversity of economic opportunity makes for more resilient neighbourhoods and places, as it spreads risk and reduces vulnerability, making it less likely that they will suffer spirals of decline.

1.5 The spatial strategy sets out how this optimisation and good growth will be achieved across the Borough, acknowledging the different types of opportunities in different parts of Newham, conceptually represented by the Arc and the Web, drawing together more detailed positions set out in subsequent spatial and thematic policies and associated Strategic and Non-strategic Site allocations and designations. In doing so, and in interacting with the strategic principles, it also recognises that the relative scale of opportunity in the Arc is such that, as well as meeting needs arising from new growth, development there (often across several Strategic Sites which act in concert across community neighbourhood and borough boundaries) will have an important role in addressing existing deficits in Urban Newham, a role requiring further attention to connection/barriers between Urban Newham and the Arc.

1.6 Of additional over-arching significance is the need for comprehensive development and masterplanning, particularly of large scale Strategic Sites in order to help them achieve multiple objectives, but also where several sites/interventions/developments in close proximity need to work together to achieve desired outcomes, and more broadly to support integration of new and existing development, and neighbourliness which becomes evermore important as competition for land increases and uses must necessarily co-exist closer together.

Implementation

1.7 This policy sets out the over-arching vision for the Borough, explaining the Key Diagram and providing the strategic framework that other policies cascade from and connect into. Policies S2-6 set out how the Strategic Principles and Spatial Strategy will be delivered at the community neighbourhood level, including phasing. Policies S2-6 therefore set out the Strategic Sites and other local designations which will make a contribution to the delivery of housing, jobs, services and infrastructure within each areas, building on thematic spatial policies and other thematic criteria set out in policies SP1-9, J1-3, H1-4, SC1-5 and INF1-9, which should be referred to for more implementation detail. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

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1.8 In order to enable development of Strategic Sites and the Arc more generally, the Council will proactively engage with Duty to Cooperate partners and other stakeholders, including infrastructure and utility providers, developers and private landowners, and interested community groups, to remove barriers to delivery. This will include investigating a variety of means of funding and otherwise supporting infrastructure and other development-enabling interventions, (e.g. land assembly, decontamination, decking and undergrounding), ensuring that these occur prior to development occurring, or in a way that adequately future proofs.

1.9 Masterplanning is expected on all Strategic Sites and other more sizable windfall sites, notably those proposing multiple blocks/development platforms and a mix of uses. This will need to ensure no harmful impact on the living conditions of both existing and proposed residential occupiers and on the [multi-]functionality of new and existing spaces, (including workspaces and public open space) and secure integration of building heights, housing types, (including housing to meet the specialised needs of local residents) and tenures, safe and convenient sustainable transport access, town and local centres and community facilities, green infrastructure, (including biodiversity net gain) as well as between the site and the wider area. Such masterplanning should be the subject of early engagement with the public and other technical stakeholders, as well as consultation on different iterations as details are established. The Council's Statement of Community Involvement will be a relevant consideration in formulating a consultation strategy. Through this process it will also be expected that appropriate and proportionate contributions for individual developments to make to the infrastructure requirements of the scheme as a whole are indicated as per INF9 through an iterative process of capacity testing.

Monitoring

1.10 Output monitoring will look at policy use in practice and progress on Key Strategic Sites and headline IDP planning and project milestones achieved via in-house monitoring, given these are vital to achieve the transformation of places in line with the vision. Outcome-relevant principles such as 'good growth', and 'community cohesion' and 'resilience' are more difficult to quantify, though can be assessed through qualitative data gathered through regular Council-commissioned survey questions concerning satisfaction with the area and different aspects of life, the personal ability to 'bounce back' and perceptions about the extent people feel comfortable living amidst others who live locally, though these are clearly only partly influenced by planning. Others, such as achieving a more stable community are more easily associated with existing, widely available indicators, and can be compared with other authorities to help measure convergence, though Council Tax records will be used to look more closely at internal churn.

However, it is noted that the delivery of the policy vision and objectives is also reliant on the support of partner public sector agencies, members and residents, as well as the collaboration of private landowners, developers and organisations, and wider market forces will also have a significant impact delivery. As such, continued liaison and discussion to ensure that such stakeholders buy into the vision and strategic principles will be important, pre-empting any problems or seeking to secure early solutions.

Success, particularly regarding convergence will also be reliant on the application of all other thematic and spatial policies, hence monitoring should take place in the round as far as possible.

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Indicators:

i. S-OP-1 Strategic Sites Progress [Target: progress in line with the criteria and delivery timeline set out in Appendix 1];

ii. S-OP-2 Headline IDP milestones achieved [No specific targets, see IDP for timescales/key deliverables];

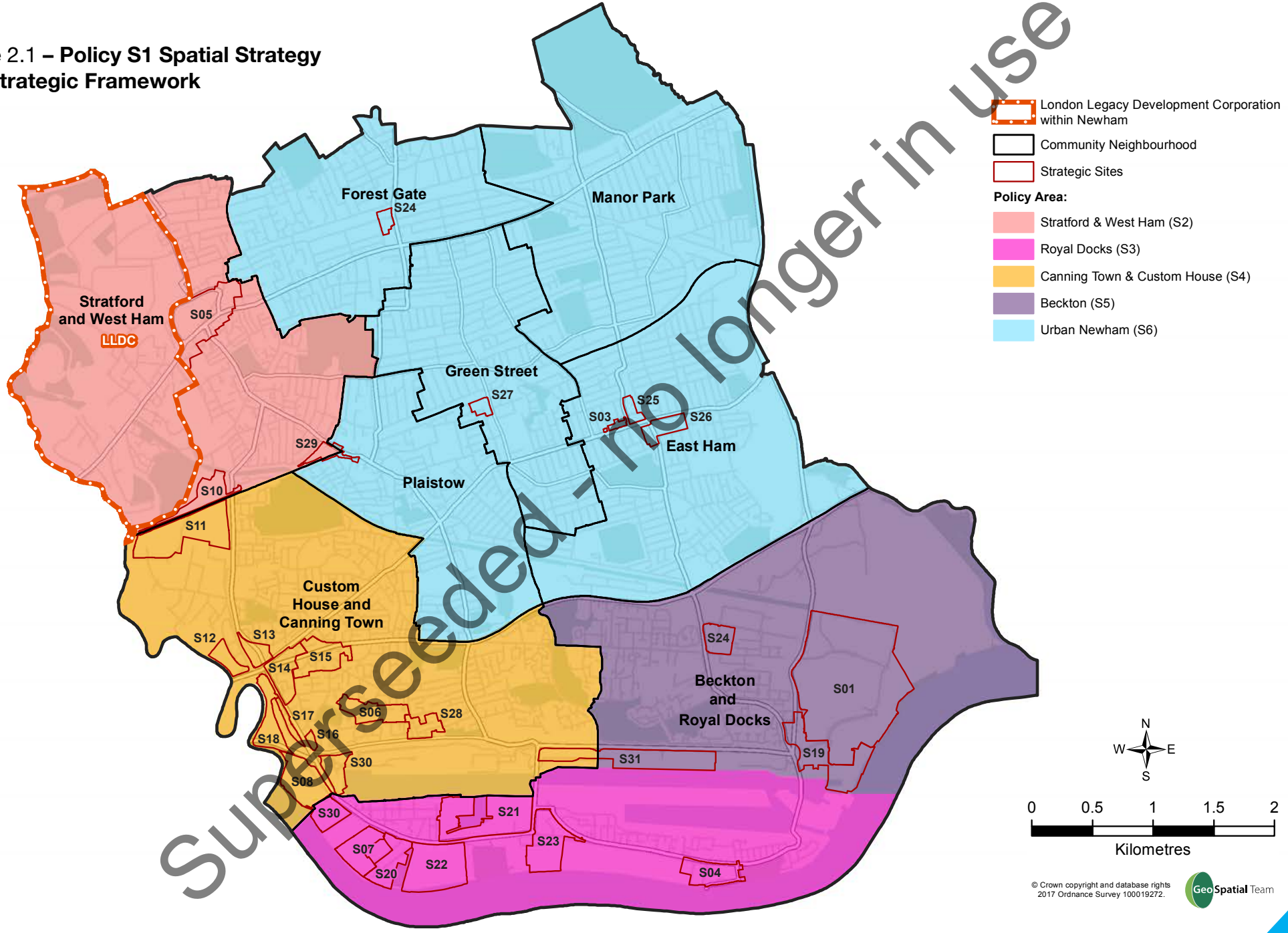
iii. S-OP-3 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iv. S-OUT-1- A Place People Choose to Live, Work and Stay:
   a. S-OUT1a Population Change through Migration [No specific target: churn should be reducing towards pan-London levels though in-migration likely to continue to be high due to strategic housing growth];
   b. S-OUT1b: Satisfaction with the Area [Maintain above 75%, should be improving];

v. S-OUT-2 Resilience:
   a. S-OUT2a: Local Area Cohesion [No specific target, should be improving];
   b. S-OUT2b: Personal Resilience [No specific target, should be improving];
   c. S-OUT2c: Life Satisfaction [No specific target, should be improving].

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Figure 2.1 – **Policy S1 Spatial Strategy and Strategic Framework**



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S2 Stratford and West Ham

Proposals that address the following over-arching strategic criteria and spatial strategy will be supported:

1. Strategic Principles:

a. Achieve a distinctive, varied and thriving Metropolitan centre, together with secondary intensification and regeneration focused around Plaistow, Maryland and West Ham stations, providing investment and carefully managed development to drive delivery of new and rejuvenated communities and significant economic growth;

b. The regionally significant economic role of the area will be centred on Stratford which will provide major employment and business opportunities derived from its international, regional and local connectivity , quality of environment and strategic retail growth (including a significant amount of higher order comparison goods), tourism and visitor economy including food, drink, arts and cultural, quality leisure and evening and night-time activity, and significant healthcare and education facilities (including higher and further education), together with the extensive service sector supporting these; and

c. Major new housing (at least 4286 units) and accompanying jobs growth and infrastructure provision will be delivered primarily on 3 Strategic Sites, acting in concert with those in adjoining neighbouring areas and well integrated with their surroundings, with non-strategic opportunities, including through Managed Transition and sensitive infill also being identifiable at locations close to other transport hubs and within the wider area.

2. Vision-based Spatial Strategy

a. Stratford will maintain and extend its success as a town centre, becoming more integrated through physical linkages, improvements to legibility and parity of design and public realm quality with Stratford City and the International Quarter, with a significant reduction in the dominance of traffic and comfortable, convenient pedestrian and cycling movement, and with its Metropolitan status and unrivalled transport connectivity marked by careful distribution of the tallest buildings in the borough. Variety and distinctiveness will be fostered by the range of uses in the centre; a mix of unit types and scales including market facilities; local, wider London and international customers, visitors and businesses; and re-valuation of its heritage and character assets notably the St Johns Conservation area and listed buildings and proximity to the Queen Elizabeth Olympic Park and local waterways;

b. Investment opportunities brought by Crossrail and associated public realm and interchange enhancements will improve the retail and service offer at Maryland local centre to better reflect its role as a gateway to Metropolitan Stratford and Urban Newham;

c. New Local Centres and community uses focused around West Ham and Plaistow stations will become resource hubs for surrounding neighbourhoods including significant new areas of housing, marked by new tall buildings and well-used by new and existing residents, local workers and others passing through the area;

Superseded - no longer in use

d. Outside of the Abbey Mills and Plaistow North Strategic Sites, which will see comprehensive development, residential hinterlands will undergo gradual renewal brought about by the cumulative impact of small scale changes, including public realm and smaller scale infrastructure improvements particularly focused on the Key Corridors of Romford Road, Leyton Road / Angel Lane, Manor Road and West Ham Lane / New Plaistow Road;

e. The area's other heritage and character assets, notably University Conservation Area, Church Street North ATV, West Ham Park and its setting and view towards St John's Church in Stratford, views from and access to the Greenway, and access to waterways, will be enhanced, ensuring that they form an integral part of the area's future through sensitive integration in line with Policies SP5, J1, INF6 and INF7;

f. Improvements to local permeability and connectivity, notably east-west south of the High Street, and across the High Street will overcome barriers to movement caused by railways, busy or disconnected roads, waterways, and key development sites to increase integration with surrounding areas and between new and existing communities;

g. Industry and transport facilities, notably the Jubilee Line engineering depots and smaller local businesses will continue to be present in the southern part of the area close to Abbey Road DLR station, but with LMUA sites at Maryland Industrial Estate, Grove Crescent, Canning Road West and Bridge Road Depot and additional micro-opportunities between Stratford and Maryland, moving towards lighter, cultural, creative and service uses more compatible with residential and other contexts, including the presence and adjacency of the Abbey Gardens and West Ham Pumping Station heritage assets;

h. Public transport access will be further enhanced, with significant improvements to interchange capacity in and around Stratford and West Ham Stations, step-free access improvements at Plaistow Station, and the development of new and improved services along the associated rail, tube, DLR and bus corridors;

i. The provision, quality and access to open space will be improved, including extending green grid links to the Greenway, the Lea River Park and Queen Elizabeth Olympic Park and improving access to the Abbey Creek, and waterways, and other measures to improve the activation of parks and open spaces;

j. New schools, further and higher education provision and healthcare together with flexible community spaces will develop at accessible sites in or well-related to centres and Key Movement Corridors, notably the Romford Road;

k. Local energy generation and district heating will be typical throughout the area with major developments being required to enable linkage to networks; and

l. In order to deliver the above vision-based spatial strategy, the following Strategic Sites sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:

S05 Stratford Central
S10 Abbey Mills
S29 Plaistow North

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy.

Justification

1.11 This Community Neighbourhood 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 the High Street and historic buildings in the old centre, including the major landmark of St John's Church, and the new green and sports infrastructure that form part of the Queen Elizabeth Olympic Park. Stratford is one of London's major transport interchanges with excellent accessibility to Central London and the wider region and international destinations. It has a large indoor shopping centre and cultural quarter, including the Theatre Royal, Stratford Picture House and Stratford Circus. However, since the 1960s the town centre has become dominated by traffic with the shopping mall surrounded by busy roads. Most of the village of West Ham was redeveloped for social housing during the 1960s-70s and few original buildings survive. Notable exceptions include the landmark Norman church of All Saints and its Church Road ATV setting, and West Ham Park with its remnant 19th Century setting and views out of the park towards Stratford church and Canary Wharf. The area also includes Abbey Mills pumping station, a major listed industrial building forming part of the setting of Abbey Mills strategic site.

1.12 The area is subject to major infrastructure investment including key transport projects such as Stratford International Station, Crossrail, and DLR enhancements. Major investment in the development of the Olympic Park and the delivery of legacy sites, , has already resulted in transformational change to Stratford and West Ham, bringing major development and investment in the quality of the environment and lifting Stratford to an international role. Significant challenges remain in integrating the new with the old, including equalising environmental quality and widening access to the new opportunities provided by major development. Further reducing barriers to movement and integrating these areas is a key objective for the Local Plan, as set out in more detail in policy INF2, the IDP and the Character Study; in principle, enhancements and new connections to Key Movement Corridors, the Greenway and the Leaway/Lea River Park, will play a special role in realising this objective.

1.13 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 Newham; and a destination in its own right. A strong connection will be formed between the existing town centre with finer grain retail, workspace and cultural assets, and Stratford City, with large scale new shopping and leisure facilities. This will create a vibrant place that will serve an international and regional community, given strategic transport connections already in place, whilst retaining a distinctive East End character. The town centre encompassing Stratford City and Stratford town centre will operate as an Employment Hub (see Policy J1), incorporating office, cultural, educational and community uses, as well as opportunities for high density residential development sensitively integrating with and enhancing the historic setting of the listed buildings and Conservation Areas. Further transformation in the quality of Stratford as an attractive and vibrant place will be sought, along with the implementation of specific public realm improvements. Improved links will also be created with surrounding neighbourhoods.

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1.14 Abbey Mills and Plaistow North Strategic Site will bring forward new, high quality mixed use development. Plaistow North will create a new focus for the local community through creation of a new local centre around the station. Abbey Mills will support the development of a new local centre at West Ham and will be set within the context of the River Lea, where new public open spaces and pedestrian and cycling routes extending north and south will be opened up, taking in heritage attractions such as Sugar House Lane, Abbey Mills, the listed gas holders and river heritage (the Lea River Park). New river crossings over the River Lea to Tower Hamlets will provide the links that will finally overcome the major barriers that have separated the borough from the rest of London for almost two centuries.

1.15 New housing is also being built on various sites in the area under the remit of the Mayor's London Legacy Development Corporation.

Implementation

1.16 The delivery of the three Strategic Sites will be key in the future development of the area, alongside continued cooperation with the LLDC to ensure that development either side of the border supports integration and cohesion. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

1.17 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.

1.18 The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance and advisory information is available as part of the Town Centre and Retail Study; Employment Land Review; Character Study; the Strategic Flood Risk Assessment, and IDP. All these documents can be accessed on the Council's website[1]. Airport safeguarding information and mapping can also be viewed on the Council's GIS system[2]. The London Heat Map[3] provides further detail with regards to the opportunities of delivering decentralised energy in the Stratford and West Ham area.

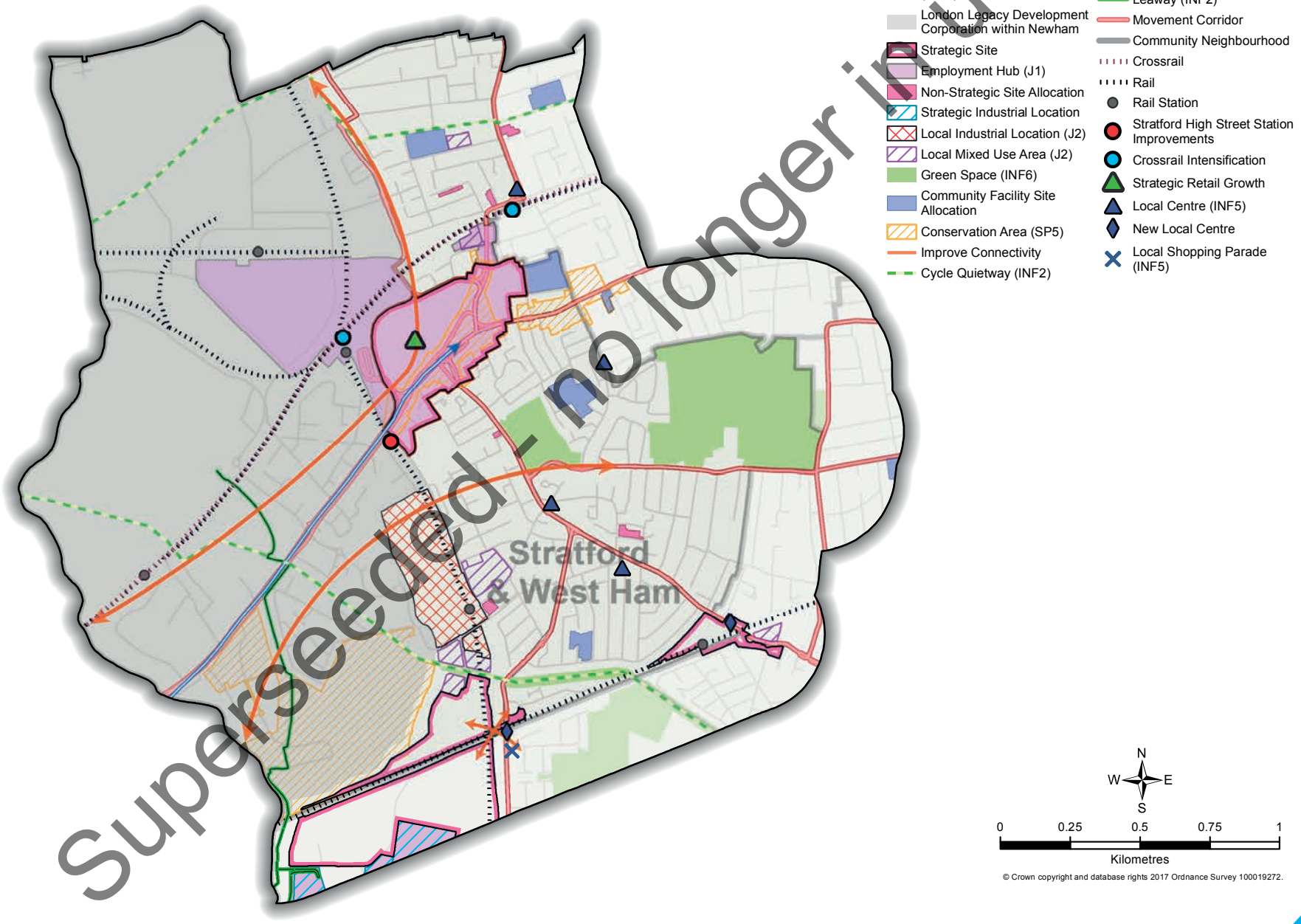
Monitoring

1.19 See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

Superseded - no longer in use

1 Local Plan development and review
2 London City Airport Main Constraints
3 GLA, London Heat Map

Figure 2.2 – **Policy S2 Stratford & West Ham**



Superseded - no longer in use

Note: The boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc.) will be replicated on the Policies Map

S3 Royal Docks

Proposals that address the following over-arching strategic principles and spatial strategy will be supported:

1. Strategic Principles:

a. The Royal Docks will become a unique and high quality waterfront mixed use urban quarter, realising the value of its many locational advantages and limited, plan-led, carefully Managed Release of employment land in combination with co-location, intensification and sensitive infill, and innovative responses to flood risk;

b. Delivery of at least 8404 new additional homes and significant numbers of the borough's targeted jobs growth will add to existing employment and communities and create new neighbourhoods. The majority of these will come forward on 7 Strategic Sites, acting together with those in neighbouring areas, with non-strategic infill and activation opportunities identified at scattered locations within the wider area; and

c. The Royal Docks will continue to perform a growing economic role in the production, conference, tourism and leisure, and increasingly higher education, social enterprise and green industry sectors, and incubation across a range of sectors including digital and creative, focused on the Enterprise Zone, which will be a world class business centre and an international forum for the exchange of knowledge and ideas.

2. Spatial Strategy:

a. Today's fragmented residential development will become consolidated into distinct but interconnected neighbourhoods, and benefiting from a network of new and enhanced green and open spaces and continuous waterfront access, and good access to stations, buses (including riverbuses), and an enhanced walking and cycling network. New neighbourhoods, at West Silvertown, Silvertown, North Woolwich, Royal Victoria Dock and Albert Basin, will each offer a range of quality community and social infrastructure including new schools, health care facilities, community meeting places and local retail and services, with further connections to facilities on the ExCeL estate and at Custom House/Freemasons local centre, and Canning Town, East Beckton, Beckton Riverside and Woolwich town centre;

b. New street-based local centres will be developed at Thames Wharf and West Silvertown focused around North Woolwich Road and the DLR stations, and North Woolwich Local Centre will be enhanced in terms of the quality and diversity of offer (including public realm) and nearby well connected complementary uses, with all centres benefiting from pedestrian and cycle links to neighbouring residential areas;

c. The sections of North Woolwich Road between Tidal Basin roundabout and North Woolwich Roundabout, and longer term, Albert Road between North Woolwich and Albert Island, will be reconfigured to provide high quality, active pedestrian environments at a human scale, and increased cycle and public transport network accessibility, in line with Policies SP7, INF2 and having regard to Policies INF6 and INF7;

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d. Industrial areas will re-vitalise in consolidated form at Thameside East and West, in the Albert Island (benefiting from Enterprise Zone status) and St Marks LILs, anchored by successful businesses committed to the area, and new wharf and boatyard facilities, and buffered by modern industrial, flexible business and warehouse buildings that are configured to provide the necessary transition to neighbouring residential environments, achieving waterside access, separation of industrial and residential traffic and making use of river based transport, where possible, and market sensitive diversification of the accommodation offer, which will be further complemented by mixed use cultural and creative hubs around North Woolwich Station and in the Silvertown Arches LMUA;

e. Consolidation of four safeguarded wharves in the Royal Docks (Thames, Peruvian, Manhattan, and Sunshine) at Central Thameside West on Peruvian and Royal Primrose Wharves will achieve no net loss of functionality or wharf capacity with additional development conforming with the associated SIL designation and complementing the wharves, including through maintaining access to them;

f. A package of river crossings, accessible bridges over the docks to the ExCel Centre and over the rail corridor between London City airport and Connaught Riverside, new riverboat services, improvements to the DLR and bus services (which will have evolved to address [new] desired patterns of movement) and access to Crossrail services will provide strategic and local access for residents and visitors;

g. London City Airport will continue to perform an important role in the area's international business and visitor connectivity and as the focus to an employment hub with measures implemented to support the optimisation of existing capacity and further mitigation of its environmental impacts, including improvements to public transport;

h. The area's key character assets, namely the open water and remaining historic buildings and structures of the docks, river/dockside views and access, and Victorian heritage of North Woolwich around the station, Woolwich Manor Way Area of Townscape Value, Lyle Park and Royal Victoria Gardens, will be re-valued and enhanced, whilst achieving appropriate mitigation of flood risk, ensuring that they form an integral part of the area's future, with building heights decreasing with distance from Canning Town towards the east;

i. Local energy generation and district heating will be typical throughout the area with major developments being required to link and/or add to existing networks in addition to the provision of significant new energy transmission and ICT infrastructure to meet business, residential and transport needs; and

j. In order to deliver the above vision-based spatial strategy, the following Strategic Sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:

S21	Silvertown Quays
S22	Minoco Wharf
S09	Silvertown Landing
S07	Central Thameside West
S20	Lyle Park West
S23	Connaught Riverside
S04	North Woolwich Gateway

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Vision Based Spatial Strategy.

Justification

1.20 The Royal Docks extend from Royal Victoria Dock and West Silvertown at the western end through King George V Dock and Royal Albert Dock, London City Airport to Albert Basin, Albert Island and North Woolwich to the east, connecting and providing a relationship between areas across several Community Neighbourhood Areas. Almost half of the area is water. Much of the area is industrial, particularly south of the docks, with important economic drivers in these areas and around including the ExCeL conference centre, Tate and Lyle, University of East London and London City Airport. The Docks have benefited from hundreds of millions of pounds of investment in recent years and the pace of change is becoming rapid, with new neighbourhoods emerging at Royal [Minoco] Wharf and an increase in planning applications coming forward on smaller sites, as well as infrastructure and social and economic regeneration projects underway partly under the auspices of the only Enterprise Zone in London. The Local Plan therefore needs to bring these opportunities together in a managed and coordinated way to maximise the long term benefits, acknowledging the opportunities for transformational regeneration, with potential to make a significant contribution to the borough's objectives for providing new homes, jobs and services complementing and, where relevant, spatially referencing the ongoing joint-working between the GLA and the Council on the Enterprise Zone's Detailed Delivery Plan and its financing, which will be further recognised in the evolving IDP.

1.21 In terms of design, some earlier development schemes were poorly integrated with each other and existing neighbourhoods, and the communities/neighbourhoods to the south of the Docks have lacked local facilities and defined Local Centres, as well as connections to nearby alternatives. The general quality of the urban environment continues to be a challenge with high levels of traffic, aircraft noise and heavy industrial activity, together with a lack of investment and legacy of poor post-war design in some areas, and some parts are isolated from the rest of Newham. The area's relatively dispersed historic assets, including the Millennium Mills and Silo D, Former St Mark's Church (Brick Lane Music Hall), and Victorian heritage of North Woolwich around the station and Woolwich Manor Way Area of Townscape Value, could also be better integrated and activated, and many form part of strategic allocations in the area that should help achieve this. Other important character assets include structures of the docks, river/dockside views and access, Lyle Park and Royal Victoria Gardens, as well as the more recent Thames Barrier Park.

1.22 With a Crossrail station opening at Custom House by 2018, reconfigured bus routes, enhanced DLR services, reactivating wharf operations and in the longer term, public transport links to the east and further river crossings, wharf consolidation and riverbus services, the strategic transport connections are improving. However, at a local level, finer grain connections for walking and cycling are still poor for local residents both within the Docks and from the surrounding area, and need to be improved, addressing key dock and rail corridor barriers, as well as the quality and comfort of the pedestrian and cycling experience, riverside and dockside access. Achieving the transformation of North Woolwich Road and Albert Road to pedestrian and cycle friendly activity streets, including through

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the activation of Silvertown Arches LMUA as a cultural hub, will be key to improving the connectivity and quality of the local environment.

1.23 London City Airport is a major employer and a catalyst for investment within the area, supporting London's international role. Its presence is being consolidated by the City Airport Development Plan (CADP) to help optimise its capacity, further mitigate impacts and improve public transport access. Further into the future, there could also be an opportunity to bring forward an additional Crossrail station at London City Airport, should impact tests be overcome.

1.24 A number of wharves on Thameside are safeguarded in the London Plan (and by a Direction from the Secretary of State), protecting them from development which could prejudice their future use for transporting goods by river. However, the wharves are spaced out across the river frontage and the land is in many cases underused, as such it makes sense to consolidate, reactivate and relocate wharf facilities at Central Thameside West (see Figure 2.3b above), subject to no loss of functionality or wharf capacity, which would free up part of the river frontage for, and further enable, mixed use development at Lyle Park West and Thames Wharf. This will need careful phasing, management and design on the part of these Strategic Site developments to ensure neighbourliness and transition between uses, ensuring the remaining SIL remains functional and, reflecting its regional economic role. The safeguarded wharf at Tate & Lyle's Thames Refinery remains operational and is not affected by the consolidation strategy. A London-wide review of safeguarded wharves has been commissioned, and the report will be published as part of the New London Plan in 2018.

1.25 Given the importance of the Royal Docks to the regeneration of Newham and development of London, and investment in strategic infrastructure capacity it is proposed to release a further part of Thameside West from its designation of Strategic Industrial Location at Lyle Park West and the western side of Silvertown Landing, adding to release already in train at Minoco Wharf. Similarly, partial managed release of SIL from Thameside East at the western side will allow for the delivery of a new riverside neighbourhood at Connaught Riverside, whilst sustaining the regional economic role of Thameside East, anchored by the Tate and Lyle sugar refinery. Policy J2 sets out the proposed Strategic Industrial Location release in the borough in more detail.

1.26 Woolwich Ferry and the foot tunnel are important gateways to the Royal Docks and Newham, and bringing together various smaller scale opportunity sites as part of North Woolwich Gateway Strategic Site provides an opportunity to secure transformational change, including activating and enhancing heritage and character assets and deliver additional cultural, community and creative uses, focused around North Woolwich Station, to complement the local centre adjacent, as well as significant new SIL capacity, to complement that further West.

1.27 Waterside sites, together with the scale of development, afford the opportunity to support more sustainable forms of energy generation and distribution, reducing the strain on the traditional grid, and taking advantage of existing network feasibility work, and projects planned and emerging, in line with policy INF4.

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Implementation

1.28 While the potential for transformation is huge, there is a need to take a coordinated, managed transition approach which considers the most appropriate locations for new and expanding neighbourhoods, a more efficient use of the land resources for employment uses, including wharves, modern warehousing and industry, research and technology, tourism, leisure and culture, media and service industries, and to ensure the Docks are better connected with the rest of the borough and beyond, as well as significantly improved local connectivity and permeability, walkability and cycling facilities. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

1.29 The Council will work with its partners including the PLA and GLA, to secure the release of the currently safeguarded Sunshine and Manhattan Wharves in the Royal Docks, and Thames Wharf in adjacent Canning Town and Custom House, upon their consolidation/ relocation within Central Thameside West; PLA are a consultee for any proposal affecting these wharves. London Plan policies and the Mayor's Safeguarded Wharves Review will also be relevant to assessment of proposals. In order to allow for the full range of river uses to continue, especially large sea-going vessels, PLA are also a consultee for any river crossing proposals.

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

1.31 The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it, along with associated technical studies (including the Character Study, the Strategic Flood Risk Assessment, Employment Land Review, and Retail and Town Centre Study) and the IDP. All these documents can be accessed on the Council's website[1]. The London Heat Map[2] provides further detail with regards to the opportunities of delivering decentralised energy in the Royal Docks. Airport safeguarding information and mapping can also be viewed on the Council's GIS system[3].

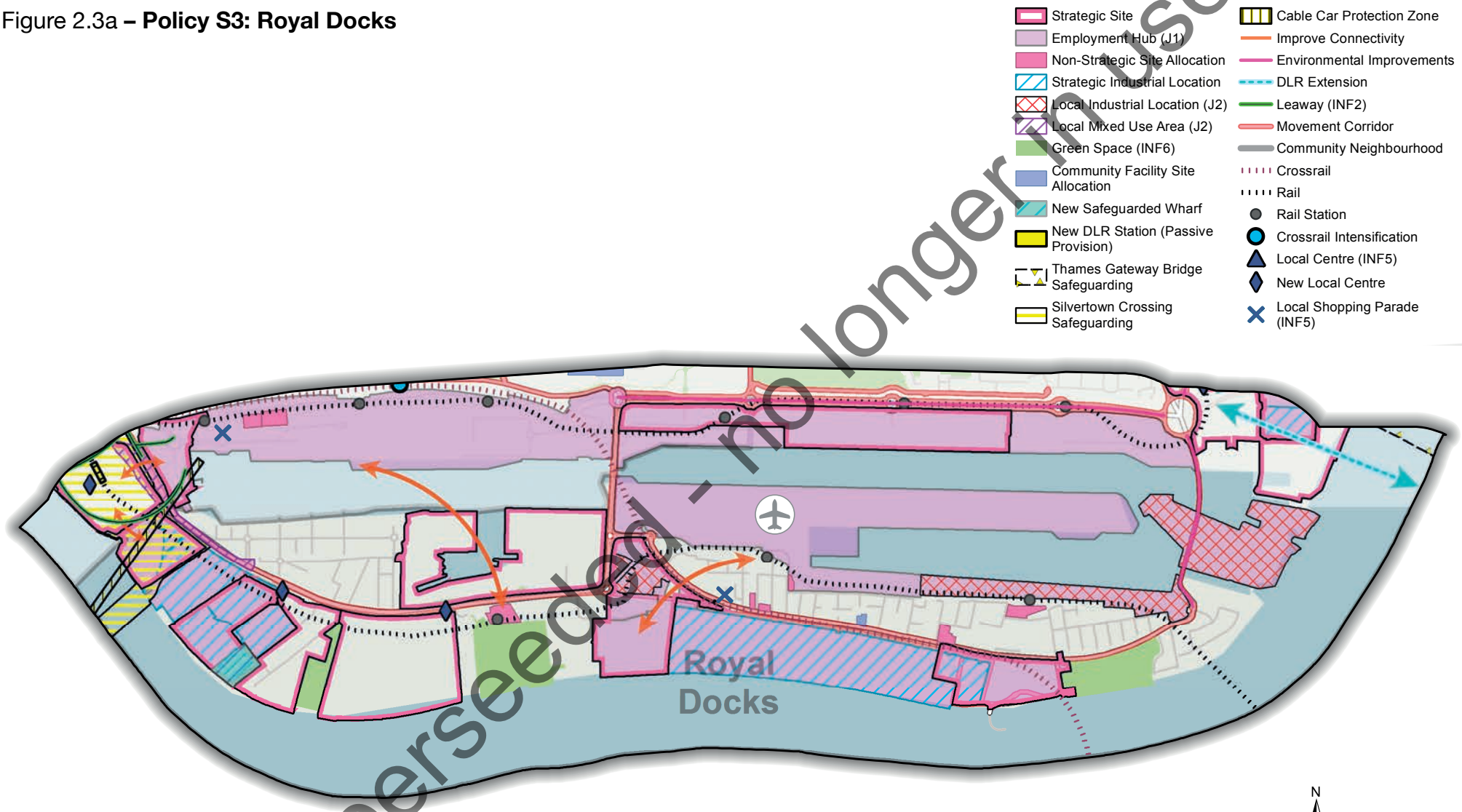
Monitoring

1.32 See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

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1 Local Plan development and review
2 GLA, London Heat Map
3 London City Airport Main Constraints

Figure 2.3a **– Policy S3: Royal Docks**

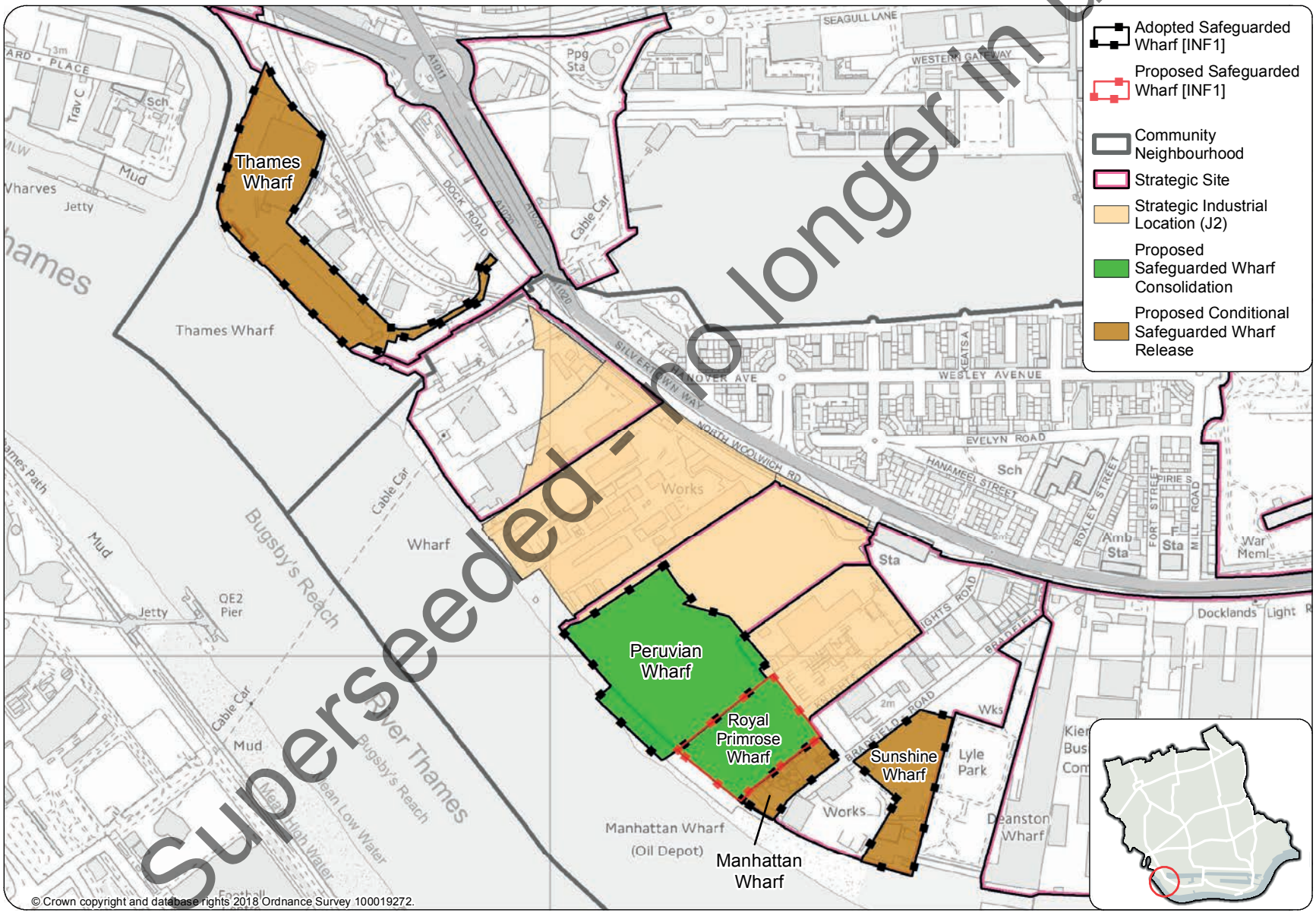


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Note: The boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc.) will be replicated on the Policies Map

Figure 2.3b **– Policy S3: Thameside West Wharf Consolidation Strategy**



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Note: The boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc.) will be replicated on the Policies Map

S4 Canning Town and Custom House

Proposals which address, and where appropriate accord with the following over-arching strategic principles and vision-based spatial strategy will be supported:

1. Strategic Criteria:

a. Achieve an enhanced, integrated, mixed and balanced neighbourhood including new waterside quarters, an expanded successful town centre at its heart and secondary focuses and intensification at Thames Wharf, West Ham and Custom House/Freemasons Local Centres, together with strengthened employment areas;

b. The area's regionally-significant economic role will be reinforced through further development of the existing warehousing, engineering and green industry, and visitor economy, business and conference clusters with good access to the Strategic Road Network, complemented by town centre growth and change towards Major Centre status, and bolstered by the new Crossrail station; and

c. Major new housing (at least 15,608 additional units), jobs growth and infrastructure provision will be delivered through a comprehensive programme of regeneration and renewal and managed release of SIL and associated wharf consolidation primarily on 12 Strategic Sites (acting in concert with those in adjoining neighbouring areas and well integrated with their surroundings), with non-strategic opportunities including through managed transition, activation and sensitive infill also being identifiable at locations within the wider area.

2. Spatial Strategy:

a. Canning Town town centre will be revitalised, intensified and expanded, growing in status – marked by some of the tallest buildings in the borough – as well as physical extent, benefiting from high quality public realm, a renewed market space, a better quality and mix of shops and other uses including leisure and workspace that improve activation, trade draw and dwell time, and improved east-west links to the station interchange and to adjacent residential neighbourhoods, functioning as an employment hub and broader focus for activity and facilities both during the day and into the evening. Variety and distinctiveness will be fostered by the range of uses in the centre; a mix of unit types and scale; and effective integration with the existing high street part of the town centre, surrounding neighbourhoods and heritage assets, including development of attractive gateway sites with complementary uses and settings and a careful distribution and composition of tall buildings that protect views and make appropriate transitions;

b. Custom House will become the primary gateway to south Newham and the Royal Docks with the opening of Crossrail. Custom House station will become the centre of an effective transport interchange that connects with Freemasons Local centre and through to the ExCeL Centre, London City Airport and beyond, supporting a renewal and expansion of the centre, welcoming both local residents and visitors to ExCeL and other dockside destinations. As the main north-south connection, Freemasons Road will become a place where people choose to walk, cycle and use public transport as well as stop and rest. Development will be intensified in the vicinity

Superseded - no longer in use

of Custom House and Royal Victoria stations, making best use of land including undergrounding of pylons should opportunities arise, whilst not contravening sustainable community and design quality objectives, achieving coherence and integration with other development in the area;

c. New local centres and community uses focused around West Ham and Thames Wharf stations will become resource hubs for new neighbourhoods and surrounding areas, marked by new tall buildings and well-used by new and existing residents, local workers and others passing through the area, with visitors drawn into the sites, towards the rivers by attractive parkland routes and onward connections;

d. Elsewhere, Abbey Arms will be a key Local Centre and resource hub, with further local shopping protected at Cundy Road, Fife Road and Western Gateway;

e. Two new streets will be created across the area: one residential in character, one more activity-based and including green infrastructure. These will provide important connections between the town centre, surrounding neighbourhoods, important and improving community facilities and open space, and the other key node of Freemasons/ Custom House;

f. Links will also be improved with surrounding areas including to the district centres at Bromley-by-Bow and East Beckton, to stations, the town centre from the south, the Lea River Park and Greenway, the Docks, ExCel/Royal Victoria and Royal Albert employment hubs, and the Thames, with new accessible bridges put in place and re-opened over rivers and other barriers, amongst others, along the Leaway (see Canning Town and Custom House Inset map) facilitated by the release of Mayer Parry and Priors Wharves, at Customhouse, over the dock to Silvertown Quays, as well as through general increased pedestrian and cycling permeability and comfort (notably along North Woolwich Road), interchange improvements, and bus routes that have evolved to address [new] desired patterns of movement;

g. Cody Road together with Prologis Industrial Estate will continue to be an important employment location, focused particularly on heavier industry, (include waste processing and engineering) warehousing and distribution, with Strategic Sites at Canning Town Riverside and Parcelforce, and the LMUA at Bidder Street managing the transition to residential to the north and south; Managed Release of SIL and the associated Safeguarded Wharf at Thames Wharf will occur in the context of wider industrial opportunities in the Royal Docks, allowing for re-location and re-provision/ consolidation off site;

h. The dockside mixed use leisure, convention, recreation and business district focused around the ExCeL Centre, Crystal Building and Cable Car, will be a further employment hub, with a focus on consolidation and integration within the area, addressing deficiencies such as lack of green space, poor pedestrian environment along Seagull Lane, the cumulative impact of tall buildings, and the barrier effect of the Crossrail line and of long linear development, developing new links with the complementary evolving employment hub at Royal Albert;

i. LMUAs at Bidder Street, Silvertown Arches, Esk Road and Beeby Road and additional micro-opportunities to the east of Canning Town Centre, will complement and further diversify the employment offer moving towards lighter, cultural, creative and service uses more compatible with residential and other contexts; smaller scale industrial

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opportunities will also be available at Butchers Road LIL;

j. Outside of the Strategic Sites – which will see comprehensive development replacing underused employment land and lower quality or poorly laid out housing and commercial uses with a wider variety of sizes and tenures in a series of high quality, well-connected, safe and sustainable neighbourhoods which have easy access to employment and new and enhanced community facilities – residential hinterlands will undergo more gradual renewal brought about by the cumulative impact of small scale changes and character-sensitive infill including public realm and smaller scale infrastructure improvements, particularly focused on the Key Corridors of Barking Road, North Woolwich Road, Victoria Dock Road, Silvertown Way, Manor Road, Freemasons Road /New Barn Street/Butchers Road/Munday Road, Hermit Road/ Grange Road/Upper Road, and Balaam Street;

k. New and improved open space connecting with the green grid and integrating and re-valuing heritage assets will be provided amidst large scale residential development and through the ongoing evolution of the Lea River Park linking the Queen Elizabeth Olympic Park to the Royal Docks and Thames and across to communities in Tower Hamlets, with continuous linear greenspace broadening out at Cody Dock and Royal Victoria West and into parks at Bow Creek Ecology park (which will be enhanced), and on the Limmo Peninsula and at the Bromley by Bow gasholders (which will be made publicly accessible and will make substantial contributions to district and local park deficits in the wider area);

l. Local energy generation and district heating will be extended in the area with Major developments being required to enable linkage to networks; and

m. In order to deliver the above vision-based spatial strategy, the following Strategic Sites sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:

S08 Thames Wharf
S11 Parcelforce
S13 Manor Road
S14 Canning Town Central
S15 Canning Town East
S16 Silvertown Way East
S17 Silvertown Way West
S18 Limmo
S28 Custom House/ Freemasons
S30 Royal Victoria West
S12 Canning Town Riverside
S06 Coolfin North

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Vision Based Spatial Strategy.

Justification

1.33 Canning Town and Custom House is a 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 strong visitor economy focused around the international conference and events centre, ExCeL.

1.34 Whilst the area has no Conservation Areas, fragments of important historic development are pepper potted throughout the area. Examples include the Grade II listed Roman Catholic Chapel of St Margaret, Memorial Baptist Church, and Chapel of St George and St Helena, Grade II listed pubs Fairbairn Hall and the Connaught Tavern, and seven Grade II listed gasholders at the former Bromley-by-Bow gasworks site in the north, and industrial heritage such as warehouses and cranes alongside Royal Victoria Dock. The Victorian Church of St Luke in Canning Town has a spectacular spire, visible from the 1930s Silvertown Way viaduct, (in itself notable for being the first 'flyover' in Britain) though it is surrounded on all sides by industrial development, post-war housing and contemporary flats. Parts of Barking Road in this area are also distinguished by a small number of buildings of local historic interest, forming the Barking Road (West) Area of Townscape Value that includes the former Canning Town library, one of a number of buildings established by John Passmore Edwards (a wealthy philanthropist) in the late 19th Century, and the adjacent Public Hall.

1.35 The area declined in the 1970s and 80s, 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. While investment, redevelopment and other regeneration initiatives spanning over a decade have helped improve the outcomes for local residents, much of the area still falls within the top 10% most deprived areas in England and Wales[1]. The need to turn this around, together with the area's excellent potential given its existing and improving connections – with a Crossrail station 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, which has identified the scope for comprehensive redevelopment on a number of key sites to make the significant changes to the area that this 'turnaround' requires. Whilst this is in train, it is a long term project. For example, the Town Centre Study 2016[2] recognises that, with significant changes having taken place since 2010 and more occurring and planned, Canning Town Town Centre is still in transition. As such this requires a continued emphasis on curation and management

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1 DCLG (2015), English indices of deprivation 2015
2 London Borough of Newham Town Centre & Retail Study Update 2016

of it as an evolving place, employment hub and town centre with Major centre potential. This includes fostering a range of uses, and unit types and scales, including affordable workspace and ensuring the quality and diversity of the offer is well anchored by uses that are likely to pervade, and contribute to an expanded trade draw, dwell time and activation into the evening as well as during the day.

1.36 However, the area's spatial planning needs extend beyond the Canning Town and Custom House Regeneration Programme area (see Spatial Policies Map), to the Royal Docks and up the Lower Lea Valley to West Ham. The strategy for the wider area includes activation of the Lea River by delivering the Lea River Park vision, including through appropriately sized and designed green spaces, revaluation of heritage assets, new walking and cycling routes and new bridge links to address both its continuity and connectivity to adjacent neighbourhoods. The masterplanning of Strategic Sites at West Ham and Thames Wharf, (as well as those in between) have key roles to play in this vision, as well as providing new foci for the communities to be created around them at their respective stations via, at Thames Wharf, managed release of the SIL and transfer of wharf safeguarding to the proposed consolidated wharf at Central Thameside West. While Canning Town Riverside also includes two safeguarded wharves, Mayer Parry and adjacent Priors, these have not been in operation for a long time and there are significant operational constraints that would need to be overcome to bring them back into use. In line with GLA's Safeguarded Wharves Review, it is expected that these wharves will be released from safeguarding. In the northeast of the area, the Greenway provides important connections as part of the wider green grid to Stratford, Plaistow, East Ham and Beckton, and its enhancement and further connectivity are important strategic objectives. Elsewhere, LMUAs will also provide an important opportunity to diversify and intensify the range of local employment opportunities beyond the main industrial areas and smaller LILs.

1.37 There are also significant developments planned at Bromley-by-Bow, and a greater emphasis on residential development in the localities bordering the area, particularly at Leamouth Peninsula, Poplar and Greenwich Peninsula, which may be mutually beneficial if appropriately integrated.

Implementation

1.38 The Canning Town and Custom House Regeneration Programme will deliver the majority of new homes, mostly on publicly owned sites, including substantive Council owned sites, and the remainder will be delivered through a combination of large and medium sized schemes outside the programme area, though again with substantial public sector land ownership (notably by the GLA), together with other small sites in a mixture of ownerships. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council. The area's many and increasing benefits, notably the arrival of Crossrail and scope for a new DLR station at Thames Wharf, together with wharf consolidation elsewhere, planned public realm, transport interchange, walking and cycling and social infrastructure investment, changes to the town centre to future proof it, and a buoyant industrial market and visitor economy linked to ExCeL, should help provide continued development momentum.

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1.39 The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance and advisory information is also available in relation to the Lea River Park concerning the vision, design codes, and potential connectivity projects[3], and in the Character Study, Town Centre and Retail Study, the Strategic Flood Risk Assessment, Employment Land Review and Infrastructure Delivery Plan. All these documents can be accessed on the Council's website[4]. The London Heat Map[5] provides further detail with regards to the opportunities of delivering decentralised energy in Canning Town area. Airport safeguarding information and mapping can also be viewed on the Council's GIS system[6].

1.40 London Plan policies, and the Mayor's Safeguarded Wharves Review[7], will also be relevant to assessment of proposals relating to the Mayer Parry Wharf, Priors Wharf and Thames Wharf. Consultation with the PLA is required in relation to proposals for Thames Wharf and any river crossings up to the PLA's navigational limits at the A13.

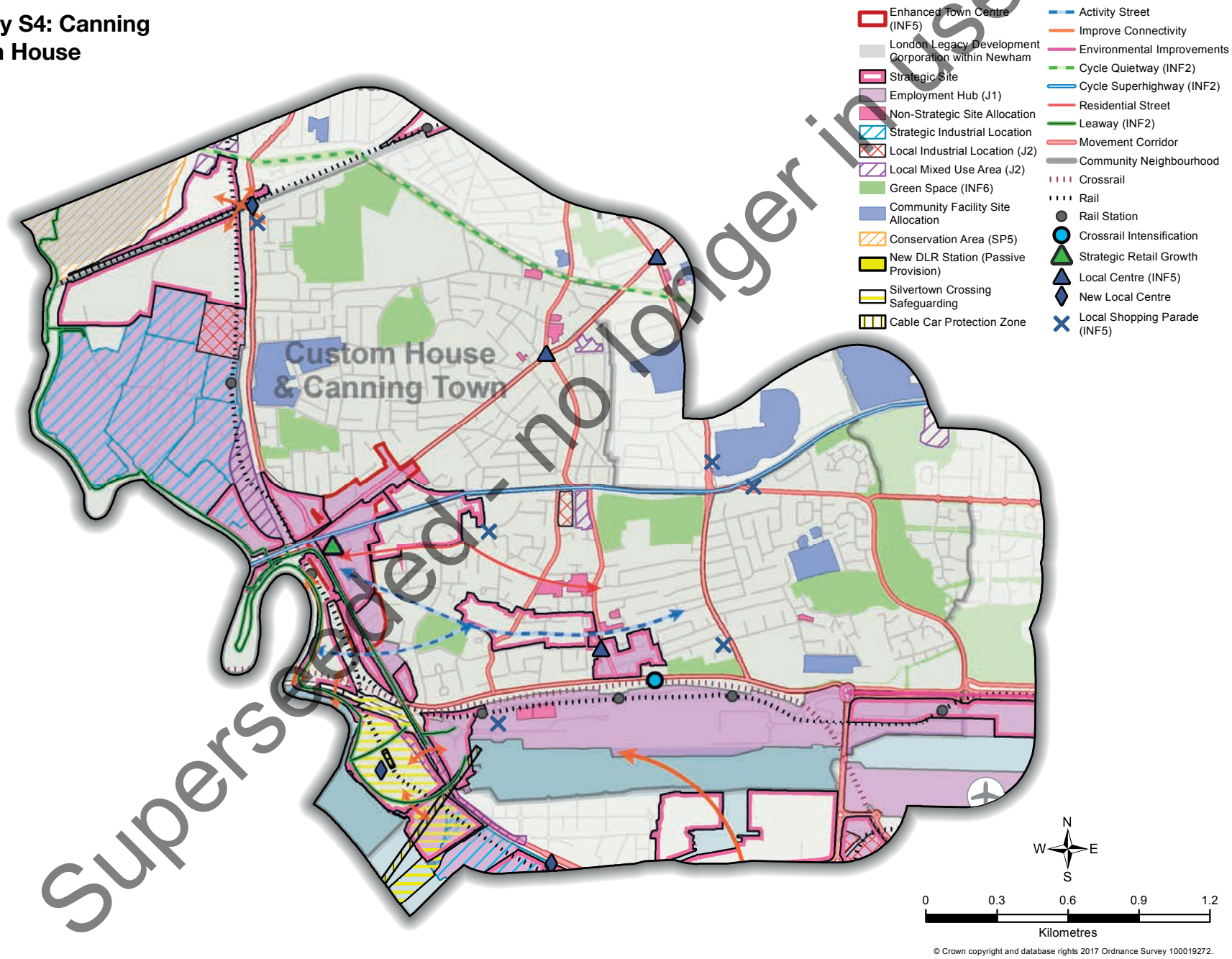
Monitoring

1.41 See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

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3 Lea River Park Constituent Authorities (2008), Lea River Park Primer, Design Manual, and Curatorial Approach
4 Local Plan development and review
5 GLA, London Heat Map
6 London City Airport Main Constraints
7 GLA, Safeguarded Wharves Review 2018 or latest

Figure 2.4a – **Policy S4: Canning Town and Custom House**

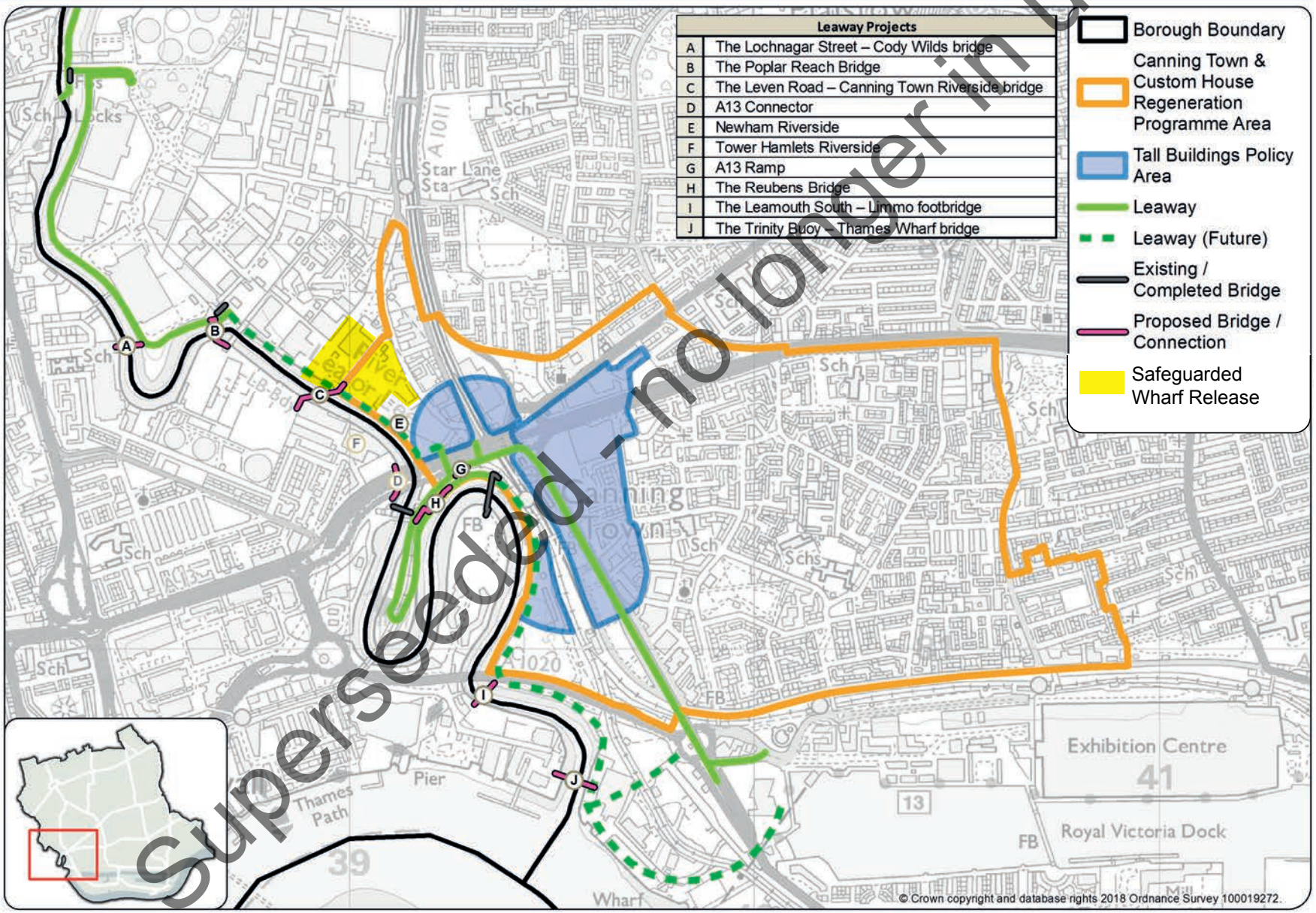


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Note: The boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc.) will be replicated on the Policies Map

Figure 2.4b **– Policy S4: Inset - Canning Town & Custom House**



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Note: The boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc.) will be replicated on the Policies Map

S5 Beckton

Proposals which address and where appropriate accord with the following over-arching strategic principles and vision-based spatial strategy will be supported:

1. **Strategic Criteria:**

a. Deliver a new well-integrated new piece of city whilst accommodating significant transport depot and waste and utilities infrastructure needs, a new internationally oriented hi-tech, knowledge-intensive business district benefiting from Enterprise Zone status, and renewal and improvements to the existing residential and industrial areas, focusing on their strengths as a green, family-oriented neighbourhood and a regionally significant centre for green industry, engineering, warehousing and logistics; and

b. Major new housing (at least 5278 units) and infrastructure provision and significant numbers of the borough's targeted jobs growth will be delivered primarily on 4 Strategic Sites (through partial Managed Release of SIL) acting in concert with those in adjoining neighbouring areas and well integrated with their surroundings, with non-strategic opportunities, including through Managed Intensification, and sensitive infill also being identifiable at locations within the wider area.

2. **Spatial Strategy:**

a. Beckton Riverside will provide a new hallmark mixed use area, building on the strengths of the riverside location, good Strategic Road Network access, [further] scope to extend MOL, continuous riverside access and optimal pedestrian and cycling permeability, and the established retailer commitment to the location, as well as extensive infrastructure investment yielding new connections including river crossings and station(s) and accessible community facilities commensurate with the scale of development. Gallions Reach Shopping Park will co-evolve and intensify to become a Major town centre for the area focused around a transport hub, in the mix of shops and wider offer provided, the variety of unit sizes, the connections with local residential areas including new housing in vertical mixed use formats within it, and reduction in the dominance of car parking;

b. Other new residential development, community facilities and small scale business use and a local centre at the station will consolidate the new community developing around Albert Basin, ensuring it is safe, with good connections to East Beckton District Centre, neighbouring UEL and the new neighbourhoods and town centre at Beckton Riverside, and convivial, continuous public space alongside the docks and river;

c. Royal Albert North will become a new state-of-the-art business quarter of international importance for high-tech, knowledge and cultural driven industries, benefiting from enhanced DLR access connecting with Crossrail, proximity to UEL and the University Technical College, green grid connections to open space and continuous dockside routes;

d. The East Beckton District Centre will be consolidated at the eastern end close to public transport links, and become less island-based and inward-looking, with an improved public realm, renewal of the convenience offer and a wider array of town centre uses, and better linkages between the precinct and other shops and services in the area, as well as local neighbourhoods; redevelopment of the adjacent Alpine Way retail park will enhance the centre's vitality and viability ensuring it is more clearly the commercial and community hub for the area, and better manage its integration with the residential

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development to the east, and successfully manage the transition to SIL to the north;

e. London Industrial Park and Gemini Business Park will continue to act as a significant component of the Borough's industrial offer, reflecting emerging growth sectors notably warehousing and logistics and taking advantage of links to road and river transport and SIL protection requiring their appropriate buffering, whilst through better integration with neighbouring areas, improving their comfort, convenience and permeability for pedestrians and cyclists with onward connection to public transport links and the river; Strategic Sites and to some extent unallocated retail parks offer some potential to relieve pressure on SIL, through the development of modern workspace that is more compatible (than core SIL uses) with other uses;

f. The 1980/90s suburban estate, with its good access to large areas of green and water space, and community facilities, will continue to provide an excellent location for families, with enhanced and expanded schools and healthcare provision. The area will become increasingly well-connected and legible, through improvements to bus and DLR services and efforts to reduce the barrier effects of the A13, Royal Albert Way, Royal Docks Road and the area's disconnected street pattern, together with public realm and natural surveillance improvements, along these and Woolwich Manor Way and in the local parks, securing improved routes to the town centre and the other retail parks in the area, DLR stations, Greenway, and the riverside/dockside and employment areas in between;

g. Links will also be improved with surrounding areas, with the extension of the DLR network and station capacity enhancements (including platform lengthening), and other new river crossings, and a reduction through design and masterplanning of the barrier effects of the surrounding roads, rivers, docks, railways, industrial areas and retail parks being addressed to connect with neighbouring communities and employment in Barking and Dagenham, East Ham the Royal Docks and across the River Thames;

h. Heritage assets will be better recognised including gas workers' cottages at Winsor Terrace, and remnants of dock-related buildings, whilst views from the Greenway, to and along the rivers, and to Shooters Hill will be enhanced;

i. The area will continue to be important for utilities infrastructure, with ongoing investment in the capacity, efficiency and [on and off site] mitigation of environmental and spatial impact at the sewage treatment works, former gasworks, and DLR depot, ensuring that overall development capacity, including in the immediate vicinity, is maximised. Modern waste processing and recycling is also compatible with industrial permissions, and should make use of river transport where feasible;

j. Low carbon local energy generation and district heating will be typical throughout the area with major developments being required to provide for connection and/or add to existing networks in addition to the provision of significant new energy transmission and ICT infrastructure to meet business, residential and transport needs; and

k. In order to deliver the above vision-based spatial strategy, the following Strategic Sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:

S19 Albert Basin
S31 Royal Albert North
S01 Beckton Riverside
S02 Alpine Way

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Vision Based Spatial Strategy.

Justification

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

1.43 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 future access to the Roding and Thames riverfronts are lacking. Given its proximity to the Royal Docks, a lack of public access, use and connection to the dockside is also surprising.

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

1.45 Beckton has cemented its position as the borough's premier industrial location, most recently with the Olympic relocations and investment by existing businesses at London Industrial Park, and development of Gemini Business Park. It is well served by the Strategic Road Network which connects to the M25 via the A13 to the east, Canary Wharf and the City to the west and the A406/M11 to the north. Additionally, the development of Royal Albert North is bringing forward a new business district of international importance, diversifying the employment offer available and stimulating further growth and investment, with further opportunities to capitalise on the Enterprise Zone status and the location's proximity to UEL and the University Technical College (UTC).

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1.46 The recent decommissioning of the expansive gasworks provides a unique opportunity to deliver a new piece of city in conjunction with the redevelopment and remodelling of Gallions Reach retail park into a town centre to service the growing local population, as part of Beckton Riverside Strategic Site. Substantial constraints remain to be addressed, including contamination, Thames Gateway Bridge Safeguarding, DLR depot growth needs, poor PTAL and connectivity to neighbouring areas, opening up and delivering additional green spaces and riverside access. The delivery of the site will require careful coordination of private and public sector stakeholders, careful phasing in the expansion of the retail park to a town centre in order to retain a balanced town centre network, and timely delivery of extensive infrastructure, including new bus links, a new station, and bridging over the River Roding.

1.47 Beckton nonetheless continues to have a significant role as a utilities infrastructure provider for the region, with a major sewage treatment works serving a large part of London, desalination and power plants, waste processing facilities at Jenkins Lane and the DLR depot providing for important strategic transport capacity. The sewage treatment works have undergone improvements recently to tackle odour issues, as part of the Lee Tunnel Project and Beckton Sewage Treatment Works Extension project, and other investment (including the Thames Tideway Tunnel project) continues to reinforce its strategic importance. The sewage treatment works' built form includes a visually dominant sludge-powered generator building and a number of large concrete sludge storage tanks. Whilst these uses are not going to disappear, it is the inevitable consequence of land becoming more scarce and development moving east that such utilities should work harder to ensure their environmental impacts are compatible with closer neighbours, and land take is minimised (see 5.63). The plan also signals via INF3 and S01 Beckton Riverside Strategic Site allocation the need to review waste capacity planning going forward, in light of the New London Plan and evolving development context. Implementation para 5.63 below provides more detail.

1.48 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 Importance for Nature Conservation (SINCs), and Metropolitan Open Land designations. However, much of this has limited public access and use, with scope for this situation to be improved with additional green space and connectivity work being undertaken through the masterplanning of Strategic Sites and complementary enhancements of the Greenway.

1.49 Existing energy plants, waste resources and waterside sites, together with the scale of development afford the opportunity to support more sustainable forms of energy generation and distribution, reducing the strain on the traditional grid, and taking advantage of existing network feasibility work, and projects planned and emerging, in line with policy INF4.

Implementation

1.50 Delivery of the spatial vision for Beckton will be through the development of the Strategic Sites, including land in public ownership at Albert Basin. The large Strategic Site at Beckton Riverside will require joint working with TFL on developing options for DLR extensions and a new station, DLR depot and river crossings; and with ELWA constituent boroughs on review of the Joint Waste Plan (see INF3). The Council is also a significant landowner in Beckton and will make best use of its property assets to support the Local Plan objectives

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for Beckton. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that development opportunities here mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

1.51 Other works, including sewage treatment works expansion and mitigation are the responsibility of statutory undertakers, with new adjacent development subject to Agent of Change principles set out in policy SP8, J1 and J2. Reducing spatial impacts of utilities and transport infrastructure more broadly will involve use of innovative technologies and formats, including provision for decking and over-development where appropriate.

1.52 The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance is available as part of the technical evidence base that supports these studies including the Town Centre and Retail Study, Strategic Flood Risk Assessment, Employment Land Review, Character Study and the IDP. All these documents can be accessed on the Council's website[1]. The London Heat Map[2] provides further detail with regards to the opportunities of delivering decentralised energy [connections] in Beckton. Airport safeguarding information and mapping can also be viewed on the Council's GIS system[3].

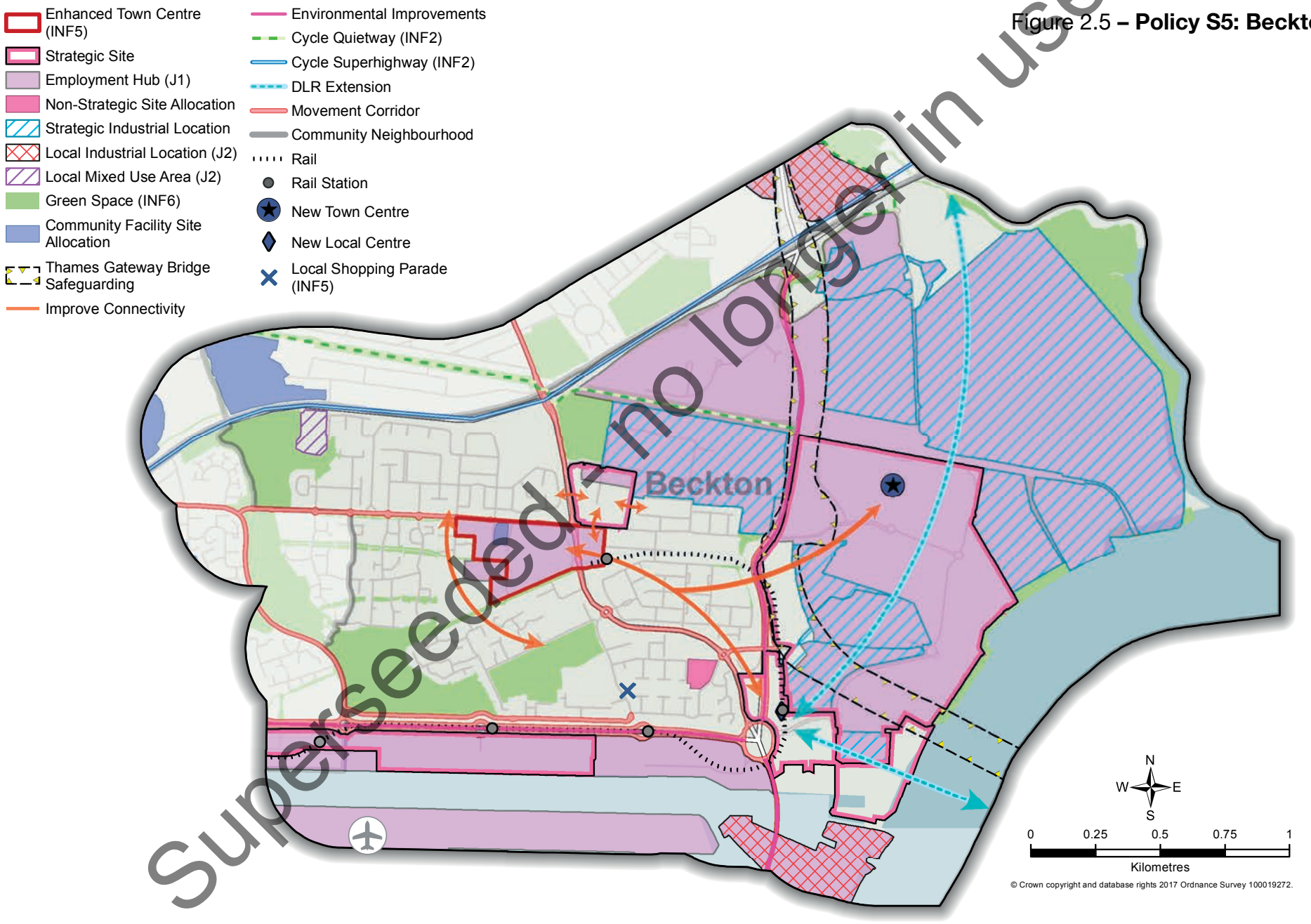
Monitoring

1.53 See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

Superseeded - no longer in use

1 Local Plan development and review
2 GLA, London Heat Map
3 London City Airport Main Constraints

Figure 2.5 **– Policy S5: Beckton**



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Note: The boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc.) will be replicated on the Policies Map

S6 Urban Newham

Proposals that address the following over-arching strategic criteria and spatial strategy will be supported:

1. **Strategic Criteria:**

a. Achieve a stable, cohesive Web of Opportunity through place curation and improved housing and infrastructure investment, diversification of local employment opportunities, revived town centres and new cultural offers: a place of many places, including gateways, centres, hubs and connections, and large and small breathing spaces;

b. The economic role of the area will be based on its town and local centres, as well as local entrepreneurship, with LMUAs and MBOAs offering a wide choice of workspace options, particularly for the growing cultural and creative sector;

c. New housing (at least 7856 new units) and accompanying jobs growth and infrastructure provision will be delivered across the area, partly on Strategic Sites well integrated with their surrounding communities and acting in concert with those in adjoining areas, but increasingly through non-strategic opportunities, including through Managed Transition and sensitive infill close to centres and key corridors;

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

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

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

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

h. Innovation will be called upon to develop new and viable uses for key heritage assets which will be re-integrated with their surroundings and neighbourhoods.

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2. Spatial Strategy:

a. Forest Gate

i. Forest Gate town centre will become an attractive and vibrant centre, retaining its urban village feel founded on established independent shops, arts and cultural activity and revitalised heritage assets. Further cafes and restaurants, community facilities, and retail variety, including a small to medium-sized foodstore, will add to the mix and quality of offer. Alongside commercial uses, new town centre housing will extend safer, more convivial activity into the evening. The town centre environment and new development will complement, integrate with and reinforce its attractive heritage identity and popularity of local neighbourhoods, and facilitate a better north-south integration of the centre across Romford Road, building on the opportunity presented by Crossrail and identified development sites; and

ii. Elsewhere in Forest Gate, town centre and Crossrail regeneration benefits will be spread into local neighbourhoods, with new development driving an upgrade to the public realm, and better management of traffic and congestion, particularly to transform the environment of key movement corridors of Romford Road and Woodgrange Road/Upton Lane; conservation and enhancement of its heritage assets including Victorian and Edwardian housing; and the provision of new open space. Accessibility to local employment will be further improved through intensification and small scale change at the town centre fringes and nearby mews and railway arches in areas identified as MBOAs, LMUAs and LILs. Most change, with the capacity for innovation, is likely to be focused on sites near the station, within tired post-war estates, and on parts of major routes, particularly Romford Road. Development within the setting of West Ham Park and Wanstead Flats will complement and enhance views from these spaces, and promote access to them.

b. Manor Park

i. Manor Park will see most change around the new Crossrail station which will gradually redefine and reinvigorate Manor Park local centre, creating a more significant focus to the area for the local community; and

ii. Associated regeneration benefits and smaller windfall sites will contribute to improvements in the public realm, including open space provision and conservation and enhancement of heritage assets, both along key movement corridors of Forest Drive/Station Road/High Street North, Romford Road, and Plashet Grove/East Avenue/Browning Road/Church Road/Little Ilford Lane where they can contribute to legibility, and within residential areas where they can contribute to the desirability of the area to live in. Accessibility to local employment will be further improved through new development in MBOAs, LMUAs and LILs identified along Romford Road and High Street North, and improved access to opportunities in Ilford and Barking. Most change and innovation will be focused along key routes where character and enclosure has been eroded. Development in the vicinity of Manor Park's cemeteries and Wanstead Flats will complement and enhance these spaces, promoting access to them.

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c. East Ham

i. East Ham town centre will continue to be important within the borough as a whole, with recognised heritage assets, employment, civic and community spaces, good accessibility by bus, foot and tube, and vibrancy and popularity added by its independent shops as well as a range of multiples. Through new development, particularly in the southern part of the centre, as well as renewal of existing floorspace, the centre will provide a better quality and mix of offer during the day and into the evening within an improved public realm that better manages pedestrian flows, has attractive gateways and revitalised and enhanced heritage assets. Complementary high density residential development will make use of the public transport accessibility, which will be enhanced with step-free station access. The town centre will be less linear, with primary activity spreading out towards its wider boundaries including an enhanced street environment at Ron Leighton Way, and clearer delineation of its boundaries; and

ii. Elsewhere in East Ham, most change will be focused on windfall sites along main roads, particularly Barking Road and High Street North and South, contributing to their improvement as movement corridors. There will be more general emphasis on conservation and enhancement of the residential environment and valued open space, attending to open space deficiencies in the centre of the area through green grid connections to existing spaces and opening up and activating Metropolitan Open Land in the east. Development within the setting of the Greenway will complement and enhance views from, and promote access to it. Local employment will be further improved through new development at and improved access to the LILs in Jenkins Lane and Folkestone Road and MBOAs near the town centre, as well as employment areas in neighbouring Barking and Ilford.

d. Green Street

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

ii. Elsewhere in Green Street, most change with scope for innovation will be focused along the key movement corridors of Barking Road, Plashet Road/Plashet Grove, Katherine Road, Green Street/Central Park Road and Romford Road, and in tired post-war estates, with a more general emphasis on the enhancement of legibility, movement experience and the residential environment, including the provision of new open space and protection of key Local Shopping Parades. The redevelopment of Upton Park football ground will significantly boost the southern part of the area providing new housing choice, modern flexible community facilities and renewed

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public spaces. Development within the setting of West Ham Park will complement and enhance views from the park, and promote access to it.

e. Plaistow

i. Plaistow will gain a new focus through the development of a local centre around the natural attraction of the station, complementing that at Greengate, with consolidation of other Local Centres as necessary, continuing to protect other key local shops and services as Local Shopping Parades. Most of the new development will be in the vicinity of the station and main roads, including LMUAs at Dulcia Mills and Ashburton Terrace, with good public transport accessibility (enhanced by step-free station access) and the need for enclosure reflected in appropriate densities and building heights; however, most post-war estates also present opportunities for change, incorporating improvements to connectivity. Innovation will be called upon to develop new and viable uses for key heritage assets which will be re-integrated with their surroundings and neighbourhoods, with development within the setting of West Ham Park and the Greenway complementing and enhancing views from these, and promoting access to them. Newham University Hospital will be an important employment hub in the health, community and education sectors.

f. Strategic Sites
In order to deliver the above vision-based spatial strategy, the following Strategic Sites, as shown on the Policies Map, are allocated for development as set out in Appendix 1:

S24 Woodgrange Road West
S25 East Ham Market
S26 East Ham Town Hall Campus
S03 East Ham Western Gateway
S27 Queen's Market

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Vision Based Spatial Strategy.

Justification

1.54 Urban Newham was built largely at the end of the 19th century and beginning of the 20th century as a neighbourhood for city workers, with access to central London via the rapidly expanding railway and horse tram network. The area is characterised predominantly by its rows of densely packed terraced dwellings. The area also contains a number of important parks, including West Ham Park, Central Park and Manor Park Cemetery and the City of London Cemetery (a Grade I Historic Park) which fit into the urban structure. During the war, bombing raids created large gaps in the urban fabric, which were subsequently redeveloped for social housing in the 60s and 70s. Recent change has included estate-based renewal, redeveloping high rise point blocks and other problematic post-war housing to lower rise, high density housing. Other change has tended to be incremental – making the most of infill opportunities as they have arisen, (e.g. on surplus railway land and former small scale industrial sites) often increasing local densities due to an increase in taller, flatted development.

1.55 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 2019 will open up more opportunities for development in Forest Gate, Manor Park and Maryland. This development will in turn enable the strengthening of the associated Town and Local Centres. These already exhibit local entrepreneurialism – as evidenced by activity in the centres and their fringes – and the borough's most popular parks (Central Park, West Ham Park) are in this area or at its edge. Most development opportunity is focused in Town and Local Centres as retail and local infrastructure requirements change, and through redevelopment of other non-strategic and windfall sites, notably in LMUAs where managed transition to employment-led development more compatible with their residential contexts is expected, providing finer grained local employment as well as new homes.

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

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proportions of new developments comprising smaller flats have contributed to high levels of population churn.

1.57 This policy seeks to address these issues and using the Character Study analysis to help direct change to contribute to and reinforce the distinctive identities of different places. While the size and density of development land in Urban Newham is more limited than in the Arc of Opportunity, the strategic and non-strategic sites identified, together with other designations, create a web of opportunity to cumulatively deliver transformative change in this part of the borough.

Implementation

1.58 The Council is a significant landowner in Urban Newham and will look to work with partners, adjoining landowners, local businesses and business groups and developers to bring regeneration and renewal to centres at East Ham, Green Street and Forest Gate, and where other opportunities arise to provide new/improved schools, community facilities or open space. Whilst an approximate housing delivery has been calculated in accordance with methods described in the accompanying text of policy H1, it is acknowledged that evolving development opportunities mean that delivery may well far exceed the current estimates, in which case infrastructure requirements will need to be re-visited in discussion with the Council.

1.59 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.

1.60 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.

1.61 The policy is in effect the detailed spatial expression of many of the thematic policies in the plan which should be read and deployed in conjunction with it. More detailed guidance and advisory information is available as part of the associated technical evidence base including the Town Centre and Retail Study; the Employment Land Review; the Strategic Flood Risk Assessment, the Character Study and the IDP. All these documents can be accessed on the Council's website[1]. Airport safeguarding information and mapping can also be viewed on the Council's GIS system[2].

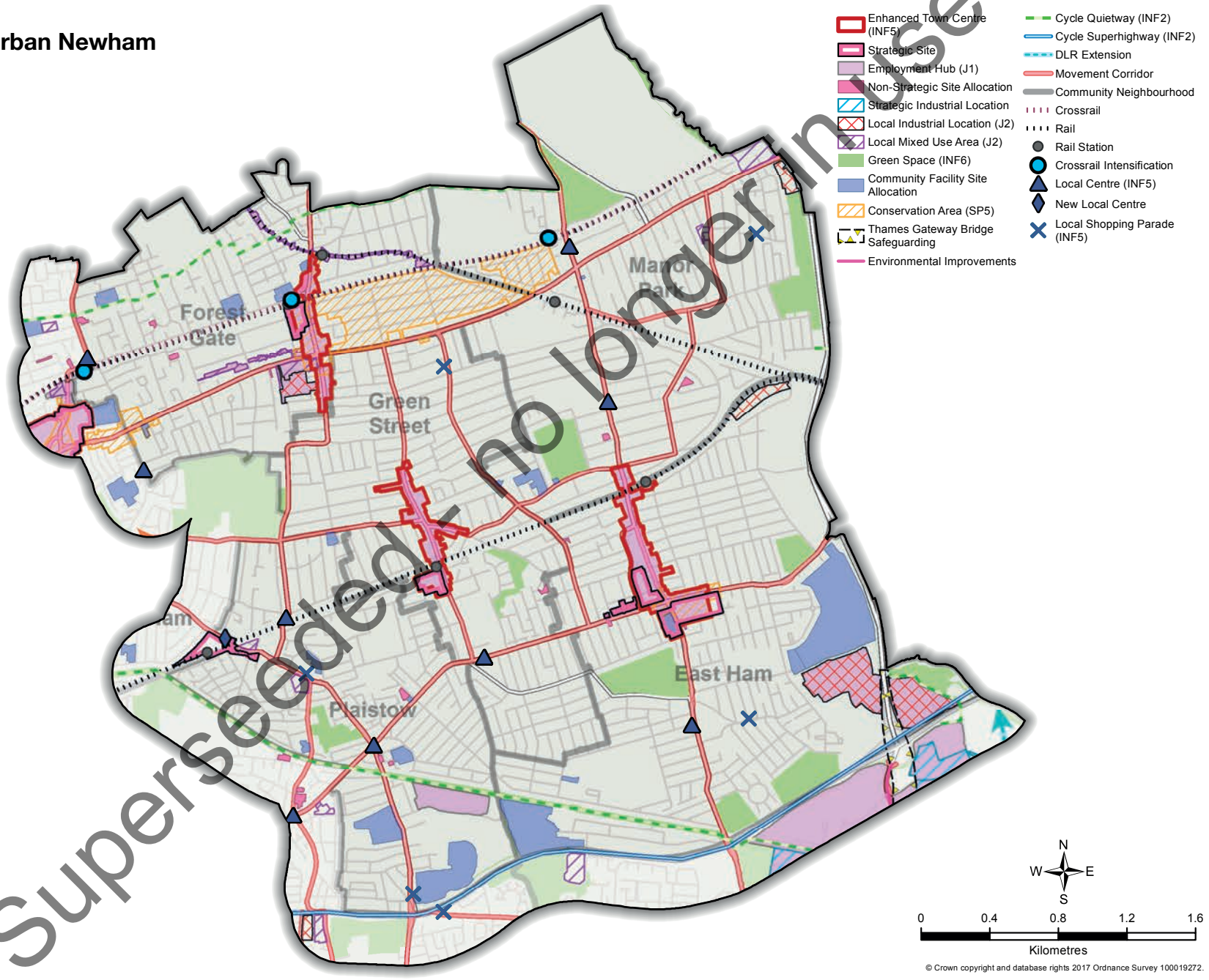
Monitoring

1.62 See S1, noting that S-OP-1, 2 & 3 and S-OUT-1b can be broken down by CN/spatial policy area.

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1 Local Plan development and review
2 London City Airport Main Constraints

Figure 2.6 – **Policy S6 Urban Newham**



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Note: The boundaries on this map, and other fixed lines/areas (i.e. excluding indicative arrows etc.) will be replicated on the Policies Map

Successful Places

SP1 Borough-wide Place-making

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

1. Strategic principles

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

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

2. Spatial strategy

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

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

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

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

iv. 'Edges' and severance between different parts of the borough and neighbouring areas; and

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

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles.

Justification

2.1 Creating successful places is the lynchpin of the Plan's key objective to create a borough where people choose to live, work and stay, as well as being identified as important at a London-wide and national level. This policy and definition of place-making defines the macro-level ingredients that 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. The policy thus supports the other objectives of the plan to optimise development and to deliver growth in cooperation with Newham's strategic partners most notably the Greater London Authority.

2.2 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.

2.3 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.

2.4 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.

2.5 This policy, therefore, directly relates back to the Vision (Policy S1) - that Newham should be covered by a more coherent and comprehensive range of readily identifiable, connected and integrated successful places.

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Implementation

2.6 Place-making is equally applicable to existing Urban Newham (web of Opportunity) as to the urbanising Arc of Opportunity. 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 Design and Access Statements. The starting point for these should be the latest Character Study as well as more detailed site context analysis, and any other area-specific guidance.

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

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

2.9 Comprehensive development and masterplanning as per S1 will help achieve large scale successful place-making that delivers new distinctive but integrated and well-connected places.

Monitoring

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

Indicators:

i. SP-OP-1 Place-making support
   a. Up to date Character Study and other extant locally-specific place-making guidance where relevant. [up to 5 years old] ;
   b. Environmental Improvement schemes implemented [No specific target] ;
   c. Developer contributions for environmental improvement schemes [no specific targets, monitor for ongoing commitment to improvements and adequate mitigation];

ii. SP-OP-2 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iii. SP-OUT-1 Successful Place-making:
   a. Crime and fear of crime [No specific target, should be improving];
   b. Satisfaction with the area [No specific target, should be improving].

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SP2 Healthy Neighbourhoods

Development proposals which address the following strategic principles and spatial strategy, and technical criteria will be supported:

1. Strategic Principles and Spatial Strategy:

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

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

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

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

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

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

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

vii. The need for new or improved inclusive open space and sports facilities, including good quality, secure and stimulating playspace and informal recreation provision for young people and accessible natural greenspace and bluespace to encourage greater participation in physical activity and provide relief from urban intensity, as per INF6 & 7; and

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

2. Design and technical criteria:

a. The requirement for major development proposals to be accompanied by a health impact assessment detailing how they respond to the above contributors to health and well-being, including details of ongoing management or mitigation of issues where necessary.

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles.

Justification

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

2.12 Planning by delivering growth and optimising development in accordance with the overarching objectives of the Plan can play a crucial role in addressing these issues, and Newham has a unique opportunity in terms of the development 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.

2.13 Across much of the borough the number of hot food takeaways and relatively poor availability of healthy food remains a cause of significant public concern, with key links made with child's and adult health, as well as wider amenity issues. The cumulative impact map of the borough in respect of hot food takeaways shows extensive areas of saturation (see SP9 and associated evidence base). Planning has come forward as an important agent in tackling the number of hot food takeaways in Newham by controlling their spatial distribution so minimising their impact on public health particularly in relation to schoolchildren. Young people's access to such food, and the dietary patterns with health consequences that are established at a young age are an acknowledged concern at national level.

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

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reducing the time needed to access essential goods and services.

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

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

Implementation

2.17 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. As such, implementation is generally through the deployment of other policies signposted, notably SP9 for management of cumulative impacts, and SP8 for management of externalities.

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

2.19 For this reason, the trade-offs between the provision of more centralised, economically efficient, modern and specialist facilities, and retention of local facilities, need to be carefully considered. Equally however, attention to the quality of walking and cycling links between housing and facilities is important, as distance is not the only factor in encouraging active travel. This includes providing for quieter routes that are less exposed to high traffic levels and hence air pollutants, though also trying to reduce polluting travel modes on all roads through encouraging sustainable freight and cleaner engine technologies, as per INF1, INF2 & SP7.

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

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

2.22 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.

2.23 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.

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

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

2.26 Further expert advice is available from health care partners (currently Newham CCG) and the Council's Public Health Team as well as the guidance from the London Healthy Urban Development Unit (HUDU)[1] and updates as appropriate. This will also be drawn upon in the assessment of planning applications, alongside input from environmental health and design colleagues.

Monitoring

2.27 The monitoring framework includes specific performance indicators relating to Healthy Neighbourhoods upon which the relevance and efficacy of Policy SP2 will be assessed. The outputs for the Healthy Neighbourhoods policy will be extracted mainly from decision making and statutory procedures in planning development management and enforcement,

1 HUDU Website

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licencing and environmental health. The outcomes will be assessed in the Joint Strategic Needs Assessment, the Newham Survey and Newham Health Team reports.

Indicators

i. SP-OP-3 Healthy Urban Planning:

   a. No. of new takeaways permitted [no specific target: monitor for evidence of downward trend or sustained low levels];

   b. Unresolved public health/environmental health objections [No specific target: should be minimal];

ii. SP-OP-4 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny];

iii. SP-OUT-2 Healthy Urban Planning:

   a. Mortality rate;

   b. Rates of physical activity, childhood obesity and mortality linked to circulatory diseases;

   c. Air Quality Exceedances;

   [All to be monitored against London average where possible; otherwise monitor for appropriate trends in line with IIA objectives].

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SP3 Quality Urban Design within Places

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

1. Strategic principles and spatial strategy

a. The expectation that all development realises a high quality of urban design in the new buildings and spaces created, helping to engender safe, sociable and inclusive mixed and balanced communities and places that people feel proud of;

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

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

d. The importance of minimising environmental impact, with sustainability features incorporated into buildings, spaces and neighbourhoods at an early stage of the design process in line with Policies SC1-5;

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

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

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

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

2. Design and technical criteria

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

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

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles.

Justification

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

2.29 Good design must encompass the balance and configuration of uses and connections in an area with implications for accessibility and travel time, road safety and efficiency, efficiency of land use and management of flood risk, flexibility over time, activation of spaces, safety and security, legibility, amenity and attractiveness. It is thus vital that design initiatives are considered on an area basis rather than a singular building or plot basis, in order that cumulative impact on these matters are properly considered, and that land uses are configured to best strategic effect. Failure to do so can erode legibility and is often unsuccessful, as reflected in the numerous poorly located and frequently vacant ground floor commercial premises in Newham, creating inactive frontage and hostile street level environments, and concern about congregations of unmitigated 'bad neighbour' uses, notably takeaways and bars (See SP9). Good design requires careful strategic planning in order to balance noise-sensitive uses and viable but noisy industry, and to address flood risk – so that responses (e.g. elevated ground floors) do not cause problems of their own (e.g. inactive frontage). Temporal considerations may also apply – ensuring that development plots or premises that are vacant awaiting construction or occupation are activated through 'meanwhile' uses that bridge the gap to longer-term visions.

2.30 However, also important is the range, quality, sustainability, accessibility and integration of design responses provided in an area, ensuring that there are choices available that reflect diverse and changing needs and aspirations, whilst avoiding social segregation, contributing to community inclusivity, mix and stability which are key Council priorities. Design quality considerations include the durability of materials and the appropriate scaling

1 CABE, 'The Value of Good Design'; CABE, 'The Cost of Bad Design'

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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.

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

2.32 Spaces around buildings, including streets, parks, squares and so on are as important as buildings themselves in contributing to people's experience of the built environment. Safety and security considerations are paramount for local people, and can deter people from using the public realm, public transport and particular buildings, as well as affecting how comfortable they feel in their own homes and places of work, and some groups are particularly affected (see IIA). In fact, most people have a low chance of being victims of crime but the numbers of people that are afraid or worried about something happening to them are relatively high. Increasingly, anti-terrorist measures[2] and, in some places, and in relation to some uses (e.g. large leisure venues, stations) measures to manage large volumes of people (crowd safety) will be important. As well as activation, diversion/ dispersal, and surveillance provided by the arrangement of uses, provision of good lighting and sight-lines, a choice of routes in, out and across spaces, clear delineation of public and private space, and durability and maintenance are important. Embedding Secured by Design principles fits with the obligation referred to in SP1 (Section 17 of the Crime and Disorder Act 1998, duty to prevent crime and disorder). The scheme has proven results in reducing crime and the fear of crime, with up to 75% decreased chance of being burgled and a 25% reduction in criminal damage[3]. The scheme is also successful at reducing anti-social behaviour, through a raft of measures including robust communal door standards, access control and careful design / layout of new homes. High crime can be a factor in why people move home and in the Newham context implementation of the scheme will have a role to play in reducing population churn.

2 Letter from the Chief Planning Officer (DCLG) emphasised the important role the planning system plays in ensuring appropriate measures are in place in relation to counter-terrorist and crime prevention security.
3 Secured by Design Website

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2.33 The public realm has multiple roles, including as incidental social and play space and as such, considerations such as ease of access for all, features of interest and flexibility of use, including playability, de-cluttering and shelter will be important. Natural greenspace or views of it will also add to sustainability and health benefits. In addition, 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

2.34 Developers should explain and justify their response to the components of good design set out in this policy and reasoned justification within the mandatory Design and Access Statement. The submission of a Building for Life[4] assessment is encouraged. The London Plan Housing SPG[5], and the East Thames High Density Toolkit[6] are valuable in structuring such statements, and guide the applicant to how the policy criteria can be met. Expert advice will be taken within the Council to support assessment of Design and Access Statements from Environmental Health and Design Officers and from the independent Design Review Panel. The Newham Character Study[7] should be a starting point in identifying aspects to address in scheme design. However, more detailed site based analysis will also be required including design credibility by incorporating technical and financial details and provision for continuity of the project architect into the proposal.

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

Monitoring

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

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4 Building for Life Website
5 GLA, Housing SPG
6 available via Issuu, https://issuu.com/eastthamesgroup/docs/high_density_toolkit
7 LBN, Character Study

2.37 Indicators

i. SP-OP-5 Securing Quality Urban Design:

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

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

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

ii. SP-OP-6 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iii. SP-OUT-3 Successful Place-making and Design:

   a. Crime and fear of crime;

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

iv. See also infrastructure monitoring, plus SP-OP1.

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SP4 Tall Buildings

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

1. Strategic Principles

a. Tall buildings will, through their managed location, height, design, form and impact contribute to best effect in promoting regeneration and creating successful places; and

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

2. Spatial Strategy

a. Parts of Stratford Metropolitan town centre will be the key location for the tallest buildings in the borough (20 storeys plus to mark key locations on the Strategic Site S05, but typically less) with the Canning Town 'tallest buildings area' Strategic Sites as a secondary focus, as a component of transformation plans for these centres (Figures 3.1 and 3.2 setting boundaries for Stratford 'Tall Buildings Policy Area' and Canning Town 'Tall Buildings Policy Area' are below);

b. Other locations on Strategic Sites within both the Arc of Opportunity and Urban Newham are regarded as suitable locations in principle for tall buildings with scale reflecting place hierarchy, ensuring sufficient space between clusters, as indicated in site allocations (Appendix 1); and

c. Elsewhere, new tall buildings will generally be inappropriate and opportunities to increase densities without tall buildings should be explored, with sensitively scaled tall buildings the exception rather than the norm and only where there is good public transport access of at least a PTAL score of 4 and the opportunity to create generous public realm.

3. Design, Management and Technical Criteria

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

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b. In all cases the expectation that all tall buildings schemes will through masterplanning, detailed designs, modelling and expert and independent design scrutiny, demonstrate appropriateness, added value and positive contributions relative to lower-rise alternatives, and exemplary design, execution and management standards (as per Policies SP3, SP5, and SP8) having regard to the initial screening and scoping reflected in Strategic Site allocation indicative height specifications, in respect of the following:

i. Scale;

ii. Form and massing, including cluster formation/extension, spacing and a balanced range of heights including mid-rise and low-rise elements where appropriate;

iii. Proportion and silhouette;

iv. Facing materials and detailed surface design;

v. Integration with local and historic context;

vi. Impact on streetscape including surrounding public realm and near views and Key Corridor objectives as per SP7;

vii. Impact on cityscape, distant views and skyline;

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

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

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

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

xii. Safety, including fire prevention and safe evacuation; and

xiii. Impact on ecology and amenity of a watercourse.

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy.

Justification

2.38 Tall buildings are defined in the London Plan as those that are noticeably taller than their immediate surroundings, and/or have a significant impact on the skyline. Tall buildings in Newham can therefore mean anything up to and beyond 25 storeys – buildings of this height are to be found in Stratford and Canning Town town centre. Elsewhere, in much of established Urban Newham, 5 storeys may be considered tall, though in most cases in the Arc of Opportunity 8-12 storeys would be the typical established height in newer development. To ensure the application of this policy to all tall building proposals in Newham, however, a tall building is considered to be six or more storeys and all proposals containing buildings of this height should be assessed against it.

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

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

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

2.42 A principal failing with tall buildings can be a lack of understanding of the nature of the area around them, and failure to demonstrate neighbourliness (see SP8). Issues of local

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wind flow disruption, temperature reductions at pedestrian level around tall buildings, over-shadowing and street pollution flushing effects will have implications for the amenity of those living or working in or around the buildings. Perhaps most importantly, a tall building if not in the right place and if not well designed including treatment of the surrounding public realm, will by virtue of its size and widespread visibility, seriously harm the qualities that people value about a place, disrupting rather than enhancing place character.

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

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

2.45 The current situation in Newham is that the increasing pressures of recent years for tall buildings have been guided to appropriate locations by Policy SP4. Although there have been some cases where buildings have been constructed at greater heights than would have been indicated by the policy, these approvals were justified by criteria also referred to by the policy: tall buildings already present in the locality setting a local character which accommodated the height of the proposal; proximity to public transport nodes; and design excellence as certified by the Design Review Panel.

2.46 This policy therefore continues to advance a strategic, plan-led approach to the placing of tall buildings in the urban context, as required by national and London-wide policy.

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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, Stratford Metropolitan and Canning Town town centres are highlighted as priority locations, given the transformations of borough-wide significance that are taking place in these centres, and the resultant importance of them as well as their associated transport hubs.

2.47 The Local Plan emphasises the management of town and local centres and their hinterlands as part of a clearly defined place hierarchy within the Borough, encouraging consolidation of town centre uses, and by extension, other intensive uses of space, within their boundaries. The town centres are characterised by high PTAL ratings and ready availability of services making them appropriate locations for high density development. Tall buildings have the potential to deliver quality place-making with associated socio-economic benefits by providing buildings of high architectural quality as well as improvements to the public realm. The spatial benefits of guiding tall buildings to town centres include enhancement of the centre's vitality and viability. Local centres in turn are also important locations within a neighbourhood which may justify a proportionate marker in height terms, cognisant of local character as per SP3 and the relevant spatial policy.

2.48 In line with this policy approach, Stratford Metropolitan and Canning Town Town Centre are therefore distinguished by their being the areas in the Borough where new tall buildings over 20 storeys should be focused, supported by additional tall buildings of lesser height. The particular formations of these centres should be clearly related to the place-making transformation plans for these centres articulated in spatial policies and site allocations, and subject to the further tests set out in this policy, and the wider design policies of SP1, SP3, SP5, SP7 and SP8. The remaining town centres may also be appropriate for tall buildings as identified by the Strategic Sites allocations, but these will be overall less significant in number and in height than those in Stratford and Canning Town.

2.49 In the remainder of the Arc, particularly south of Canning Town Town Centre there is capacity for tall buildings due to the large development sites which can absorb carefully planned innovative schemes, though the Airport's safeguarding Area compulsorily restrains development heights over much of the area . However, tall buildings need to be deployed 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. However similarly, such buildings will be overall of lower height and fewer in number than those in Stratford and Canning Town town centres, and proportionate to the place's importance.

2.50 It is also important that significant views within the borough are protected. Although the lie of the land in Newham is flat and very gently rises from the river, there are nevertheless views through to the rivers Thames, Lea and Roding and parks from public open space including Key Corridors, which are worthy of protection. Maintenance of a coherent and legible skyline is therefore an important consideration in the appropriate location of tall buildings.

2.51 Each of these Strategic Sites is therefore accorded an indicative height and other formational specifications relating to tall buildings. In arriving at these indications, other existing tall buildings and concurrent proposals for tall buildings at adjoining and nearby sites, with

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particular reference to impacts arising from creation of a cluster of tall buildings or an addition to an existing cluster, have been taken into consideration. A similar approach is taken to the Strategic Sites in Urban Newham where there will be more limited opportunity for tall buildings given the more tightly woven, lower rise existing urban grain and heritage assets, which will need to be reflected in their scale. As in the Arc of Opportunity, Strategic Sites appropriate for tall buildings are allocated in Urban Newham with an indication of an acceptable height for each site.

2.52 This approach delivers a scale of individual sites and 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. Ensuring that scale is appropriate as part of place-making means sensitivity to local and historic context and character as per Policies SP1, SP3, and SP5, but also the degree of public transport accessibility, place hierarchy (distinguishing between town and local centres and their hinterlands, and reflecting the town centre hierarchy set out in INF5), and enclosure and integration objectives for Key Corridors and linear gateways (see policy SP7). This also means ensuring that these clusters and locations remain distinct, rather than joined by long lines of tall buildings. In this regard, an emphasis on stepping down and transition in scale are important to establish satisfactory relations with surrounding development, and in some cases stepping back (above a certain height may help in more low rise areas/smaller sites) will also be important.

2.53 Elsewhere in the Borough outside the Strategic Sites there will be limited opportunities for the development of tall buildings. A minimum PTAL level 4 is expected at tall building developments outside the allocated Strategic Sites, and scope to create generous public realm. This again will usually imply location adjacent to key transport nodes, (bus stations, train and underground stations) and site size and location that affords significant public realm opportunities. Along key corridors (see Policy SP7) however, marginal increases in height (by 1 or 2 storeys) may nonetheless be acceptable to help improve enclosure and integration of existing buildings and public realm, with scope for possible mid-rise developments in town centres and adjacent key transport nodes.

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

Implementation

2.55 A typical storey height is 3.1m although ground floor heights may desirably exceed this at 4.65 metres. A tall building in the context of Newham is therefore an excess of 17.05 metres. This policy will therefore apply across the borough where schemes exceed 5 storeys, or less if they nonetheless exceed this height.

2.56 This approach emphasises that just because one or two buildings in the vicinity of a site are taller than the prevailing building height locally, this does not mean that further tall buildings will be acceptable. In particular, the local authority tower blocks that were erected as part of a national housing program in the 1960s and 70s without reference to

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spatial planning or local character and which dominate some parts of the borough should be discounted as precedents.

2.57 The indicative heights as part of Strategic Site allocations help clarify the application and expectations of the policy, presenting an initial screening and scoping. More detail on height contexts and benchmark numbers of storeys is available in the Community Neighbourhood Forum analysis of the Character Study.

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

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

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

3. Consideration of impact on microclimate and local environment;

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

2.59 Specialist advice available from the Council, Historic England and Design Council CABE will assist in the consideration of tall building proposals. Building for Life 12 criteria and/or positive reviews from the independent Design Review Panel may be used to evaluate design excellence. Historic England note no. 4 ‘Tall Buildings’ will be a material consideration.

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

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

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2.62 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 is central to securing the qualitative aims of this policy, which public bodies can facilitate.

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

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

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

Monitoring

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

Indicators

i. SP-OP-7 Strategic direction of tall buildings:
   a. Location of tall building approvals [no specific target, monitor for conformity with spatial strategy];
   b. Tall buildings approved without detailed designs [no specific target, should be decreasing];
ii. SP-OP-8 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];
iii. SP-OUT-4 Successful Place-making and Design:
   a. Satisfaction with the area [Maintain above 75%, should be improving].

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Figure 3.1 **– Policy SP4: Stratford Tall Buildings Area**

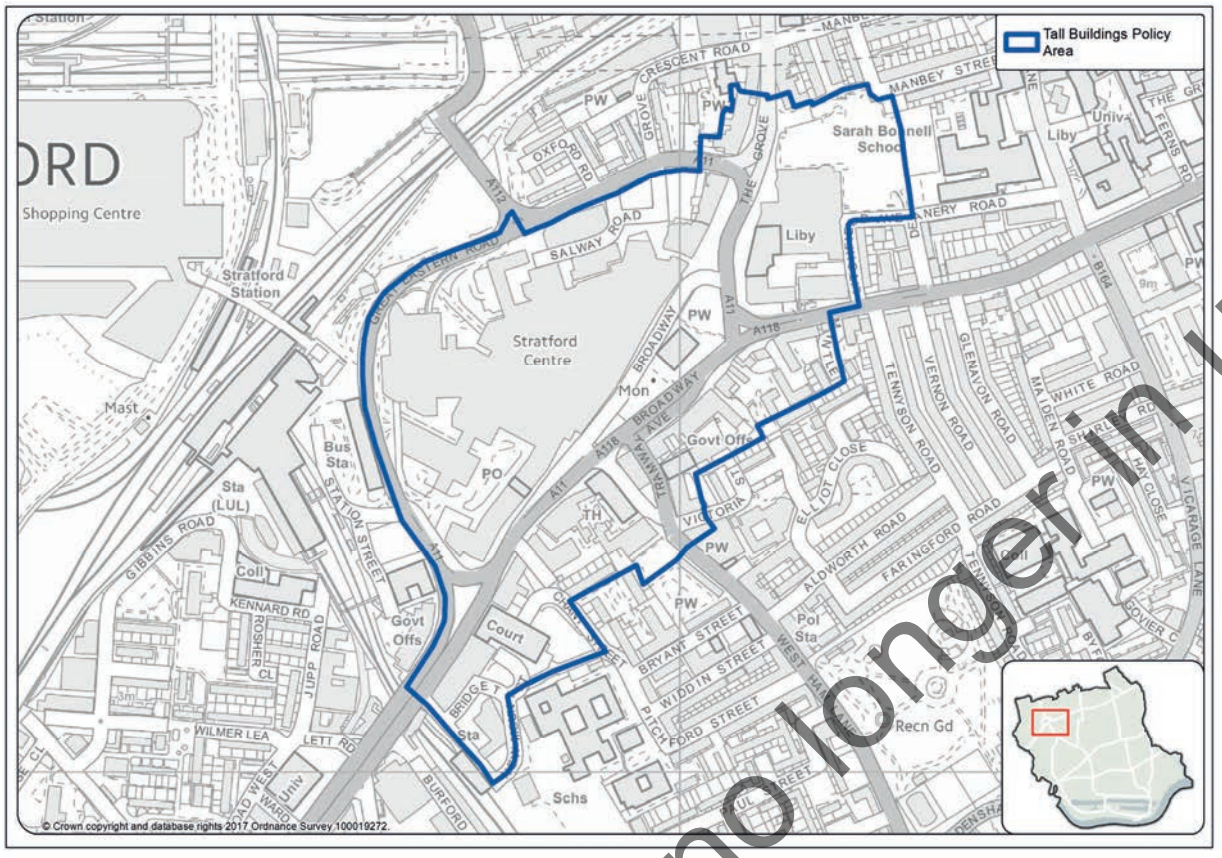
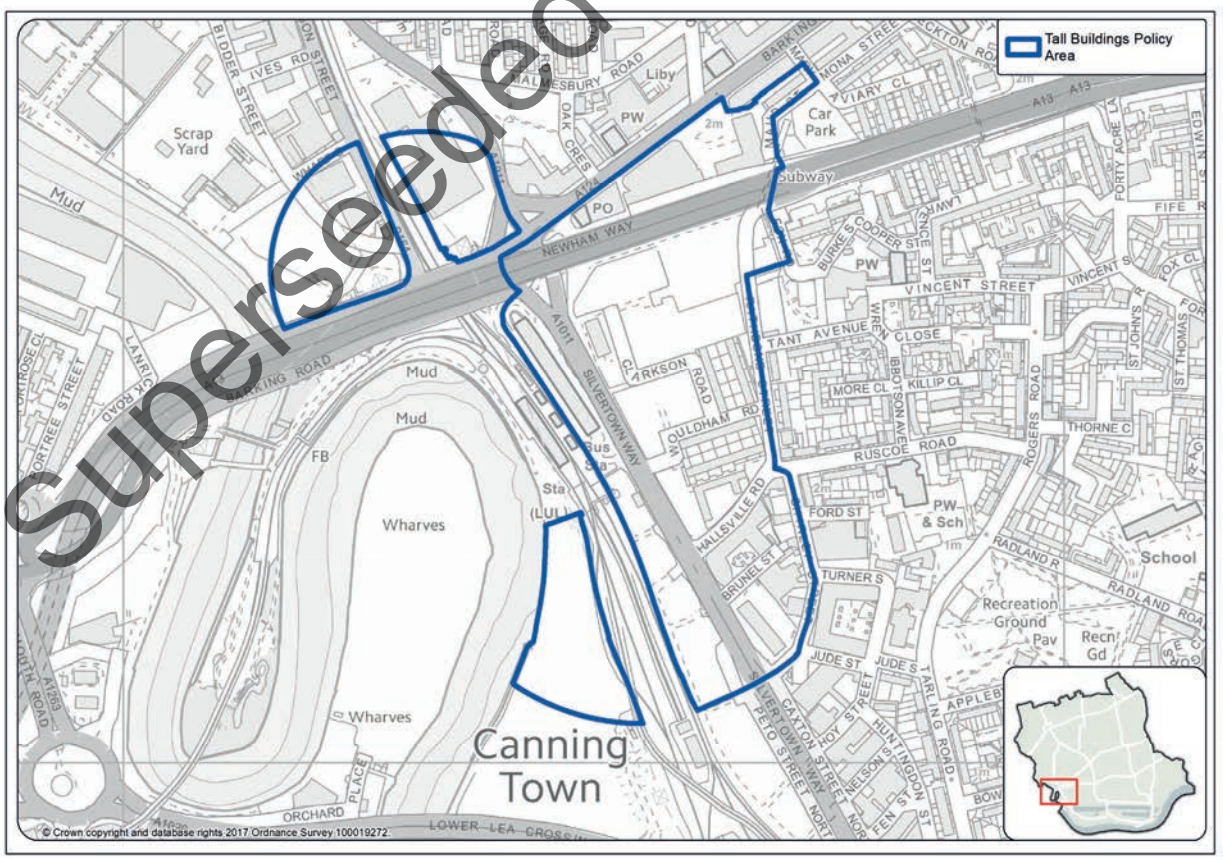


Figure 3.2 **– Policy SP4: Canning Town Tall Buildings Areas**



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SP5 Heritage and other Successful Place-making Assets

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

1. Strategic principles and spatial strategy

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

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

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

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

e. In addition to heritage assets designated under other regimes – listed buildings, conservation areas (Table 3 below), Scheduled Monuments, Historic Parks and Gardens – the locations listed in Tables 1 and Table 2 below are designated as Areas of Townscape Value and Archaeological Priority Areas (all these are mapped in Figure 3.3 below).

2. Design and technical criteria

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

b. The relevant consultation and investigation expectations that accompany an APA designation (set out by GLAAS) should be complied with.

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Table 1 – Policy SP5: Areas of Townscape Value

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

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

Table 2 – Policy SP5: Archaeological Priority Areas

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

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APA 3.6	Wanstead Flats
Tier 4	
APA 4.1	Rest of the borough

Table 3 – Policy SP5: Conservation Areas

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

Further information on Historic Assets is available on the Council website:
Historic Buildings - https://www.newham.gov.uk/Pages/Services/Listed-buildings.aspx
Conservation Areas - https://www.newham.gov.uk/Pages/Services/Conservation-areas.aspx
Ancient Monuments - https://www.newham.gov.uk/Pages/Services/Historic-sites-and-monuments.aspx

For the purpose of Neighbourhood Planning, the following sections and sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles and Spatial Strategy.

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Justification

2.67 In seeking to create distinctive and successful places as one of the overarching objectives of the Local Plan, it is vital that existing assets are recognised in design so that their full potential can be realised in line with national and London-wide policies. These assets also have a role to play in achieving the other objectives of the Local Plan of delivering growth and optimising development. Starting with heritage, until recently traditionally this has to some extent been overlooked in Newham both by statutory agencies such as Historic England, and others responsible for change in the borough, from home owners through to large-scale developers. This is partly due to Newham's relatively recent development when compared to some areas which means heritage assets have been seen as less significant than older ones elsewhere, and partly the inevitable result of incremental changes (with limited character-based direction) which add up to more significant ones. As such, Newham currently has relatively few Conservation Areas and listed buildings despite having a range of identifiable heritage features including many fine examples of Victorian and Edwardian buildings, docks and waterways. It also means that through neglect, distinctiveness has been eroded and the physical condition of some assets has map of Heritage Assets deteriorated: this is reflected in the fact that the borough contains a variety of heritage assets on the 'Heritage At Risk' register[1], for example 11% of listed buildings and monuments were considered to be 'At Risk' in 2017. These considerations emphasise the need for re-valuation of the Borough's heritage assets.

1 Historic England, Heritage at Risk

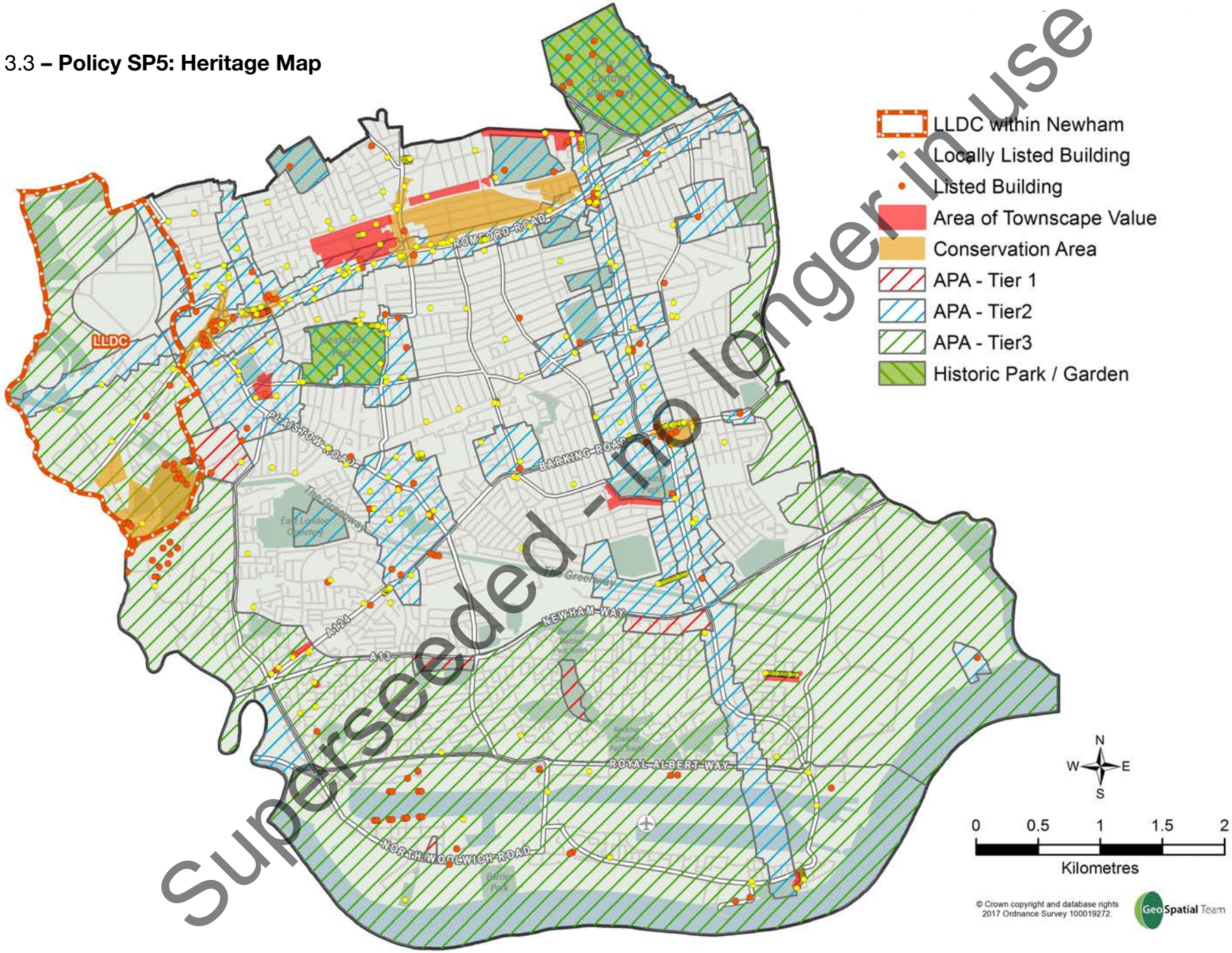
2.68 Therefore in turn, the importance of attending to (protecting, conserving and enhancing, and thereby re-valuing) both designated heritage assets and those more informally recognised, together with their setting, is indicated. The former includes those buildings, monuments, structures, parks, etc.,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

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

2.70 A more holistic approach to heritage in place-making is logically extended to other character assets, whether natural (including trees and woodland), cultural (e.g. meeting places and places of social display and other cultural activity including 'back of house' activities such as set and costume design which support other uses), architectural or infrastructural (e.g. stations) as part of the transformation plans for the borough (see Policies SP1 and SP3 and J1). These are indicated in relevant spatial policies and more extensively but not exhaustively in the Newham Character Study (2017). This approach recognises that all these asset types have in common sensitivity to change that directly or indirectly affects them and those that benefit from them, including the difficulty presented by competition with uses able to pay higher values for land. Moreover, many such assets are underperforming in one way or another, often due to a lack of integration with the wider environment including other assets, so that their settings detract from them, they are underused or create a barrier effect. This highlights the importance of composition - ensuring coherent and sensitive ensembles of assets and their settings, as well as innovation and change both from the present situation and to address evolving circumstances, including climate change. Innovation includes appropriate deployment of 'meanwhile' uses and other suitable measures to activate spaces and structures to help bring them back into people's day-to-day experience of places, improving security, resilience to climate change and energy efficiency and enabling immediate community benefit. However, any such change needs to be based on an understanding of the sensitivity to change of the asset in question, ensuring it is appropriately valued and accommodated in order to avoid causing harm to its significance. It is also recognised, that in new places, or places needing to find new purposes and economic and social futures, creating new assets, for example through arts-and-culture-led regeneration will be beneficial.

Superseded - no longer in use

Figure 3.3 **– Policy SP5: Heritage Map**



Superseded - no longer in use

Implementation

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

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

2.73 The Council will continue its programme of Conservation Area appraisal and with its partners including Historic England and local heritage groups, investigate the scope of further identifying, protecting and enhancing heritage assets (e.g. through designating new Conservation Areas, identifying opportunities for reuse and where appropriate, modification of heritage assets to improve energy efficiency). Trees and woodland which contribute the amenity of particular parts of the borough will be identified and protected by tree preservation orders (see INF6).

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

2.75 Further advice can be found in various guidance referenced (using latest updates as appropriate), including that from Historic England, GLAAS, Design Council, CABE, and the Council's Design Manager.

2.76 Masterplanning and stakeholder engagement will assist in identifying more assets, and strategies to conserve and enhance them as part of wider area-based change.

Monitoring

2.77 The monitoring framework includes specific performance indicators relating to Heritage and other Place-making Assets upon which the relevance and efficacy of Policy SP5 will be assessed. Outputs can be measured by scrutinising performance in respect of statutory requirements for the protection of Listed Buildings, Tree Preservation Orders and Conservation Areas. Outcomes will be apparent from informal engagement with residents (including through independent surveys regarding satisfaction with the area) and elected members and feedback from bodies such as Historic England.

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Indicators

i. SP-OP-9 Re-valuing heritage and other place-making assets:

   a. Conservation area appraisals and Management Plans in place [Full coverage];

   b. Conservation and heritage studies completed as part of masterplanning/ strategic site development where applicable [no specific target];

   c. Loss of trees subject to a tree protection order [No specific target monitor trend to ensure reasonable protection is being afforded];

ii. SP-OP-10 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iii. SP-OUT-5 Successful Place-making and Design:

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

iv. SP-OUT-6 Heritage Protection - Monitor Buildings at Risk yearly register [Entries for Newham should decline annually].

Superseeded - no longer in use

SP6 Successful Town and Local Centres

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

1. Strategic principles

a. Town and Local Centres should be vibrant, vital and valued as components of local neighbourhoods and the Borough as a whole, being successful in social and economic terms; and

b. Town and Local Centres should act as community foci, showcases, employment hubs and as destinations through their particular character, offer and connectivity to their hinterlands.

2. Spatial Strategy

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

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

c. Diversifying uses, encouraging the location of services and flexible community spaces, 'meanwhile' uses, quality night-time economy, visitor and cultural attractions and facilities, and the creation of residential dwellings in such centres as appropriate to their size and function, to add to their activity levels;

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

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

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

3. Design and management criteria

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

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

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles.

Justification

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

2.79 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.

2.80 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[1]. 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. As per INF5, publicly accessible toilet provision will also be relevant to improving town and local centre accessibility and inclusiveness of their offer.

1 CABE, The Value of Public Space

Superseded - no longer in use

2.81 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 to residential) and across the centre. This should draw in new customers who may undertake linked trips, extend activity into the evening, and generally encourage people to spend longer in a centre as more of their needs are met in one place. In larger centres, provision for tourists and visitors from beyond the local area will also be important, including both visitor attractions (e.g. street markets) and facilities (e.g. toilets). The importance of quality leisure and cultural uses such as restaurants, bars, clubs, music venues and other performance space that contribute to the night-time economy is particularly recognised. The proximity of the Borough to Central London, and general appetite from local residents offers opportunities for development of a local night life in the Borough's centres as part of the capital's cultural offer. The London Plan SPG 'Culture and the night-time economy' notes that Stratford is one of 70 night-time clusters across the city yet the Borough has six town centres all of which could generate their own night-time identity appropriate to their role and function.

2.82 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 and betting shops in and just outside the Borough's centres, though any non-retail use could have a similar impact in aggregate or where they take up large proportions of frontage (see SP9).

2.83 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

2.84 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.

2.85 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.

2.86 Further guidance will be provided as necessary.

Monitoring

2.87 The monitoring framework includes specific performance indicators relating to Successful Town and Local Centres upon which the relevance and efficacy of Policy SP6 will be assessed. Data is more readily available to assist monitoring of this policy than several of the other Successful Places policies due to extensive focus on the regeneration and socio-economic performance of the borough's town centres in both a local and London wide context. In addition, ongoing informal engagement with residents and elected members also provides important feedback about town centres.

Indicators

i. SP-OP-11 Supporting Quality Town and Local Centres:
   a. Community uses in Town Centres [no specific target];
   b. Town Centre Investment [no specific target, monitor for investment interest and increased diversity of uses in town centres];

ii. SP-OP-12 Policy Use and Robustness Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iii. SP-OUT-7 Successful Place-making and Design:
   a. Crime and fear of crime [No specific target, should be improving];
   b. Satisfaction with the area [Maintain above 75%, should be improving];

iv. SP-OUT-8 Town Centre Health:
   a. Vacancy Levels and non-retail uses in primary frontages in town centres [no specific target, should be holding steady or improving, noting PSF benchmark in SP9];
   b. Historic buildings at risk within defined town centres [no specific target, should be decreasing];
   c. Monitor quality Leisure: Proportion of leisure uses in town centres that are betting shops, amusement arcades and hot food takeaways. [Target: benchmarks in SP9];
   d. Satisfaction with local shopping [no specific target, should be improving];
   e. Other town centre health check data published in GLA town centre health checks [no specific target, should be holding steady or improving].

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SP7 Quality Movement Corridors and Linear Gateways

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

1. Strategic principles

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

2. Spatial Strategy

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

b. The importance of consolidating ribbon developments of commercial and community uses into defined Local and Town Centres and Local Shopping Parades, in line with Policies INF5, INF8 and SP6;

c. The following are designated Key Movement Corridors and Linear Gateways (see Figure 3.4 below):

i. Barking Road (A124);
ii. Romford Road (A118);
iii. Forest Drive / Station Road / High Street North and South / Ron Leighton Way / Woolwich Manor Way;
iv. Manor Way / Albert Road / Pier Road (A117);
iv. Clegg Street / Pelly Road / Stopford Road / Upton Lane / Woodgrange Road / Woodford Road (A114);
v. Leytonstone Road / The Grove;
vi. Leyton Road / Angel Lane (A112);
vii. Stratford Gyratory (Great Eastern Road, Broadway and that part of Stratford High Street not within LLDC) (A11);
viii. West Ham Lane / Broadway / Plaistow Road / Plaistow High Street / Greengate Street / Prince Regent Lane / Victoria Dock Road (A112);
ix. Manor Road (A1011);
x. Bridge Road;
xi. Densham Road / Portway / Plashet Road / Plashet Grove / East Avenue / Browning Road / Church Road / Little Ilford Lane (B165);
xii. Vicarage Lane (B164);
xiii. Green Street (B167);

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xiv. Katherine Road (B109);

xv. Balaam Street;

xvi. Hermit Road / Grange Road / Upper Road;

xvii. Victoria Dock Road;

xviii. Silvertown Way and Silvertown Viaduct / North Woolwich Road / Connaught Bridge / Royal Albert Way / Royal Docks Road (A1020);

xix. Freemasons Road / New Barn Street / Butchers Road / Munday Road;

xx. Stansfeld Road;

xxi. Strait Road;

xxii. Tollgate Road;

xxiii. Connaught Road / Albert Road (A112);

xxiv. Factory Road / North Woolwich Road;

3. Design and management criteria

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

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

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

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

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy paragraph c only.

Justification

2.88 Newham's arterial street corridors form strategic linear gateways to and within the borough, making an important contribution to people's impression of place and their perceptions of how attractive Newham is as a place to live, work and stay. The corridors have an important role to play in the overarching objective of the Local Plan to create high quality places. The arterial corridors are also important movement routes, for pedestrian, cycle and motor traffic including buses supporting the achievement of Good Growth. They link economically important centres and generally provide the shortest route ways between main centres of activity helping to deliver growth, and they provide locations for optimal development in the borough.

2.89 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.

2.90 Many measures contribute towards the policy's implementation in more than one of these dimensions. For example, making streets more pleasant places for people to use should encourage them out of their cars and into public spaces, which in turn helps to reduce traffic impacts and makes the area more liveable and more attractive generally. Animating streets and spaces by encouraging development with active frontages - windows and entrances, including appropriately-located community infrastructure, shops and street cafés - will also make streets safer and more interesting to use, particularly for pedestrians. Consolidating ribbon development into defined centres means that these destinations will be more clearly demarcated, reinforcing their viability, and tackling concerns about sprawling untidy frontages of mainly secondary retail, hot food takeaways 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.

2.91 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

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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.

2.92 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 inclusivity 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.

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

Implementation

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

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

2.96 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.

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

Monitoring

2.98 The monitoring framework includes specific performance indicators relating to Quality Movement Corridors and Linear Gateways upon which the relevance and efficacy of Policy

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SP7 will be assessed. Outputs relate to environmental improvements to the corridors in planning, regeneration and through complementary measures and will be drawn from general activity reporting (e.g. S106 monitoring). Specific outcomes difficult to measure, so outcomes are necessarily proxies monitored through corporate surveys. Ongoing engagement with residents, including formal evaluations certain schemes) of certain and elected members also provides useful feedback

Indicators

i. SP-OP-13 Investing in Quality Corridors:

   a. Monitor provision and loss of street trees [No specific target, should be improving];

   b. Key Corridor & Healthy Streets investment [No specific target, should demonstrate commitment to policy objectives];

ii. SP-OP-14 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

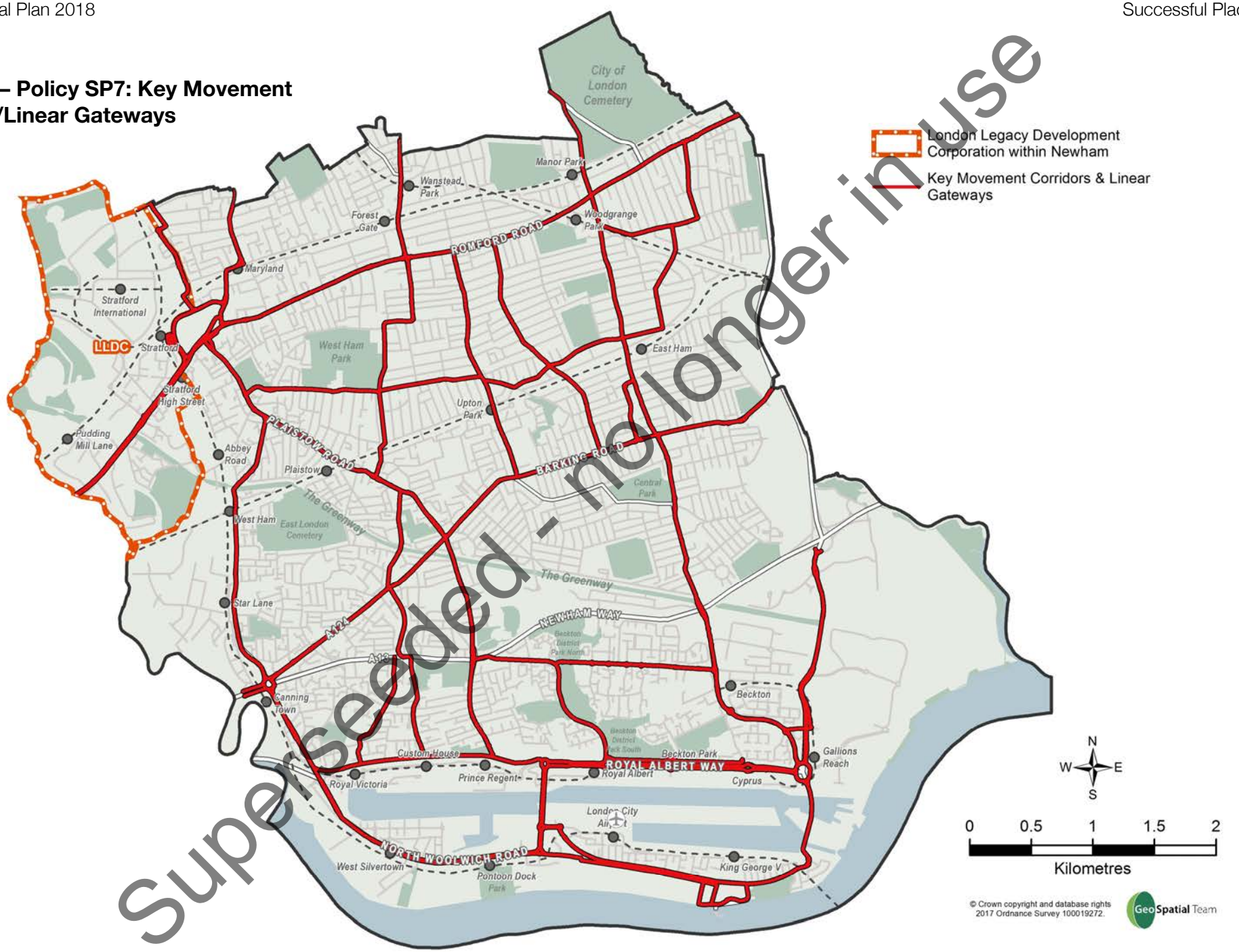
iii. SP-OUT-9 Successful Place-making and Design:

   a. Crime and fear of crime [No specific target, should be improving];

   b. Satisfaction with the area [No specific target, should be improving].

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Figure 3.4 **– Policy SP7: Key Movement Corridors/Linear Gateways**



Superseded - no longer in use

SP8 Ensuring Neighbourly Development

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

1. Strategic principles and Spatial Strategy

a. All development is expected to achieve good neighbourliness and fairness from the outset by avoiding negative and maximising positive social, environmental and design impacts for neighbours on and off the site;

b. The benefits of development and regeneration will be spread beyond the context of individual development proposals, in accordance with convergence aims;

c. Change brought about by development must not cause problems for existing lawful neighbours, otherwise known as an 'agent of change' approach; and

d. The Council encourages innovative approaches to achieving neighbourliness.

2. Design, Management and Technical Criteria

a. Compliance with the standards and due regard to the importance of the technical guidance in Table 4 where they are relevant to development proposals, will be expected to promote neighbourliness in addressing the need to:

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

ii. Create a safe and secure environment by reducing the likelihood of antisocial behaviour, promoting public safety (including road safety), improving security and lessening the fear of crime in accordance with policies SP1, SP2 and SP3;

iii. Ensure that buildings and other spaces likely to involve the congregation of people are well managed and address the street and neighbourhood in terms of character and orientation, legibility, inclusivity and an obvious and welcoming access;

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

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

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

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

viii. Minimise impacts of development's interference with broadcasting and other telecommunications services;

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

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

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

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

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

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

Superseeded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles and Spatial Strategy.

Table 4 - Environmental standards and guidance

Issue	Standard or Guidance*
Telecommunications	International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines[1]
Radioactive sources and x-ray generators	National Radiological Protection Board (NRPB) guidelines[2]
Light Spillage	GLA: Sustainable design and construction SPG (2014)[3] Department for Environment, Food and Rural Affairs (DEFRA) guidance on sections 101 to 103 of the Clean Neighbourhoods and Environment Act 2005, titled 'Statutory nuisance from insects and artificial light'[4] Institute of Lighting Professionals: Guidance notes for the reduction of obtrusive light.[5]
Odour and Fumes	DEFRA guidance manuals for regulation of businesses that produce pollution[6] Environment Agency (EA), H4 Odour Management.[7]
Dust	GLA: Control of dust and emissions during construction SPG (2014)[8]
Noise	DEFRA: Noise Policy Statement for England[9] Education Funding Agency: BB93 Acoustic design of schools: performance standards[10] British Standards: BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise[11] BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration[12] For plant noise on residential and commercial/ industrial premises: BS 4142:2014 Methods for rating and assessing industrial and commercial sound.[13] For controlling internal and external noise within a development: BS 8233:2014 Guidance on sound insulation and noise reduction for buildings.[14]

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1 ICNIRP Website
2 Public Health England, NRPB Publications
3 GLA, Sustainable design and construction SPG
4 DEFRA, Statutory Nuisance from Insects and Artificial Light
5 ILP, Free Resources
6 DEFRA, Environmental Permitting: General Guidance Manual on Policy and Procedures for A2 and B Installations, and other business-specific guidance that may apply
7 EA, Environmental permitting: H4 odour management
8 GLA, The Control of Dust and Emissions during Construction and Demolition SPG
9 DEFRA, Noise policy statement for England
10 EFA, BB93: acoustic design of schools - performance standards
11 BSI, BS 5228-1:2009+A1:2014
12 BSI, BS 5228-2:2009+A1:2014
13 BSI, BS 4142:2014
14 BSI, BS 8233:2014

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

Issue	Standard or Guidance*
Vibration	British Standard: BS 7385-2:1993 Evaluation and measurement for vibrations in buildings[15] BS 6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.[16]
Ground/Soil Pollutants - contaminated land	London Borough of Newham: Contaminated Land Strategy 2003[17] LQM/CIEH: Suitable 4 Use Levels[18] DEFRA: Environmental Protection Act 1990: Part IIa Contaminated Land Statutory Guidance, 2012[19] DEFRA and EA: The Model Procedures for the Management of Land Contamination, 2004 (CLR11)[20] British Standards: BS 10175:2011+A2:2017: Investigation of potentially contaminated sites – Code of practice[21]
Air Quality	Air Quality (England) Standards Regulations 2010[22] GLA: London Environment Strategy 2018[23] GLA: Control of dust and emissions during construction SPG (2014)[24] London Borough of Newham: Air Quality Action Plan and related updates and documents[25] DEFRA and Department for Transport (DFT): Air Quality Plan for Nitrogen Dioxide (NO2) in UK[26]
Anti-social Behaviour/Crime/ Safety (including road safety)	Design Council: Building for Life 12[27] Secured by Design, Design guides[28] TfL: London Cycle Design Standards (LCDS)[29]
Car Parking & Charging Points and cycle parking	GLA: London Plan Parking policy (currently Policy 6.13)[30] Design Council: Building for Life 12:10 (Car parking)[27] GLA: Accessible London SPG[31] TfL: London Cycle Design Standards (LCDS)[29]
Daylight/Sunlight	Building Research Establishment (BRE): Site layout planning for daylight and sunlight: a guide to good practice (BR209)[32]

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15 BSI, BS 7385-2:1993
16 BSI, BS 6472-1:2008
17 LBN, A Strategy For The Identification, Inspection And Assessment Of Contaminated Land
18 LQM/CIEH, Suitable 4 Use Levels
19 DEFRA, Contaminated land statutory guidance
20 DEFRA & EA, The Model Procedures for the Management of Land Contamination
21 BSI, BS 10175:2011+A2:2017
22 Air Quality (England) Standards Regulations 2010
23 GLA, London Environment Strategy
24 GLA, The Control of Dust and Emissions during Construction and Demolition SPG
25 LBN, Air Quality
26 DEFRA & DFT, Air quality plan for nitrogen dioxide (NO2) in UK
27 Design Council, Building for Life 12
28 Secured by Design, Design guides
29 TfL, London Cycle Design Standards
30 GLA, The London Plan
31 GLA, Accessible London SPG
32 BRE, Site layout planning for daylight and sunlight: a guide to good practice

Issue	Standard or Guidance*
Overall Neighbourhood Design and Management including permeability, accessibility and local connectivity	Design Council: Building For Life (BFL) 12[27] London Borough of Newham: Character Study (2017)[33]
Refuse, post deliveries, storage (including recycling) and utility	GLA: Housing SPG 2016[34] London Borough of Newham: Waste Management Guidelines for Architects and Property Developers[35] Design Council: Building For Life (BFL) 12:12 (External storage and amenity space)[27]
Housing Design (private amenity space/space standards)	GLA: Housing SPG 2016[34] Design Council: Building For Life (BFL) 12[27] GLA: Play and Informal Recreation SPG (2012)[36]
Trees and Woodland	BS 5837:2012 Trees in relation to design, demolition and construction[37]

Justification

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

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

2.101 Further to this, design/place-quality, housing quality and transport policies provide a good basis for the scrutiny of neighbour impacts, given that high quality development by definition should not result in adverse impacts on surrounding occupiers, and should encourage positive behaviours relating to broader objectives. However, this policy provides specifications around the aspects that cause most concern as well as emphasising the potential for a more rounded, positive approach to neighbourliness that is aligned with the Council's Resilience Agenda and Convergence objectives.

2.102 The policy builds on the 'agent of change' principle, whereby it is considered to be the responsibility of the developer of the new use/development to ensure remediation

33 LBN, Character Study
34 GLA, Housing SPG
35 LBN, Waste Management Guidelines for Architects and Property Developers
36 GLA, Play and Informal Recreation SPG
37 BSI, BS 5837:2012

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measures to address the potential negative impact on existing lawful uses before the development happens. The agent of change approach will be particularly relevant in the Arc of Opportunity where [new] residential development is juxtaposed with existing and intensifying industry, and the airport and other transport and utilities infrastructure are also operating alongside new and existing housing; and in town centres where evening economy uses are increasingly interspersed with residential.

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

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

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

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

2.107 The Policy also seeks to reinforce the protection and enhancement of green infrastructure, in line with broader strategic priorities set out elsewhere in the Local Plan, specifically recognising its relevance in relation to the achievement of neighbourly development

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

2.108 The environmental standards and design guidance in Table 4 set out to assist developers in the creation of successful, healthy and safe places through the use of recognised quality benchmarks and standards which in turn are used to help assess developments' neighbourliness. Such standards play a key part in defining for example, how places can be designed to ensure all that need to, or would benefit from doing so, can access development with equitable ease.

2.109 All the aspects of the policy work together to impact on the nature of a place, neighbourhood or building, and the extent to which people can live happily, healthily and resiliently.

Implementation

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

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

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

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2.113 In promoting an Agent of Change approach to new development, it is important that consultation takes place with existing operators/occupiers to ensure that new development is deliverable and that the two uses are able to operate alongside each other; acknowledging not just the physical neighbours but also the river, air and highway traffic regulated by the Port of London Authority (PLA), Civic Aviation Authority (CAA) and Transport for London (TfL) who should also be consulted. It is recognised that the presence of London City Airport in close proximity to high profile regeneration sites creates particular sensitivities in terms of high levels of background noise at these new residential developments. Higher development costs are to be anticipated in these areas because of the necessity for effective design and building interventions that will enable residential development to proceed in areas that might otherwise have been considered unsuitable. Similarly, effective noise insulation of existing housing in the vicinity of the airport is desirable to protect living conditions. At the same time, the Agent of Change approach should not be construed as offering a licence to existing operators and occupiers for the unfettered intensification of disturbance- generating activity or other unreasonable behaviour. It is assumed that uses should be operating lawfully and reasonably.

2.114 To support applications, proposals should pay attention to the quality benchmarks and standards and associated guidance set out in Table 4. Expert advice will be taken within the Council or relevant partners to support these assessments and to ensure proposals are of the highest quality and address neighbourly development from the outset, and these benchmarks, standards and guidance documents are important to make that assessment. Where a development concerns an existing building (through conversion, extension, change of use) which does not meet such standards, this will be a consideration in itself as regards its suitability for the proposed change.

Monitoring

2.115 The monitoring framework covers many aspects of design quality that relate to neighbourliness, including monitoring of housing standards, electric vehicle charging points, flood risk mitigation and design quality auditing. As such, this policy does not have specific output indicators of its own, other than a policy use and robustness requirement. Outcome indicators of particular relevance will be satisfaction with the area, environmental nuisance levels, road traffic casualties, air quality, traffic congestion, and crime/fear of crime levels reported under other policies. Outcomes relating to the wide concept of neighbourliness are difficult to measure, so some indicators (notably community cohesion, satisfaction with the area) are necessarily proxies monitored through corporate surveys. Ongoing informal engagement with residents and elected members, and complaints data also provides useful feedback on neighbourliness issues.

Indicators

i. SP-OP-15 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

ii. SP-OUT-10 Successful Place-making and Design:

   a. Crime and fear of crime [no specific target, should be improving];

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

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SP9 Cumulative Impact

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

1. Strategic principles

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

2. Spatial Strategy

a. Within the following areas of cumulative impact concern (Table 5) particular impacts should not be added to, and should preferably be ameliorated.

Table 5 – Policy SP9: Areas of Cumulative Impact Concern

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

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3. Design & Technical Criteria

a. In town centres, the need to ensure that:

i. Within Primary Shopping Frontages (as shown on the Policies Map), 70% of units are in A1 use.;

Note: A unit comprises a single frontage premises in accordance with street naming and numbering; and

ii. At least two-thirds of town centre leisure uses are to be 'Quality leisure' uses. Units in Class D2, A4 or A3 use should therefore account for at least 67% of leisure uses, and Class A5 uses, amusement arcades and betting shops should not account for more than 33%; and

b. In all areas, the need to avoid over-concentrations of specific uses (currently betting shops, takeaways, and nightly-stay hostels) by ensuring that:

Linear concentrations:

i. No more than two of the same specified uses are adjacent to each other; and

ii. There is a separation distance of at least two units in other uses between pairs (or groups if more than two units) in the same specified use; or

Area concentrations:

iii. There are no more than three premises in the same specified use within 400m of each other; and

iv. A 400m catchment drawn around a proposed specified use does not overlap with any more than two other catchment areas drawn around existing, committed or proposed units in the same specified use.

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a Neighbourhood Plan should conform: 1.Strategic Principles; 2.Spatial Strategy.

Justification

2.116 In Urban Newham a concerted effort needs to be made to ensure that every small change counts, preventing existing problems getting worse, beginning to reverse them, and thereby setting in train more virtuous circles and positive outcomes. This approach will support the overarching objective in the Local Plan to create high quality places and balanced communities. Where the combined impact of new development adds up to something of greater significance (positive or negative) than when assessed on its own, this is summarised as having 'cumulative impact'. Whilst other policies (SP3, SP6) already highlight problems of cumulative impact as a design consideration, this policy provides clearer direction in terms of the range of cumulative impact issues that should be considered. Recognition and effective handing of cumulative impact will optimise development and help to deliver growth in the borough, which are also two of the overarching objectives of the Local Plan.

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

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

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

2.120 In Newham uses such as hot food takeaways, betting shops, premises selling alcohol / entertainment premises, and private rented properties, mainly HMOs and specialist hostels, are noted as having a potential problematic cumulative impact when numbers increase. Various problems arise through overconcentration of uses, including impacts

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on an area's character as well as healthy lifestyles of the population. With these types of issues, cumulative impact will be about the extent to which a use or activity affects the feel and appearance of an area.

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

2.122 In the case of linear concentrations, assessment will ignore intervening road junctions and continue around corners where relevant. In terms of area concentrations, Hot Food Takeaway Hotspots, Betting Shop Hotspots and Night-stay Hostel Hotspots maps above provide indicative mapping of existing uses, identifying 'hotspots' where three or more 400m catchment areas overlap and where further proposals for identified uses will exceed the policy threshold will not generally be supported. The other Areas of Cumulative Impact map sets out Air Quality Management Areas, HSE Executive Zones and Licensed Premises Concentration (Saturation Policy) Zones and Water Quality Stress Areas.

Origins of Cumulative Impact Zones

2.123 Aside from the Airport Public Safety Zone, the designated Cumulative Impact Zones are not included on the Local Plan Policies Map. Maps of the zones can be found in (Figures 3.6 to 3.9) or elsewhere as stated.

2.124 **Air Quality Management Areas** (see Figure 3.9) are zones identified as in need of particular air quality management measures due to the extent of air quality 'exceedances' i.e. days when air quality limits exceed national guidelines, and hence the failure to meet air quality objectives. As such, anything that is likely to increase emissions of targeted pollutants (in this case, particulates and nitrogen dioxide) or increase exposure to them is likely to be of concern, and require at least mitigation. In assessing this, advice will be sought from Environmental Health and the Environment Agency.

2.125 **Water Quality Stress Zones** (see Figure 3.9) shows areas identified in the Environment Agency's River Basin Management Plan (2009, as updated in 2012) as in need of improvement through a variety of in-river and adjoining site management interventions in respect of particular water quality features (e.g. levels of ammonia, phosphate, dissolved oxygen). It is proposed that these are designated in cumulative impact terms to secure at least no-net-worsening of water quality, and preferably a positive response that contributes to improvements, in accordance with policies SC4 and INF6/7 which require the protection and enhancement of aquatic and riparian habitats. Proposals should have regard to the EU Water Framework Directive and the recommendations and objectives of relevant River Basin Management Plans.

2.126 **Critical Drainage Areas** (see policy SC3 map, Figure 5.1) were identified as part of Newham's 2011 Surface Water Management Plan, they are defined as the contributing catchment areas that feed into/influence the predicted flood extent (where flood risk

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might otherwise be low). Within these areas drainage problems are already significant and should not be worsened by new development and instead should be improved by it.

2.127 **Flood Zones 2 and 3** (see policy SC3 map, Figure 5.1) are defined through Planning Practice Guidance, at paragraph 065, as follows:

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

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

2.129 **Areas of Parks Deficiency** (see policy INF7 maps, Figures 6.5 to 6.8) are derived from mapping of the categories of public open space and catchment areas in accordance with London Plan Table 7.2. Where addresses fall outside catchment areas, they are considered to be in areas of deficiency as per policy INF6. A positive policy response is required by Policy INF7, which states that deficiencies in quantity, quality and access to open space will be addressed, and which identifies quantity (and quality) of District and Local Parks as key priorities.

2.130 **Licensing Saturation Policy Zone** (see Figure 3.9 above) is a designation under section 182 of the Licensing Act 2003, whereby applicants for licences for selling alcohol and late night premises licences are required to demonstrate that they will not worsen defined problems: crime and disorder, public safety and nuisance. In planning terms these should be used as informative designations to highlight where there are existing clusters of uses associated with high levels of anti-social behaviour. As such, where an application is submitted it must provide sufficient surety that it will not worsen such problems via appropriate management measures, and where necessary, exclusion based on clustering definitions.

2.131 **Health & Safety Executive Consultation Zones** (see Figure 3.9 above) are defined around major hazardous installations, and require the Health and Safety Executive to be consulted on development proposals within them where they fall into certain categories, notably, where they involve residential and other uses that would increase the number of people exposed to a potential hazard. In planning terms, this will affect the distribution of such uses and hazard management, with the objective of not worsening existing risk. It should be noted, however, that in some places decommissioning is proposed which would remove these zones; the timeframe within which this occurs may therefore alternatively affect development phasing.

2.132 **Airport Public Safety Contour and Zone** (see policy INF1 and INF2 map, Figure 6.1) are defined by the Civil Aviation Authority (CAA) reflecting risk of aviation-related accidents.

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The stated objective is to reduce or not worsen the number of people exposed to that risk. As such 'there should be no increase in the number of people living, working or congregating in Public Safety Zones, and over time, the numbers should be reduced as circumstances allow' (Circular 1/2010). Therefore, in planning terms, development that would increase the number of people living, working or passing through the zone would not be supported. In assessing this, advice is sought from London City Airport, the CAA and Department for Transport (DfT) where applicable.

2.133 **Congestion Zones** (see Policy INF1 and INF2 map, Figure 6.1) are the areas in the Borough where traffic congestion is consistently poor throughout the day (delay in traffic greater than 1.5 mins per km). This distribution is derived from a combination of peak morning, inter-peak and peak afternoon congestion data provided by Traffic Master. These are areas where development with traffic impacts should ensure that they are mitigated as far as possible to reduce congestion.

Implementation

2.134 The policy will be applied through the Development Management process through the application of GIS analysis in the assessment process, drawing on the Council's survey work and associated GIS records, and through the use of appropriate conditions and/or legal agreements. The policies referenced stipulate the expected response to each impact which should be set out in a statement accompanying the application, and secured by conditions or legal agreements as appropriate.

2.135 It is also the Council's intention that its published evidence base on these matters helps to indicate the in-principle acceptability (or otherwise) of relevant proposals in particular locations. Monitoring will be carried out via surveys every other year to update this (see Indicators). Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

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

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

Monitoring

2.138 The monitoring framework covers many aspects of cumulative impact, including monitoring of environmental nuisance, air and water quality, infrastructure sufficiency and traffic congestion, and indicators relating to relating to town centre health/quality and healthy urban planning. In relation to outputs, of key importance will be ensuring explicit consideration of cumulative impacts, where relevant, in the Officer's decision, and as such policy usage monitoring and associated output measures will be of particular relevance. These are furnished through consents monitoring and town and local centre

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survey work which updates GIS databases. There is scope within these to further scrutinise betting shop and nightly-stay hostels consents. Outcome indicators of particular relevance will be satisfaction with the area, environmental nuisance levels, and mortality and obesity statistics. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.

Indicators

i. SP-OP-16 Healthy Urban Planning:

   a) Number of new takeaways permitted [no specific target: monitor for evidence of downward trend or sustained low levels];

ii. SP-OP-17 Policy use and robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iii. SP-OP-18 Cumulative Impact:

   a. Number of betting shop approvals [no specific target: monitor for evidence of downward trend or sustained low levels];

   b. Nightly stay hostels approved [no specific target: monitor for evidence of downward trend or sustained low levels];

iv. SP-OUT-11 Successful Place-making and Design:

   a. Crime and fear of crime [no specific target, should be improving];

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

v. SP-OUT-12 Healthy Urban Planning:

   a. Mortality rate [achieve convergence with London average, should be improving];

   b. Rates of physical activity, childhood obesity and mortality linked to circulatory diseases [no specific target, should be improving];

   c. Air quality exceedances [as per Air Quality Management Plan];

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

vi. SP-OUT-13 Town Centre Health:

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

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

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

ii. Distribution of takeaways, betting shops and hostels [no specific targets but there is an expectation that overconcentration of these identified uses will reduce over time];

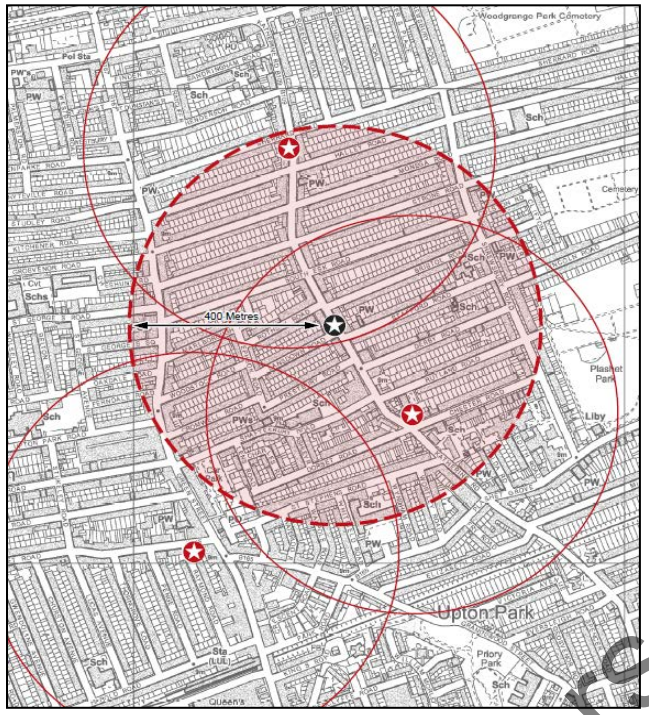
d. Resident perceptions of town centres in yearly Newham Survey [no specific target, should be holding steady or improving];

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

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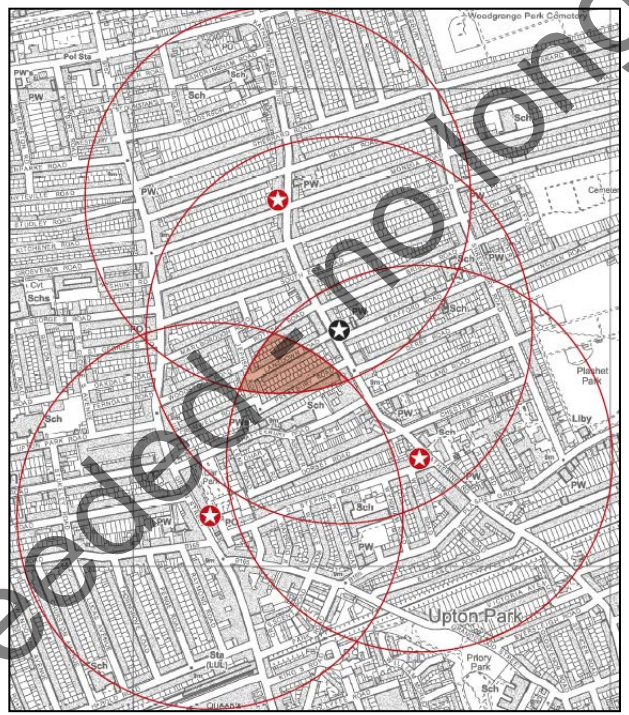
Figure 3.5 **– Policy SP9: Cumulative Impact Area Concentrations**

Cumulative Impact Policy SP9 3 b. (iii) and (iv)
Example of an acceptable location for a specified use under the 400m proximity and catchment area tests.



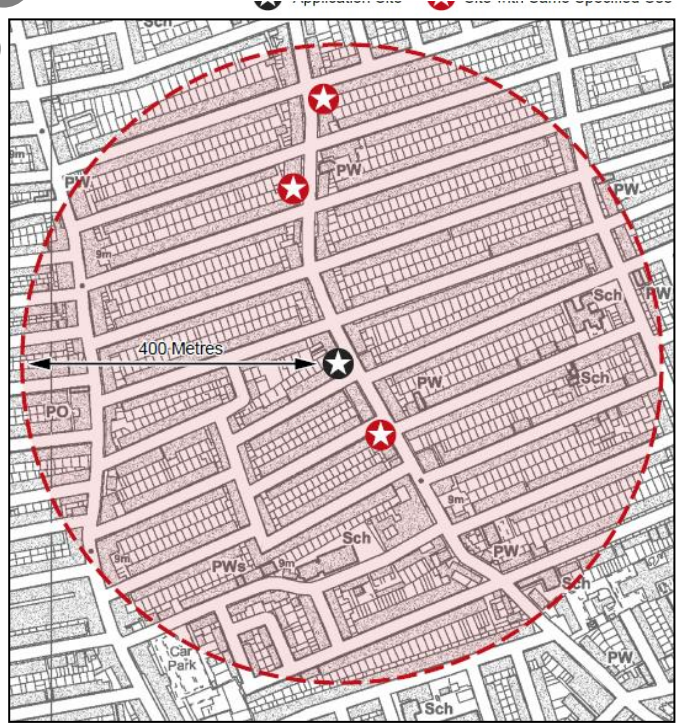
This proposal is acceptable because it would not result in more than three premises in the same specified use with overlapping 400 metre catchment areas; and because it would not result in more than three premises in the same specified use within 400 metres of each other.

Cumulative Impact Policy SP9 3 b. (iv)
Example of an unacceptable location for a specified use under the 400m catchment areas test.



This proposal is unacceptable because it will result in more than three premises in the same specified use with overlapping 400 metre catchment areas. The intersection of the four catchment areas is shown shaded.

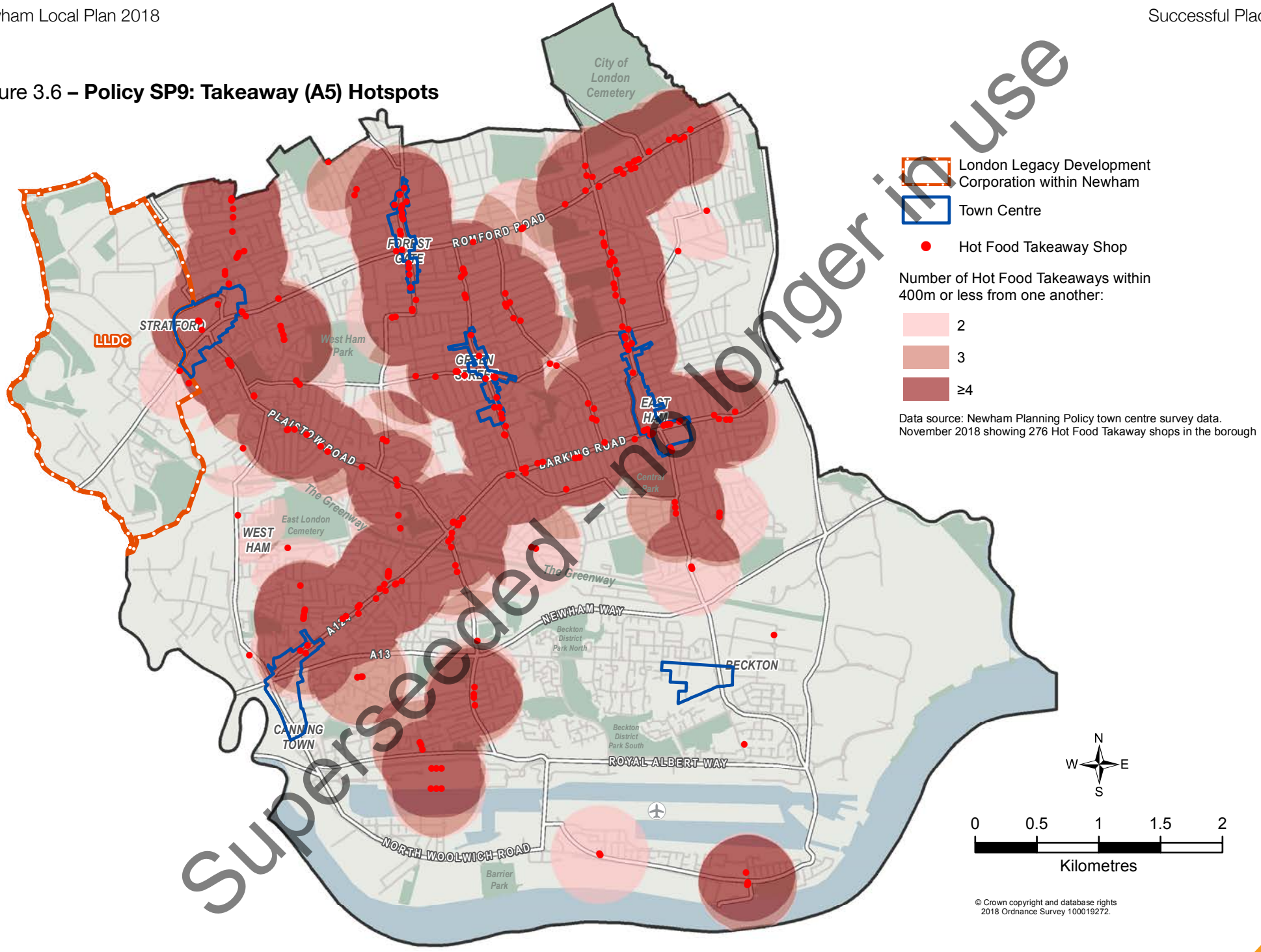
Cumulative Impact Policy SP9 3 b. (iii)
Example of an unacceptable location for a specified use under the 400m proximity test.



This proposal is unacceptable because it will result in more than three premises in the same specified use within 400 metres of each other.

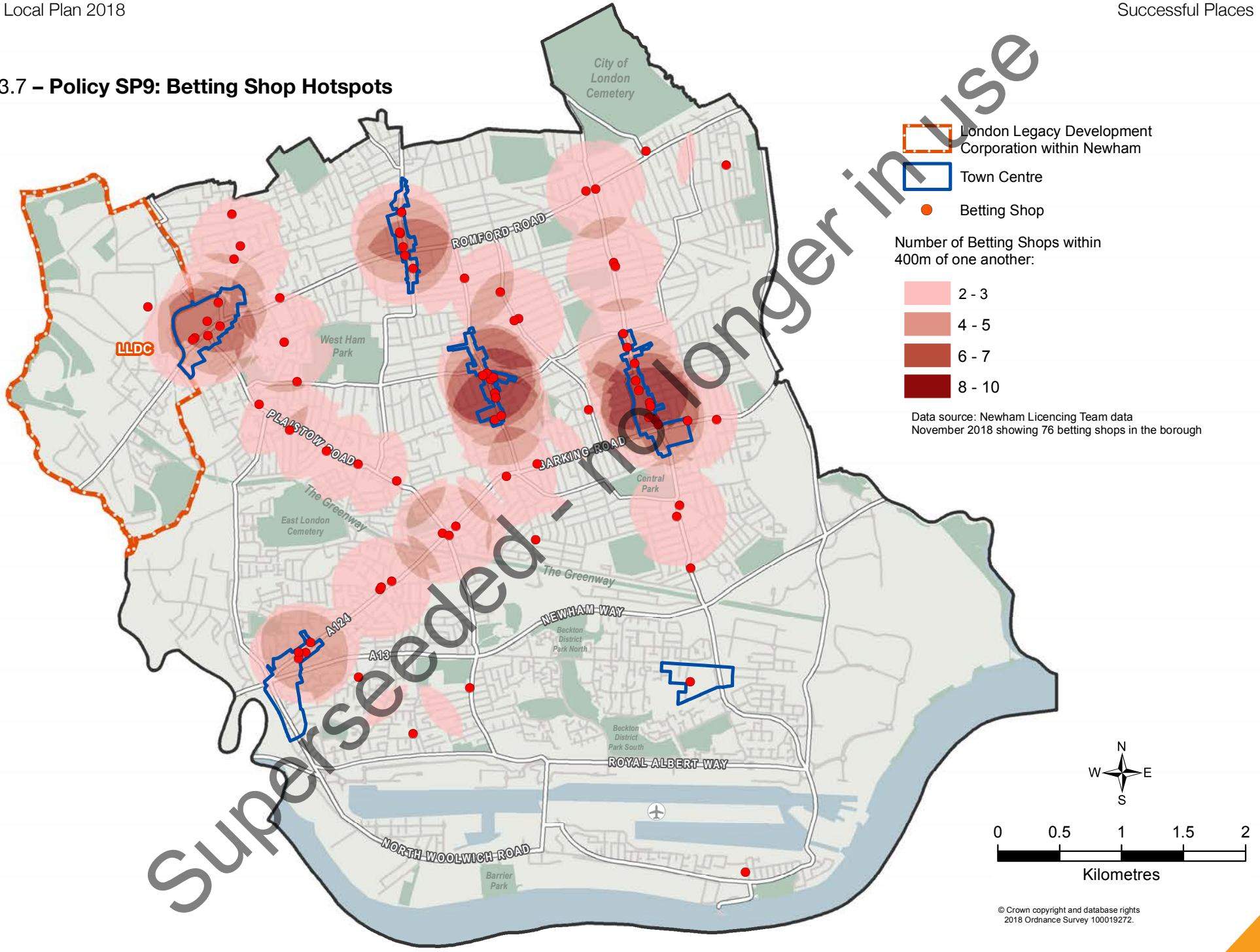
Superseded - no longer in use

Figure 3.6 – **Policy SP9: Takeaway (A5) Hotspots**



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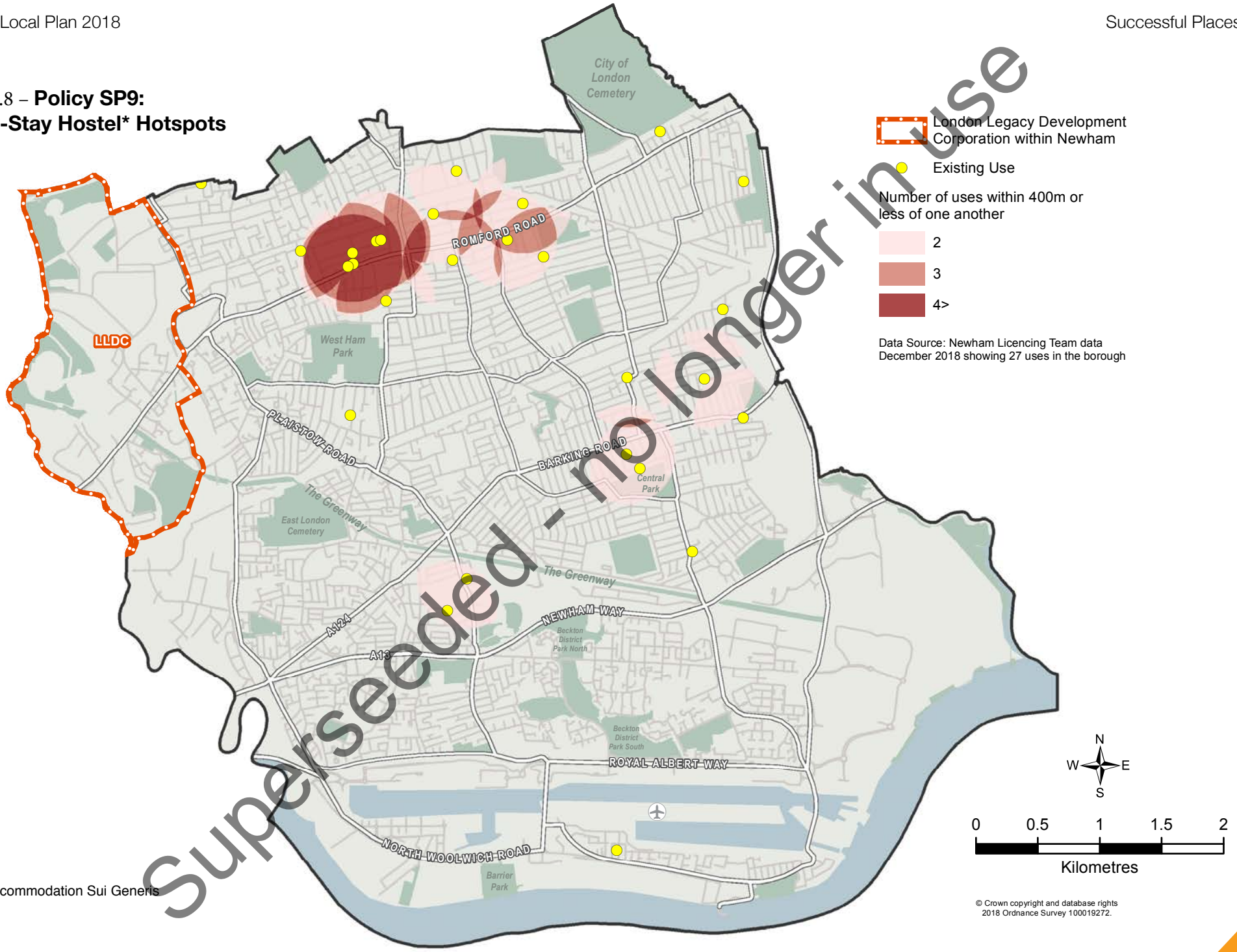
Figure 3.7 – **Policy SP9: Betting Shop Hotspots**



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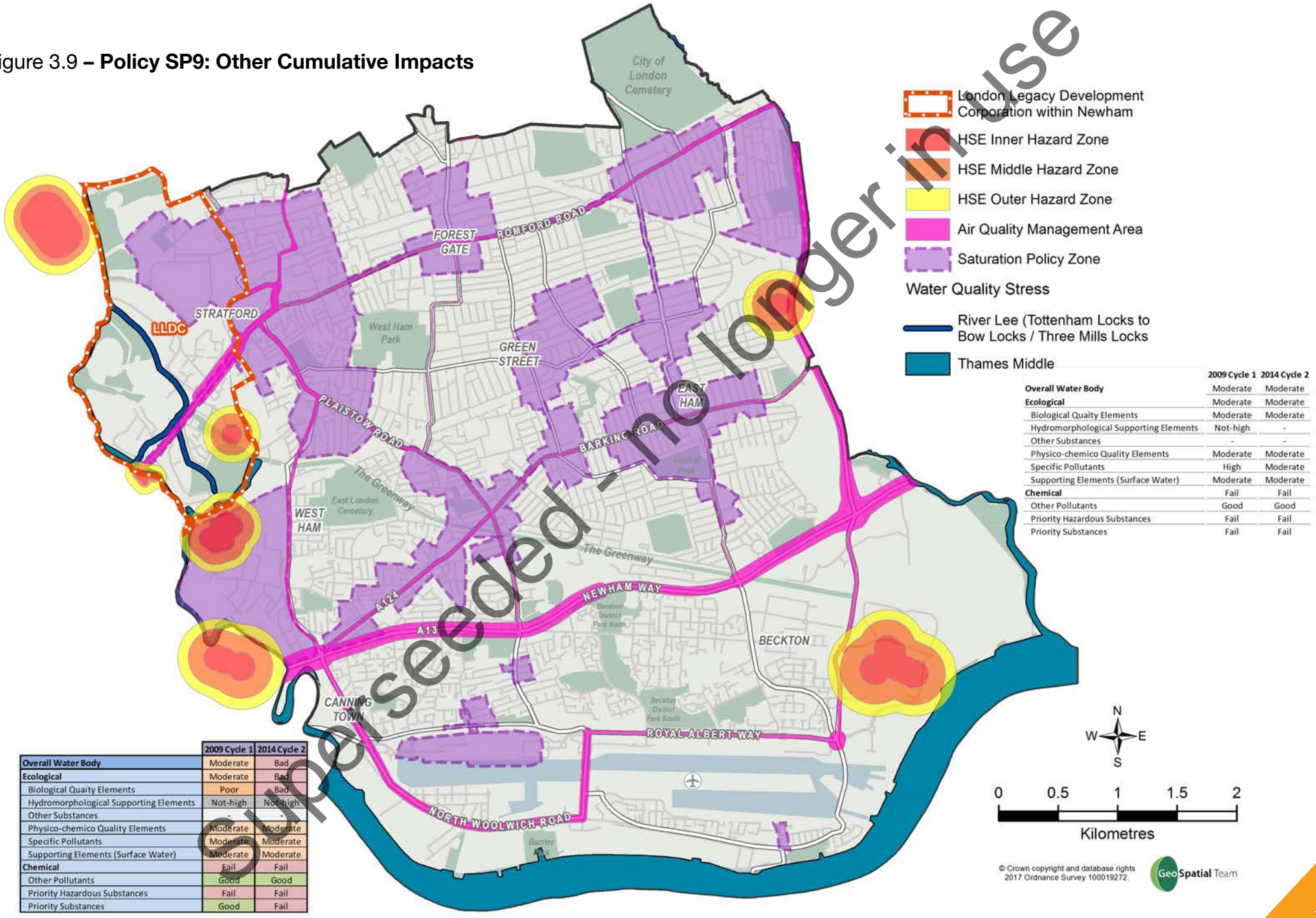
Figure 3.8 – **Policy SP9: Nightly-Stay Hostel* Hotspots**



*Shared Accommodation Sui Generis

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Figure 3.9 **– Policy SP9: Other Cumulative Impacts**



	2009 Cycle 1	2014 Cycle 2
Overall Water Body	Moderate	Moderate
Ecological	Moderate	Moderate
Biological Quaity Elements	Moderate	Moderate
Hydromorphological Supporting Elements	Not-high	-
Other Substances	-	-
Physico-chemico Quality Elements	Moderate	Moderate
Specific Pollutants	High	Moderate
Supporting Elements (Surface Water)	Moderate	Moderate
Chemical	Fail	Fail
Other Pollutants	Good	Good
Priority Hazardous Substances	Fail	Fail
Priority Substances	Fail	Fail

	2009 Cycle 1	2014 Cycle 2
Overall Water Body	Moderate	Bad
Ecological	Moderate	Bad
Biological Quaity Elements	Poor	Bad
Hydromorphological Supporting Elements	Not-high	Not-high
Other Substances	-	-
Physico-chemico Quality Elements	Moderate	Moderate
Specific Pollutants	Moderate	Moderate
Supporting Elements (Surface Water)	Moderate	Moderate
Chemical	Fail	Fail
Other Pollutants	Good	Good
Priority Hazardous Substances	Fail	Fail
Priority Substances	Good	Fail

Superseded - no longer in use

Jobs

J1 Business and Jobs Growth

Superseded - no longer in use

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

1. Strategic Principles:

a. Realise the benefits of the Borough's connectivity, international profile and existing and emerging sectoral strengths to secure a supply of land, infrastructure, premises and successful places capable of attracting investment in growth sectors and supporting the existing business base, facilitating the continued diversification of the Borough's economy and supporting Convergence aims; and

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

2. Spatial Strategy:

a. Continued development and promotion of the Arc of Opportunity and employment hubs as (amongst other things) high quality business environments with a diversity of flexible, future-proofed premises with particular strengths as set out in Table 6 below;

b. Focusing visitor attractions, and facilities on Strategic Sites in the Royals Docks and S08, LCY airport and ExCel employment hubs, Stratford Metropolitan and Green Street town centres; and quality visitor accommodation in town centres proportionate to their function and character, together with the Royal Docks Strategic Sites and S08, S31 and ExCel/Royal Victoria West Employment Hubs;

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

d. Major industrial development will be directed to, and where appropriate intensified, (including support for displaced businesses) at Strategic Industrial Locations and Local Industrial Locations (as per Policy J2 and designated in Table 7);

e. New town centre – including night-time and evening economy – uses will be

directed within the defined hierarchy to a centre, including emergent centres on Strategic Sites, proportionate to its scale, unless related to the visitor economy, (as per 2b above), clearly ancillary to other uses, and the NPPF sequential test is met (as per INF5 and SP6); and

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

3. Design and Technical Criteria:

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

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

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

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

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

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

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

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

Superseded - no longer in use

Table 6 – Policy J1: Employment Hubs

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

Employment Hubs are defined on the Policies Map and on Figure 4.1 below. For associated Strategic Sites see spatial policies S2-6 and Appendix 1.

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy.

Justification

3.1 It is expected that more jobs will be created in Newham, a Borough that has seen increases of a third in the numbers of economically active residents since 2010. It is estimated that during the plan period 39,000-60,000 jobs could be created in Newham, which is the highest of all neighbouring Boroughs with the exception of Tower Hamlets.

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

3.3 Ensuring that the supply of suitable employment land and premises is appropriately protected and newly provided for to meet emerging growth sectors will be a key component in maximising Newham's economic strength and future investment, recognising that in the competition for land, this needs to be evidence-led, related to growth needs and not entirely speculative, and to work to achieve efficient use of land without undermining functionality. In this respect for instance, it is noted that independent budget hotel market provision is extensive relative to more luxury and quality assured (more than 2*) premises. Likewise, the Employment Land Review (ELR) Demand Assessment demonstrates that major office floorspace is more than well provided for within the pipeline, and at present is unlikely to be justifiable elsewhere in terms of likely beneficial occupation, though there is a gap in the market for smaller scale, more locally oriented offices. Similarly, whilst there is growth in the cultural and creative sector, and significant displacement pressures from increasingly expensive inner boroughs, its presence in Newham will need to be carefully curated rather than provided purely on the basis that 'if we build it they will come'.

3.4 In supporting the broad range of employment opportunities, the policy seeks to create high quality business environments that are supported by appropriate associated infrastructure (including digital, energy, social infrastructure and facilities) and delivered to meet the needs and requirements of existing and future businesses and their users. Promotion of diverse and flexible workspace allows response to changing business needs and creates robust, future-proofed places, including successful Town Centres and the promotion of local supply chain and local employment links; indeed, particular need has been identified for micro, social, small and medium enterprises, as well as larger ones, and a variety of ownership, lease and licence terms and prices[1].

1 Newham Employment Land Review Part 2: Demand Assessment

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

3.6 Although the majority of employment will be directed to these areas, other locations are likely to be suitable for smaller-scale development, for example in Strategic Sites identified for mixed uses as detailed in Policies S1-6 and other small-scale designations including LMUAs (for cultural/creative workspaces) and LILs (recognising local clusters of industry) as identified in policy J2 (and Table 7).

3.7 In creating an overall mixed used area, it is important that new uses contribute to neighbourliness, as per SP8 to create successful places in the round, generally working on the basis of 'Agent of Change' principles. Depending on the area, there will be different emphases as to which uses have to be compatible with which, seeking to appropriately buffer core SIL and LIL and night-time economy clusters, but also key residential areas, whilst generally recognising new employment floorspace design is much more compatible with residential than some existing floorspace, and in some areas cumulative impacts need to be managed as per Policy SP9.

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

Implementation

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

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

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Developers will be expected to address the criteria in this policy in scheme formulation and accompanying planning statements, including a specific, robustly evidenced Employment Strategy where indicated. To ensure business requirements are met, it will be expected that marketing and demand testing will be demonstrated, and consideration given accordingly to market-appropriate physical forms and supporting facilities, types of management and tenure, (including short term licensing options, managed and affordable workspace) together with appropriate meanwhile use, marketing and phasing strategies. Likewise, as per J3, a commitment to work with the Council's well established employment intermediary will be expected. The Council will work with applicants through established pre-application advice channels to advise on the acceptability of approaches to satisfy these requirements.

3.11 Resultant commitments and Agent of Change principles will be secured by appropriate conditions and legal agreements. In order for employment-generating uses to benefit from neighbourliness and Agent of Change presumptions, they should be acting reasonably and lawfully within existing consents and permissions. Equally, where new employment-generating development occurs, the assumption is that the opportunity should be taken through masterplanning, modern design, supply chain specification (e.g. re delivery modes) and engineering techniques to also optimise neighbourliness and minimise off-site spatial impacts (noise, odour, vibration etc.) as per SP8, albeit acknowledging that some uses present more opportunities to do so than others.

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

Monitoring

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

Indicators

i. J-OP-1 Business and Jobs Growth:

a. Additional Employment Floorspace [No specific target: maintain trend in line with ongoing development of strategic sites];

b. Tourism and leisure development [no specific target – monitor ongoing development as per strategic site aspirations];

c. Investment in employment hubs [no specific target, but ongoing investment should be evident];

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d. Small and affordable business space [no specific target, continue to add to provision];

e. Small Business Space (<500 sq. m) recorded as part of larger schemes [no specific target, continue to add to provision];

f. Affordable workspace/local business occupancy provision [no specific target, continue to add to provision];

ii. J-OP-2 Policy Use and Robustness [no specific target; should be using regularly if effective, and support at appeal the majority of the times use];

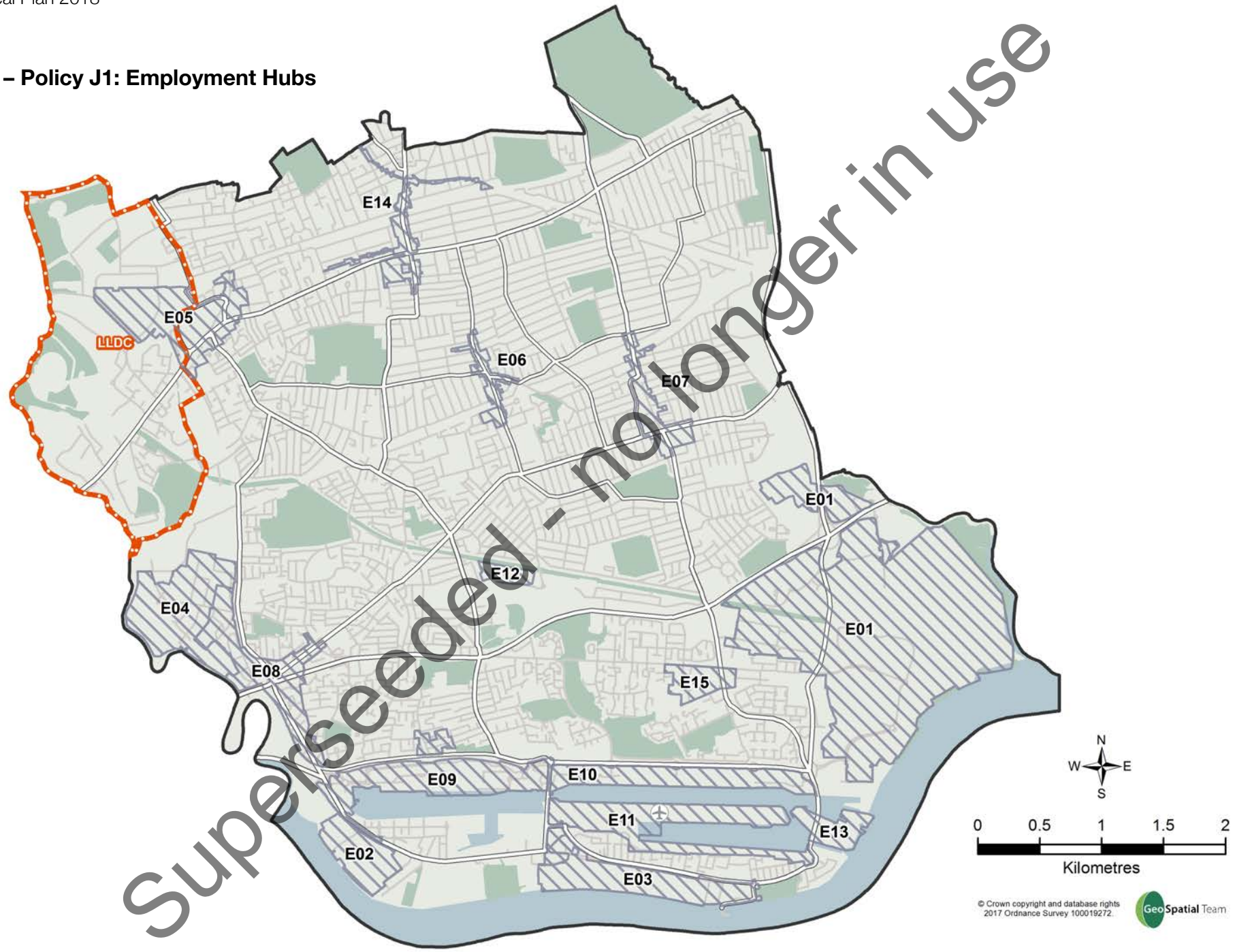
iii. J-OUT-1- Economic Development - Business Domain:

a. Business by sector [Target: should be steady or growing];

b. New business formation and survival [Target: should be steady or growing].

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Figure 4.1 **– Policy J1: Employment Hubs**



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J2 Providing for Efficient Use of Employment Land

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

1. Strategic Principles

a. Achieve [more] efficient use of employment land to support economic growth sectors and wider growth needs through the retention of suitable locations and capacity, intensification with no net loss of functionality, and limited, plan-led managed release of land as set out spatially in the J2 Employment Land Map (Figure 4.2 below); and

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

2. Spatial Strategy

a. Strategic Industrial Locations (SIL) and Local Industrial Locations (LIL) as listed in Table 7 are designated for protection, Managed Intensification, (as per criteria in J2.3b) and suitable in principle for Use Classes B1(b) B1(c) B2, B8 and appropriate Sui Generis employment uses including waste, utilities and transport depots, with other supporting facilities including B1a uses, where ancillary in scale and function. Sites with notable development capacities are identified in the spatial policies and Strategic Site Allocations at Central Thameside West, North Woolwich Gateway and Silvertown Landing;

b. The following sites will be released from SIL protection subject to Managed Release criteria (at J2:3a) and where proposals are in line with the vision set out in the spatial and other successful place-making policies including the relevant site allocation:

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

There is also scope for some limited further release through intensification of SIL uses over a smaller land area or with reduced spatial impact on the sites at Canning Town Riverside, Beckton Riverside and Silvertown Landing, where compliant with Managed Intensification criteria (see J2:3b) and spatial policies including the relevant site allocation;

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c. Local Mixed Use Area (LMUAs) identified in Table 7 are allocated for employment-led mixed use that:

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

   ii. allows for Managed Transition (see J2.3a) and redevelopment to focus on the ongoing viable operation of such uses and design incorporating or compatible with residential uses, whilst addressing any other site-specific issues;

d. Within Micro Businesses Opportunity Areas (MBOAs) identified in Table 7 allowing employment floor space that accommodates no more than 10 employees (cognisant of typical employment densities) subject to other policy considerations notably SP2, SP3, SP8 and SP7;

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

f. Elsewhere/in other cases, subject to compliance with Managed Release criteria on sites of 0.1ha or more (see J2.3.a), or where operational employment-generating floorspace compromises of 1,000 sq m or more, promoting consolidation of all other B class and Sui Generis employment-generating uses into:

   i. SIL, LIL, LMUAs and MBOAs as per the above spatial strategy;

   ii. or, in order to relieve pressure on core SIL/LIL areas;

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

   iv. Where compatible, onto otherwise undesignated/allocated out of town retail parks; and

g. The Council will support the consolidation of four of the safeguarded wharves in Thameside West onto Central Thameside West (S07) in line with Policy INF1 and S3 to promote a more effective use of employment land subject to compliance with the Managed Intensification Criteria; and of the release of 2 wharves in the Canning Town Riverside area and adjacent (Mayer Parry and Priors Wharf) as per relevant London Plan Policies.

These locations are defined in the Policies Map and in Table 7.

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3. Design and Technical Criteria

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

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

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

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

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

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

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

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

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Spatial Strategy paragraphs a, b, c, f and g only.

Table 7 – Policy J2: Employment Land

Site Reference	Site	Function
SIL 1: LIndP	London Industrial Park	SIL
SIL 2: Cody Rd	British Gas/Cody Road	SIL
SIL 3: Tside W	Thameside West	SIL
SIL 4: Tside E	Thameside East	SIL
SIL 5: Beckton	Beckton Riverside	SIL
LIL 1	Stephenson Street	LIL (Logistics and Transport)
LIL 2	Jubilee Line Depot	LIL (Logistics and Transport)
LIL 3	East Ham Depot	LIL (Logistics and Transport)
LIL 5	Land East of City Airport	LIL (Logistics and Transport)
LIL 6	Folkestone Road Depot	LIL (Logistics and Transport)
LIL 7	Beckton Gateway	LIL (B Class Uses and other Industrial Type Uses)
LIL 8	Canning Road East	LIL (B Class Uses and other Industrial Type Uses)
LIL 9	Nursery Lane	LIL (B Class Uses and other Industrial Type Uses)
LIL 10	Grantham Road	LIL (B Class Uses and other Industrial Type Uses)
LIL 11	St Mark's Industrial Estate	LIL (B Class Uses and other Industrial Type Uses)
LIL 12	Albert Island	LIL (B Class Uses and other Industrial Type Uses)
LIL 13	Butchers Road	LIL (B Class Uses and other Industrial Type Uses)
LMUA 1	Silvertown Arches	Employment-led mixed use (see J2.2.c)
LMUA 2	Aldersbrook	Employment-led mixed use (see J2.2.c)
LMUA 3	Nursery Lane	Employment-led mixed use (see J2.2.c)
LMUA 4	East Ham Industrial Estate	Employment-led mixed use (see J2.2.c)
LMUA 5	Forest Gate Arches	Employment-led mixed use (see J2.2.c)
LMUA 6	Ashburton Terrace	Employment-led mixed use (see J2.2.c)
LMUA 7	Dulcia Mills	Employment-led mixed use (see J2.2.c)
LMUA 8	Sprowston and Atherton Mews	Employment-led mixed use (see J2.2.c)
LMUA 9	Canning Road West	Employment-led mixed use (see J2.2.c)
LMUA 10	Grove Crescent	Employment-led mixed use (see J2.2.c)
LMUA 11	St Marys Industrial Estate	Employment-led mixed use (see J2.2.c)
LMUA 12	Bidder Street	Employment-led mixed use (see J2.2.c)
LMUA 13	Bridge Road Depot	Employment-led mixed use (see J2.2.c)
LMUA 14	Beeby Road	Employment-led mixed use (see J2.2.c)
LMUA 15	Esk Road	Employment-led mixed use (see J2.2.c)
LMUA 16	Kudhail Industrial Complex	Employment-led mixed use (see J2.2.c)
MBOA 1	Canning Town	Policy ref J2.2.d
MBOA 2	East Ham	Policy ref J2.2.d
MBOA 3	Forest Gate	Policy ref J2.2.d
MBOA 4	Manor Park	Policy ref J2.2.d
MBOA 5	Stratford	Policy ref J2.2.d

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Justification

3.14 The Council is required by national and regional policy to plan positively to meet the area's development needs and support sustainable economic growth, including support for existing and new employment sectors, whilst not protecting land that has no reasonable prospect of use. This policy seeks to ensure the supply of land to support economic and other growth needs, i.e. including as well as industrial and other employment, housing, social and green infrastructure, waste, transport and utilities, recognising their interrelationships; for instance that housing growth generates warehousing and logistics needs, and employment growth generates housing need. In doing so, it seeks to optimise opportunities for economic growth in a way that supports a strong local economy (and therefore resilience and convergence) and wider strategic needs, and promotes a quality of place, through a spatial strategy and reservoir of employment land that provides for different types of employment space, with varying locational attributes and compatibility with other uses, and managed, plan-led land use change.

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

3.16 The Review concludes that industrial development is viable throughout the Borough but there is strong demand for industrial space (including 'last mile' uses) across the Borough which is currently not being met. The ELR identifies that the Borough has a demand for at least 26 ha of industrial and warehousing land, (16 ha for warehousing / logistics including depot uses and 9 ha for industry including waste) with further requirements derived from displacement from its Strategic Sites and those elsewhere in inner London (notably Tower Hamlets) and that it has a reservoir of 42.52 ha to meet such need over the plan period, allowing for limited, Managed Release and consolidation of wharves, notably on some Strategic Sites, which are crucial to delivering the Council's Spatial Vision (see spatial policies).

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

3.18 Moreover, given the influence of 'hope value' for residential development and ongoing displacement issues (including the use of insecure, short-term leases), 'forward protection' of presently vacant sites, or sites otherwise with capacity to meet demand is set out. This goes hand-in-hand with proposed Managed Release/Transition and the provision of support to affected businesses no matter the extent of their lease; however there is also acknowledgement of the need for consolidation of industrial uses outside of

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residential areas to enhance residential environments, given that it is often such small scale uses (e.g. vehicle repair workshops) that lead to most complaints as they have not had appropriate compatibility with residential designed in.

3.19 Therefore, the different employment designations all work together. For instance, some LILs (e.g. Beckton Gateway, Albert Island, Grantham Road) and Strategic Sites with retained SIL designations (notably Silvertown Landing S09, Central Thameside West S07 and North Woolwich Gateway S04) provide particular capacity to accommodate displaced and consolidated heavier industrial uses. Similarly, new workspace on other [parts of] Strategic Sites (notably Alpine Way S02, Connaught Riverside S23, North Woolwich Gateway S04, Lyle Park West S20) together with LMUAs, offer the opportunity to alleviate pressure and land demands on core industrial land, from uses or configurations of space that are more compatible with residential and help secure other benefits of a mixed use typology. It is also acknowledged that otherwise unallocated out of town retail parks in Beckton also offer some capacity of type, particularly where uses (e.g. car hire, open storage) may be more compatible with retail servicing and car parking. In turn, MBOAs, LMUAs and Strategic Sites present opportunities to develop smaller scale workspace (such as incubators, accelerators and co-working spaces) to accommodate the Borough's buoyant levels of start ups or other businesses for whom affordability is an issue, and in residential areas, some very small scale workspace to support existing business needs may be acceptable.

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

Implementation

3.21 Policy will be implemented through the Development Management process and developers will be expected to address the criteria in this policy in scheme formulation and accompanying Planning Statements, Employment Strategies (where required) providing robust evidence where necessary (e.g. marketing of the site/scheme).

3.22 The employment land designations (including acceptable land uses on these) are set out in Table 7 and the Policies Map. The J2 Employment Land Map sets out the locations across the borough whereby the release of SIL will be allowed, subject to the Managed Release criteria and other policies.

3.23 Managed Release and Transition is a plan-led process that should occur in identified places or circumstances (in the case of the threshold referred to at 2.f). The starting point is an understanding of what presently exists on site, its economic role (for instance in servicing other economic activity providing for strategic infrastructure such as waste

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management capacity, as well as the quantum of floorspace and its uniqueness and/or contribution to a wider cluster) and associated locational requirements, which will in many cases require continued access to the local market. As such, reasonable endeavours will require proposals to demonstrate positive and proactive engagement with existing occupiers, and relocation support arrangements offered that have regard to known potential impacts on business supply chains, operational continuity and continued access to labour, put in place in a timely manner to ensure that disruption to existing businesses are minimised. This is likely to involve support with site search and consideration of re-accommodation within the site or other sites within the landowner's control locally. Re-provision within the site is provided for in specification of various employment areas in mixed use Strategic Sites as retained SIL or SIL buffers where appropriate; it is also anticipated that it has a role in planning for flood risk management with employment uses, providing less vulnerable active ground floors in vertical mixed use. Release is therefore conditional on these needs being met, no matter the extent of the lease interest of the affected parties.

3.24 In the case of proposed full release to residential (outside of Strategic Sites), release requires robust marketing as per the technical criteria. This is applicable to smaller windfall sites in lawful employment use and not SIL Release which is linked to Strategic Site allocations and already accounted for in demand and capacity testing. The policy requires a twelve-month period for demand testing to promote redevelopment of underused employment sites whilst helping to identify those that have reasonable employment potential. As per the GLA Land for Industry and Transport SPG, the policy ensures that the site has been adequately marketed through commercial agents at a price that reflects market value for industrial use for a reasonable period, and offered with potential for redevelopment where this is required to meet the needs of modern industrial users.

3.25 In turn, on sites where employment uses are to continue to feature, as per J1, provision should be subject to market and demand testing, including reference to the ELR Demand Side Study and subsequent updates.

3.26 In requiring release sites to achieve Neighbourly Development (as per SP8), the assumption would be that uses to benefit from Agent of Change would be operating reasonably and lawfully, and over time if they in turn propose further development, that this should reflect the potential of modern design and supply chain specification to improve environmental performance and neighbourliness. It is however recognised that some industrial (including modernised) processes are inherently less neighbourly than others, and that one of the reasons for continuing to designate land as SIL is to concentrate these uses to better manage their impacts on overall development capacity.

3.27 In relation to wharves, there are two components of the wharf strategy (policies INF1 and S3/S4). The first seeks the consolidation of four safeguarded wharves in Thameside West (Thames, Sunshine, Manhattan and Peruvian Wharves) on Central Thameside West (Peruvian and Royal Primrose Wharves) through Managed Intensification criteria (and appropriate development of associated Strategic Sites) requiring rationalisation and reduction of spatial impacts without net loss of capacity and functionality. This works with the Managed Release of associated SIL to ensure operational continuity for active wharf users. The second is the release of the two wharves at Canning Town Riverside (Mayer Parry and Priors Wharf) due to surplus capacity in the NE region. The Council will work with its partners including the PLA and GLA to realise this strategy and secure compliance with relevant London Plan policies.

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3.28 Managed Intensification, is promoted in S12:Canning Town Riverside, S09:Silvertown Landing and S01:Beckton Riverside as specified in the site allocations with a view to enabling further release of co-location, should criteria (as per J2:3b) be met. Elsewhere (on SIL and LIL more generally) the objective will be to increase capacity for further SIL and LIL compatible uses (without incursion of residential). In all cases it requires careful attention to the need of SIL and LIL uses on site, and how they could be intensified without compromising their operational functionality and overall capacity expectations on sites (relating to modelled demand for industrial and warehousing uses including transport, utilities and waste management) as set out in the Employment Land Review Part 2 (and any subsequent updates) and monitoring updates.

3.29 Such intensification may be achieved over several sites that better meet needs than one site and allow for rationalisation of space perhaps by including a non-traditional employment site (such as an otherwise unallocated out of centre retail park). Another possibility is temporal intensification, making use of 'down time' on other sites. Spatially it will also include actions such as enclosure of external storage, reducing off site impacts. Functionality considerations will include continued provision of adequate yard space, road access, ability to accommodate working patterns, wider ability to accommodate projected industrial/warehousing demand, (including a measure of cross-boundary displacement) in some cases due to impacts on adjacent SIL/LIL (e.g. due to potential access routes through the subject site).

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

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

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

3.33 In order to support existing businesses, this policy also provides for the small-scale intensification of B Class and Sui Generis employment-generating floorspace outside

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

Monitoring

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

Indicators

i. J-OP-3 Securing Effective Use of Employment Land:

   a. Employment Land Available [monitor to demonstrate project needs can be accommodated];

   b. Loss of Employment Land [no loss of land specified for protection];

   c. Net change in employment floorspace approved and completed on protected Strategic Industrial Location (SILs) and Local Industrial Locations (LILs) [no specific target, should be increasing];

   d. Employment land improvements [no specific target, monitor for change secured through planning and other interventions];

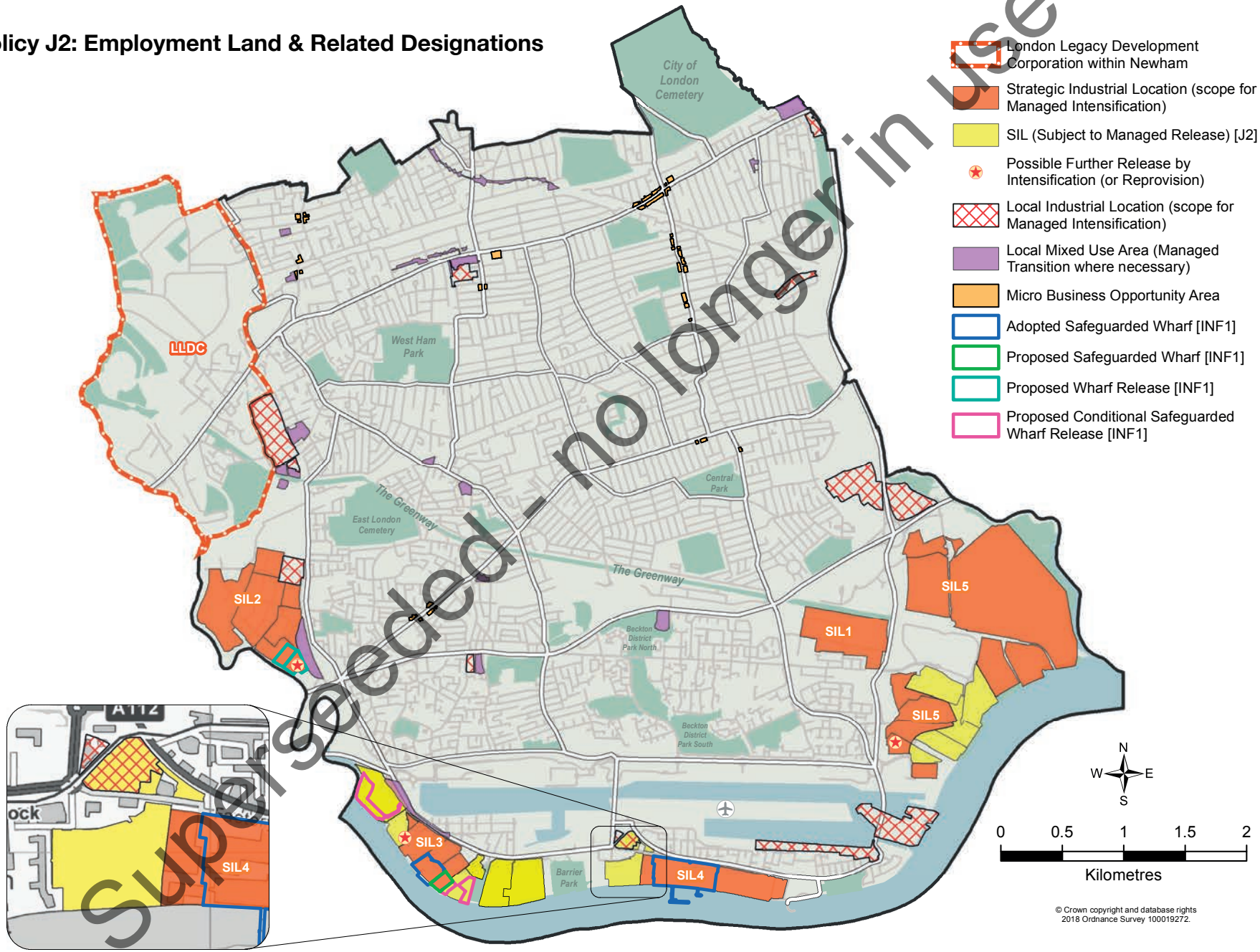
ii. J-OP-4 Policy Use and Robustness [no specific target; should be using regularly if effective, and support at appeal the majority of the time];

iii. J-OUT-2 Economic Development - Business Domain:

   a. Vacancy rates on Employment Land [no specific target, should be steady or reducing relative to London/neighbouring borough averages].

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Figure 4.2 – **Policy J2: Employment Land & Related Designations**



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J3 Skills and Access to Employment

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

1. Strategic Principles:

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

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

b. Promotion of local labour agreements and procurement in the construction and operation of new development; and

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

2. Spatial Strategy:

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

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

3. Design and Technical Criteria:

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

b. All Major Developments will be required to help ensure that more Newham residents access work through seeking to secure that they occupy:

i. 35% of all construction phase jobs; and

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

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

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c. All Major Developments should demonstrate an understanding of, and commitment to, the desirability of supplying the construction and operational needs from within Newham; and

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

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles.

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Justification

3.35 This policy assists in the implementation of the Council's key objective to build personal and economic capacity and improve the economic resilience of all Newham's residents as a key component of economic growth, sustainable communities and successful places, helping to improve health and other outcomes including Convergence. In doing so, it seeks to harness the benefits of development for as wide a group as possible, spreading them beyond its immediate vicinity.

3.36 Newham is the 23rd most deprived borough in England, (IMD 2015) and whilst this is an improvement, there are serious employment challenges facing the Borough. Life expectancy amongst residents remains lower than the London average and the 4th lowest in London. Unemployment has improved in recent years at 7.4% but remains higher than the London average, particularly amongst young people. The rate of 16-18 year olds not in education, employment or training remains above the London average[1], and though skills gaps have improved[2] and educational attainment is improving, Newham has a lower level of qualifications compared to London as a whole, and the third highest level of residents with no qualification at 11%, making it particularly hard for residents to get a job. In turn, though economic activity this has significantly improved largely through the success of the Workplace programme, among residents who work, incomes are on average £6000 less per annum than London as a whole[3].

3.37 The Council and its partners are making significant investments in employability projects. Current projects include: the Council's job brokerage mechanism (currently Workplace), Education Business Partnership and the ongoing work and investment of a range of education providers including Newham College, Newham Sixth Form College (NewVic), the University of East London and Birkbeck College which will support skill development in a range of sectors for all levels of employment types. The spatial strategy, jobs targets and other

1 3.4% of 16-18 year olds in Newham, compared to 3.1% London average. Source: London Datastore, Young People Not in Employment, Education or Training, Borough; for further information on employment challenges faced by young people see LBN, EqIA para 4.29

2 In 2009 21% of establishments surveyed in the Employer Skills Survey reported a skill gap in their current work force, and in 2015 this dropped to 11% and is now below the London average at 13%. Source: UKCES Employer Skills Survey 2015: supplementary documents

3 ONS, Annual Survey of Hours and Earnings: 2015

required undertakings help to further this work, supporting partners' investment, growth sector needs, and more directly connecting residents and businesses with opportunities, acknowledging how planning may affect a variety of barriers to work.

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

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

3.40 The majority of clients using training facilities and many workers are reliant upon public transport, although shift working also means for some employment space, car access is also important for at least some of the time. In many cases, as per the strategy set out in INF8, for training this will mean prioritising town centre locations, but there is a need to accept that in some cases it is an operational requirement that they are workplace based or otherwise located in out of centre locations. In these cases, and for workplace provision more generally, access choice, including low cost modes, will be an important part of tackling barriers to work, with engagement evidence highlighting its particular significance for young and lower paid people including apprentices starting out in their career.

3.41 Policy J1 has identified the main areas of growth in the local economy, and given competing pressures on the use of land as expressed by Policy INF8, and the objective to better connect people to opportunities arising from development, training provision should directly address any needs arising from these in addition to the requirements set out in INF8.

Implementation

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

3.43 Requirements for contributions from S106 for jobs and skills training arising from the jobs targets will be set out in a Planning Obligations and Development Viability Supplementary Planning Documents in line with Policy INF9. The proposed tariff, calculated against predicted job yield (drawing on construction costs and employment density data) and benchmarked cost to place people per job, will be used to fund continued brokerage, training commissioning and employment support work by Workplace. The Council supports

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proposals that maximise economic opportunities resulting in positive benefits for local employment from both the construction and end user stage. The targets set out as a starting point for negotiations and considered alongside other scheme specific factors including viability, ensuring employment benefits are maximised from development.

3.44 In order that proposed new training provision meets the needs of growth sectors identified in J1, evidence of engagement with relevant local employers, skills gap analysis and appropriate recognised qualifications should be provided. However, generally it is recognised that existing provision, notably at Newham College, addresses much of the need arising locally.

Monitoring

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

Indicators

i. J-OP-5 Enhancing Skills and Access to Work:

   a. Number of jobs filled by employment mechanisms including Workplace (breakdown per sector) [maintain and increase in line with Council or other targets];

   b. Business support through planning at the construction phase and end user jobs secured through S106 negotiations [trend commensurate with major development progress];

   c. Education, skills and training contributions secured through S106 Planning Obligations [trend commensurate with major development progress];

   d. Education and training facility developments completed [deliver in line with Infrastructure Delivery Plan];

   e. New childcare provisions facilities completed [target in line with infrastructure needs – annual sufficiency statement];

ii. J-OP-6 Policy Use and Robustness [no specific target; should be using regularly if effective, and support at appeal the majority of the time];

iii. J-OUT-3 Economic Development – employee domain:

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a. Economic activity rates in Newham, London and neighbouring Borough's [target to achieve convergence with London average, trend should be improving];

b. Prevalence of earning below London Living Wage/National Minimum Wage [target to achieve convergence with London average, trend should be improving];

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

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

e. Percentage of Children in low income families, linked to the prevalence of low income indicator, Community Neighbourhood breakdown (NHPS) [no specific targets, monitor for appropriate trends in line with policy objectives and relative to neighbouring Boroughs and London averages to assess Convergence].

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Homes

H1 Building Sustainable Mixed Communities

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

1. Strategic Principles:

a. Enable, from a range of sources, a net increase of additional quality homes exceeding 43,000 between 2018 and 2033 in general accordance with the 'delivery phases' outlined below;

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

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

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

e. Housing densities and site locations should not inhibit the provision of quality family accommodation.

2. Spatial Strategy:

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

b. The delivery of non-strategic sites (Table 8), allocated for either residential or residential-led mixed-use development to assist in the delivery of a mix and balance of housing types, sizes and tenures; further information is to be found in the sites schedule, Appendix 2;

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

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

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

f. Housing densities will reflect environmental capacity, (as per SC1-5) local context

and character (in line with Policies S1 – S6 and SP3) and be appropriate in relation to the availability of open space (including public green space, private gardens and play space), transport, retail, community and other supporting facilities as per S1 and INF9; and

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

3. Design and Technical Criteria:

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

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

ii. scheme viability;

iii. the availability of subsidy;

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

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

b. All new homes should meet the internal space standards of the London Plan as a minimum, as well as provide adequate external private open space (as set out in Supplementary Planning Guidance[1] and subsequent updates) or if specialist housing, those set out in Policy H3;

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

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

e. Purpose built Build to Rent accommodation must:

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

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

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

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

g. Proposals on sites capable of delivering more than 10 units comprising less than 39% family housing, are required to be accompanied by a detailed viability appraisal as per the requirements set out in H2:2.

1 GLA, Housing SPG much of which is incorporated into the Draft London Plan

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy paragraph d only.

Table 8 – Policy H1: Non-Strategic Housing Allocations

Site Reference	Site	Allocation
HSG1	North of Forest Gate Station E7	Residential-led, mixed use
HSG2	Bow Street	Residential
HSG3	Methodist Church Community Centre	Residential-led, mixed use
HSG5	McGrath Road	Residential
HSG6	236 Romford Road	Residential
HSG7	Wordsworth Avenue	Residential
HSG8	42 West Ham Lane	Residential
HSG9	156 - 158 Katherine Road	Residential
HSG10	Former Lea Bon Club	Residential
HSG11	95 Arragon Road	Residential
HSG12	236-242 Barking Road E6	Residential
HSG13	Nelson Street / High St North	Residential
HSG14	Hartington Close / Vandome Rd	Residential
HSG16	Grange Road	Residential
HSG17	Kent Street - Court Area	Residential
HSG18	Doherty Road	Residential
HSG19	Beckton Road E16	Residential
HSG20	Canning Town Area 4	Residential
HSG21	Baxter Road / Alnwick Road	Residential
HSG22	Balaam Street Garage	Residential
HSG23	Balaam Leisure Centre	Residential
HSG24	Cyprus 4	Residential
HSG25	ExCel Site 4	Residential-led, mixed use
HSG26	ExCel Site 3	Residential-led, mixed use
HSG27	Leonard Street	Residential
HSG28	Former Tate Institute, Wythes Road	Residential
HSG29	Rymill Street E16	Residential
HSG30	Barrier Park North	Residential
HSG31	Albert Road / Fernhill Street E16	Residential
HSG32	Abbey House	Residential-led, mixed use
HSG33	15-21 Leytonstone Road	Residential-led, mixed use
HSG34	David Street	Residential
HSG35	Rosebery Avenue	Residential
HSG36	Prince Regent Lane (Falcon Carriage)	Residential

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Justification

4.1 The delivery of quality and varied new homes is essential to meeting Local Plan objectives of providing for local and strategic needs arising from population and economic growth, in turn creating high quality, safe and secure places, with stable, mixed and balanced communities that work. Whilst Newham has a long history of welcoming new communities and benefits from a rich diversity, the high level of in-migration and the relatively cheap rents of East London that attract them have tended to be exploited by landlords who have created small [often sub-standard] flats and [often poor quality, over-crowded] HMOs in former family housing, reducing choice and eroding quality, with many people as a consequence passing through rather than setting down roots. This in turn has further affected community resilience and the extent to which people invest in improving their environment. Choice has also in the past been affected by smaller units dominating new-build supply, and quality by a failure of infrastructure investment to keep pace with growth, or in some cases, by poorly located housing. Quality in supply also becomes increasingly important with rising densities in order to compensate for intensity that comes with meeting housing need.

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

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

4.4 Notwithstanding the above, housing numbers are important, and Newham, given its high birth rate and levels of in-migration has a growing local need[2], as well as the ability to accommodate strategic need beyond this due to the extent of development sites. The London Plan sets 10 year housing targets for all London boroughs, cognisant of both capacity and Pan-London need, with the aim of targets being met and exceeded between 2015 and 2025. The current target places a 'general conformity' commitment on Newham to provide 19,445 homes within this timeframe. However, the period of the Local Plan (2018 – 2033) requires consideration of housing delivery further into the future.

2 Full Objectively Assessed Need (OAN) 2011 – 2033: 51,800 units.

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

4.6 The table below demonstrates that the Council has the capacity to meet and exceed London Plan targets with a 19% uplift by the end of the ten year period (up to 2025). Beyond this to 2033, a capacity-derived figure (exceeding the London Plan 2016 annual targets) has been identified. Recognising continued strategic pressures to increase housing supply using the same percentage increase seen in the period up until 2025, a further uplift of 19% has been added to the capacity-derived figure. When combined, the total housing supply sought by policy within the plan period is in excess of 43,000 units. Table 9 below provides an indication of housing delivery in each Community Neighbourhood Area throughout the plan period. It does not however account for an additional small sites estimation in excess of 1500 units, which will add to identified capacities.

Table 9: Indicative Housing Delivery by Phase and Community Neighbourhood / Spatial Policy Area

Community Neighbourhood Area	2017/2018	2018/19 – 2022/23	2023/24 – 2027/28	2028/29 – 2032/33	Total
Stratford and West Ham	18	258	2623	1044	3943
Royal Docks	450	3457	2937	1254	8098
Custom House and Canning Town	852	4688	7061	2079	14680
Beckton	0	1569	1634	1910	5113
Forest Gate	14	213	770	257	1254
Plaistow	25	148	130	77	380
Manor Park	12	79	482	688	1261
Green Street	79	1086	974	406	2545
East Ham	20	371	1095	412	1898
Total	1470	11869	17706	8127	39172

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

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

Table 10: Indicative Housing Delivery from Non-strategic Site Allocations by Spatial Policy Area

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

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

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

3 3 bedroom homes accounts for 64% of total OAN (see footnote 1). Of the total market and total affordable housing needs 68% and 59% respectively is for 3 bed homes.

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the economics of provision. Ultimately, the mix and tenure of individual schemes will be assessed on a case by case basis, taking into account factors set out within the technical criteria. Policies protecting existing family housing are set out under Policy H4.

Implementation

4.10 The Local Plan sets out the parameters of housing development to achieve the objectives of building mixed and balanced communities where significant delivery of quality housing, will meet need up until 2033. New homes, largely on allocated sites will come from a range of sources including intensification, town centre renewal, growth areas, mixed use redevelopment particularly of surplus commercial uses on non-designated employment locations, and sensitive renewal of existing residential areas. Together with explicit support for the realisation of windfall sites, (in appropriate locations), overall policy and allocations support significant housing delivery by providing for a degree of certainty.

4.11 It should be noted that the term 'Housing' refers to any lawful accommodation as defined by legislation (including Planning and Housing Acts and Building Regulations). Housing policy will be implemented via the Development Management process and proposals should be accompanied by statements that set out the responses to the relevant criteria.

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

4.13 As strategic principles set out, in considering appropriate densities, including accounting for the local context - which also includes any emerging context as per the spatial policies - the provision of quality family housing should also be factored in, as well as local infrastructure capacity and accessibility (as per S1, INF9) and broader environmental capacity (as per policies SC1-5) being aware, as per SC4, that this process may require impact on any European site to be considered, having regard to all relevant information available at the time and other relevant policies (see also INF2, INF7). Design responsive to context (as per SP3 and SP5) should be able to achieve the necessary quality across all sizes of housing on a site. As per policy S1.3a, comprehensive development and masterplanning (including associated capacity testing) are the expected vehicles through which such issues are resolved, and to secure appropriate integration of housing typologies and tenures, and overall residential quality.

4.14 The format of Build to Rent / PRS products should accord with definitions of the London Plan (as carried through into subsequent SPGs) and are suitable for single household or HMO occupation.

4.15 In addition to family housing, applicants should aim to deliver variation within unit sizes, rather than simply the required quantum of family housing with remaining units of a single uniform type. Where a site is large enough, a balance in tenures subject to policy H2, is also expected.

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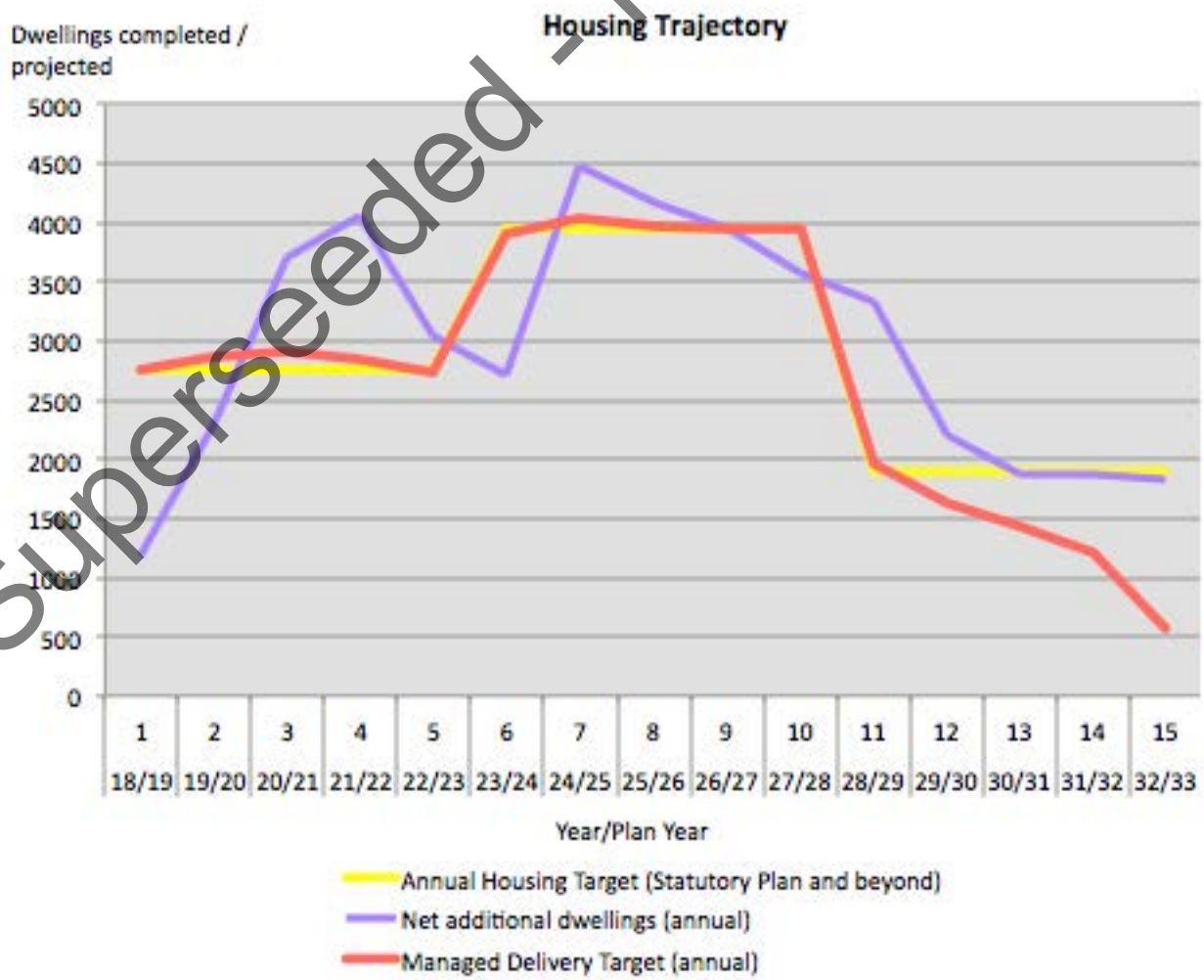
4.16 Where sites are subject to non-strategic residential or strategic site allocations, or if a consent for residential has been granted on any site within the last 3 years, as part of guaranteeing housing supply in accordance with unit estimations in tables above, the site must deliver (at least in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

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

Monitoring

4.18 Housing delivery (both in real terms and projected) of varying types, sizes, and tenures will be kept under review, drawing on data input to the London Development Database and published in the LBN Authority Monitoring Report and associated Housing Monitoring Bulletins. This will include monitoring of the Council's Housing Trajectory and 5 Year Housing Land Supply, set out in the graph below and informed by Table 9 in para 6.114b above. This will be used as the basis for understanding changes in the levels of existing and forecast house building.

In light of the variations in supply projected over the plan period, the 5 Year Housing Land



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Supply will be measured through a stepped trajectory with a different target for every 5 year phase of the Plan, as follows:

Delivery Period	Years	Annual Delivery Target
Short Term	2018/19 – 2022/23	2752
Medium Term	2023/24 – 2027/28	3956
Long Term	2028/29 – 2032/33	1892

4.19 Upon publication of the final (revised) London Plan, if the Local Plan as written is delivering a significant shortfall against updated targets, early review (of housing delivery) will be undertaken.

4.20 Additionally, the below outcomes indicators will help to inform changes to future policy via updated assessments of need and capacity. In-house activity monitoring, statutory returns, independent surveys of residents commissioned by the Council and S106 reporting together with national statistics will be drawn upon. Other relevant output and outcome indicators are found under Policy H2 and SP3. Both output and outcome indicators are inevitably affected by other factors, which will be noted in analysis.

Indicators

i. H-OP-1 Building Mixed and Balanced Communities:
   a. Net additional dwellings and housing trajectory and 5 Year Housing Land Supply against housing supply targets. [As per Local Plan];
   b. Housing density (apply on major housing developments only) against London Plan targets [no specific target: monitor against density ranges of the London Plan];
   c. Housing mix and choice:
      i. Family housing gains from both approvals and completions against policy targets (39% 3 bed) including a comparison of approvals of houses and flats [no specific target – monitor for upward trend in terms of proportion of houses];
      ii. The proportion of units, based on size, delivered in each tenure [no specific target for more balanced provision, notable upward trend in market provision of family units]; and
      iii. Overall size mix within tenures, [no specific target; monitor for expected upward trends from policy intervention];
   d. Housing Quality:
      i. Space standards, [target: 100% of units approved through consent meet London Plan space standards];
      ii. Delivery of wheelchair homes and number of households housed each year in wheelchair adapted homes (by size) [target: 10% of housing completions (by scheme) meet Part M; no specific target for households housed, but should be related to an improvement in monitoring indicator H-OUT1c];
      iii. existing stock improvements [no specific target, reporting of activity to show general commitment to this principle];

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ii. H-OP-2 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny];

iii. H-OUT-1 Housing need:

   a. Homeless households in temporary accommodation;

   b. Number of households on the Local Authority waiting list [no specific target: should be decreasing; compare to surrounding boroughs and London average to assess convergence, and monitor as a market signal];

   c. Number of people waiting for a wheelchair adapted home by number of bedrooms required, and average waiting times [target: no specific target, should be decreasing];

iv. H-OUT-2 Housing quality / stock conditions [no specific target, monitor for trends relevant to policy objectives].

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H2 Affordable Housing

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

1. Strategic Principles and Spatial Strategy:

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

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

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

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

or

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

and

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

2. Design and Technical Criteria:

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

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

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

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles and Spatial Strategy.

Justification

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

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

4.23 Variation in this split applies to proposals in the Canning Town and Custom House Regeneration Area, where 65% market housing and 35% affordable, evenly divided between social

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housing and intermediate tenure is sought, due to the existing tenure split, which comprises a relatively high proportion of social housing. This reflects the objective of delivering mixed communities; diversifying this split and increasing the share of market and intermediate housing to improve the housing mix in this area.

4.24 Newham's Strategic Housing Market Assessment (SHMA) 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) 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.

4.25 Notwithstanding the above commitments it is recognised that the amount of grant available to facilitate affordable housing is limited, and the levels of public subsidy across the plan period are inevitably uncertain. Welfare reform and changes to rent levels has and will continue to have implications, and whilst renewed commitments to affordable housing are being made at the London level, the early phase of delivery may see levels of provision against the lower end of the affordable housing targets. That said, this may be mitigated to some extent by the use of alternative models of provision, as well as the relatively high proportion of land in public ownership that is yet to come forward within the Arc of Opportunity.

Implementation

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

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

4.28 Policy that enables the delivery of affordable housing will be implemented via the development management process, with the negotiation target of between 35% and 50% of total units within a scheme being affordable (with policy compliant tenure splits) applied having regard to the appropriate mix considerations in policy H1. When accounting for local context, this should include consideration of any decant or right to return requirements. A site's capacity to deliver 10 or more units will be determined through density assumptions calculated using an established methodology in accordance with the SHLAA. Given the 50% affordable housing over the plan period is the strategic target, and site targets are 35-50% of units, this does not preclude 100% affordable housing schemes when justified in relation to mix and tenure considerations.

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

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

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

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

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Monitoring

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

Indicators

i. H-OP-3 Affordable housing: gross completions split via tenure and as a percentage of new housing delivered, against policy targets;

ii. H-OP-4 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny];

iii. H-OUT-3 Housing affordability [no specific target, monitor as a market signal].

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H3 Specialist Accommodation Needs

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

1. Strategic Principles:

a. An overall managed delivery of housing mix will be required that ensures that the local and strategic needs of all types of households are considered and that appropriate forms of accommodation are provided in the right locations, where this need has been clearly demonstrated.

b. Purpose-built student accommodation should be provided in a proportionate manner to conventional housing, reflecting strategic and local need;

c. Older people's housing and specialist provision for other vulnerable people (falling into Use Class C2) will be protected as community facilities/social infrastructure in accordance with policy INF8;

d. New specialist (Use Class C2) and sui generis nightly-stay housing will be directed towards local need; and

e. The need to deliver temporary accommodation, particularly in the form of modular housing as a meanwhile use, making use of sites identified as suitable for residential through a site allocation, is acknowledged.

2. Spatial Strategy:

a. Accommodation should be appropriately located in terms of the achievement of mixed and balanced communities and the ability to meet the needs of its occupants including via the provision of adequate transport and supporting facilities;

b. Large and small HMOs should be purpose-built or converted from premises other than family-sized dwellings, subject to policies H1, H3, and H4;

c. New student housing will be directed to the town centres of Stratford and Canning Town and existing campus developments within the Borough;

d. Larger specialist residential accommodation (comprising six or more bed spaces) catering to older adults or persons with care needs should:

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

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

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

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

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

h. The need to avoid creating or exacerbating cumulative impact hotspots / clusters as defined in policies SP9.

3. Design and Technical Criteria:

a. The need to ensure that the amenities or unique characteristics of the existing neighbourhood are protected and enhanced;

b. Proposals for housing other than conventional single-family housing:

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

ii. Demonstrate the achievement of one of the following quality standards, where applicable:

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

and

iii. In the case of accommodation for (non-nomadic) Gypsies and Travellers that fall outside of the PPTS definition, quality standards should be agreed in consultation with representatives of the local gypsy, traveller and travelling showpeople community;

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c. Demonstrate proportionality in the provision of student accommodation relative to conventional housing in relation to the following:

i. The ratio of Newham's London Plan housing target to the maximum student housing requirement applied equivalently to the borough housing target derived from the London Plan;

ii. The quantum and location of recent delivery of conventional housing;

iii. The London-wide planning requirement for 26-33% of student accommodation to be purpose-built, as identified by the Mayor of London's Academic Forum; and

iv. Whether the development is part of a wider local campus development increasing local need:;

and

d. The need for new specialist (Use Class C2) and sui generis nightly stay housing to be assessed having regard to the IDP and through advice from the relevant LBN service areas concerning additional local need. Occupancy from residents from outside of Newham should not on average comprise more than 33% of total residents.

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Spatial Strategy paragraph b only.

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Justification

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

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

4.36 In supporting Local Plan objectives policy provides clear specification for requirements in relation to specialist housing, to ensure that developments of this type do not undermine other core principles of the Plan. This means not only enabling quality accommodation that

meets need, but also ensuring that it is in the right spatial location, both for the benefit of occupants in terms of access to transport, facilities and support services, but also in safeguarding the amenity of any surrounding residential development, from nuisance and anti-social behaviour. Moreover, in the context of limited land supply, and relatively cheap land/rents that has encouraged demand for such uses from outside of Newham to manifest here, the policy seeks to ensure that certain forms of specialist and other high occupancy housing, notably nightly-stay hostels for homeless people, specialist private student accommodation and multiple occupancy housing (HMOs, for occupation for groups other than single households), do not impede the delivery of conventional housing, strengthening the ability to achieve the right housing mix. In doing so, it acknowledges the inherent greater flexibility of conventional housing to meet a range of needs if designed appropriately.

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

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

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

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

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strategy for specialist accommodation in order to manage such impacts (both positive and negative).

4.41 Town centre locations are most accessible to a range of users. They have better public transport and infrastructure in place to manage large congregations of people, as well as a range of facilities that people need (and can benefit from) in the course of a single trip. Key corridors in their function as public transport routes similarly provide enhanced access to services and supporting facilities and, like town centres, tend already to be busier, livelier locations. Both areas are considered capable of successfully accommodating larger forms of specialist or multi-occupancy housing. In turn, there is also is the opportunity for centres to benefit from the additional spend and investment generated from increased numbers of people.

4.42 The need to consider the location of specialist housing in relation to support services such as sources of employment, training and job search, healthcare (including specialist healthcare) and schools, is vital. Whilst such services should be accessible to all of the Borough's inhabitants, it may be all the more significant for those with extremely limited access to resources (for whom cost of travel is a barrier) or those with mobility issues (for whom proximity is key). To tackle this, the policy sets various accessibility benchmarks to town and local centres and Key Movement Corridors. It is recognised within the policy however, that in certain instances, barriers to locations within accessibility catchments will exist and should be considered when development applications are assessed.

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

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

Implementation

4.45 The overarching policy intention is to recognise the need for specialist housing provision, seeking to manage its delivery against conventional units, whilst ensuring a supply of quality, fit-for-purpose accommodation that is appropriately located. This will ensure a balance between satisfying local and wider pan-London needs, whilst delivering quality accommodation accessible to infrastructure provision that supports the development model and residents alike and provides the benefit of lessening any potential impacts of specialist housing on the surrounding area. It also gives a clear market signal about expectations for sites allocated for residential and opportunities therein, supporting delivery by providing for a degree of certainty.

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

4.47 In relation to older persons' housing falling outside of Use Class C2, delivery on sites should aim to satisfy the targets of the London Plan whilst ensuring a commercially viable offer, typically considered to be a minimum of 50 units. Affordable housing contributions will be anticipated in accordance with policy H2.

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

Monitoring

4.49 Delivery of specialist housing provision will be kept under review, monitored against the indicators set out below and published in the LBN Authority Monitoring Report and associated Housing Monitoring Bulletins. Ongoing engagement with commissioners and others that work with groups needing specialist housing will also be an important feedback mechanism. In addition, associated outcomes such as out-migration (churn) and satisfaction with the area will also be assessed as part of the overall monitoring of the Local Plan (see S1) and decisions and appeals monitoring supports assessment of policy relevance and effectiveness.

Indicators

i. H-OP-5 Specialist Forms of Housing- Net completions of specialist accommodation:
   a. student accommodation [no specific target: monitor for proportionately to conventional housing];
   b. sui generis nightly-stay bed space [no specific target, monitor for provision according to need in discussion with commissioners];
   c. Use Class C2 accommodation [no specific target, monitor for provision according to need in discussion with commissioners];
   d. Older persons housing and extra care bed spaces [no specific target, monitor for provision as part of housing mix, cognisant of London Plan benchmark] as a proportion of overall housing delivery;

ii. H-OP-6 Policy Use & Robustness [No specific target, monitor for expected use and ability to withstand appeal scrutiny].

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H4 Protecting and Re-shaping the Existing Housing Stock

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

1. Strategic Principles and Spatial Strategy:

a. All housing including affordable and specialist housing, will be protected unless replaced with at least equivalent floorspace;

b. The Council will specifically protect 3 bed and 4+ bed family housing; and

c. De-conversion of flats and HMOs back to family dwelling houses (Use Class C3) will be supported.

2. Design and Technical Criteria:

Notwithstanding the above criteria, the subdivision or conversion of:

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

   i. Are located in a town or local centres, or along those sections of quality Movement Corridors or Linear Gateways within 400m of town or local centres;

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

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

   iv. Have poorly defined entrances;

   and

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

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles and Spatial Strategy.

Justification

4.50 As part of creating high quality places, for stable mixed and balanced communities, where people chose to live work and stay, not only is it necessary to ensure new housing is provided, but also that the existing stock is protected in accordance with need (see Policy H1). Projected growth in the number of households over the Local Plan period up to 2033 effectively means there should be no (net) reduction in the housing stock, and a key element of the Local Plan is the very clear presumption against the loss of residential floorspace, with particular emphasis on protecting family housing.

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

4.52 Whilst large proportions of these previously-converted dwellings are for private rent, which can provide relatively cheap accommodation for residents, (particularly if shared), as many were created from what were originally family-sized dwellings, (i.e. those in the highest demand) this has challenged the wider aspiration to stabilising communities, through the reduction of housing choice. Moreover, concerns remain over the negative changes to the character of neighbourhoods resulting from converted homes that lack quality or are poorly maintained, inclusive of how such accommodation may support increased levels of transience, parking pressure and refuse generation, and the associated impact on the external environment and amenity.

4.53 It is very clear from analysis of requirements that Newham will fail to provide enough family housing if it does not both increase the rate of new provision (as per H1) and hold onto existing family stock. On this basis the policy largely resists new conversions and seeks where possible to support de-conversion. It is considered that there is sufficient capacity for flats and HMOs through purpose-built new build, conversion of non-residential uses, and reuse of redundant premises above shops in Town Centres.

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

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

Implementation

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

4.57 The overarching policy aim to protect the Borough's existing stock, including overall floor space and specific housing types that are subject to acute needs based pressures, will be implemented through the Development Management and enforcement process.

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

Monitoring

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

Indicators

i. H-OP-7 Protecting and Re-Shaping Existing Housing:

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

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

ii. H-OP-8 Policy Use and Robustness (no specific target, monitor for expected use and ability to withstand appeal scrutiny].

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Sustainability

SC1 - Environmental Resilience

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

1. Strategic Principles:

a. In design, construction, and operation, development must respond to the known effects of climate change, including the likelihood of extreme weather events, geohazard risks, increased water scarcity and warmer temperatures;

b. Development must be resource-efficient, recognising the increasing pressure on resources due to population growth and environmental stress as well as the economic opportunities of 'waste';

c. Bolster the Council's wider resilience agenda, development will promote local production (notably food growing), procurement, and labour (see J3);

d. Ameliorate past environmental degradation, (as evident in water quality, habitat loss and contaminated land) to enhance site potential and minimise future degradation;

e. Encourage the take-up of opportunities to improve resource efficiency in existing homes and buildings through retrofitting, subject to the sensitivities identified in SP5; and

f. Development should take advantage of linked opportunities in sustainable design and minimise conflict between different strands, notably through:

i. The biodiversity, pollution control and flood-reduction benefits of surface water attenuation measures as per the SUDS hierarchy (see SC3);
ii. The temperature-regulation and surface water attenuation benefits of biodiversity enhancements (see SC4);
iii. Avoiding conflict with air quality objectives (see SC5);
iv. The opportunity to integrate food growing, including consideration as a temporary use.

2. Spatial Strategy:

a. Support implementation of the Thames River Basin Management Plan;

b. Remediate gasholder sites for more beneficial use that would meet other aspirations of the plan;

c. Improve opportunities for food growing, including through the protection and creation of allotments and other local growing space;

d. Make best use of locally-available energy sources (see SC2 and INF4); and

e. Protect and enhance the 'green grid' (see INF6).

3. Design and technical criteria:

a. Development will achieve at least the following standards (Table 11), or equivalent standards within updated/replacement schemes:

Table 11 – Policy SC1: Building Performance Standards

Development Type	Scheme	Standard
All Major applications* that are not solely residential new build	BREEAM UK New Construction or BREEAM UK Domestic Refurbishment / Non-Domestic Refurbishment and Fit-Out	Excellent
New build non-residential and mixed use with over 500 sq.m GIA	BREEAM UK New Construction	Very good
Residential	London Plan Zero Carbon	As per policy SC2

*As defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015

b. All development will incorporate water efficiency measures to achieve a consumption target of 105 litres or less per head per day (residential) or 'excellent' Wat 01 rating (non-residential development the subject of a BREEAM assessment);

c. Where contamination is known or suspected, proposals will include adequate investigation of land contamination with remedial works agreed prior to the start of development. Reference to CLR11 Model Procedures for the Management of Land Contamination or subsequent updates should be made;

d. Development should demonstrate that the risks of overheating have been addressed through design and construction choices, particularly in the case of high density and public realm schemes and in relation to energy and glazing solutions; and

e. Landscaping schemes will demonstrate consideration of climate change effects through planting choices that are resilient to higher temperatures and scarce water supply.

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For the purposes of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles

Justification

5.1 This policy sets out the overarching principle of improving environmental resilience, whereby development will both protect the environment and become more resilient to it, particularly in respect of the impacts of climate change. While growth and change is recognised as necessary and in many respects beneficial, development should avoid and minimise harm to the environment, incorporating mitigation where necessary and delivering improvements wherever possible. By the same token, development should recognise the changing [and at times harmful effects of the] environment, and deliver increased resilience to the known effects of climate change and cumulative effects of environmental degradation. This includes, but is not limited to, resource scarcity; increased rainfall; higher temperatures; and air quality that falls below EU targets. The policy directly relates to the wider local Resilience agenda, and while other policies in this Sustainability and Climate Change chapter address specific issues, (energy, flooding and drainage, biodiversity and air quality) SC1 guides the cross-cutting use of these policies, ensuring that benefits to one issue / area are not at the expense of others. The policy contributes significantly to Plan objectives, particularly in relation to good growth that delivers sustainable development without undue harm to the environment (objective 3), the creations of high quality places people value and feel safe in (objective 2), and harnessing the opportunities of development to improve existing issues (objective 1).

5.2 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.

5.3 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.

5.4 Use of nationally recognised sustainable design and construction standards enables a transparent and robust approach to improving the sustainability of development; as such, minimum BREEAM scheme standards are set out for different scales of non-residential development. In addition, given London's status as a water stress zone with the picture only likely to worsen as result of population growth and global warming, a specific water efficiency target is applied to non-residential development as well as that already expected of residential development.

5.5 Given the history of land use in Newham, including heavy industry and utilities infrastructure throughout much of the Borough, the situation today is that development must contribute to amelioration of previous environmental harm, not just the avoidance of further harm. Specific examples include the need to remediate gasholder sites (unusually prevalent in Newham) and the need to investigate (and where necessary remediate) ground contamination to avoid harm to groundwater sources. Water quality is specifically addressed by the Environment

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Agency's Thames River Basin Management Plan, which transposes the principles of the EU Water Framework Directive to the local context and ensures consistency of response to water environment management across London and the UK.

5.6 Improving energy security through maximum use of locally-available energy sources plays in to the Council's wider Resilience agenda, as does the prioritisation of local supply in other forms including food growing, labour, and other resources. As per the three strands of sustainable development, improving resilience overall is likely to have beneficial environmental, economic, and social effects.

Implementation

5.7 As per Environment Agency advice, developers should recognise the need to investigate the risks of geohazards. Geohazards such as sinkholes are susceptible to climate change[1], and the clay of the Thames Basin makes London particularly susceptible to 'shrink swell' effects[2] (whereby changes in temperature and the water table cause ground clays to shrink when dry and swell when hydrated). Geohazards are a significant but often unrecognised threat that can contribute to significant unexpected construction costs and substantial insurance losses. Developers are advised to refer to relevant data sources including the British Geological Society's 'Geosure' service[3] and seek Environment Agency advice if unsure of risks and impacts; periglacial features are known to exist at the site of the Olympic Velodrome and under Newham General Hospital.

5.8 London is known to suffer[4] from 'urban heat island' effects[5], and improved insulation standards combined with energy solutions and access to daylight expectations means that overheating is a real problem in many modern buildings, particularly in the case of tall buildings and high density schemes. Developers are encouraged to make use of up-to-date research studies (for example from BRE[6], WSP[7], and the Zero Carbon Hub[8]); the most widely recognised industry guidance is CIBSE's TM52: The Limits of Thermal Comfort: Avoiding Overheating in European Buildings[9] which sets out advice for assessment and mitigation. Interventions may include use of green infrastructure and advanced materials such as coated glass but should be tailored to the conditions of the specific development.

5.9 Remedial works should be agreed, and where required, undertaken on all contaminated land prior to development. The specifics of gasholder remediation are discussed in INF4 paragraph 6.235j. Further to the guidance referenced within policy (3c), the investigation of contamination may also follow and reference relevant British Standards[10]. Note that the dewatering (draining) and water discharge that occurs during any construction process may need to be licenced by the Environment Agency[11]. And that the investigation of contamination is of particular importance within Source Protection Zones[12] (SPZs). Any development within SPZ-1 will be referred to the Environment Agency as these areas are

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1 Geohazard Information, Matt Harrison – p.10 Earthwise 24, British Geological Society, 2007
2 BGS, Geohazard information for the Thames basin area
3 BGS, GeoSure
4 GLA, London's Urban Heat Island - Average Summer
5 Met Office, Urban heat islands
6 BRE, Overheating in dwellings
7 WSP, Overheating in Homes
8 Zero Carbon Hub, Overheating in Homes
9 CIBSE, TM52: The Limits of Thermal Comfort: Avoiding Overheating in European Buildings
10 BSI, BS 10175:2011+A2:2017
11 EA, Water management: abstract or impound water
12 EA, Source Protection Zones

used for the abstraction of water for human consumption. For more information (including locations) please refer to Environment Agency advice.

5.10 As per policy SC3, on-site management of water through sustainable urban drainage systems (SUDS) can include water saving elements in addition to minimising flood risk and improving run-off quality.

5.11 While Building Regulations ensure a minimum standard of sustainable design and construction in modern buildings, much of Newham comprises older development that will not have incorporated the same standards. In turn, although opportunities for retrofitting should be encouraged in order to equalise the quality of the built environment and minimise environmental impact across the borough, these should be weighed against conservation objectives, as heritage buildings may not be suitable for all interventions. For more information refer to the expectations of Successful Places policies (SP3 and SP5) as well as Historic England advice including Energy Efficiency and Historic Buildings - Application of Part L of the Building Regulations to historic and traditionally constructed buildings[13].

5.12 Allotments and other local growing spaces should be part of the green infrastructure / open space offer on larger sites. Existing spaces should also be protected, promoted and positively managed, including through enhancing / intensifying opportunities for food growing.

5.13 River basin management plans set out how organisations, stakeholders and communities will work together to protect and improve the quality of the water environment. Good water quality is essential for wildlife and business including recreation, leisure and tourism ventures to thrive. Measures relevant to the London Lea catchment and Roding, Beam and Ingrebourne catchment are set out in the Thames River Basin Management Plan[14] with more information available from the relevant catchment partnership[15].

5.14 In relation to overheating, reference to guidance from recognised sources should be made. Major residential schemes should conduct modelling that takes in to account climate change and is in line with relevant GLA and CIBSE guidance.

5.15 In relation to BREEAM requirements for all Major applications that are not solely residential new build, this includes schemes that comprise change of use or refurbishment.

5.16 Water efficiency outputs should be provided at application stage to demonstrate compliance with policy requirement 3b, use of Part G's Water Efficiency Calculator (or subsequent updates) is encouraged.

Monitoring

5.17 Certain aspects of this policy are easier to directly monitor than others. While a thorough overview of the impacts on, and effects of, climate change is beyond what is achievable, indicators that look at planning outputs, (what consents and other investment influenced by the Plan deliver or promise, via activity sampling) and outcomes logically affected by

13 Historic England, Energy Efficiency and Historic Buildings
14 EA, Water for life and livelihoods, Part 1: Thames river basin district River basin management plan
15 River Lea Catchment Partnership, London Lea and The Roding, Beam & Ingrebourne Catchment Partnership

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planning and development, will both be used as proxy measures for the suitability and efficacy of the policy as a whole.

Indicators

i. SC-OP-1 Environmental Resilience:

   a. Non-residential consents meeting required BREEAM standards. (No specific target but trends should be positive);

   b. Water efficiency standards attained (no specific target, monitor in line with policy intentions);

   c. Growing space achieved (no specific target, should be increasing);

ii. SC-OP-2 Policy Use and Robustness (no specific target, monitor for expected use and ability to withstand appeal scrutiny];

iii. SC-OUT-1 Resource Consumption - Water consumption per capita [no specific target, should be decreasing].

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SC2 - Energy and Zero Carbon

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

1. Strategic Principles:

a. All development will minimise and reduce carbon emissions by following the lean, clean, green energy hierarchy; all Major development will meet London Plan Zero Carbon targets; and

b. Energy planning should contribute to the Council's Resilience agenda in relation to costs and service level in the ongoing provision of energy.

2. Spatial Strategy:

a. The development and expansion of decentralised energy networks (including low-carbon generation, storage and transmission infrastructure) will be a central component of the scale of growth within the Arc of Opportunity; and

b. Development should be configured to maximise the use of natural and waste energy sources including sunlight/daylight and (where feasible) ground / air / water / waste heat, where otherwise acceptable in terms of environmental impacts.

3. Design and technical criteria:

a. All development is encouraged to incorporate Smart Meter technology that allows occupants to monitor and manage their energy usage. Major development will be required to commit to carrying out post-construction audits demonstrating compliance with CO2 reduction targets and incorporate Smart Meters that deliver monitoring data to the Local Authority for a minimum period of 3 years post-occupation;

b. Statements setting out how development complies with the above strategic principles and spatial strategy should be provided; all Major development should be accompanied by an Energy Strategy/Assessment that:

i. Conforms to latest GLA guidance (currently Energy Planning – March 2016[1]) and requirements/guidance concerning Zero Carbon;

ii. Prioritises connection to heat networks (where they exist or planned development is known) and confirms appropriate mechanisms will be put in place to ensure end customers are protected in respect of the price of energy and level of service provided;

iii. Provides for connection to heat networks in future where connection is not made prior to occupation (including detail of any required retrofitting);

1 GLA, Energy Planning - GLA Guidance

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iv. Demonstrates compliance with air quality standards, including the emissions standards for renewable and low-carbon plant set out in London Plan guidance[2]; and

v. Confirms that the risks of overheating have been addressed through the design of the development, as per policy SC1.

c. Developments connecting to heat networks will provide evidence of ongoing management mechanisms, ensuring end customers are protected in respect of the price of energy and level of service.

For the purposes of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles

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Justification

5.18 Addressing energy efficiency and the use of clean and renewable energy sources has benefits in relation to fuel poverty, local energy sufficiency and security, and greenhouse gas emissions. The scale of growth in Newham presents an opportunity to embed energy production and transmission within new development whilst also better addressing environmental impacts like resource depletion and air quality degradation. This policy contributes to Resilience and "good growth" objectives by promoting energy efficiency (thereby reducing costly fuel use) and supporting local energy generation that is designed and managed according to local objectives including reliability, cost and minimising the harmful air quality and global warming impacts of certain energy generation technologies (objectives 1, 2 and 3).

5.19 Low Carbon development is central to national and regional planning policy; the strategic principles, spatial strategy, and design and technical criteria set out in the Policy transfer drivers to the local context. Efficient, affordable, reliable and environmentally-beneficial energy solutions should be seen as central and advantageous to development as opposed to additional burdens upon developers; indeed viability testing has shown that costs are readily absorbable when factored in at design stage, which given the Pan-London approach, is increasingly typical.

5.20 In order to deliver the Zero Carbon targets of the London Plan, all development, including that which modifies existing buildings rather than being new-build, must play its part, and ensure that the performance is sustained. To this end, expectations around monitoring and the demonstration of compliance are set out for Major development schemes.

5.21 Localised energy solutions will contribute to the overall resilience of Newham, bearing in mind the requirements of policy INF4 in relation to infrastructure sufficiency. Given the substantial natural or waste resources presented by water source heat, sunlight/daylight,

2 Appendix 7 of the April 2014 Sustainable Design and Construction SPG or subsequent updates

and ground and air heat, and the potential for heat network development in growth areas across the Arc of Opportunity, the spatial strategy identifies locally available energy sources, seeking to ensure developers exploit these resources / opportunities rather than ignore them in favour of easier, cheaper, and more traditional modes. However, this should not be at the expense of other environmental impacts on waterbodies for instance, (as per SC4) or in terms of over-heating caused (see Policy SC1).

Implementation

5.22 The Energy Hierarchy is set out by London Plan[3] with implementation advice provided by the Sustainable Design & Construction SPG. All scales of development are expected to follow these principles, with responses scaled as appropriate.

5.23 Carbon reductions are expected to be delivered on-site as far as possible; shortfall will only be accepted where it can be demonstrated that the reduction targets are impossible to meet in full on-site. In such cases, off-setting contributions will be expected in line with London Plan requirements.

5.24 All development should try to connect to heat networks given their efficiency, resilience, and environmental benefits. Reference should be made to the London Heat Map (showing where networks exist or are proposed). To demonstrate compliance with policy clause 1b and 3c, developers are encouraged to make use of recognised industry standards such as the Heat Trust scheme[4] or CIBSE's UK Code of Practice[5]. Schemes involving energy generation should demonstrate how the benefits are passed on to end users.

5.25 Where heat pumps and other energy generation or transfer technologies are employed, refer to the further requirements of INF4. Point 2b above means that use of innovative technologies will only be approved where environmental impacts can be shown to be acceptable (e.g. the effects water source heat pumps may have on the Blue Ribbon Network, or energy solutions that demonstrate no degradation of air quality).

5.26 Guidance on how Smart Meter data should be reported to the Council will be produced. Options are likely to include use of an approved software platform or manual provision of data in an agreed format, either way secured through planning obligation.

Monitoring

5.27 The monitoring framework includes performance indicators upon which the relevance and efficacy of the policy will be assessed. Outputs relate to the achievement of Zero Carbon targets at design stage, while outcomes, given the range of information sources available, will include monitoring of actual carbon reduction post-occupation and EPC ratings. The requirement of this policy to include automatic reporting from Smart Meters will improve the Council's ability to monitor the success of the policy.

Superseded - no longer in use

3 GLA, London Plan Policy 5.2
4 Heat Trust Website
5 CIBSE, CP1 : Heat Networks: Code of Practice for the UK

Indicators

i. SP-OP-3 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny];

ii. SC-OP-4 Energy & Zero Carbon:

   a. Zero Carbon at design stage in relevant consents [no specific target, should be increasing];

   b. Smart Meter technology in consents [no specific target, should be increasing];

iii. SC-OUT-2 Carbon reduction:

   a. Achievement of targeted carbon reduction in new-builds [target: in line with reduction committed to or more];

   b. Environmental Impact Rating (based on CO2 emissions) of newly lodged EPCs compared to London and national averages, (no specific target should be improving];

   c. Energy Efficiency Rating (based of fuel costs) of newly lodged EPCs compared to London and national averages, (no specific target, should be improving].

Superseeded - no longer in use

SC3 - Flood Risk and Drainage

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

1. Strategic Principles:

a. Taking in to account all sources[1], flood risk (the likelihood of flooding plus the severity of its impacts) will be reduced. Development will not increase flood risk to any location;

b. Development and decision making will be informed by the Strategic Flood Risk Assessment (SFRA) and best available data[2];

c. Flood Risk Assessments will be provided in line with national requirements and should be prepared in accordance with SFRA and Environment Agency advice. Consultation and initial investigation should be commenced sufficiently early in the design and planning process so that all opportunities to reduce flood risk can be identified and maximised; and

d. There is a presumption against impermeable hard-standing on domestic gardens and public open space.

2. Spatial Strategy:

a. Development will be located in areas with the lowest risk of flooding, demonstrated via passing of the Sequential Test and, if necessary, Exceptions Test[3]. The sequential approach applies across the Borough and within sites, such that areas of lowest risk should be identified and prioritised according to vulnerability of proposed use; and

b. Development (including redevelopment of existing buildings and sites) will be set back 16m from tidal flood defences and 8m from river defences (see 'Indicative TE2100 Flood Defence Buffering' on the Policies Map); in instances where no formal defences are present, development will be set back 8m from the top of the river bank.

3. Design and technical criteria:

a. Proposals adjacent to flood defences must confirm, through liaison with the Environment Agency, that defence structures are in good condition and will provide protection for the lifetime of the development with improvements made where necessary; this includes ensuring that the provisions of TE2100 can be met;

1 Tidal, fluvial (rivers), rain (surface water), groundwater, sewer overflow, reservoir failure
2 This means the latest and most relevant information from the Environment Agency, which may include models more up-to-date than those used in production of the SFRA
3 Guidance is set out nationally, via the NPPF and PPG

Superseded - no longer in use

b. Development in Flood Zone 2 or 3 should:

i. Create space for water;

ii. Be designed and constructed to be flood resilient;

iii. Locate vulnerable uses above ground floor level, whilst still delivering active, welcoming and functional street level design;

iv. Ensure all basement locations provide internal access and egress via floors no less than 300mm above the 1% annual probability flood level + allowance for climate change, or above the 2100 tidal breach flood level where the site is within the Thames tidal breach flood extent;

v. Ensure all 'more vulnerable', 'highly vulnerable' and 'essential infrastructure' uses have finished floor levels no less than 300mm above the 1% annual probability flood level + allowance for climate change; and

vi. Provide safe access/egress, such that occupants can reach Flood Zone 1 via public rights of way;

c. All development should enable separation of foul and surface flows and incorporate Sustainable Urban Drainage Systems (SUDS) that reduce surface water run-off. All Major development and any development falling within a Critical Drainage Area (CDA) should achieve Greenfield Run-off and be accompanied by a Surface Water Drainage Strategy that:

i. Clarifies before- and after-development run-off rates and addresses water quality impacts, ensuring run-off is clean and safe;

ii. Follows the Drainage Hierarchy of the London Plan;

iii. Maximises the use of SUDS in accordance with the SUDS hierarchy (see SC1);

iv. Confirms the ownership, management and maintenance arrangements of any SUDS features;

v. Shows regard to the recommendations of Newham's Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS);

vi. Confirms, only where it can be demonstrated that site conditions prohibit the achievement of greenfield run-off, that a rate no higher than 3 times greenfield will be achieved; and

d. Where culverted watercourses are present, opportunities for de-culverting should be investigated. Where de-culverting is not possible within the realities of a site, contributions to de-culverting elsewhere in the Borough may be sought.

Superseeded - no longer in use

For the purposes of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy

Justification

5.28 Flood risk is recognised as a major issue for London; around 15% of the Greater London area is identified as a higher risk flood zone (tidal and fluvial sources, Flood Zones 2 and 3). That proportion rises to over 50% in Newham where the rivers Thames, Roding, and Lea comprise the southern, western, and eastern boundaries of the Borough. The history of development in East London also means that most growth areas within the Borough fall within those higher risk zones (i.e. the Arc of Opportunity, largely previously industrial land). Given the myriad benefits of growth and development, the need to meet national and regional growth targets, confirmation in national and regional policy that Local Planning Authorities must respond to the risks of flooding (NPPF 102-104 and London Plan 5.12-5.13) and local residents' concern around the frequency and severity of street flooding, this policy seeks to ensure that development of all scales and in all locations is contributing to an overall reduction in flood risk. As such, this policy contributes to most plan objectives as reducing flood risk through new development benefits the wider area (objective 1); the avoidance and minimisation of flooding is a key facet of high quality places in which people feel safe and secure (objective 2); and requirements ensure run-off is not harmful to / at the expense of the environment (objective 3).

5.29 As 'flood risk' means not only the likelihood of flooding but the severity of its impacts, and as flooding can arise from a wide range of sources, (tidal, fluvial, pluvial, groundwater, sewer overflow and reservoir failure) all development can contribute to reducing flood risk even where that need may not be immediately apparent. Climate change science means we know that rainfall and the likelihood of extreme weather events will increase, and cumulative impact thinking demands that all scales of development contribute to improved resilience. The need to improve surface water drainage and become more resilient to flood damage ties into the wider Resilience agenda and is acutely important in an area with above-average levels of deprivation and rented accommodation (i.e. where individual and community-wide economic resilience to withstand and recover from flood damage will be lacking).

Implementation

5.30 To understand and respond to possible flood scenarios in Newham, the Council has prepared a Strategic Flood Risk Assessment[4] (SFRA) endorsed by the Environment Agency. The underlying objective of the SFRA is to provide a means for consistent consideration of flood risk across the borough and for the duration of the plan. The SFRA provides mapping, definitions, flood defence and SUDS technique detail, and provides information in regard to all sources of flooding. It should be used by developers to inform all site-specific flood risk assessments (FRAs) and does some of the initial analysis work for newly designated Strategic Sites[5]. Use of the SFRA will be essential to enable a strategic and

4 LBN, Level 1 & 2 Strategic Flood Risk Assessment
5 for Strategic Sites originally designated through the 2012 Core Strategy, an older SFRA may provide useful information and is available on request from the Local Plan team

Superseded - no longer in use

proactive approach to be applied to flood risk management, though it should be noted that where more recent hydraulic modelling has been published by the Environment Agency, best available data should be used. FRAs will be required in line with national criteria[6]; in November 2017 the requirement applied to all development within Flood Zones 2 and 3 and any development within Flood Zone 1 that covers more than 1 hectare or involves a change to more vulnerable use and is affected by sources other than rivers and the sea. Developers should note that as the policy requires no worsening of flood risk to any location, off-site impacts will be considered as part of the application process and should be addressed by FRAs.

5.31 In addition to the national guidance referenced within the policy, the SFRA will be useful in informing implementation of the spatial strategy, which applies the sequential approach both across the borough and within individual sites (2a). The sequential approach means development should be directed towards the areas of lowest risk, and land prioritised according to vulnerability. The SFRA begins to demonstrate how this is done for large scale sites, while site-specific FRAs (where required) will inform the approach that should be taken with smaller sites.

5.32 Design and construction choices should aim to reduce the exposure of all new development to flooding and improve its resilience, thereby reducing reliance solely on the long-term maintenance of formal flood defences. Specific expectations for the design and construction of development within Flood Zones 2 and 3 are set out by part 3b of this policy, further context for these requirements can be found in the SFRA. It is additionally clarified by the Environment Agency that under-croft parking is not accepted as a form of flood water storage.

5.33 Development in the vicinity of rivers should note that flood defence structures often include underground elements such as anchors and tie rods; the 'TE2100 Flood Defence Buffering' line is indicative only and developers are responsible for investigating the status and nature of flood defences in consultation with the Environment Agency. The TE2100 Plan[7] sets out the Environment Agency's recommendations for managing tidal flood risk in the Thames Estuary up to the year 2100; while it makes recommendations about flood defence upgrades, riparian owners are primarily responsible for the maintenance and upkeep of defences. The purpose of riverside setbacks is not only to make 'space for water' (though the SFRA recommends it) nor an indication of planned and funded upgrade works, rather it is future-proofing to ensure the Borough can continue to be protected from an increased risk of fluvial flooding. The setback can additionally contribute to character and amenity objectives around keeping rivers and riverbanks accessible (SP1, INF6, and INF7). Where the preferred level of setback is unachievable, current and future flood risk must be alleviated to the satisfaction of the Environment Agency and address the specific recommendations of the Thames Estuary 2100 Plan.

5.34 In addition to the loss of permeable ground surfaces that urbanisation typically brings, Newham has seen a particular loss in the quantum of grassed areas as people pave over private gardens or minimise maintenance costs by using hardstanding ground surfaces. Given the frequency, severity, and concern over surface water flooding, the expectation that permeable surfaces will be used as far as possible (and specifically in private gardens and public spaces) will be applied throughout the Borough.

6 DEFRA & EA, Flood risk assessment for planning applications
7 EA, Thames Estuary 2100 (TE2100)

Superseded - no longer in use

5.35 The wider use of sustainable urban drainage measures is considered a priority; to deliver a step-change in drainage capacity across the borough, a specific Surface Water Management Plan requirement is established. Given the multiple benefits of SUDS features, options should be weighed and chosen according to the following hierarchy:

Most sustainable



Least sustainable

SUDS technique	Flood reduction	Pollution reduction	Landscape and wildlife benefit
Living roofs	✔	✔	✔
Basins and ponds • Constructed wetlands • Balancing ponds • Detention basins • Retention ponds	✔	✔	✔
Filter strips and swales	✔	✔	✔
Infiltration devices • soakaways • infiltration trenches and basins	✔	✔	✔
Permeable surfaces and filter drains • gravelled areas • solid paving blocks • porous barriers	✔	✔	
Tanked systems • over-sized pipes and tanks • storms cells	✔		

Developers should refer to recognised guidance including that published by CIRIA[8] (The SuDS Manual C753), the GLA[9]/TfL[10] and Environment Agency[11].

5.36 'Greenfield' means the rate of run-off that would occur from a site in its undeveloped and undisturbed state. For calculation guidance refer to the DEFRA/EA report ***Rainfall runoff management for developments*** (***SC030219)*** published October 2013. More recent calculation methodologies may be used provided they come from recognised (i.e. government or government-sponsored) sources.

5.37 Developers may need to pay attention to other Council requirements in regard to flooding[12], specifically those of the Lead Local Flood Authority[13] as set out by the Local Flood Risk Management Strategy[14]. Examples of how the quality of run-off requirements above may be implemented include the LFRMS best practice advice regarding pollutant loads (i.e. percentage reductions of specified pollutants). Where other measures are employed, reference to recognised guidance should be made. If further advice from the LLFA is needed this should be pursued through the pre-application and planning application process.

Superseded - no longer in use

8 CIRIA, The SuDS Manual (C753)
9 GLA, London Sustainable Drainage Action Plan
10 TFL, SuDS in London - a guide
11 EA, Sustainable Drainage Systems (SUDS) A guide for developers
12 LBN, Flooding
13 Local Government Association, Managing flood risk: roles and responsibilities
14 LBN, Local Flood Risk Management Strategy

5.38 As per Thames Water advice, the separation of foul and surface water flows must be made possible. Where only combined sewers are present, this means that development must incorporate the means to separate flows as sewer upgrades are made over time.

5.39 As per Environment Agency advice, deculverting of waterways is supported in principle given the potential environmental benefits (for biodiversity, water quality, and flood water storage) but suitability of deculverting should be investigated on a case by case basis. In many instances culverts may be of sewers and deculverting could lead to significant losses in usable land.

Monitoring

5.40 Monitoring the efficacy of this policy will primarily include analysis of the treatment of flood risk and drainage requirements within planning consents. Indicators cover Environment Agency objections, rates of run-off, and set-back from flood defences (all will be analysed as at design stage as monitoring in-operation would be unfeasible). While monitoring the real world outcomes of these approaches is much more difficult, the Lead Local Flood Authority has an existing responsibility to investigate and report on surface water flood events. This source will be drawn upon to try to determine whether the Local Plan should be doing more in certain areas of the Borough.

Indicators:

i. SC-OP-5 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny];

ii. SC-OP-6 Managing Flood Risk:-

   a. Planning permissions granted contrary to EA flood risk advice [Target is zero though occurrences should be examined to determine whether conditions have overcome concerns];

   b. Major consents and those in CDAs delivering Greenfield runoff [No specific target but positive trends should be observed];

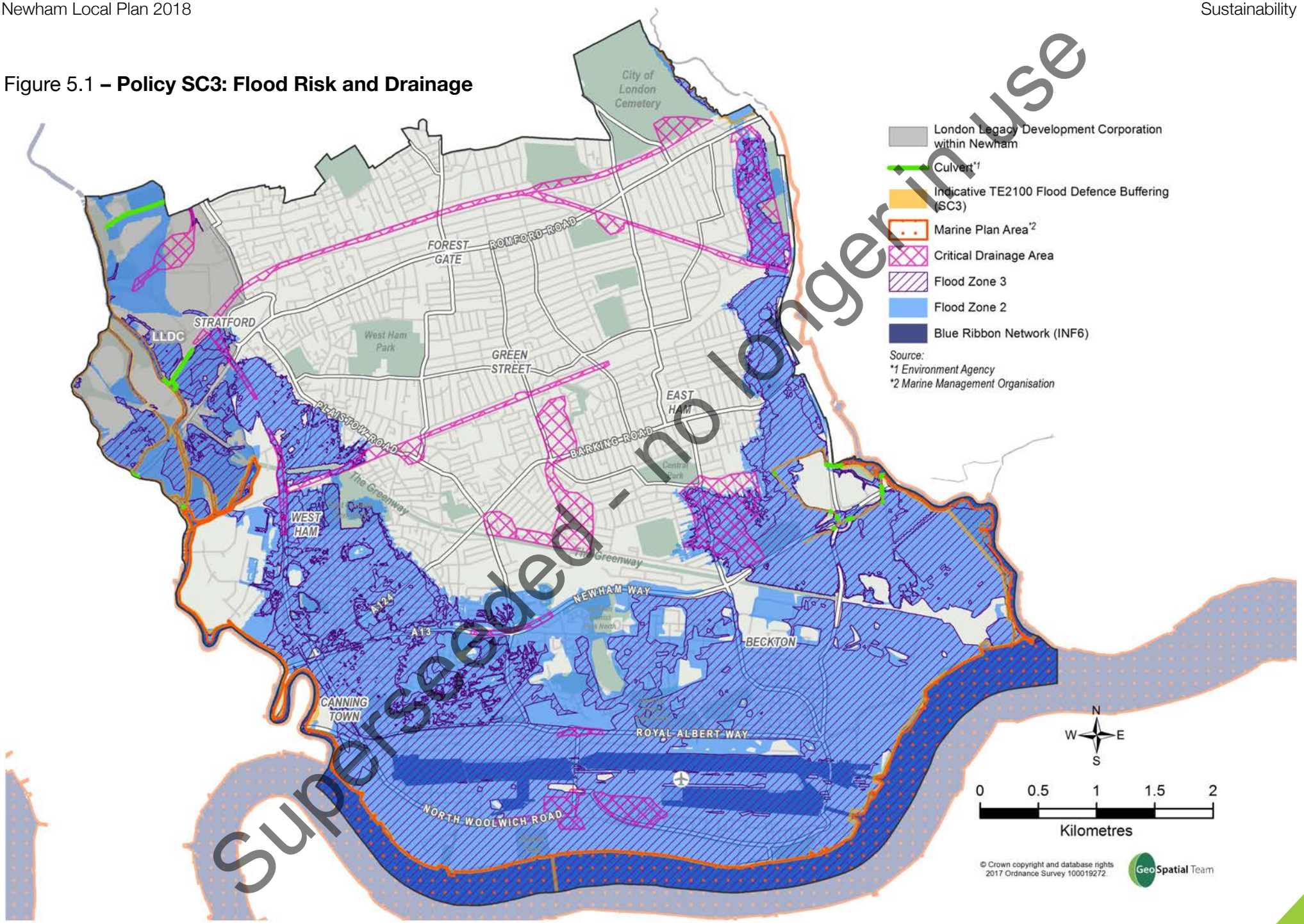
iii. SC-OUT-3

   a. Frequency and severity of surface water flood events;

   b. Properties significantly affected by flood events [where properties were consented under the current Development Plan, issues should be further investigated].

Superseeded - no longer in use

Figure 5.1 **– Policy SC3: Flood Risk and Drainage**



Superseded - no longer in use

SC4 - Biodiversity

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

1. Strategic Principles:

a. Biodiversity, including aquatic and riparian habitats, will be protected and enhanced, with all development contributing to the achievement of net gain, and where compatible, improvements to access to nature;

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

c. Water quality will be protected and enhanced, with development contributing to achievement of River Basin Management Plan objectives wherever relevant.

2. Spatial Strategy:

a. Trees subject to TPOs, European Sites (notably Epping Forest SAC), and Sites of Importance for Nature Conservation (SINC) (see INF6 and Appendix 3) will be specifically protected, having regard both to direct and indirect impact pathways; and

b. As per INF6, habitat connectivity and access to nature will be promoted through the extension of the green grid.

3. Design and technical criteria:

a. Where any disturbance to or removal of trees is required, replacement will be expected;

b. Any development that creates one or more residential unit or pertains to 500 sq. m or more GIA of any non-residential use should be accompanied by a Biodiversity Statement that:

i. Demonstrates the opportunity to enhance biodiversity has been maximised, including through the provision of soft landscaping and the management of non-native invasive species on the site;

ii. Demonstrates how the development protects connectivity between habitats and avoids (or mitigates) impacts upon existing trees, hedging, soft landscaping, and other biodiversity features;

iii. Sets out technical detail in relation to the efficacy of green roofs, specifically depth and variation of substrate;

iv. Addresses potential need for a Water Framework Directive compliance assessment and relevant management of direct or indirect impacts on the ecological and chemical value of a waterbody;

Superseded - no longer in use

v. **Incorporates, where required, a Habitats Regulations Assessment (in accordance with the Strategic Site allocation or policies INF7 or SC5) which considers direct and indirect impact pathways and in-combination and cumulative effects on the Epping Forest SAC;**

vi. **In the case of Major developments, uses recognised biodiversity accounting technologies to demonstrate how biodiversity net gain is delivered; and**

vii. **Set outs proposals for off-site mitigation via payments in lieu to a relevant provider where either net gain is impossible to achieve on site due to conflicts with the safe operation of transport and utilities infrastructure, or off site impacts on European sites are likely.**

For the purposes of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles

Superseded - no longer in use

Justification

5.41 The Biodiversity Duty[1] requires all public authorities to have regard to conserving biodiversity within policy and decision-making. Development and growth will put pressure on existing species and habitats within the Borough and potentially beyond it, but also provides an opportunity to improve the conditions for biodiversity. Newham, despite its urban structure and proximity to central London, supports a diverse array of wildlife, including species that have adapted their behaviours to urban environments. Development brings opportunities to enhance biodiversity and address past degradation, including that resulting from previous contaminative uses, dated methods of flood risk management, and a tendency to pave over garden space. The policy contributes to "good growth" (objective 3) and the creation of high quality places (objective 2).

5.42 The degradation and destruction of wildlife habitat is a major factor leading to the decline of biodiversity. To effectively tackle biodiversity loss, existing habitats must be safeguarded, (through protection and enhancement) and the overall extent of habitats must be increased (through the creation of new areas and their ongoing management). To this end, the potential for both direct and indirect (i.e. off-site) cumulative and in-combination impacts of a development on biodiversity will need to be assessed. Off-site impacts can occur through ecological pathways such as disruption to habitat connectivity, or runoff that affects water quality, together with effects generated by movement patterns (including impacts on air quality or of increased recreational use).

5.43 While by no means the only indicator of biodiversity value, the Local Plan protects 575.96 hectares of green space (14.93% of the overall Borough); a subset of these spaces as well as the rivers and docks are also designated Sites of Importance for Nature Conservation

1 From the Natural Environment and Rural Communities Act 2006, see Natural England & DEFRA, Biodiversity duty: public authority duty to have regard to conserving biodiversity

(SINCs) – amounting to 16.92% of the Borough area. Based on data collected and shared by Greenspace Information for Greater London (GiGL), details of Newham's SINCs can be found in Appendix 3 attached to INF6. Notable examples include the rivers Thames, Lea, and Roding (metropolitan importance) and Royal Docks, Beckton District Park, Greenway, East Ham Nature Reserve, and various cemeteries (borough importance). In addition, Newham is within reasonable proximity to Epping Forest SAC and Walthamstow Marshes SSSI (part of the Lee Valley SAC).

5.44 Sites not necessarily recognised for their biodiversity offer may include habitats and species of value (brownfield land for example, often in heavily developed or growth areas within the borough). As such, the principle of 'net gain' (and standardised assessment of it) is introduced to ensure all opportunities for biodiversity conservation and enhancement are taken up.

5.45 The London Plan incorporates a principle of improving access to nature; as such, increasing public access to SINCs, the green grid, and Blue Ribbon Network is supported (see policies INF6 and INF7) where the avoidance of harm to biodiversity can be demonstrated.

Implementation

5.46 Planning applications should demonstrate how development proposals avoid adverse impacts on biodiversity and address the principles, strategy, and criteria set out above. Demonstrations of net-gain should use the tools and methodologies of recognised sources, including the 2016 CIRIA / CIEEM / IEMA document 'Biodiversity Net Gain – Good practice principles for development'[2] and DEFRA's Biodiversity Metric[3] or subsequent updates (note that offsetting is only accepted as a last-resort but the metric[4] provides a useful system of valuation).

5.47 Assessment of biodiversity impacts will include consideration of all species present on site, including building-based birds and bats. For details of protected species refer to national guidance[5], GiGL holds sighting-records for Newham. As the information held by GiGL is maintained through a network of partners, developers and residents are encouraged to submit biodiversity reports via its website[6].

5.48 The Council will work together under the auspices of Duty to Co-operate and generally with Natural England and other authorities[7] in reasonable proximity to the Epping Forest SAC to improve the understanding of indirect in-combination and cumulative impacts of development on the SAC (notably in relation to air quality and recreational intensity) and, as necessary, monitor these and work towards a strategic solution, if required. Any HRA required in respect of any development proposal should have regard to the output of this on-going exercise.

5.49 Proposals should take account of the requirements of the Thames River Basin Management

Superseded - no longer in use

2 CIEEM, CIRIA, IEMA, Biodiversity Net Gain Good practice principles for development
3 DEFRA & Natural England, Biodiversity offsetting
4 DEFRA, Biodiversity Offsetting Pilots
5 Natural England & DEFRA, Protected species: how to review planning applications
6 GiGL, Submit Records
7 Some of whom are working together under a Memorandum of Understanding entitled Managing the impacts of growth within the West Essex/East Hertfordshire Housing Market Area on Epping Forest Special Area of Conservation

Plan[8] (see relevant catchment measures) and avoid any deterioration of waterbodies. Wherever possible, provisions to enhance water quality should be incorporated. Useful information may be available via Catchment Partnerships[9] or the Environment Agency's Catchment Data Explorer[10].

5.50 Biodiversity net gain should be delivered within the application site as far as possible. Where this cannot be accommodated for operational or other reasons, a payment in lieu to a relevant provider should be established and secured via planning obligation. In the first instance the onus is on the applicant to mitigate the impacts of the proposed development; this development cost should therefore be embedded within delivering a policy compliant scheme. This would include contributions to any necessary mitigation of in-combination significant effects on Epping Forest SAC by way of a 'Strategic Solution' which may emerge from the investigation work currently underway.

Monitoring

5.51 Given the impossibility of conducting Borough-wide biodiversity audits on a consistent basis, indicators identified are used as proxy measures for biodiversity trends and the efficacy of this policy. Outputs will focus on biodiversity changes delivered through consents, while outcomes will draw on data provided by GiGL, London Invasive Species Initiative and the Environment Agency[11], as proxies, in the absence of capacity to undertake more comprehensive surveys.

Indicators

i. SC-OP-7 Protecting and enhancing biodiversity:

   a. Biodiversity enhancements to be delivered as part of major consents [no specific target, monitor for proportionate commitment to policy objective]**;**

   b. Changes in areas of biodiversity importance [Target: No net loss of SINC or tree subject to TPO from planning]**;**

ii. SC-OP-8 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny]**;**

iii. SC-OUT-4 Biodiversity:

   a. New reports of invasive species (LISI) or protected species (GiGL);

   b. River water quality [No specific target, should be improving in line with broader London trends where data is available].

Superseded - no longer in use

8 DEFRA and EA, River basin management plans: 2015
9 Thames 21, Catchment Partnerships
10 EA, Catchment Data Search
11 EA, Thames, River Basin District

SC5 - Air Quality

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

1. Strategic Principles:

a. All development should be at least Air Quality Neutral, supporting a net decrease in specified pollutants and making design, access, energy, and management decisions that minimise air pollution generation and exposure at demolition, construction, and operation stage; and

b. Development will support implementation of Newham's Air Quality Action Plan, ensuring identified actions and mitigation are incorporated where relevant.

2. Spatial Strategy:

a. Development along major roads or in other locations that experience air quality exceedances[1] should be configured to improve the dispersal of identified pollutants and reduce exposure without compromising SP7 objectives; and

b. Development close to navigable waterways should maximise use of waterborne freight and waste movement during construction and operation.

3. Design and technical criteria:

a. Air quality neutrality should be demonstrated using methodologies set out by the London Plan and related guidance;

b. All Major development should detail how it aligns with the Mayor of London's Control of Dust & Emissions during Construction & Demolition SPG[2] or subsequent updates;

c. Waste facilities and other dust and emissions-generating uses should be fully enclosed or provide an equivalent level of environmental protection with respect to air emissions;

d. Developments should only deploy combustion-based energy sources (including CHP, biomass boilers, and wood-burning stoves) as a last resort; those that do should demonstrate use of low-emission plant and post process mitigation/treatment where necessary to avoid an increase in controlled pollutants; and

e. Developments likely to generate any significant traffic, and hence air quality impacts, on the A12 and A406 (whether alone or in combination with other development) which pass within 200m of the Epping Forest SAC will need to undertake an assessment of impact on the SAC as part of the HRA.

1 DEFRA, UK and EU Air Quality Limits
2 GLA, Control of Dust & Emissions During Construction & Demolition SPG

Superseded - no longer in use

For the purposes of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles

Justification

5.52 London's air quality falls below recommended standards[3] with particulate levels, black carbon, nitrogen oxide, and ozone known to have significant effects on human health[4]. Concern over the issue has grown in recent years, as illustrated by regional research[5], national consultation[6], and engagement feedback from Newham residents. The fact that air quality is one of the few environmental issues people are moved to comment on is testament to its harmful health and amenity impacts and justifies a Local Plan response that seeks to ensure all development considers impacts to, and risks associated with, air quality. With air quality such an integral part of quality of place, this policy contributes to multiple plan objectives including the creation of healthy places people choose to live and work in (objective 2), "good growth" and the avoidance of environmental degradation (objective 3), and using the opportunities presented by new development to address existing issues to the benefit of all (objective 1).

5.53 Given the sensitivity of the Epping Forest SAC to air quality, it is considered that any development likely to give rise to significant traffic generation on the sections of the A12 and/or the A406 which fall within 200m of the SAC will be likely to require assessment pursuant to the Conservation of Habitats and Species Regulations 2010. A development may give rise to such traffic generation alone or in-combination with other development.

5.54 At the regional level, the issue of air quality is central to the Mayor's Environmental Strategy which sets out that Local Authorities should use the planning system to reduce pollution from new development, encourage shifts to Zero and Low Emission modes of transport, and promote the use of green infrastructure and vehicle restriction to mitigate impacts. The strategy confirms that there are serious air quality implications in the use of Combined Heat and Power (CHP) Plants / Biomass Boilers, and that as the traditional grid moves toward decarbonisation, the benefits of CHP may no longer outweigh the harm. This should complement the introduction of the Ultra-Low Emissions Zone (ULEZ) and the Toxicity Charge (T-Charge) to try and deliver air quality improvements[7].

5.55 Climate change effects are such that as temperatures increase, air quality will worsen and the effects of poor air quality will increase. The issue is urgent and all development must respond. Given the scale of growth in Newham, the Borough has seen and will continue to see high levels of demolition and construction activity; these processes pose particular threats to air quality due to their generation of dust (particulates).

Superseded - no longer in use

3 The Guardian, Air Pollution
4 The Telegraph, Environment
5 GLA, 9 out of 10 Londoners say air pollution is at 'crisis' levels – poll
6 DEFRA, DfT, Thérèse Coffey MP, The Rt Hon John Hayes CBE MP, and The Rt Hon Andrea Leadsom MP, New air quality plan published for consultation
7 GLA, Your views: how can we clean up our air?

Implementation

5.56 Air Quality Neutral assessment methodology is explained in the GLA's Sustainable Design and Construction SPG though subsequent updates should be used if available. Part of an Air Quality Neutral assessment is that no development should create new areas of air quality exceedance (i.e. where the limit values of national standards are exceeded).

5.57 The principles of minimising exposure to poor air quality are of particular importance in 'sensitive receptor' uses, i.e. where vulnerable user groups are present (schools, health facilities, older peoples and other forms of specialist housing), but also protected habitats and species. The potential impact of development on the Epping Forest SAC would be expected to be considered as part of the HRA process to accompany any planning application where required[8]. That HRA process should have regard to all relevant information available, including the output of any current investigation of in-combination and cumulative impacts on the Epping Forest SAC.

5.58 The principles of using the design of structures and road networks to improve dispersal rates are of particular importance to polluting uses (bus and taxi locations, some waste and industrial uses) and along the principal road network. Solutions, for example in the orientation and massing of buildings, should seek to maintain a coherent street form as per SP7 requirements.

5.59 For the purposes of this policy, 'fully enclosed' means walls and roof. The assessment of 'equivalent environmental protection' should be done in liaison with Environment Agency licencing teams. The requirement applies to both permanent and temporary use permissions but is not applied to demolition and construction activities alone. It is clear from part 1a of this policy that such processes should still consider air quality and incorporate measures to minimise and mitigate impacts, though it would not be feasible to assess delivery of 'equivalent environmental protection' with respect to emissions.

5.60 National and regional air quality requirements will be applied; where policies that are more up-to-date than Newham's Air Quality Action Plan give conflicting advice, preference will be given to latest guidance and recommended actions.

5.61 As per the cross-cutting approach of this Local Plan, the air quality expectations of this policy align with other policy expectations that promote the use of Low and Zero Emission transport modes. Reference to relevant policies should be made, specifically INF2 Sustainable Transport.

5.62 Given the conflict between some forms of energy generation and air quality objectives, all developers should refer to the requirements of SC2, ensuring that combustion based energy is employed as a last resort and accompanied by adequate minimisation and mitigation of impacts (including meeting the benchmarks set out in Appendix 7 of the Sustainable Design and Construction SPG). Developments will be expected to focus on energy efficiency and an efficient energy supply before energy generation solutions known to have negative air quality impacts are considered.

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8 The potential need for HRA is flagged in the Strategic Sites schedule (Appendix 1)

Monitoring

5.63 The Local Authority has existing air quality reporting obligations under the London Local Air Quality Management Framework[9]; the reports, produced by the Environmental Health team, will be drawn upon to help assess the relevance and success of this policy. Monitoring stations around the Borough provide relevant data and significant developments in areas of exceedence, or which generate harmful air quality impacts, may be required to incorporate dedicated monitoring apparatus.

Indicators

i. SC-OP-9 Policy Use & Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny]**;**

ii. SC-OP-10 Unresolved EA/Environmental Health consultee air quality objections in approvals [no specific target: should be minimal]**;**

iii. SC-OUT-5 Air quality exceedances (No specific target but positive trends should be observed in line with the AQMA).

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9 GLA, Working with the London boroughs

Infrastructure

INF1 Strategic Transport

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

1. Strategic Principles and Spatial Strategy:

a. Major physical barriers to movement will be overcome without having an unacceptable impact on residents, development/regeneration potential or existing service users; and

b. Secure investment in, and the ongoing safe and viable operation of strategic transport networks that will lever investment and regeneration into Newham and help achieve modal shift to sustainable transport, further integrating the Borough with the rest of London;

This includes but is not limited to the following interventions that benefit connectivity, accessibility, efficiency and/or journey time reliability:

Rail

i. Elizabeth Line service including stations at Stratford, Maryland, Forest Gate, Manor Park and Custom House (T1), plus enhancements to meet growth demands and potential for Crossrail 2 Eastern Branch;

ii. International trains calling at Stratford International station and depending on capacity, linkages from Stratford (T2) to the possible Crossrail 2;

iii. Increased capacity and service enhancements on main line railway services serving the Borough, notably between the Upper Lee Valley and Stratford (T3);

iv. Increased capacity and extensions to the network on the orbital rail system (London Overground) (T4);

v. Station capacity enhancement notably at Stratford and West Ham, and step-free access at all stations in the Borough – particularly East Ham, Plaistow and Upton Park (T5);

vi. Enhancements to the DLR network and further extensions including to Barking and Thamesmead, new stations at Beckton Riverside and Thames Wharf (T6) and an expanded depot at Beckton Riverside;

vii. Measures to improve local usage of the cable car as a transport link (T7);

Bus

viii. Enhanced bus links from the Royal Docks across the River Roding and East London Transit from Beckton to Barking Riverside (T8);

ix. Other Strategic Bus Network enhancements including interchange and new service infrastructure particularly along Key Corridors and to Strategic Sites, improved north-south connectivity, and measures to protect journey time reliability (T9);

Cycle and pedestrian

x. Extensions and upgrading of the Strategic Cycle Network and other key cycling routes including Cycle Superhighways and Quietways, notably support for enhanced access to and increased use of the Greenway (T10) and an enhanced walking and cycling network in the Royal Docks, including North Woolwich Road and to and along the river and dock edges;

xi. High quality modal interchange facilities for cyclists, including cycle hire facilities, notably in the Royal Docks, Stratford, Forest Gate and Manor Park;

xii. Extensions to the strategic footpath walking network including the Leaway and Roding Valley walkways and associated inter-borough/cross river connections (T11);

Road/bridges/tunnels

xiii. Re-modelling of the Stratford Gyratory and other Key Corridor improvements, including public realm enhancements, particularly in the Royal Docks along North Woolwich Road from Tidal Basin to North Woolwich Roundabout, and longer term, Woolwich Manor Way from North Woolwich to Albert Island (T12);

xiv. River crossings (as safeguarded or revised), delivered as part of a package(T13) to improve accessibility, connectivity and resilience of sub-regional transport networks;

Navigation

xv. Re-activation, relocation, and/or consolidation of Thameside West safeguarded wharves, notably at Peruvian Wharf (T14a) and Royal Primrose Wharf (T14b), subject to Policy J2;

xvi. A strategic boatyard at Albert Island supporting passenger movement on the Blue Ribbon Network (T15);

xvii. Other proposals to encourage the improvement and use of Newham's navigable waterway network including freight transfer facilities, locks and winding holes, passenger and leisure transport facilities, piers and moorings in appropriate locations (T16);

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Air

xviii. Measures to support the optimisation of airport capacity, including access (potentially via a new Elizabeth Line station) and other freight and passenger facilities (T17); and

Operational safeguarding

Xix Safeguarding the role and operational function of the following transport infrastructure as indicated on the Policies Map as part of the strategic transport network unless agreed to be surplus to requirements of the relevant operators/ strategic authorities:-

a. Radar stations and sightlines, (T18);

b. Rail, (including DLR and Tube, (T5)) bus and cable car (T7), station lines and depots (T20, LILs & SIL);

c. Protected mooring points and public river access points (T19);

d. safeguarded wharves and their access requirements (T14a/b); and
e. London City Airport (via its Airport Safeguarding Area (T17a) and Public Safety Zone (T17b).

Where appropriate, these alignments, designations and other transport proposals are included on the Policies Map.

2. Design and technical criteria:

a. Proposals for strategic transport projects should demonstrate, where relevant through options appraisal, that the favoured scheme, including mitigation measures where necessary, is the most appropriate in terms of minimising negative social, economic, spatial and environmental impacts; costs; and technical feasibility; and

b. All development should ensure that it is compatible with the spatial and environmental impacts of the ongoing viable operation of transport infrastructure in line with policies SP2, SP3 and SP8. This includes the requirement that uses including residential, which draw in large numbers of people to the Public Safety Zone compared with the present situation, should be avoided in line with policies SP9 and SP2 and that the requirements of safeguarded alignments are complied with, in liaison with TfL.

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles and Spatial Strategy.

Justification

6.1 A key component of the Council's overarching objectives is to connect people to opportunities arising from development, deliver "Good Growth" and support an overall shift to a more sustainable pattern of movement in Newham. Newham's ongoing regeneration (including its convergence with neighbouring Borough's and with London as a whole) and its attractiveness for inward economic investment, are dependent to a large degree upon excellent strategic accessibility, and the ongoing ability to safely and easily move goods and people around the Borough and beyond without delay. Substantial investment has already taken place in recent years, including Elizabeth Line access at five stations (due to open in 2020), improvements to the Borough's Tube service (including night tube on the Jubilee Line), the introduction of Cycle Superhighways and creation of the Leaway, and substantial capacity enhancements, rolling stock renewal and extensions of the Docklands Light Railway. Significant investment is also underway in re-modelling the Stratford Gyratory, upgrading the Greenway, further Leaway connections, and to improve passenger handling capability at London City Airport.

6.2 This investment contributes to the wider objective of Convergence, allowing the Arc of Opportunity to become an attractive location for investment as one of the best-connected parts of Greater London. However, it is also the case that strategic transport investment is not without negative impacts, which can include noise and disturbance, deterioration of air quality, the creation of new barriers and land blight particularly during protracted safeguarding periods, opportunity costs (e.g. other potential land uses/forms of place-making) and increased journey times for some, affecting residents, businesses and wider regeneration and development potential. These need to be acknowledged, addressed as far as possible at the design stage, preferably designing them out or at least mitigating them, and where persisting after this, carefully assessed and weighed up in assessing the acceptability of a scheme. Equally however, as per 'Agent of Change' principles, the policy acknowledges that other new development may bring land use conflicts with existing transport infrastructure, and as such needs to be designed to ensure that these are adequately mitigated and do not impinge on the safe and viable operation of strategic transport links.

6.3 Therefore, subject to this approach, this policy supports ongoing, programmed and future investment in the strategic transport network to assist the Borough's ongoing regeneration and to stimulate inward investment and to secure an overall high quality transport service for Newham's residents and businesses, recognising, as per the Mayor's Transport Strategy (2018) that a 'do nothing' approach is inappropriate in light of significant growth, and already significant air quality and congestion impacts, with the particular need to achieve modal shift. Support will also be given to other, currently unfunded, strategic transport proposals that will contribute towards Newham's regeneration and economic and physical development. The IDP, spatial policies and policies SP2, INF2, J1, J2 and J3 set out further detail on the need, progress and role of these different types of strategic transport interventions, which ultimately need to work together as part of a package by mode (this is particularly the case with road based river crossings) and overall to secure the best effects.

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Implementation

6.4 The Council will continue to work with neighbouring authorities, Transport for London (TfL), the Port of London Authority (PLA), London City Airport, developers, the Canal and River Trust and Network Rail to secure the delivery of strategic transport projects; in the case of developers this requirement will be in addition to addressing on-site access issues. It will be expected that this process and associated design and Environmental Statements should result in the clear articulation of the different environmental and spatial impacts of the proposals, (with particular reference to spatial policies S2-6 and thematic policies SC1-5, SP5, INF6&7 and INF2), and refinement of options and mitigation accordingly. Given that some strategic transport developments will result in changes in traffic distribution, where relevant, this should include screening of developments for in-combination SAC impacts as per the Local Plan HRA and HRA guidance.

6.5 The Infrastructure Delivery Plan (IDP) identifies the types of infrastructure required to support the delivery of the plan. The IDP sets out the anticipated timing and phasing of the infrastructure provision, when development is likely to come forward and the availability of funding of development.

6.6 The Local Implementation Plan sets out a programme for funding and delivery of strategic and local transport schemes. The borough will be required to produce and update LIP3 documents which are expected in Spring 2019.

6.7 Development proposals that may impact either the operation and/or safety of London City Airport (LCY), navigable waterways and safeguarded wharves and public transport infrastructure, together with safeguarded new transport infrastructure alignments/corridors (river crossings) or utilities infrastructure (notably Beckton Sewage Treatment Works) should be discussed with the relevant consultees (including, TfL[1], PLA[2], Civil Aviation Authority[3] (CAA), London City Airport[4] and Thames Water) at the earliest possible stage to ensure the relevant safeguarding measures are implemented. Mapping available on the Council's website[5], and on the Policies Map (radar sightlines, mooring points and river access points) denotes relevant safeguarding/referral requirements but should not be the sole resource for understanding safeguarding requirements given the complex and technical nature of these matters. In addition, all noise-sensitive developments within designated Full Use London City Airport Noise Contours should comply with recommended internal noise levels and ventilation standards, and in the case of Major Applications also summer overheating prevention standards, as specified in the most up to date Building Regulations[6].

6.8 Whilst proposals to encourage use of the Borough's navigable waterways for various forms of transport are supported, the context for the development of new water transport facilities will be taken into account when determining the appropriateness of new water transport uses. For example, in areas with a context of employment uses, viable waterborne freight uses may be given preferential support over proposals to provide moorings for leisure craft. In relation to wharf consolidation and reactivation (Policy J2), the Council will work with its

1 TfL, TfL's role in planning
2 PLA, River Thames Development and Works Enquiries
3 Civil Aviation Authority Website
4 LBN, London City Airport Main Constraints
5 LBN, GIS mapping
6 Currently: Clause 6, Schedule 1 of the Noise Insulation Regulations 1975; BSI, BS8233:2014; Building Regulations Approved Document F; and CIBSE, TM59/TM52/CIBSE 2015 Guide 'A'

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partners including the PLA and GLA to secure the release of Sunshine, Manhattan and Thames wharves in the Royal Docks that are currently safeguarded upon their consolidation/ relocation within Central Thameside West.

Monitoring

6.9 The monitoring framework includes specific performance indicators relating to strategic transport progress upon which the relevance and efficacy of Policy INF1 will be assessed. Outputs relate to key milestones for strategic transport supported in planning, regeneration and through complementary measures and will be drawn from general activity reporting (e.g. S106 monitoring and the LIP) and should be monitored annually. Ongoing engagement relevant stakeholders such as TfL and the PLA also provides useful feedback on the progress of strategic transport to inform updates to the Infrastructure Delivery Plan and overall strategic transport projects across Newham. Outcome measures are largely those set out in S1 and J policies, together with modal shift/share measures set out in INF2, through the complaints about transport noise will also be relevant.

Indicators

i. INF-OP-1 Securing Strategic Transport Investment:

   a. Milestones in transport schemes [monitor as per project and planning milestones indicated in the IDP];

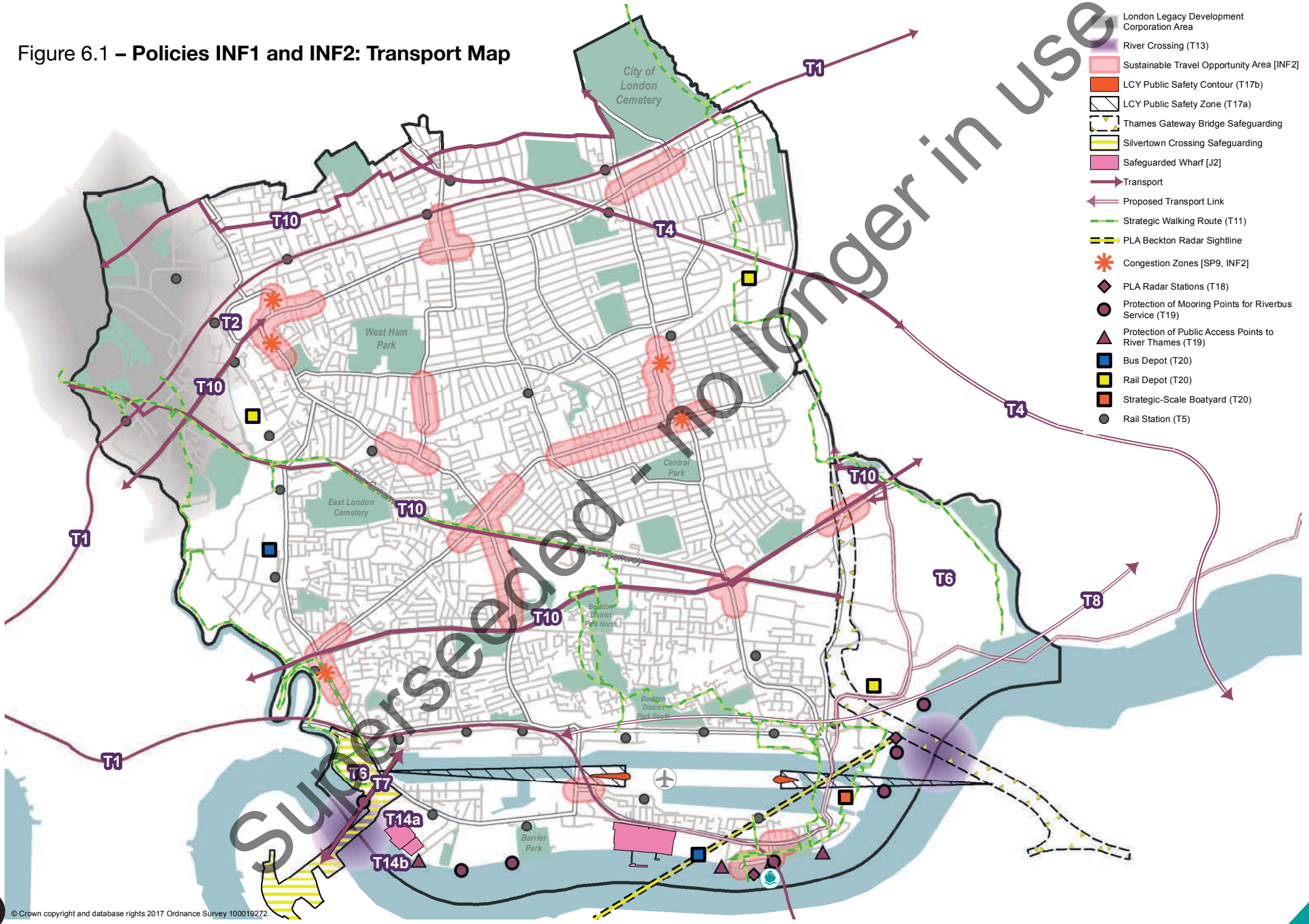
ii. INF-OP-2 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iii. INF-OUT-1 Environmental Impact of Transport:

   a. Complaints about transport noise [No specific target, but should be improving];
   b. Transport related Co2 emissions.

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Figure 6.1 – **Policies INF1 and INF2: Transport Map**



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INF2 Sustainable Transport

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

1. Strategic Principles and Spatial Strategy

a. Securing a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough's transport network on foot, cycle and public transport, maximising positive health impacts, and enabling development through:

i. Raising and maintaining the safety, quality, appearance and functioning, as spaces for social activity and movement, of the public realm which comprises new and existing streets and other public spaces including squares, parks and riverside pathways, securing improvements to Key Corridors as per SP7, notably the key schemes highlighted in INF1:1bxiii;

ii. Continuing to address linear and other physical barriers including rivers, railways and major roads with accessible linkages, and, where applicable, providing connecting public routes through and within new development and to public transport nodes, existing neighbourhoods and facilities, and to linear routes along rivers and docks or connecting green spaces notably through the bridge and connections planned as part of the Lea River Park, the Canning Town Activity and Residential Streets, a crossing of the railway between Connaught Riverside and London City Airport DLR station, and a crossing of the docks from ExCeL to Barrier Park via Silvertown Quays;

iii. Reviewing, completing, adding, maintaining and improving defined routes for walking, horse riding and cycling including the Capital Ring, and others specified in INF1 and the IDP;

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

v. Supporting improvements to local public transport services by continuing to invest in infrastructure and network enhancements, including; those specified in INF1 and the IDP, more accessible bus stops, environmental performance, communication and service enhancements and ensuring that negative impacts on transport capacity including stations are fully addressed;

vi. Maintaining careful management of the supply of routes and transport network capacity and parking for motor traffic in order to reduce or minimise congestion and the dominance and environmental impacts of motor-vehicular traffic in the public realm and to make space for other modes, having regard to the

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need to alleviate and not add to cumulative congestion issues as particularly highlighted in Congestion Zones in policy SP9, and to avoid off-site individual and in-combination effects on air/water quality in the vicinity of the Epping Forest SAC;

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

viii Particularly promoting sustainable travel in defined STOAs, through proportionate proposals including car-free development.

2. Design and technical criteria

a. In planning public transport and active travel routes across and between Strategic Sites and between new and existing communities;
- 800m is the maximum distance people should have to travel to bus stops;
- 200m and 400m respectively are defined as the optimal route frequencies for pedestrian and cyclists in the Arc of Opportunity to be secured where practicable at least between North Woolwich Road and the River Thames and preferably more generally

b. All Major developments (including mixed-use) or proposals meeting the thresholds set out in Table 12 below will be required to produce a Transport Assessment;

c. Travel Plans which show the likely impacts of trip generation, and which include acceptable, robust, monitored, proposals to counter or minimise the potential impacts identified to include 'Smarter Travel' strategies and plans; and proposed measures to facilitate and encourage more widespread walking, cycling and public transport use will be required in accordance with the following indicative thresholds:

i. All Major applications;

ii. Any development in or adjacent to a Congestion Zone (SP9) and Sustainable Travel Opportunity Area (STOA); and

iii. All D1 uses (including extensions);

d. An appropriate level of car parking and charging points and bays for electric vehicles and car clubs should be provided taking into account a combination of London Plan standards, Public Transport Accessibility Levels (PTAL), local car ownership/ car sharing opportunities and local context including the availability of existing public parking (parking stress) in line with SP8; and

e. High quality cycle facilities should be provided in line with the standards set out in the London Plan, and local context, as well as opportunities to promote cycle sharing to support sustainable travel to and from the site, including where appropriate associated facilities and for washing and changing facilities.

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Table 12 – Policy INF2: Transport Assessment Thresholds

Use	Threshold
A1	1000 sq. m or greater
A3/A4/A5	750 sq. m or greater
B1/B2/B8	2500 sq. m or greater
C1	50 beds or above
C3	30 units or above
D1: Healthcare	50 staff or above
D1: Higher/Further Education	2500 sq. m or above
D1: Places of Worship	200 or greater members/ attendees
D2: Assembly and Leisure	1000 sq. m or greater
Sui Generis	Case by case basis

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles and Spatial Strategy.

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Justification

6.10 Delivering growth and successful places, and optimising development opportunities are key overarching objectives of the plan. This policy seeks to secure a more sustainable pattern of movement across the Borough, ensuring growth is not at the expense of the environment and to achieve changes in behaviour to promote sustainable and active travel as a way of life, contributing to the experience of place and neighbourhood.

6.11 Sustainable transport policies seek to achieve better management of travel demand and maximise sustainable travel opportunities to secure a pattern of movement across Newham and beyond that is more sustainable in terms of its reduced negative impacts, (notably on air quality, congestion, safety and noise) health benefits, resource efficiency and ability to keep Newham moving in the face of population growth. To support this, a key component of the policy is to deliver Good Growth and improve the accessibility and efficiency of sustainable travel modes as well as achieving Convergence and Resilience through more sustainable behaviours. This includes managing the location of development and positive measures secured through the planning process to ensure a good transport experience for residents and prevention/mitigation of impact on Epping Forest SAC, with particular focus on convenient access for non-car modes, journey time reliability and comfort. They are also fundamental to the objective of improving the quality of life of people living and working in the Borough, making Newham a more 'liveable' borough where people choose to live, work and stay.

6.12 This policy recognises the link between transport, design and quality of life. As part of

healthy neighbourhoods, environmental impacts arising from transport, such as air and noise pollution which have significant impacts on people's health and overall quality of life, must be addressed, and opportunities maximised to promote Active Travel and reduce the dominance of private car ownership and usage, and to reduce the impact of other motorised modes.

6.13 The importance of a policy for sustainable local transport is underlined by the predicted growth in employment and residential development in the plan period in the Borough, particularly in the Arc of Opportunity, East Beckton and at some Strategic Sites within Urban Newham. TfL modelling[1] indicates that development growth will result in very significant consequences in terms of increased traffic congestion, public transport crowding and poorer network resilience to an extent that will affect development viability, economic performance and quality of life unless sustainable transport policies are implemented to spread travel demand.

6.14 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 ambitious, but considered necessary given the projected rise in the number of homes, jobs and other land uses which generate travel demand from a growing population, and certainly reflects latent potential in terms for instance of flat topography, attractive for cycling and the rivers for increasing passenger transport options and alleviating pressures on other modes. The policy parameters draw on TfL's Healthy Streets & Streetscapes guidance[2], and typical continental European grid size[3] and mapping of excess waiting time (congestion), PTAL[4] and car ownership levels[5] (Census), together with spatial policy visions such as improved integration of new development with existing, and a concern to improve public access to the Blue Ribbon Network.

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Implementation

6.15 **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 SP7 (corridors) provides a list and associated criteria for the improvement of major 'gateway' corridors in the borough. Strategic priorities are highlighted in the Royal Docks where growth impacts are particularly acute.

6.16 **Tackling barriers and connectivity** - major barriers to movement include busy roads and gyratories such as the A13 and Stratford town centre, railways, river corridors, fence lines, disconnected street patterns and public spaces that feel unsafe at night. The Council supports proposals that seek to reduce the extent of these barriers, benefiting pedestrians and cyclists in particular, and to this end particular key projects have been highlighted. In some areas, development sites and large buildings can also create or act as barriers, and

1 GLA, Mayor's Transport Strategy
2 TFL, Healthy Streets / Streetscapes Guidance
3 European grid size reference
4 TFL, WebPTAL
5 Nomis, Car Ownership (Census)

as such, through masterplanning, it is expected that optimal pedestrian and cycle route frequencies are incorporated, at least between North Woolwich Road and the River Thames, but preferably also in other directions given their ability to render walking and cycling much more competitive in relation to other modes over short distances. These frequencies will also be relevant to securing connectivity between sites, existing neighbourhoods and other facilities.

6.17 **Improving and completing formal walking, cycling and 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.

6.18 **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 and proposals that support a wide range of cycle hire and membership schemes to increase the uptake in cycle usage in the borough.

6.19 **Cycle parking standards** - cycle parking will be provided in accordance with the London Plan and designed adhering to the London Cycle Design Standards. In addition, physical or financial contributions will be sought to provide public or visitor cycle parking facilities. To ensure high quality provision of cycle facilities, cycle parking must be provided in locations that are integral to the development; it should be safe, secure (including weatherproof) and easily accessible, preferably near to main entrances. Securing high quality cycle facilities is essential to support Newham to realise a substantial increase in cycling and high quality cycling infrastructure. Cycle parking should be complemented by supporting facilities including lockers and showers.

6.20 **Supporting improvements for public transport** - the Council supports ongoing improvements to the transport network as highlighted in INF1 and the IDP together with other measures that enhance the journey experience or reduce negative impacts of the service, but also needs to ensure that negative impacts of development on transport capacity (including safety and extra wear and tear) are fully addressed, particularly at stations.

6.21 **Careful management of car travel and parking demand** - the Council supports measures to manage car travel and parking demand by encouraging changes in mode choice favouring walking, cycling and public transport use, through public realm interventions, parking management and publicity. Residents' parking zones are considered by the Council to be an effective way to manage local roads in order to address issues such as traffic/ parking congestion, access, safety and car borne pollution and have been implemented fully across the borough.

6.22 **Car parking standards** – appropriate levels of car parking should be assessed in line

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with the London Plan standards[6] taking account of the cumulative impact of car parking standards as a lever on travel behaviour (particularly when established from the outset) and the opportunity costs of space for car parking whilst factoring in wider considerations including access realities (i.e. whether available routes/capacity meet local needs/building occupants' requirements and the quality of public transport/active travel experience), the type of development, local car ownership and context and the overall approach to reduce car usage in Newham. In the cases of electric vehicle charging provision the Council will seek passive provision to London standards, with the operational provision to be determined on a case by case basis. STOA designation helps indicate where car ownership and public transport access is such that car parking levels can be significantly reduced, potentially to car free levels.

6.23 **Accessibility by a choice of modes of transport** - the Council will not support major development proposals that are not accessible by a choice of modes of transport. Whilst PTALs are a good guide to relative accessibility to public transport services, (with 4 and above denoting 'good') it should be acknowledged that they may change over time, and proposals should also demonstrate the availability of, or proposals for, safe, direct and attractive walking and cycling routes to and from the site to public transport nodes and interchanges. To this end, 800m is the maximum distance between bus stops; with a preference for 300-400m where possible.

6.24 **Transport Assessments/Statements and Travel Plans/Statements** - the Council will seek Transport Assessments and Travel Plans that measure the potential environmental and capacity (particularly at stations) impacts of travel demand arising from new development. These should include robust, measured strategies and travel plans for mitigating or minimising adverse impacts, including cumulative impacts on traffic flows in the wider network that may affect air/water quality within 200m of the Epping Forest SAC and highlighted by the defined Congestion Zones in Newham, through measures to encourage walking, cycling and public transport use in preference to private vehicles. Travel Plans should set out strategies for implementing, monitoring, maintaining and improving performance against agreed strategies and targets for reducing car use and increasing walking, cycling and public transport use, cognisant of the particular potential highlighted by STOA designation. In some cases, for smaller scale development Transport Statements and Travel Plan Statements are likely to be required setting out the transport impacts of development and measures to promote sustainable travel and should be identified at the earliest stage. The thresholds are suggested as a guide and the Council reserves the right to vary the requirement for site specific reasons.

6.25 Developer contributions will be required to support the implementation of the sustainable transport measures outlined as per INF9. These will be in addition to addressing on site access issues.

6.26 On site measures for sustainable transport provided by developers are the subject of design guidance, notably TfL Streets Toolkits. These measures should be factored into all stages of the development process from construction through to operation with proposals addressing best practice guidance including within Construction Logistics Plans and Streets Toolkits (including Cycle Design Standards) by TfL.

6 Including the draft London Plan expectation of car free as a starting point in areas with PTAL 4-6

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6.27 The Local Implementation Plan sets out a programme and funding proposals for sustainable transport projects. The funding proposals include indicative proposed developer contributions. The borough will be required to produce LIP3 documents by Spring 2019.

Monitoring

6.28 The monitoring framework for this policy includes specific performance indicators relating to the promotion (outputs) and take up (outcomes) of sustainable travel modes, as well as consequent broader impacts on sustainability. The outputs and outcomes, supported in planning, regeneration and through complementary measures, will be drawn from general activity reporting (e.g. planning conditions monitoring) and from modal shift statistics available from TfL, and should be monitored annually. Feedback from residents and members and through monitoring of policy use will also be relevant to help understand whether the policy fully captures the necessary range of measures to help people change their travel behaviour.

Indicators

Note that targets will be revisited and aligned with the 2018 LIP and subsequent updates.

i. INF-OP-3 Promoting a more sustainable pattern of movement:

   a. School Travel Plans in place;

   b. Number of Car Free developments achieved on major schemes [no specific target, monitor to show increase];

   c. Electric charging points [No specific target – monitor to show increase and take-up];

ii. INF-OP-4 Policy Use and Robustness – in decision-making and at appeal [no specific target; should be using regularly in different types of planning decisions if effective, and supported at appeal];

iii. INF-OUT-2 Better Transport and Connectivity:

   a. Modal shift and share [number/percentage of walking, cycling, bus, tube/rail, car trips originating in the borough, should show a shift to more sustainable modes];

   b. Traffic volume and congestion (proxy) - excess bus waiting time [refer to LIP targets];

   c. Road traffic casualties (KSIs) [No specific target, should be improving];

iv. INF-OUT-3 Environmental Impacts of Transport:

   a. Noise complaints [No specific target, should be improving];

   b. CO2 emissions from transport [refer to Air Quality Monitoring Plan].

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INF3 - Waste and Recycling

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

1. Strategic Principles:

a. The management of waste and development of waste facilities will:

i. Follow the waste hierarchy, prioritising reduction, reuse, recycling, and energy recovery before final disposal;

ii. Prioritise rail and water transport over use of the principal road network;

iii. Observe the 'Proximity Principle', dealing with waste as close to its source as possible; and

iv. Minimise spatial impacts; and

b. Comply with the East London Waste Plan[1] while recognising any updates to the strategic framework of the London Plan.

2. Spatial Strategy:

a. Schedule 1 safeguarded sites[2] will be protected, and prioritised for new or expanding waste facilities for which there is a proven local need, followed by Strategic Industrial Locations as far as possible. Other locations may prove suitable where acceptable mitigation of impacts can be delivered in line with other development plan policies (specifically SP3, SP8 and SC5);

b. Development at Beckton Riverside will include a waste facility with capacity to meet strategic waste needs unless it is demonstrated that there is no longer a need for such a facility in that location (through updated evidence concerning strategic need via an updated Joint Waste Plan or submission of equivalent robust evidence); and

c. Other waste sites will be protected as per Managed Release, transition and intensification specifications set out in J2 and where relevant, spatial policies.

3. Design and technical criteria:

a. As per policy SC5, all waste facilities should be fully enclosed or provide an equivalent level of environmental protection with respect to [air] emissions;

b. Development should ensure on-site handling and storage can meet the needs of the development and local collection arrangements without amenity impacts for occupiers or neighbours; this includes future-proofing through the facilitation of tri-separation and collection. Where feasible, innovative approaches to sustainable waste management that support the implementation of policy SP3 and SP8 should be provided; and

c. Major development proposals should be accompanied by Site Waste Management Plans setting out how the requirements of this policy are met.

1 Currently the 2012 Joint Waste Development Plan for the East London Waste Authority Boroughs
2 Currently found in the Joint Waste Development Plan for the East London Waste Authority Boroughs (2012). Any update to the Joint Waste Plan will likely still contain a schedule of safeguarded sites.

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles; 2.Spatial Strategy.

Justification

6.29 Notwithstanding local, regional, and national drivers of improved recycling rates and embedding of 'circular economy' principles, the levels of growth expected in Newham (in terms of both construction/development activity and population) mean a projected increase in waste arising figures. This policy seeks to ensure waste is managed more sustainably, minimising resource use and exploiting the economic potential of 'waste'. It transfers EU Directive principles to the local context and urges developers to be proactive about how waste is handled in the context of increasing environmental and land use pressures. The policy contributes to the achievement of convergence (objective 1) by helping ensure the economic benefits of 'waste' are harnessed; the creation of high quality places (objective 2) by avoiding the amenity and environmental impacts of mishandled waste; the delivery of good growth (objective 3) by minimising the environmental impacts of resource use and waste generation; and the balancing of Newham's local needs and strategic role (objective 4) by ensuring new waste uses satisfy identified needs and are directed to the most suitable locations.

6.30 Good waste management aims to drive waste arisings up the waste hierarchy by promoting waste minimisation, materials reuse, recycling and the recovery of resources including energy from waste assets. The 'Proximity Principle' derives from EU Directive[3] and establishes that waste should in general be treated and disposed of as close to where it was produced as possible. Subject to other environmental, efficiency, and feasibility considerations, the Principle seeks to minimise the impacts of transport and multi-handling of waste. It is reflected in the London Plan, which sets out to deliver net waste self-sufficiency for London by 2026. The principle of prioritising rail and water transport of waste also seeks to minimise the environmental impacts of waste transfer as Heavy Goods Vehicles are known to have significant impacts on air quality and traffic flows. While this may be difficult to deliver through collection services, Newham's position next to the Thames and the high levels of construction activity in the Borough should enable implementation of the policy in other ways.

6.31 In line with self-sufficiency objectives and to meet regional needs, the London Plan sets out an apportionment target of waste to be processed and managed by each London borough. As Newham is in a waste authority partnership with three other London boroughs, this is primarily done through the identification and safeguarding of sites within the East London Waste Plan. Adopted in 2012 as the ***Joint Waste Development Plan for the East London Waste Authority Boroughs*** (link in policy footnote above), this Joint Waste Plan is likely to be updated within the Local Plan period to reflect changes in land use configuration and updates to waste apportionment figures.

6.32 The Council also seeks to minimise or mitigate the impacts of waste management, processing and transport on the environment and the borough's residents. Consequently, preference will be given to proposals that make efficient use of space, enable and make provision for access by river and rail freight, and avoid harmful impacts on amenity and air quality (see

3 Directive 2006/12/EC of the European Parliament and of the Council of 5 April 2006 on waste (OJ L 114, 27.4.2006)

Superseded - no longer in use

related policies SC5 and SP8).

6.33 The spatial strategy sets out that where the introduction or expansion of waste facilities meets an identifiable local need, Schedule 1 safeguarded sites followed by Strategic Industrial Locations will be prioritised. This approach helps to direct waste uses to the most appropriate locations (often in terms of impacts and serviceability) and helps to protect those uses long term. In the context of this policy, 'local' means not only waste arising ***within*** Newham, but also waste handling capacity that contributes to the meeting of London Plan apportionment targets and deals with waste arising within other London boroughs (i.e. part of Newham's local need is its regional role). As such, proposals that do not demonstrate how they meet local or regional need will generally not be supported. It is however acknowledged, that the Joint Waste Plan review, with its process of need analysis and site search, may identify further suitable locations.

6.34 Beckton Riverside is a significant growth area as signalled in the London Plan and expected GLA OAPF; the spatial strategy approach above seeks to balance the needs of waste capacity protection with growth and housing delivery targets. Whilst recognising that the scale of development expected for the area is such that a new waste facility could be incorporated, the policy allows for shift in waste needs over time. Given the scale and complexity of development envisioned for Beckton Riverside (see Strategic Site allocation for more detail) realisation of opportunities is expected to have a long lead time; in that time, waste needs may change significantly, for example through improved recycling rates, changes in London Plan apportionment methodology, or the securing of other safeguarded sites.

6.35 It is acknowledged that as with other industrial uses, waste processing / management facilities have come under pressure due to competing land uses, (notably residential) not least because such uses have been inappropriately regarded until recently as 'inefficient' users of space. Whilst land use change must necessarily continue in the Borough, such uses are afforded protection through the Managed Release, Managed Transition and Managed Intensification criteria in Policy J2, with sufficient industrial land safeguarded allowing for their accommodation in the Borough according to projected need in the ELR[4].

Implementation

6.36 Schedule 1 and 2 waste sites are currently found within the 2012 Joint Waste Plan though this is likely to be reviewed within the plan period. The policy will remain applicable to any replacement 'Schedule 1' sites (i.e. safeguarded); the updated plan is likely to be called the East London Waste Plan (ELWP). Schedule 2 sites, which reflect capacity to meet strategic waste needs will be revisited by the update; in the meantime should development come forward on that presently identified in Beckton (which falls within the Beckton Riverside Strategic Site S01) the site allocation together with this policy provides for delivery of a strategic waste facility in accordance with the objectives of the Joint Waste Plan Policy W2, directing such development to remaining SIL or requiring the submission of updated evidence that demonstrates that the strategic need is no longer present. This may be due to intensification of capacity elsewhere, changing waste needs and apportionment (including a revised sub-regional distribution) or identification of an alternative site to meet that need.

4 In which they are a component of identified industrial space requirements including an allowance for sub-regional demand/apportionment.

Superseded - no longer in use

6.37 Further guidance on the meaning and application of the waste hierarchy is available from DEFRA[5] and WRAP[6] (the Waste and Resources Action Programme); specific government guidance on applying the hierarchy to the management of hazardous waste management is also available[7].

6.38 Supporting the implementation of this policy and Building Regulation requirements, the Council has produced guidance[8] for new development that details the amount of waste storage capacity expected, the needs of typical Local Authority and private collection service vehicles, and best practice advice regarding bin store location and design.

6.39 Construction and Logistics Plans for new waste management proposals should demonstrate how the use of rail and water freight is maximised, particularly where sites are close to the Blue Ribbon Network. Where considered necessary, planning conditions may be established to define the proportion of waste transported by sustainable modes.

6.40 The principle of minimising spatial impacts of waste management should be applied to both waste facilities and the handling and storage of waste within other development. Applicants should refer to policy SP8 for more detail on the range of amenity impacts that will need to be considered. In relation to facilities, (including heat from waste operations) this will mean consideration of air quality impacts, overall land take, and effects on any nearby residential amenity (e.g. via noise and smell) – though the spatial strategy primarily directs waste uses to non-residential areas. Where considered necessary, planning conditions will be used to specify expectations in relation to enclosure and emissions mitigation.

6.41 In terms of waste management within development, the local guidance referenced above gives specific examples of how bin stores etc. should be designed and located to minimise impacts as per Policy SP8. Tri-separation facilitates separate collection and processing of three waste streams, (non-recyclable waste, recycling, and food waste) improving efficiency and outcomes. While Newham does not currently operate a food waste collection service this is likely to change in future given regional and national drivers. For most developments, 'facilitating' will simply mean space for containers but for those incorporating chutes, tri-separators should be installed.

6.42 The consideration of the environmental protection levels delivered by new waste facility proposals will be done through the Environment Agency's licensing processes; as such proposals should show evidence of engagement with the EA.

6.43 The requirement for Major developments to make use of Site Waste Management Plans is encouraged by the Environment Agency and the London Plan given the multiple benefits they can bring, including accurately estimating waste levels prior to the start of works, reducing amenity impacts, facilitating regulatory compliance, and minimising costs through early planning and consideration. Relevant guidance is produced by WRAP[9].

Monitoring

6.44 Monitoring will include indicators relating to delivery of the strategic principles, spatial strategy, and design and technical criteria to assess the efficacy and suitability of the policy. Outputs related to waste activity will be drawn from review of planning consents;

5 DEFRA, Guidance on applying the waste hierarchy
6 WRAP, Achieving good practice Waste Minimisation and Management
7 DEFRA, Guidance on applying the waste hierarchy to hazardous waste
8 LBN, Waste management guidance for new developments
9 WRAP, Site Waste Management Plans A guide for the construction industry and supply chain

Superseded - no longer in use

depending on the number of relevant applications per year this will be done via full review or sample. Whilst waste generation and recycling rates are driven by factors the planning system can only partially affect, (specifically attitudes toward the importance of recycling) outcome indicators relating to recycling rates, diversion from landfill, and levels of waste collected per head will also be monitored, with information drawn from the Environment Agency's Waste Data Interrogators.

Indicators:

i. INF-OP-5 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny]**;**

ii. INF-OP-6 Securing more sustainable waste management:

   a. New waste management facilities in line with the spatial strategy [Target: majority of relevant consents];

   b. New/intensified waste management facilities delivering full enclosure or equivalent environmental protection-[Target: majority of relevant consents];

   c. Loss of waste handling capacity [Target: no net or functional loss without compensatory capacity appropriate consistent with the strategic principles];

iii. INF-OUT-4 Reducing Waste:

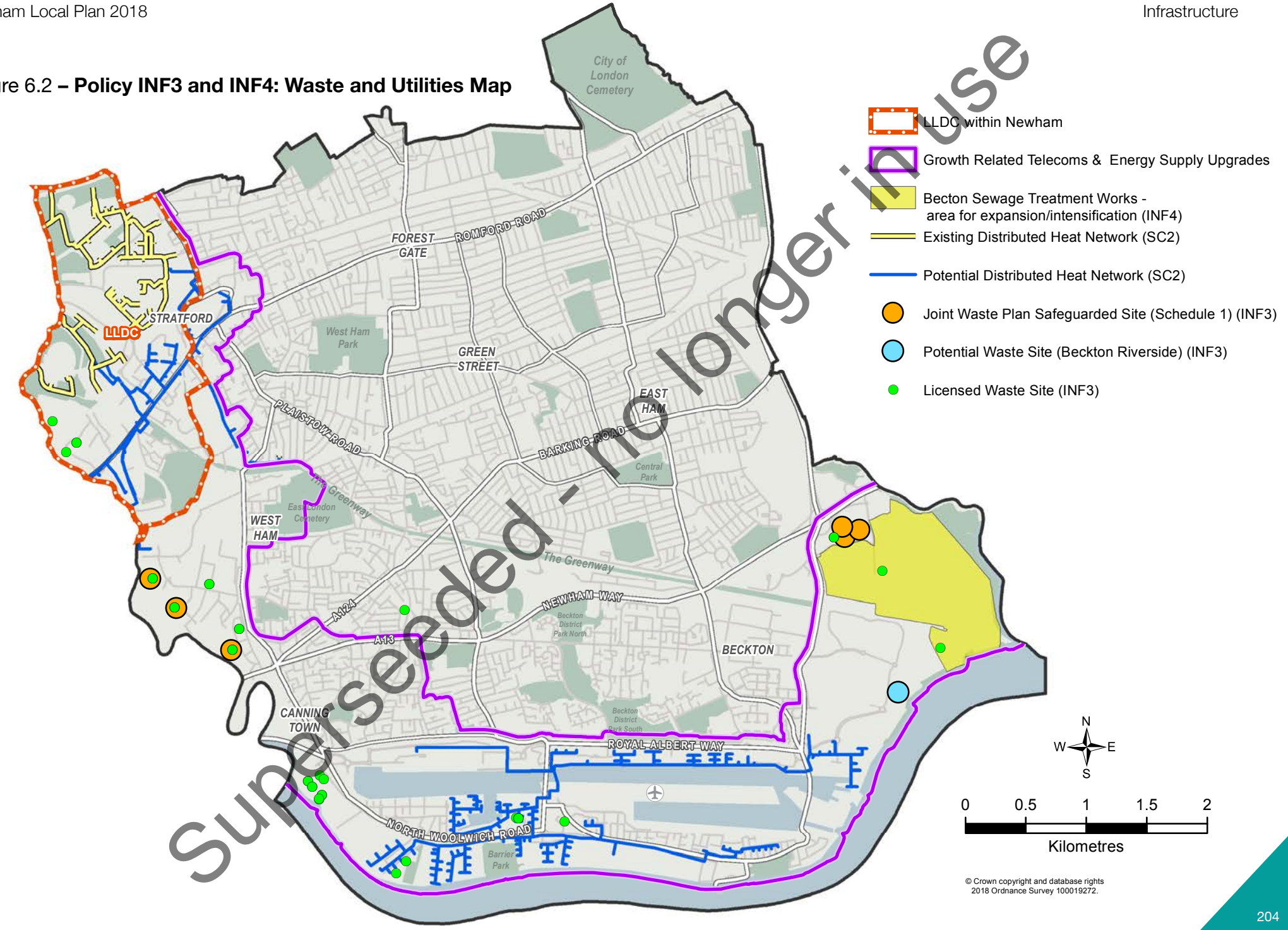
   a. Percentage of household waste sent for recycling, reuse or composting [No specific target, should be improving] (%);

   b. Percentage of local authority collected waste diverted from landfill in East London Waste Authority region [Barking & Dagenham, Havering, Newham, Redbridge] (%);

   c. Household waste collected per head (kg) [no specific targets, positive trends should be observed].

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Figure 6.2 – **Policy INF3 and INF4: Waste and Utilities Map**



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INF4 - Utilities Infrastructure

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

1. Strategic principles:

a. Sufficient utilities infrastructure capacity (including energy and water supply, wastewater handling, and telecoms) will be established to meet the needs of development over an appropriate time horizon, with projects identified in the IDP receiving in principle support;

b. The spatial and environmental impacts of utilities infrastructure will be minimised and where feasible reduced, particularly where existing facilities are being expanded or reconfigured;

c. The expansion of decentralised energy networks will be facilitated and supported in principle; and

d. The use of innovative energy technologies that reduce fossil fuel use and emissions by exploiting sustainable or waste energy sources is encouraged, specifically air, ground, waste, and water heat pumps where appropriate.

2. Spatial Strategy:

a. Utilities infrastructure, particularly in the Arc of Opportunity will evolve to keep up with growth and facilitate the creation of new neighbourhoods and economic opportunities. This includes but is not limited to:

i. Expansion of operational capacity at Beckton Sewage Treatment Works;

ii. Extension of superfast broadband to new development sites and new and existing employment areas;

iii. Provision of additional energy transmission infrastructure in the vicinity of the Royal Docks and Beckton, and heat network infrastructure to distribute locally generated energy across the Arc;

iv. De-commissioning and remediation of gasholder sites, providing necessary legacy gas pressure etc. infrastructure.

3. Design and technical criteria:

a. Confirmation that sufficient utilities capacity exists to meet the needs of the development will be required, with proportionate contributions to studies or upgrades made where necessary;

b. All energy sources (including CHP and renewable energy installations) with an output of 50kWe or more should provide for connection to heat networks and be flagged to the GLA for inclusion on the London Heat Map;

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c. As per SC2, all Major development should prioritise connection to heat networks or provide for connection in future where connection is not made prior to occupation;

d. Heat network infrastructure should be designed, constructed, and managed in accordance with the London Heat Network Manual[1] and Policy SC2;

e. Air, ground, waste, and water source heat pump installations should conform to relevant up-to-date guidance and ensure all licences from relevant statutory bodies can be acquired;

f. New and intensified utilities infrastructure projects should demonstrate through an options appraisal that the favoured scheme is the most appropriate in terms of spatial and environmental impacts, costs and feasibility;

g. All new development, including road and rail schemes, should incorporate future-proofed ducting to accommodate utilities connection requirements, and be designed to accommodate access and safety considerations in relation to key utilities infrastructure including high voltage cabling;

h. Development in the vicinity of Beckton STW should undertake an Odour Impact Assessment and respond with appropriate mitigation as necessary as per the guidance cited in policy SP8.

Refer to combined INF4/INF3 map (Figure 6.2) for spatial elements.

1 GLA, London Heat Network Manual

Superseded - no longer in use

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy.

Justification

6.45 Utilities infrastructure in London is already stretched; the levels of growth expected in Newham, and specifically in the Arc of Opportunity, means capacity of multiple kinds must be increased to facilitate the creation of new neighbourhoods (such as Beckton Riverside) and take up of economic opportunities (for example in the Royal Docks Enterprise Zone) that have a significant local and regional role. Known issues include water supply and sewage handling in the Thames Water area generally, energy supply/transmission infrastructure in the Royal Docks and the need to extend super-fast broadband, as per the IDP. If growth expectations are to be met, utilities enhancements must also work in tandem with new development in an already heavily-urbanised area and minimise land take as well as other spatial and environmental impacts (including noise, smell, and visual intrusion). Such pressure also extends to the increasing need to decommission and remediate the now unnecessary multiple gas holders in the area, which consume considerable areas of land, with legacy gas pressure (etc.) infrastructure being far more modest.

6.46 This policy contributes to all plan objectives, seeking to enable economic growth (objective 1), create high quality places that do not suffer the effects of utilities shortfall (objective 2), deliver "good growth" by embedding utilities needs and future-proofing to avoid further works and improve construction efficiency (objective 3), and balance local and strategic needs, for example in recognising that whilst facilities like Beckton Sewage Treatment Works may need to expand to meet [local and] strategic needs, that this should be counterbalanced by the minimisation of local impacts (Objective 4).

6.47 District heat networks are supported by national[2] and London Plan planning policy as a means of meeting the requirements of the Climate Change Act to reduce UK CO2 emissions to 80% below 1990 levels by 2050. Networks can be implemented at the scheme/site level as well as neighbourhood-wide, taking strain off the traditional grid and encouraging use of more sustainable forms of energy generation. Growth expectations in the Arc of Opportunity not only provide the need for expansion but the opportunity; the development of energy and heat networks should be embedded in the earliest stages of planning and masterplanning new development. Part of facilitating heat network expansion is an accurate picture of potential and demand, as such all energy generating sources over a certain threshold should be included on the London Heat Map.

6.48 This policy helps make best use of locally available energy sources, supporting the implementation of policies SC1 and SC2 by (amongst other things) identifying relevant standards for heat network and heat pump installations (3d/e), and requiring their spatial impacts to be minimised as far possible (1b). Government research[3] has shown the huge potential of Water Source Heat Pumps in the UK and London; as such, Newham's Royal Docks asset and position alongside the Thames should be investigated for the potential benefits of a sustainable, renewable, and 'free' source of heat, helping to improve local energy resilience. Similarly heat pumps can be used to exploit ground, air, and waste heat (i.e. from transport of industrial processes); provided the environmental impacts of such installations are acceptable (including no worsening of air quality), their take-up is encouraged. These renewable technologies complement more widely understood options such as solar (PV), options for which should also be explored as an example of locally available / renewable energy (the Council notes that there is not considered to be significant potential for wind energy within the Borough).

6.49 Utilities needs are evolving, which makes definitive planning for them difficult at the point of design and construction. It is therefore logical to take an enabling approach: designing and building in additional capacity in terms of utility connection ducts, and providing for future connection to heat networks where present connection is not possible. Experience in the Olympic Park area for example, has shown that 'passive ducting' (beyond what was needed at the point of development completion) through development platforms has been taken up within a few years, achieving considerable cost savings on, for example, subsequent lighting and CCTV schemes.

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Implementation

6.50 As per the support in principle for the expansion of heat networks, permissions for related infrastructure will normally be granted subject to appropriate mitigation of impacts and

2 Policy paper, 2010 to 2015 government policy: low carbon technologies
3 Policy paper, Water source heat map layer

compliance with other development plan policies. To ensure longevity and efficiency (including the avoidance of heat loss), heat network apparatus should be designed and constructed in line with the GLA's Heat Network Manual or subsequent updates.

6.51 As per the minimising spatial impacts point, opportunities for retrospectively reducing the impacts of utilities infrastructure should be sought in addition to the expectation applying to new and expanded facilities. This might apply to the undergrounding of pylons, the siting, scale, and design of sub-stations, or the reconfiguration of existing sites such as Beckton Sewage Treatment Works. While expansion of capacity is supported, and will likely mean some expansion of operational land-take, solutions should be as space efficient as possible and mitigate impacts appropriately. However, this must necessarily work in conjunction with the 'agent of change' approach set out in policies SP8, J1 and J2 in relation to new development in the vicinity of such infrastructure, including ensuring that statutory [utilities] undertaker duties and safety requirements are met.

6.52 To confirm that sufficient capacity exists, applicants should liaise with utilities providers as early as possible to determine if an assessment needs to be undertaken. In the case of water and waste water it is expected that the impact of development both on and off-site is considered. In some instances it may be necessary to undertake appraisals to determine if a proposal will lead to overloading of existing water or waste water infrastructure. In the absence of detailed design and phasing, planning permission for developments which result in the need for off-site water/wastewater infrastructure upgrades may be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.

6.53 Examples of relevant guidance for heat pump installations include the Environment Agency's *Good Practice for Ground Source Heating*[4] or the (now abolished) Department for Energy and Climate Change's Water Source Heat Pump research[5]. For any apparatus to be installed in waterways, developers should seek the advice of the Port of London Authority, Environment Agency, and Marine Management Organisation where relevant, and ensure all necessary licences can be achieved.

6.54 The London Heat Map[6] shows existing and proposed heat networks in Stratford and the Royal Docks, including details of energy sources. Developers are encouraged to engage with the heat map to determine the opportunities associated with sites.

6.55 It is acknowledged that gasholder decommissioning and remediation is costly, though standard viability methodologies assume this is factored into viability calculations initially through land value and the concept of the 'reasonable premium' and then if necessary, via cross-subsidy from enabling development, if otherwise acceptable.

6.56 As per the IDP, the GLA are working with electricity infrastructure providers to resolve the pressing need for capacity upgrades to meet growing demand in the Royal Docks and Beckton. A site search, focusing on land within the GLA portfolio with minimum spatial impact is being undertaken with provisional targeting of further work on Albert Basin and Thames Wharf. This policy seeks to work within the context of that work, which in turn

4 EA, Environmental good practice guide for ground source heating and cooling
5 Including 'Water Source Heat Pumps – Navigating the Way: A Customer Journey for potential developers' - these documents are available from the Local Plan team if no longer available online.
6 GLA, London Heat Map

Superseded - no longer in use

is consistent with its principles, though will need to be tested also against other relevant policies in the plan.

6.57 The design and siting of development should recognise the presence of high voltage cabling both on and off site and adhere to statutory clearance limitations in relation to overhead lines, reference to National Grid guidance should be made[7] and demonstrated as part of a development proposal where relevant.

Monitoring

6.58 Whilst the reporting systems of infrastructure and utilities providers are not consistent and easy to draw upon, monitoring will try to assess the scale of objections from utilities providers on grounds of capacity, and gather evidence of utilities shortfall issues. Where major capacity issues arise (significant power outages for example, or telecoms failures) and are reported, an analysis of the role of the planning system will be included in relevant Authority Monitoring Report bulletins.

Indicators:

i. INF-OP-7 Sufficient and Sustainable Utilities Infrastructure:

   a. Proportion of consents providing connections to or future connection to heat networks (via a sample audit) [No specific target: should be increasing];

   b. Utilities infrastructure planning and project milestones met [Target: milestones set out in the IDP];

ii. INF-OP-8 Policy Use and Robustness [no specific target, monitor for expected use and ability to withstand appeal scrutiny].

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7 National Grid. Planning and Development

INF5 Town Centre Hierarchy and Network

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

1. Strategic Principles

a. The expectation that proposals will contribute to the re-definition and management of Newham's interrelated town centre hierarchy and network as defined on map INF5 (Figure 6.3 below), securing accessible shopping, services and employment in focused, successful centres across the Borough, reducing trade leakage; and

b. That regard should be had to the importance of capacity projections modelled on a borough-wide basis, with reference 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.

2. Spatial Strategy

a. The need for Stratford town centre, within the boundaries defined on the Policies Map, to maintain its role and function as a Metropolitan Centre and progress towards an International Centre role, ensuring it continues to meet a wide range of local, borough-wide and sub-regional needs in the scale, diversity, accessibility, and integration of its offer;

b. The aspiration for Canning Town town centre, (currently a District Centre) within the boundaries defined on the Policies Map, to move up the hierarchy through transformational change to the scale, layout, accessibility and nature of its offer whilst continuing to meet local needs, integrating the new and existing parts of the centre;

c. The need for East Ham town centre, within the boundaries defined on the Policies Map, to maintain its role and function as a Major Centre ensuring it continues to meet a wide range of borough-wide and local needs through improvements to accessibility, growth and renewal of floorspace, particularly aimed at consolidating its strong convenience role, whilst improving its comparison, quality leisure and community offer and retaining its independent retailers;

d. The need for Green Street town centre, within the boundaries defined on the Policies Map, to maintain and develop its role and function both as a District Centre and a specialist ethnic centre, through improvements to accessibility and the growth and renewal of floorspace, creating a wider range of unit sizes and aiming to expand its comparison, community and quality leisure offer and retain its independent retailers;

e. The need for Forest Gate town centre, within the boundaries defined on the Policies Map, to maintain and develop its District Centre role and function through the growth and renewal of floorspace to better meet a wide range of local community needs, targeting a medium-sized food store and comparison retailers but retaining its independent offer, and improving north-south integration over the Romford Road;

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f. The need for East Beckton town centre, within the boundaries defined on the Policies Map, to consolidate its convenience and local service District Centre role through renewal of floorspace and improved diversity of offer, whilst enhancing its links with local neighbourhoods;

g. The need to maintain existing Local Centres as listed below and designated on the Policies Map, promoting the co-location of other essential community uses within or adjacent to them in line with INF8, recognising the particular regeneration and enhancement opportunities at North Woolwich, Manor Park and Freemasons Road (Custom House);

h. The need and opportunity to create new Local Centres reflecting accessible locations with high footfall, large scale development sites and gaps in the network at West Ham station [1], Plaistow station [2], Thames Wharf [3], West Silvertown / Silvertown [4/5], and Albert Basin (Gallions Reach DLR) [6], with further sites to be identified in Beckton Riverside at accessible locations with high footfall that do not have reasonable pedestrian access (400-800m, taking into account route quality) to existing or proposed centres serving similar needs; [numbers refer to figure 6.3]

i. The need to retain, and exceptionally create isolated shops together with small groups of shops which contribute to 400m accessibility benchmarks, but which are not in areas suitable for local centre scale growth, for retail use only, designating them as Local Shopping Parades – as set out in Table 13 below and on the Policies Map - and Protected Isolated Shops;

j. The need for Gallions Reach Shopping Park to become a Major Centre serving the eastern edge of Newham and wider growth area, through re-configuration of its floorspace as part of a wider masterplan for the area to incorporate a more rounded offer and vertical mixed use, with improved local connections and public transport links[1];

k. Town centre uses will be directed to the designated Town and Local Centres first as appropriate to their scale; and

l. The consolidation of existing commercial and community uses into defined centres of an appropriate scale will be encouraged, unless otherwise protected.

3. Design, Management and Technical criteria:

a. The requirement for impact assessments on any out of centre retail or other town centre uses over 300 sq. m net (sales floorspace) considering quantitative and qualitative issues, including spatial impacts; and

b. The requirement for new publicly-accessible toilets to be provided for in new strategic development which incorporates local or town centres and that these should be managed as part of the public realm or broader community facilities open to all.

1 See also Spatial Policy S5 and Strategic Site S01

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Table 13 – Policy INF5: Local Centres & Local Shopping Parade

Local Centre ID	Name/Location
LC1	Manor Park
LC2	Maryland
LC3	High Street North
LC4	Vicarage Lane
LC5	Church Street
LC6	Plaistow Road
LC7	Terrace Road
LC8	Boleyn
LC9	High Street South
LC10	Greengate
LC11	Abbey Arms
LC12	Freemasons Road
LC13	North Woolwich

Local Shopping Parade ID	Name/Location
LSP 1	Jack Cornwell Street
LSP 2	Katherine Road
LSP 3	Plaistow High Street
LSP 4	Vicarage Lane (E6)
LSP 5	West Ham Memorial Parade
LSP 6	Prince Regent Lane North
LSP 7	Tollgate Road
LSP 8	Fife Road
LSP 9	Cundy Road
LSP 10	East Ham Manor Way
LSP 11	Western Gateway
LSP 12	Albert Road

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy.

Superseded - no longer in use

Justification

6.59 Town and Local Centres operate as part of an interrelated network and hierarchy of retail and associated service provision, with changes to one having the potential to affect others over the space that people are prepared to travel in. Their management as a component of social infrastructure provision (meeting various needs, including access to shops, other services and community facilities) as well as part of economic growth (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.

6.60 In line with national and regional policy, a key component of this policy is that town centre related investment should be focused into centres, where that focus means it can have maximum effect on vitality and viability in terms of spend (e.g. through linked trips promoted) and qualitative impact (e.g. on the accessibility of the environment), not least due to the accessibility and footfall already denoted by these locations. A clear corollary to this is that existing out of centre development should be encouraged to either fall away, or re-locate into centres.

6.61 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 57.3% of the Borough's convenience and 62.3% of the Borough's comparison expenditure, with leakage to centres outside the Borough accounting for much of the balance. Secondly, within the Borough, the south-east and northwest dominate in terms of market share, with Canning Town and Forest Gate operating particularly marginally, and Gallions Reach and other out of centre retail parks considerably boosting the expenditure secured by the Town Centres (Green Street, East Beckton and East Ham) in the south-west. This is the justification for proposed transformational change affecting the hierarchy at Canning Town (see Strategic Site and S14) - to secure a major shift in expenditure patterns to the Borough's economic, social and environmental benefit. Such growth and change should draw out of centre spending back into town centres, notably in the south-west, and out-of-Borough spending back within the area, particularly to Stratford. This builds on the opportunities presented by major investment already in train in these areas by Westfield at Stratford City, and by various regeneration partners at Canning Town, recognising the positive impacts these have on capacity through the added draw and consumer base they will create/have created.

6.62 East Ham, as Stratford's nearest competitor, will also need to accommodate growth and change to retain its Major Centre status, building on its current strengths including a growing convenience role, good public transport connections as well as local walkability, and distinctive civic functions, and the availability of significant development sites (see Policy S6). This is also the case for the Borough's other Town Centres, all of which need to at least renew their offer over the plan period to keep up with changing consumer trends and thereby continue to meet, or better meet, local (and wider) needs within a reasonable distance, and thereby contribute to a reduction in trade leakage. Although each town centre has seen some development, all have the capacity and strategic need for more, through strategic development sites, renewal of existing stock and the potential to increase densities. Green Street, and to some extent Forest Gate, together have the most capacity for growth and diversification, compared to East Beckton which is in an area already well populated by comparison provision and other food stores. East Ham and Green Street have a particular need to increase the range of unit sizes available to ensure that they offer some new larger units to attract mainstream retailers with ranges suitable to the centre's role in the hierarchy, while also providing for smaller independents. Green Street however, also needs to accommodate the particular demand generated by its wider specialist destination status, whilst ensuring this occurs in such a way that the positive aspects of its character are enhanced.

6.63 There are accessibility issues in a number of Town Centres; Stratford, East Ham, Green Street and Canning Town. In Stratford, improving the capacity of the station will be of critical importance as the population grows and infrastructure comes under greater pressure. In Canning Town, it will be necessary for new development sites to include good access to the town centre across major barriers. There is a need for step-free station access to be provided in Green Street, as well as taking action to improve congestion in the town centre. In East Ham town centre, congestion issues and strategic transport needs need to be addressed in future development. Integration is another common theme, ensuring that centres operate as a cohesive whole –that is, so that the whole of a centre's offer which gives rise to its position in the hierarchy and social infrastructure function is recognised and used.

6.64 Gallions Reach has always been regarded as an out-of-centre location in policy terms.

Superseded - no longer in use

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 changes to become a Major town centre as part of the development of the Beckton Riverside site which will increase its local trading potential, recognising its current deficiencies in terms of its limited range and offer, the dominance of access by car despite some improvements to bus usage, and a layout and design that cuts it off from nearby residential areas. Allocation of Gallions Reach as part of the wider site allocation for a significant new piece of urban development would allow for the various constraints that impact on the site to be managed to best effect and for the retail provision to be better integrated into the town centre network. Importantly, the immediate focus therefore, should be on qualitative change and re-configuration rather than a net increase in floorspace, which should be closely linked to an increase in residents in the immediate Beckton Riverside area. 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.–

6.65 Analysis of the spatial distribution and accessibility of Local Centres from neighbourhoods across the borough, together with consumer survey data, reveals certain gaps in the network. In response to these gaps, development sites in accessible locations that should enable the establishment of new viable Local Centres serving new and existing communities have been identified. Elsewhere a benchmark of 400-800m (depending on the quality of the route) is used to denote accessibility within an easy 5-10 minute walk, in line with other policies promoting active travel, together with public transport access and consideration of the nearest alternatives. This benchmark and high footfall is deemed an appropriate locational criteria upon which to plan the establishment of other new local shopping, and other commercial- and community-service provision, rather than allowing it to come forward in an ad hoc dispersed manner which does not optimise viability.

6.66 Conversely, some groups of shops are found to be very limited in their offer and locational potential and hence scope for growth to include other community uses, but from a food access perspective, together with other clusters, they fill an important local role, where larger defined Local or Town Centres are further away. This is the justification for the lower-level designation of Local Shopping Parade (LSP), with concern to protect retail rather than allow deterioration to a collection of hot food takeaways, as risks happening in some. The evidence base detailed in the 2014 paper ***Evidence Base - Local Shopping Parades***, and the Options Appraisal (2015) sets out the justification for the designations and an analysis of the form and function of the parades.

6.67 Below this, in the more remote parts of the Borough, where retail units are less commonly part of the urban fabric and there is insufficient scope for expansion, there are places where isolated shops should also be protected, and exceptionally created, where there are no proximate strategic sites with scope to create more rounded provision, subject to appropriate capacity and impact testing.

6.68 A local threshold for impact assessment for out of centre proposals was recommended as per National Policy in the Newham Town Centre and Retail Study 2010 (updated in 2016). This is set low, reflecting in-centre development opportunities and Newham's particular problems with small-scale out of centre retail developments, with aggregate impacts on the definition of the town and local centre network, vulnerable centres and ground floor activation (unlettable voids - see Policies SP3 and J1).

Superseded - no longer in use

6.69 The provision of publicly-accessible toilets in new strategic development which incorporates local or town centres is an important way in which new development can benefit all members of the community. A lack of publicly-accessible toilets can have a negative impact on the usability of a centre, particularly for certain groups such as older people, those people with disabilities and limiting long term conditions, and people with young children.

Implementation

6.70 Developers will be expected to respond to this strategy in justifying their proposals and in their Impact Assessments and Sequential Tests (as per the NPPF/NPPG) when required.

6.71 Impact Assessments should include the impact of proposals on existing, committed and planned public and private investment in a centre or centres within the catchment area of the proposal. It should also include the impact of the proposal on town centre vitality and viability including in relation to local consumer choice and trade in the town centre and wider area up to 5 years from the time the app is made. For major schemes where 5 years is not enough it should be assessed up to 10 years.

6.72 The Council's 2016 borough-wide Town Centre and Retail Study is the latest evidence base which considers capacity projections, although that capacity is likely to have changed in the meantime given the scale of population growth arising from new Strategic Sites, plan objectives to increase trade retention, and rapidly-changing retail behaviour. We would expect proposals to respond to it (or any updates) using the figures[2] and updated monitoring of commitments, and/or [particularly when the proposal is defined as Major as per the GDPO] reconciling their own borough-wide modelling with them. Developers will be expected to consider the relationship between the hierarchy of existing and proposed [town] centres and the catchments they serve. Retail Impact Assessment will be required

2 Summary Table of Projections convenience/comparison at 5 year intervals:

Convenience Goods Floorspace	2020 (sq m net)	2025 (sq m net)	2030 (sq m net)
Global Capacity	3,479	7,879	10,632
North-west (Stratford)	2,338	4,420	5,738
North-east (Forest Gate)	38	81	88
South-west (Canning Town)	121	253	316
South-east (East Ham, Green Street and Beckton	982	3,126	4,489

Comparison Goods Floorspace	2020 (sq m net)	2025 (sq m net)	2030 (sq m net)
Global Capacity	25,904	65,907	110,325
North-west (Stratford)	20,371	52,392	87,369
North-east (Forest Gate)	195	535	890
South-west (Canning Town)	62	136	219
South-east (East Ham, Green Street and Beckton	5,276	12,844	21,848

Superseded - no longer in use

where proposals differ significantly from the qualitative and quantitative parameters set out in the site allocations and spatial policies which are founded on this evidence base and its more detailed 2010 equivalent. Centre size and other benchmarks are defined broadly as per the London Plan in the glossary.

6.73 Reference to 'proximate centres' is intended to encourage consideration of impacts beyond Newham's boundaries where relevant, whilst the criterion also highlights that within centre (particularly spatial) impacts must still be addressed even if the development accords with other aspects of the strategy. By spatial impacts it is meant impacts on how a centre functions spatially, for instance, whether the development encourages or discourages use of a particular part of a centre, affects how it is accessed or patterns of movement within it (e.g. pavement congestion), or affects how it operates in relation to its hinterland (e.g. affecting legibility/clear delineation of the centre or undermining of its focus). The likelihood of new floorspace being unlet and presenting as a void due to lack of evidence of market testing will also be a spatial impact consideration, as per SP3 and J1.

6.74 Integration and accessibility requirements are further discussed in the spatial policies, site allocations and INF2. Spatial policies (and Strategic Sites) also elaborate more broadly on the spatial vision for each centre, and should be read together with SP6 and INF5 as a more holistic statement of town centre policy.

6.75 Most sites for new Local Centres are identified as part of the relevant Strategic Site allocation. Where this is not the case, notably at Beckton Riverside, the same principles follow: new Local Centres should address access benchmarks and be located in areas of high footfall. The strategic principles, operating with national Sequential Test requirements, intend that new retail/town centre use provision is planned as part of new and existing centres; only where these, Local Shopping Parades or existing Protected Isolated Shops are not accessible (within 400-800 m depending on scale) should other small scale provision be proposed to service local needs. This might include circumstances where such centre-based provision has acknowledged access barriers, or could not address particular on-site worker requirements.

6.76 Where opportunities arise through change of use or redevelopment to affect the future of a particular shop or other town centre use outside of a defined centre or Local Shopping Parade, and not otherwise protected as an Isolated Shop or Community facility (as per INF8), the presumption is that it will revert or convert to residential, as per Policy H1, particularly where it forms part of ribbon development along a Key Corridor as per SP7. Equally, where a non-retail use in a Local Shopping Parade is proposed for a change of use or redevelopment, the presumption is it will be re-provided as retail.

6.77 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.

6.78 The provision of publicly-accessible toilets as part of strategic development refers to local or town centre development on Strategic Sites and will be secured through the Development Management process and the use of planning conditions.

Superseded - no longer in use

Monitoring

6.79 Output monitoring will make use of London Development Database data concerning development activity in the Plan area, in-house activity monitoring and sampling of decisions and appeals monitoring, whilst outcome monitoring will rely on more infrequent health checks and retail surveys. However, the Council also undertakes biennial town centre surveys which can be analysed by centre against the requirements identified above, and certain health check indicators such as vacancy. Resident engagement is also an important aspect of monitoring this policy.

Indicators

i. INF-OP-9 Strategic Management of Town and Local Centres:

   a. Floorspace for-town centre uses [target: increase within town centres, subject to strategic regeneration ambitions elsewhere in the borough];

   b. Town and Local Centre Investment [target: delivery of Strategic Sites sites in line with timescales envisaged in sites schedule and capacities in latest Town Centre and Retail Study];

ii. INF-OP-10 Use and Robustness of INF Policies:

   a. Policy use and robustness [target: withstands appeal and is used appropriately in a sample of relevant decisions];

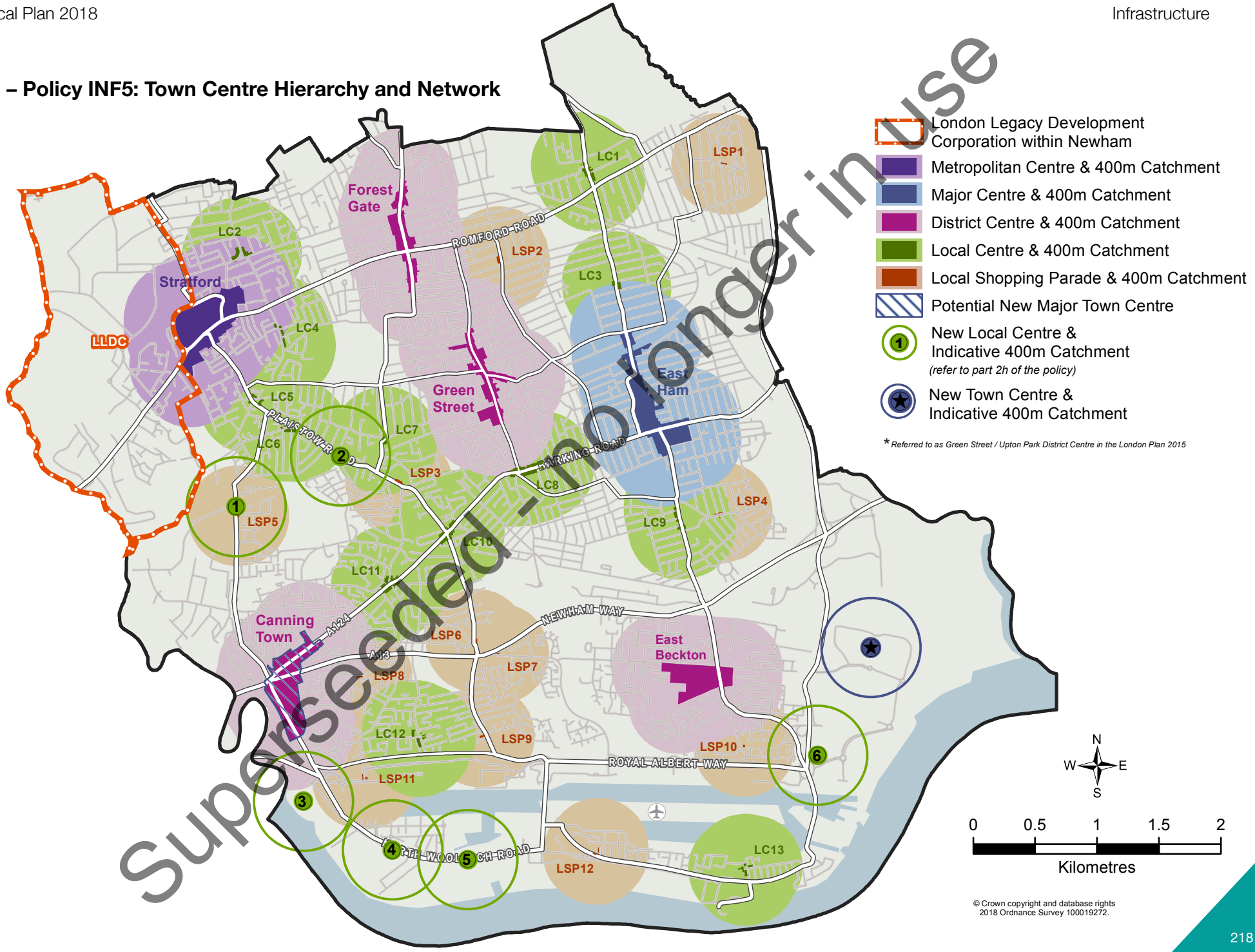
iii. INF-OUT-5 Rebalancing the Town Centre Network:

   a. trade retention and expenditure distribution [target: increased trade retention and more even expenditure distribution, to be measured by updated survey within 5 years];

   b. town centre health [target, stable or improved health as per different criteria, when benchmarked against other London centres; interim assessment via biennial local survey work according to individual centre requirements by the policy].

Superseeded - no longer in use

Figure 6.3 – **Policy INF5: Town Centre Hierarchy and Network**



Superseded - no longer in use

INF6 - Green Infrastructure and the Blue Ribbon Network

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

1. Strategic Principles & Spatial Strategy:

a. Green infrastructure and the Blue Ribbon Network will be protected and enhanced. For the purposes of this protection (and to be read in conjunction with policy SC4), the sites and features identified in Appendix 3 and shown on the Policies Map are designated as Protected Green Space;

b. The multiple roles and benefits of designated and undesignated Green Infrastructure will be maximised and promote implementation of policies SP2, SP5, INF7, SC1, SC3 and SC4;

c. A 'green grid' approach will be promoted, with new and enhanced spaces - notably as part of the Lea River Park (GI-1) - adding to the connectivity established along rail and river corridors, the Greenway (GI-4), and the chain of Metropolitan Open Land in the east of the borough (GI-2/3)[1]; and

d. Residential and visitor moorings will be supported where need can be demonstrated outside of SIL and LIL areas in accordance with H3 and J1.

2. Design and technical criteria:

a. In effecting the need to protect green and blue infrastructure, there should be no net loss of functionality, taking into account cumulative impacts and the multiple roles and benefits of such infrastructure (including quantum where this is material to its function); and

b. Development in the vicinity of the Lea Valley Regional Park should contribute to implementation of its adopted plans.

Superseded - no longer in use

1 'GI' references refer to the Key Diagram at the start of this plan

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1.Strategic Principles and Spatial Strategy.

Justification

6.80 Green infrastructure (GI) comprises the green spaces and features (street trees, and living roofs for example) that together form a living network with a multitude of benefits. Green infrastructure can enhance not only biodiversity and habitat provision, but also improve drainage capacity and reduce flooding, cool the urban environment (helping to reduce the urban heat island effect), contribute to local and historic character, tourism potential and visual amenity, and have both physical and mental health benefits, including through encouraging walking, cycling, and other leisure and recreation activities. The importance of green infrastructure has been highlighted by the creation of a Green Infrastructure Task Force for London and the resulting report 'Natural Capital, Investing in a Green Infrastructure for London', and its importance is recognised in London Plan[2] and national policy and guidance[3].

6.81 The Blue Ribbon Network (BRN) is significant in Newham, incorporating the rivers Thames, Lea, and Roding as well as the Royal Docks. The BRN is a similar form of, and in some cases overlaps with, [green] infrastructure, performing an equivalent variety of roles (environmental and social) and therefore worthy of the same protection and enhancement.

6.82 The promotion and protection of green and blue infrastructure within this policy contributes to the delivery of high quality places people can enjoy living in, (plan objective 2) to 'good growth' by improving the environmental impacts of development (e.g. through drainage enhancement, or the preservation of habitats), (objective 3) and to optimising the benefits of development for local people, ensuring green infrastructure is not functionally eroded and new provision is delivered (objective 1).

6.83 Newham has an emerging 'green grid' but growth will inevitably mean increased pressure on green spaces and other forms of GI, both in the numbers of people wanting to access them and in competing demands on land use. Promotion and enhancement of the green grid is therefore encouraged, which will include improving connectivity to and between existing spaces and features as well as delivering new contributions. In doing so, the impact of green infrastructure interventions are enhanced, even when quantitative opportunities are limited. This is particularly the case in Urban Newham, which will also need to secure improved access to new and existing (in some cases inaccessible) larger green spaces in the Arc of Opportunity and in the east of the Borough to help address existing and emerging deficiencies. The Lea River Park is a project highlighted in the IDP of particular significance in this respect. Even without public access however, green chain links should be protected and promoted given benefits to biodiversity and health (research also shows that merely being able to see GI features such as trees can have health benefits).

Superseded - no longer in use

2 GLA, London Plan Policy 2.18
3 Guidance, Natural environment

Implementation

6.84 Given the desire to maximise the benefits of green infrastructure and the cross-cutting nature of those benefits, GI decisions should also be informed by policies SP2, SP5, INF7, SC1, SC3, and SC4. In line with SC4 requirements relating to the protection of habitats and designated SINCs for instance, increasing public access is not always preferred and should be weighed against environmental protection objectives.

6.85 The policy sets out a general presumption of protection which means that loss of green and blue infrastructure will be resisted and adverse impacts mitigated. However, where the functionality of GI can be enhanced, the alteration of existing designated and undesignated assets will be considered. Where the designated green space is publicly accessible and contributing to the adequacy of open space access of Newham's existing and future residents (see mapping in INF7, Figures 6.5 to 6.8, and subsequent updates published as part of IDP updates), any changes should lead to no net loss in quantum (note that this specifically applies to playing fields). Generally, changes to GI and their likely impact on its functionality will need to be assessed in light of engagement with users and others benefiting [or with the potential to benefit] from it, management bodies and other experts (such as the Environment Agency and Natural England). This will be reflected in updates to the Green Infrastructure Database (based on Appendix 3 of this plan), to be hosted on Newham's website. The IDP will also highlight particular enhancement projects.

6.86 The Blue Ribbon Network likewise has its own custodians and regulators in Newham, including the Environment Agency, Port of London Authority (PLA), Canal and River Trust, Marine Management Organisation (MMO) and Royal Docks Management Authority (RoDMA). Proposals affecting these assets should therefore be discussed at an early stage with such bodies, whose advice will be taken in the assessment of proposals. The MMO delivers UK marine policy objectives for English waters through statutory Marine Plans and other measures. Newham is within the South East Inshore Marine Plan area for which a plan will be prepared at a future date. Until the relevant Marine Plan has been prepared, the UK Marine Policy Statement should be referenced for guidance on any planning activity that includes a relevant section of coastline or tidal river (extent shown on Figure 5.1 attached to Policy SC3). Proposals should also have regard to the objectives of the Thames River Basin Management Plan as per policy SC2.

6.87 Proposals incorporating new moorings should cross-reference INF1 and associated implementation advice.

6.88 The Lea Valley Regional Park Authority's area extends into Newham as shown on the Policies Map; development in the vicinity of the LVRPA area should therefore have regard to the actions set out in its adopted plans, specifically in relation to the biodiversity impacts of development and across sites related to delivery of the Lea River Park.

6.89 The Lea River Park is a sub-regional project being delivered by the LVRPA, the London Boroughs of Newham and Tower Hamlets, the GLA and London Legacy Development Corporation. Further detail is found in the IDP and Lea River Park Primer, Design Guide and Curatorial Approach documents published on the Council's website[4], which should be referred to in locations in the Lea Valley which may contribute to or otherwise affect its delivery. Example locations are signposted in the spatial policies and Strategic Site allocations where relevant.

4 LBN, Lea River Park Documents

Superseded - no longer in use

Monitoring

6.90 Monitoring the effectiveness of the policy will focus on consents and other known activity relevant to the policy objectives. The London Development Database requires monitoring of all open space losses and gains which is useful here; however BRN impacts are more difficult to gauge other than indirectly via consultee commentary. Similarly, there is presently no satisfactory way to monitor all contributions to GI enhancement through new development, but focusing on those aspects that add to the connected green grid and that otherwise affect protected green space that would be recorded in the database are nonetheless useful to inform policy review and to help scope further projects by the Council and its partners. In addition, engagement activity, particularly with local residents, will seek to bolster the GI/blue ribbon database to better understand components of functionality for each [water] space. There is no outcome indicator specific to this policy, given a full borough-wide green/blue infrastructure audit is too great a task to be an expected component of monitoring, with outcomes instead be reflected in other indicators concerning health and well-being, biodiversity, flood risk and climate change resilience, and satisfaction with parks.

Indicators:

i. INF-OP-11 Green and Blue Infrastructure Protection and Enhancement:

   a. Protection of Green Infrastructure [Target - via monitoring of consents - is no net loss of protected green space area and/or trees unless not affecting functionality, and no unresolved objections from BRN custodians];

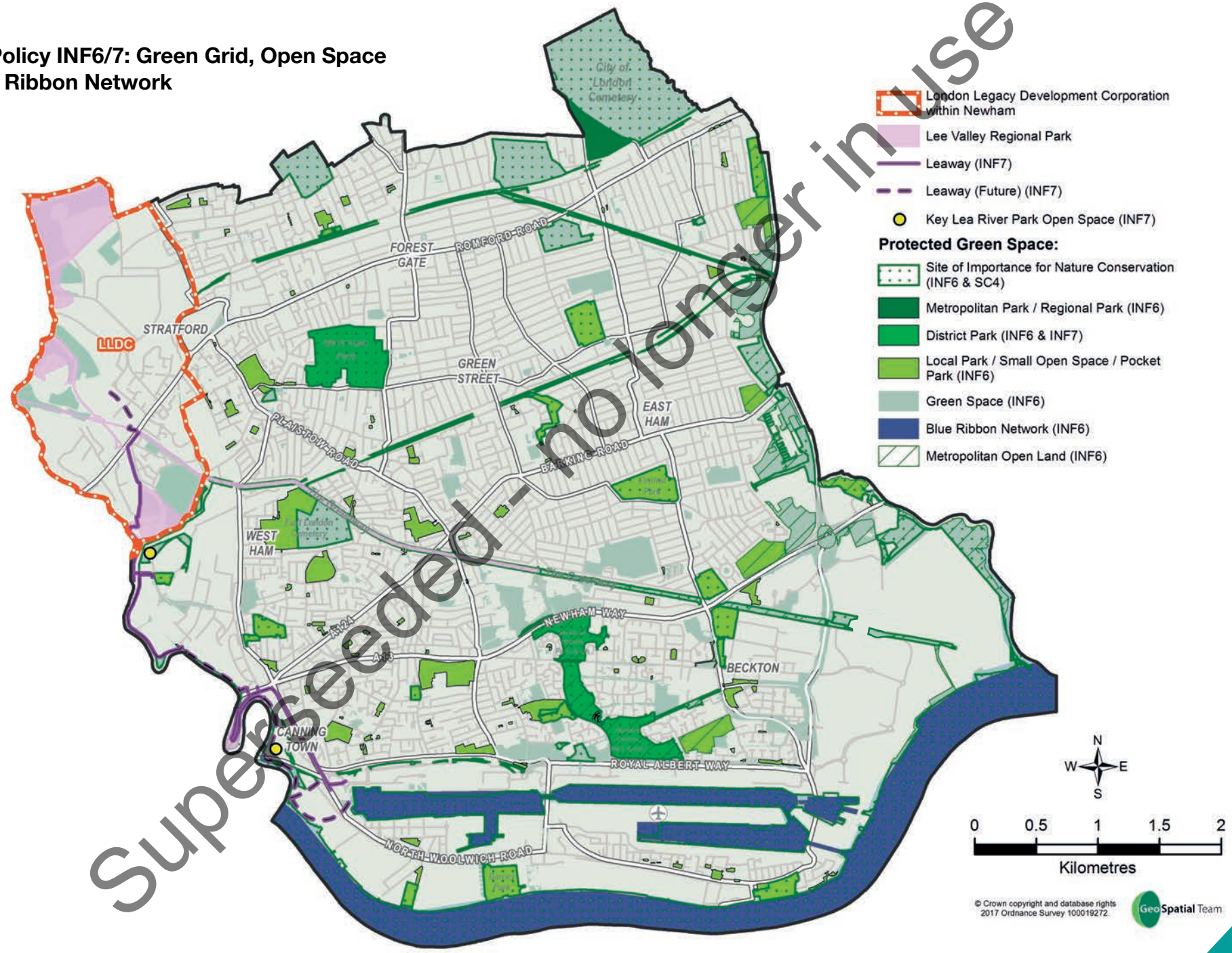
   b. Delivery of Lea River Park projects [Target – IDP milestones];

   c. Other Green Grid Enhancements [No specific target, but monitor consents and other related interventions for additions to connectivity, quantity and quality relevant to the GI database];

ii. INF-OP-12 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal].

Superseded - no longer in use

Figure 6.4 **– Policy INF6/7: Green Grid, Open Space and the Blue Ribbon Network**



Superseded – no longer in use

INF7 - Open Space and Outdoor Recreation

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

1. Strategic Principles

a. Encouraging active use, including through improvements to the quantity, quality, accessibility and connectivity of open space and the Blue Ribbon Network throughout the Borough;

b. Realisation of the Lea River Park vision, achieving regional park and/or Metropolitan Open Land status; and

c. Parks, allotment and playing pitch deficiencies (refer to SP9 and the IDP) will be reduced, with Major developments incorporating provision that meets their own needs and where appropriate, contributes to wider needs. Key priorities include District and Local Parks and provision within the Arc of Opportunity.

2. Spatial Strategy

a. Existing open spaces (including riverside access, allotments and burial space) and outdoor recreation facilities will be protected as per INF6 and 8;

b. New open spaces and outdoor recreation opportunities will be delivered primarily on Strategic Sites and along the Blue Ribbon Network, including but not limited to those contributing to delivery of the Lea River Park[1] and Thames Path; and

c. The emerging 'green grid' will become increasingly publicly-accessible (where compatible with SC4) and contribute to connectivity in the Borough and beyond, building on the roles and opportunities presented by the Greenway and Leaway, (see INF1 and INF2), the green chain of Metropolitan Open Land in the East of the borough, and continuity of river corridors.

3. Design and technical criteria

a. Infrastructure to improve the quality and accessibility of open space will have minimal impact on the open-ness and other valued qualities of the space as per SP1, SP2, SP5, SC4, INF6 and 8;

b. Open spaces should be designed to enhance urban cooling and biodiversity (see SC1, SC4 and INF6) and play a role in flood water storage and drainage (see SC3 and the SFRA);

c. Open spaces and outdoor recreation facilities should be designed to be inclusive and accessible as far as possible, delivering welcoming spaces that consider affordable

1 Specifically significant open space at Bromley-by-Bow Gasholders (S11) and the Limmo Peninsula (S18)

Superseded - no longer in use

access, flexible use, security, and availability/provision of publicly-accessible toilets. Proposals should include provisions for sustainable ongoing management and maintenance;

d. The requirement for Play and Informal Recreation Space to be provided for as part of new residential developments as per the Mayor of London's SPG or subsequent updates; and;

e. Further to the set-back specified in SC3, developments located adjacent to the Blue Ribbon Network should integrate with and enhance the waterside environment, providing improved amenity space and access to the waterfront while facilitating safe and active use of the waterspace. This will include provision of riparian lifesaving equipment where necessary; and

f. Developments within 6.2km of the Epping Forest SAC with the potential to give rise to significant recreational disturbance impacts (bearing in mind likely travel routes) should undertake an assessment of impact on the SAC.

For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles

Superseded - no longer in use

Justification

6.91 Access to open space and outdoor recreation is an essential part of high quality, healthy, liveable places; as such, this policy contributes directly to the achievement of plan objective 2. In line with aims to make the Borough a place people will choose to live, work and stay, this policy addresses open space deficiencies and encourages provision that keeps up with growth. As population levels increase, so will pressures on existing spaces, particularly true of the Arc of Opportunity given the relative scarcity of park space in this historically industrial area, and in Urban Newham where there is more limited opportunity to provide new open space. As such, the policy also contributes to the delivery of 'good growth' (objective 3) by ensuring essential social infrastructure provision is increased in tandem with population growth. Open space is of particular importance in an urban setting like Newham, and arguably of even more importance to a population facing multiple forms of deprivation (whereby the means to travel to other locations or spend money on leisure and recreation may be impaired). As such, the policy also contributes to objective 1, ensuring that development is not at the expense of existing open spaces or outdoor recreation facilities, their function, or the user groups that benefit from them.

6.92 This policy seeks not only to ensure that new development contributes to the provision of open space by meeting its own needs and where relevant, wider needs, but also to deliver access and usability/qualitative improvements to existing spaces, recognising that in some cases these are a good substitute for quantitative enhancements which are difficult in more built up areas (notably in Urban Newham). They may also be more relevant to the health and well-being outcomes sought from the encouragement of active use of open

space/water-space. At present the Borough has large extents of open space and water-space not accessible to the public or providing any discernible social benefits (in the east of the borough in particular). While improving access needs to be weighed against environmental, health and biodiversity considerations, (i.e. where habitats may be valuable or land contaminated) it is an essential part of delivering better open space and outdoor recreation provision in Newham. Potential applicants should liaise with landowners, the GLA, and relevant commissioners (LBN, or City of London corporation for example) to realise aspirations for the improved accessibility of MOL. Tackling known causes of under-use (whether in general or by particular groups) such as lack of provision of particular facilities or attractions, will also be relevant to policy objectives, ensuring that everyone benefits from active recreation opportunities.

Implementation

6.93 Parks deficiency is defined according to London Plan benchmarks[2] and mapped in figures 6.5-6.8, with updates to be published as part of IDP review. The benchmarks highlight particular deficiencies in local and district park access – the former in Urban Newham, the latter particularly in the East and West of the Borough. Development should respond to expected levels of growth, meeting its own needs as well as addressing existing deficiencies. Even where existing access to open space meets distance benchmarks, population growth will lead to increased pressure on those spaces, which should be accounted for as per INF9 with reference to the IDP which sets out strategic park management projects to enhance quality and accessibility, and hence absorb increasing recreational pressure. Developers should also be aware, as per INF9 and S1, that there is a particular onus on sites in the Arc to makes strategic contributions to open space and outdoor recreation, given more limited opportunity in Urban Newham. Developers will need to refer to latest IDP updates.

6.94 Improving the quality and accessibility of open space and the Blue Ribbon Network will include infrastructure for walking, cycling, river access, crossing and mooring. Proposals alongside the BRN should demonstrate that the need for riparian lifesaving equipment has been considered, with any required installations meeting recognised standards[3]; consultation with the Port of London Authority (PLA) should be evidenced. For further detail around the purpose and status of the Thames Path refer to PLA vision documents[4] (specifically 'priority action 4') and TfL information[5].

6.95 The availability of current or additional local recreational opportunities, may also be relevant in assessment of any likelihood of recreational green space demand impact on Epping Forest SAC. The need for HRA screening in relation to potential impacts on the SAC is signposted as relevant within the Strategic Site schedule (Appendix 1, 'constraints and other advisory information'). Whilst the requirement for an HRA is not generally considered relevant to sites of lesser scale, whether or not such an assessment is required for Major schemes should be the subject of pre-application discussion with the Local Planning Authority.

6.96 For the purposes of part 2a of this policy, 'existing open spaces' is defined as those elements of designated green space (see Appendix 3) that are publicly accessible.

2 currently GLA, London Plan 2016, Table 7.2
3 refer to latest PLA guidance.
4 PLA, The Thames Vision
5 TFL, Thames Path

Superseded - no longer in use

6.97 Opportunities for food growing, including as 'meanwhile' uses that do not jeopardise the overall redevelopment of allocated sites, are encouraged in line with local resilience aims. Demand for allotments is consistently unmet throughout the Borough, as such, allotment deficiency applies across Newham. Where new Council research indicates the issue is acute in certain areas this will be reflected through updates to the IDP.

6.98 The Playing Pitch Strategy (2017) identified deficiencies in playing pitch provision across the borough, including consideration of the likely impacts of population growth throughout the plan period. This has informed requirements set out in the IDP. Where deficiencies are identified, development will make contributions to enhance provision in line with need, to be secured through the development management process and legal agreement.

6.99 Given its strategic significance, development of sites integral to the Lea River Park will enable delivery of the vision, including through open space provision and Leaway connectivity. Developers should refer to Lea River Park guidance documents (primer, design guide, and curatorial approach) available on the Council's website.

Monitoring

6.100 Monitoring the efficacy of this policy will include specific indicators relating to amount of open space as well as resident satisfaction with the Borough's open space provision. Reporting will draw from review of consents (examining losses and gains as monitored through the LDD), S.106 reporting (looking at financial contributions to enhancement), and independent surveys commissioned by the Council regarding satisfaction with parks. The output indicators relating to INF6 are also relevant. Ongoing informal engagement with residents and elected members will also provide useful feedback in relation to the success of open space and outdoor recreation provision. Mapping of parks deficiency will be updated as new development emerges in the Arc of Opportunity; these will be published as part of ongoing IDP review (see INF9).

Indicators

i. INF-OP-13 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal]**;**

ii. INF-OP-14 Open Space and Outdoor Recreation Opportunities:

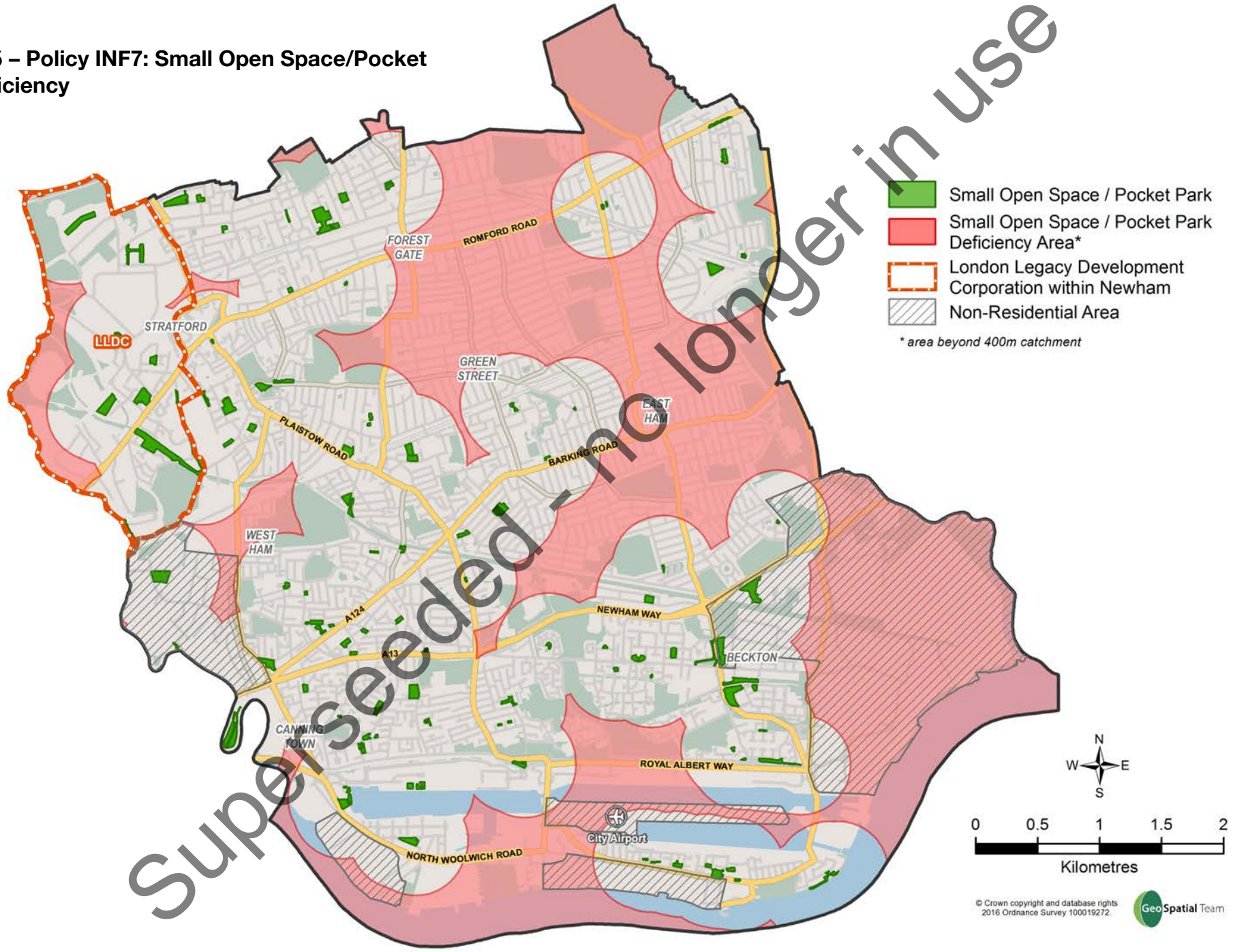
   a. Open space losses and gains (defined as designated/protected spaces that are publicly accessible or new spaces that are publicly accessible and suitable to be designated in further rounds of plan review) [No specific target, should be positive or steady]**;**

   b. Contributions to open space / outdoor recreation improvements secured through S.106 [No specific target, should be positive or steady]**;**

iii. INF-OUT-6 Satisfaction with Parks Trends in park use/ratings/non-use within Liveability Report (Section 4.13 'Parks in Newham') and/or Newham Annual Residents Survey ('What is your opinion of parks and open spaces?'). [No specific target, should be positive or steady].

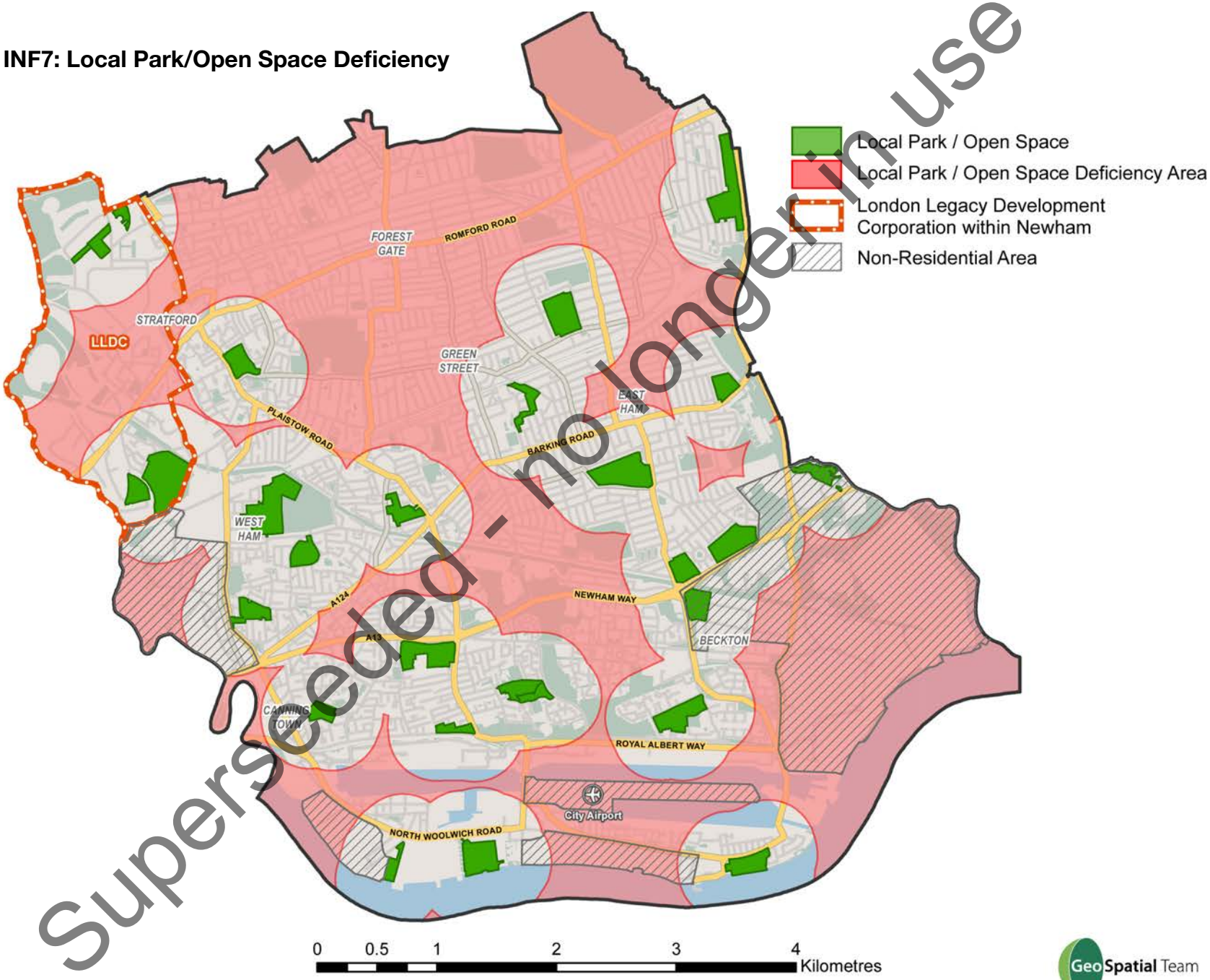
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Figure 6.5 **– Policy INF7: Small Open Space/Pocket Park Deficiency**



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Figure 6.6 **– Policy INF7: Local Park/Open Space Deficiency**

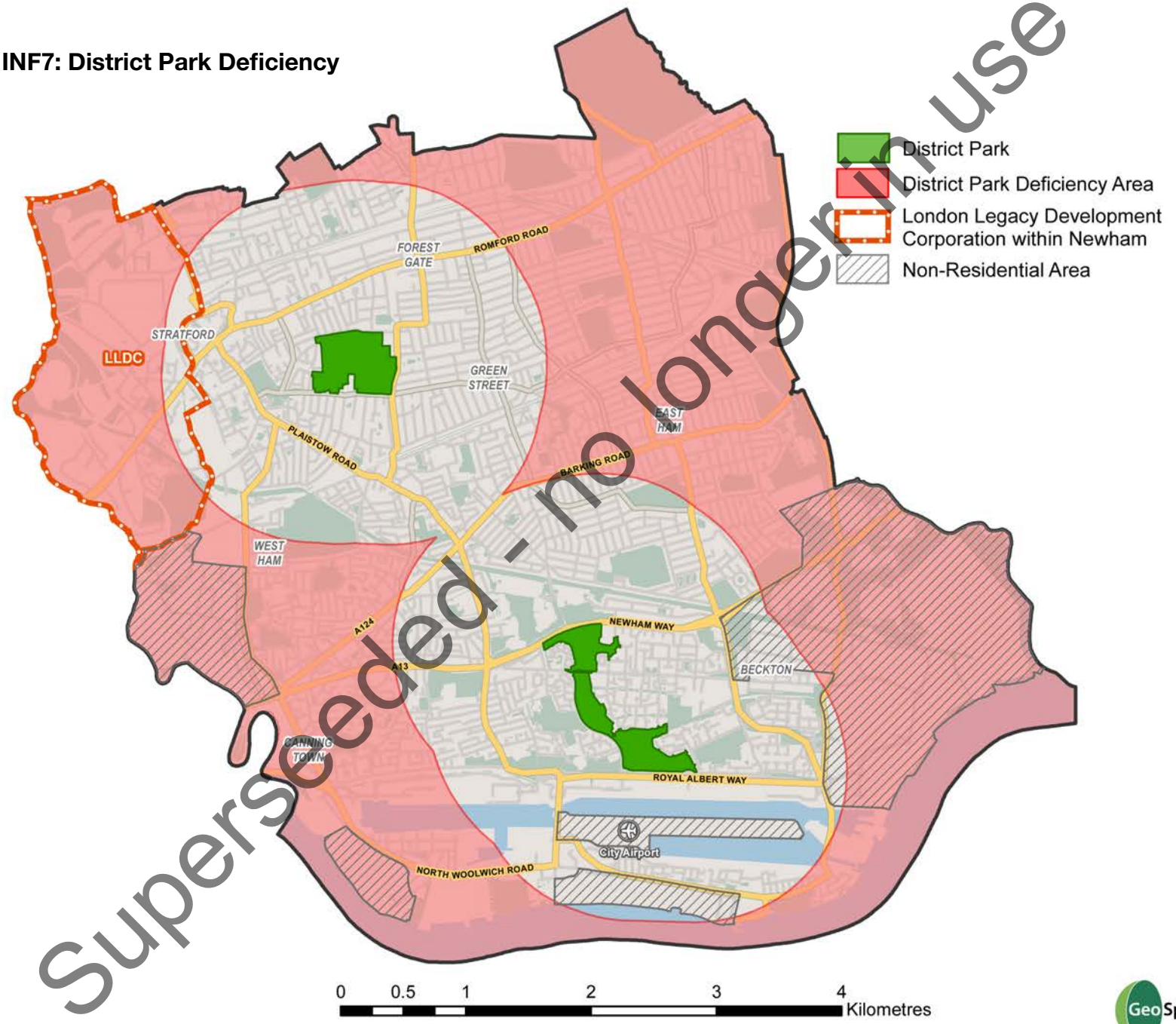


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Figure 6.7 **– Policy INF7: District Park Deficiency**



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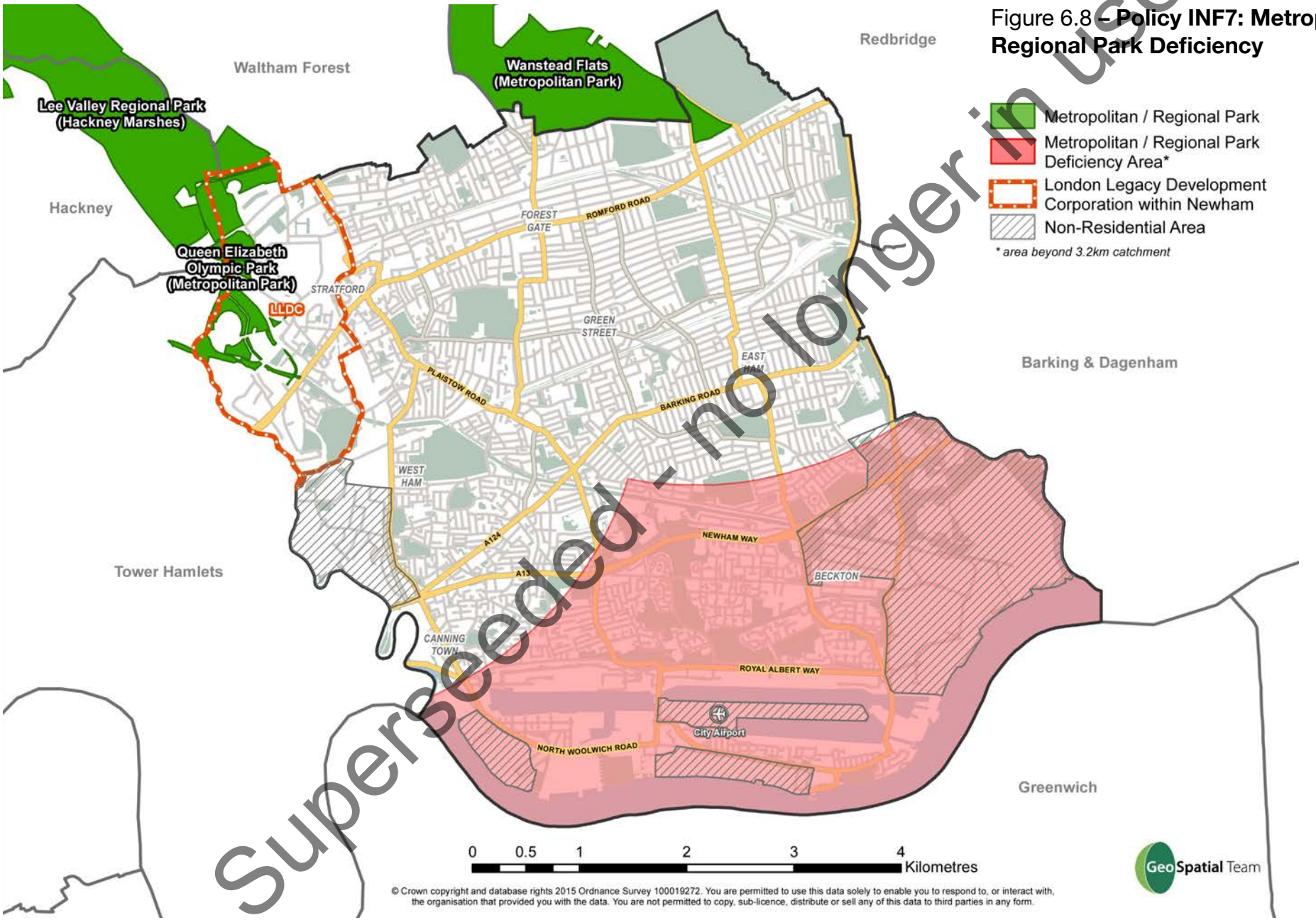


Figure 6.8 – **Policy INF7: Metropolitan/ Regional Park Deficiency**

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INF8 Community Facilities

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

1. Strategic Principles

a. Community facilities development and growth will be co-ordinated to ensure that the delivery and retention of community facilities is carefully managed in order to align provision with the needs of new and existing communities in the borough (as per INF9 and H1);

b. Retaining or [re-]providing community facilities where a local need exists, that can be clearly demonstrated;

c. Ensuring all new community facilities are accessible, welcoming, inclusive and open and available to all members of the local community, with sufficient capacity and flexibility to meet a range of local needs;

d. Co-locating facilities and services, and encouraging mixed-use formats incorporating new or enhanced community facilities and other compatible and policy-compliant uses notably housing to help support viability, security and efficient land use;

e. Promoting innovative ways of addressing constrained sites such as the use of shared facilities, meanwhile provision on Strategic Sites, off-site and multi-storey provision; and

f. Prioritising the provision of health, childcare and education facilities where an element of community floorspace is proposed on Strategic Sites.

2. Spatial Strategy

a. Ensuring all community facilities are located in places that are or will be accessible by a range of means of transport, including walking and cycling;

b. Prioritising town and local centre sites for the development of community facilities where compatible with Policy SP6, but allowing exceptions to this, subject to the satisfaction of other criteria, where proposals:

i. Do not result in a loss of housing as per Policy H4 or designated employment land as per policy J2, and are otherwise compliant with other policies; and

ii. Are meeting a localised need, are smaller than 75 sq. m and staff and facility users occupying the building at any one time do not exceed 15 people; or

iii. Will be adding to existing facilities to help form a recognisable ‘hub’ or ‘cluster’ meeting localised needs; or

iv. Will result in the protection of a public house for an alternative local community benefit with a similar catchment area; or

v. Relate to the operational needs of emergency services provision; or

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vi. Are ancillary training or childcare facilities for employers within employment hubs; or

vii. Are Class D1 uses located within the defined Community Facilities Opportunity Areas (CFOA) as set out in Table 14 when it can be demonstrated that there are no available or affordable in-centre premises or sites; and

c. To promote the delivery of community facilities in accordance with identified need the health, education and flexible community facility sites listed in Table 15 have been allocated for new, re-configured or intensified facilities, incorporating other compatible and policy-compliant uses where appropriate as per INF8:1e above, in addition to provision accounted for on Strategic and Non-Strategic Sites (listed below Table 15).

3. Design, Management and Technical Criteria:

a. Facilities must be outward looking, address the street and neighbourhood in their design so that they are obvious and welcoming within the urban grain, subject to design and character considerations;

b. Proposals shall set out design and management measures detailing how, outside of their principal use and any sacred areas, the facility would operate as a multifunctional space with fair and affordable access to all members of the community;

c. Proposals for new or intensified community facilities should demonstrate that they take account of other public infrastructure providers'/commissioners' expressed needs and scope for co-location;

d. In order to demonstrate local need for new, intensified or replacement community facilities, (typically D1) proposals should be accompanied by evidence including:

i. that at least 67% of users will be ordinarily Newham residents and that existing facilities cannot meet the identified need, taking into account the need to consider innovative approaches to provision, including alternative models in relation to scale and scope, in Urban Newham; or

ii. published sufficiency assessments, strategic infrastructure plans or capital programmes including the latest IDP as reflected in Community Infrastructure and Strategic Site site allocations; or

iii. where the facility is commercial D1, D2, A4 or sui generis, compliance with town centre policies, including reference to the latest capacity studies; and

e. Where the release of a community facility building or site to other uses is proposed, evidence must be provided that the facility has been either:

i. Assessed and identified as surplus as part of a broader strategic approach changing the model of provision that is considered to be of local benefit, (e.g. aligned with other Local Plan Core Strategy objectives) and may be necessary to help realise that strategy, having first drawn it to the attention of public providers and offered it to them as per ii below; or

ii. Offered to the market for the range of existing lawful uses (typically Class D1) for a period of six months, at a market rent or sale price benchmarked against at least three other equivalent properties in the area. This will include drawing it

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to the attention of public providers and allowing for a mixed-use 'compromise position' where it can be marketed for a replacement facility plus other uses such as residential; or

iii. Shown to be unsuitable in size and scale for its location in relation to the spatial strategy prioritising Town and Local Centres as locations for community facilities, where the local area has good access to a Local/Town Centre and facilities which meet similar local needs where these arise.

For the purposes of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles; 2. Spatial Strategy; 3. Design, Management and Technical Criteria paragraphs d and e only.

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Table 14 – Community Facilities Opportunity Areas (INF8)

Reference	Area
CFOA1	East Ham
CFOA2	Canning Town
CFOA3	Forest Gate
CFOA4	Beckton
CFOA5	Stratford
CFOA6	Manor Park

Table 15 - Community Facility Site Allocations (INF8)

Reference	Site	Primary community need as per IDP 2018*
CF01	Tollgate Medical Centre	Health
CF02	West Beckton Health Centre	Health
CF03	Lord Lister Health Centre	Health
CF04	East Ham Memorial Hospital & Shrewsbury Road Medical Centre	Health
CF05	Balaam Street Practice	Health
CF06	Bow County Court	Health
CF07	Scott Wilkie Primary School	Education
CF08	Eleanor Smith Lawson Close	Education
CF09	Eastlea Community School & Star Primary	Education
CF10	Royal Road	Education
CF11	Brampton Manor Academy	Education
CF12	Langdon Academy	Education
CF13	Forest Gate Community School	Education

Reference	Site	Primary community need as per IDP 2018*
CF14	Site at Flanders Road	Education
CF15	Eleanor Smith Primary School (North Road)	Education
CF16	Tunmarsh Centre	Education
CF17	Colegrave Primary School	Education
CF18	NCFE Welfare Road	Education
CF19	Sarah Bonnell School	Education
CF20	New Vic	Education
CF21	Odessa Infant School and St. James Primary	Education
CF22	Maryland Children's Centre and Primary School	Education
CF23	Former Rainbow Centre	Community Centre / flexible community use
CF24	Former Upton Centre/One Love Site	Community Centre / flexible community use
CF25	Manor Park Community Centre	Community Centre / flexible community use
CF26	Katherine Road Community Centre	Community Centre / flexible community use
CF27	Barking Road Centre	Community Centre / flexible community use
CF28	Newham Leisure Centre	Leisure – built facilities

*may be subject to updates [See also mixed use Strategic Sites S01, S03, S04, S05, S06, S08, S10, S11, S13, S14, S15, S19, S21, S22, S23, S24, S26, S27, S28, S29, S31 and non-strategic site HSG23]

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Justification

6.101 Community facilities are defined for the purposes of this policy as spaces for education (from pre-school to further and higher education) and training, healthcare, older people's housing and specialist provision for other vulnerable people (falling into Use Class C2), social, leisure, children's playspace, playing pitches and fields (including MUGAs) and associated facilities, places of worship, burial spaces, community spaces (including pubs in lawful D2, A4 and certain Sui Generis uses, public toilets), cultural and civic uses (including criminal justice and court facilities) and emergency services.

6.102 Achieving 'good growth', and an active and connected community supporting Resilience and Convergence objectives is about ensuring that residents and businesses have the local infrastructure and services they need and that give them choice about how they access services to maintain and improve quality of life. The Infrastructure Delivery Plan (IDP) sets out the assessed need for increased capacity in relation to healthcare, education and childcare in the Borough. These are essential components of the community facility network and will be prioritised in order to ensure the needs of the Borough are met. These and other identified community facilities needs – for provision to expand, be newly provided, or in some cases be re-configured/oriented - are reflected in Strategic and non-Strategic Site allocations where need in the plan period and scope (for development/ intensification etc.) is known. Key for the Borough are new education, healthcare and flexible community facilities, many of which provide an element of childcare.

6.103 To ensure that community facilities make the most effective use of land, a key component

of the policy is to ensure that facilities meet local need. This is relevant to both the assessment of proposed new facilities on Strategic Sites and elsewhere, as well as the assessment of the appropriateness of loss of land/premises with lawful community facility use. In turn it is supported by careful location, design and management to ensure facilities will continue to meet [potentially changing] need over time, and preferably meet a range of needs at any one time, being inclusive, accessible, welcoming and flexible.

6.104 Co-location of facilities and services alongside other policy compliant uses, notably housing, can also achieve land us efficiency and be beneficial for the viability of a facility, given residential land values. It could also be deployed to help address recruitment difficulties for key workers as well as enhancing overall security. Given evermore constrained sites, the policy also promotes the use of innovative solutions including meanwhile provision on Strategic Sites to enable redevelopment of an existing site. Other innovative solutions could include the use of shared facilities or multi-storey provision (such as roof top playgrounds), or in some cases off-site shared provision of playing pitches and other facilities.

6.105 There are also moves towards commissioning and personal models of service provision, customer access strategies, shared services and greater collaboration, both within the public and local community sector. The Council and other commissioners/providers will therefore need to carefully consider the use of its existing assets and work together with partners, including the private and voluntary sector, to deliver quality services with effective use of land and buildings. This is particularly relevant when considering asset disposal, given that what might be surplus to one provider could be used by another, as well as new facility provision, where opportunities for co-location may be evident.

6.106 Town and Local Centres, within accessible areas, are prioritised for the location of community facilities, helping to promote access to services across the Borough in accordance with the wider vision and spatial strategy. That said, policy criteria recognise particular circumstances where there is the potential and logical justification in light of other policy objectives and recognised delivery realities for the location of community facilities elsewhere, subject to careful management of impacts via tight criteria.

Implementation

6.107 Policy will be implemented via the Development Management process, with the expectation that proposals are accompanied by supporting statements and a management plan that detail responses to the relevant criteria; these will be secured by conditions or legal agreement as appropriate. Other policies to which there is a logical link are highlighted, encouraging responses that deal with the issues in an integrated way.

6.108 The Council will use its land and buildings to provide community facilities in response to local needs, where appropriate in partnership with other public agencies, the private sector and the voluntary sector. In line with the corporate community cohesion and sustainable communities approach, the Council will continue to support the facilitation of inter-group working to make co-use and -development possible to meet local needs.

6.109 The policy seeks to ensure that applicants consider how best to maximise the effectiveness of community facilities not only through careful design and management, but also in the context of the broader spatial strategy which balances the need for community facilities

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with other demands on land. Early consideration of design, locational and needs based justifications will be explored through pre-application advice and design review.

6.110 Recognising the importance of publicly-accessible toilets for many members of the community, provision of these will be one way of demonstrating that a facility is welcoming, inclusive and open and available to all members of the local community.

6.111 The policy allows for the provision of community facilities under certain specific circumstances in out of centre locations where it meets a localised need. In relation to childcare provision the term 'facility users' refers to children and not parents. Applicants will be expected to demonstrate that the users of the facility will not exceed 15 people at any one time. Should the facility experience growth in demand and seek to exceed 15 users or extend beyond 75 sq. m of floorspace, an alternative site/premises must be sought within an appropriate town/local centre location

6.112 Within supporting statements, applicants are required to provide both qualitative and quantitative evidence to allow local need to be assessed, recognising the difference between a group's need and market opportunities, and local need. The IDP will form an important part of demonstrating sufficiency of, or requirement for, community facilities across the Borough throughout the plan period due to the live nature of the document which will be updated annually to ensure it remains current. In relation to applications for the loss of community facility floorspace, peppercorn rents as a demonstration of market rent, are not acceptable. In the case of release of playing pitches or fields, as per the NPPF, part 3.e.i of this policy will be the required test; this should be applied in conjunction with policy INF6 which sets out a presumption of protection for all designated green space.

6.113 When proposing facilities within CFOA areas, applicants are expected to evidence a lack of suitable available and affordable sites within in-centre locations and be able to demonstrate a clear end user of the facilities. Proposals for speculative D1 development are not considered to be acceptable within Community Facilities Opportunity Areas.

6.114 In setting out a presumption in favour of health, education and childcare facilities on Strategic Sites, it is intended that community facilities floorspace in these areas be offered to relevant providers first. Where they do not require floorspace on the site, or where additional community facilities floorspace is proposed that would be surplus to their needs, provided that the applicant can adequately meet other policy criteria, including that which relates to demonstration of local need, the policy does not preclude floorspace coming forward for other community uses. There are a number of Strategic Sites which include specific requirements for the provision of community facilities within the sites to meet needs arising (from the site or the site and wider area) notably: Connaught Riverside – S23, Thames Wharf – S08, Coolfin North – S06, and Beckton Riverside – S01 (where education facilities are specified), and Queen's Market – S27 (where healthcare is specified in the site allocation). It is expected that location, scale and format of the facilities within the site will be agreed in the course of masterplanning in consultation with commissioners/providers through the pre-application process. In turn it should be noted that further community facilities needs may be identified as part of the iterative process of capacity testing on these sites (as per INF9 and INF8:1a) which would be accounted for through their allocation for 'mixed use' overall.

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Monitoring

6.115 Output monitoring will make use of London Development Database and in-house activity monitoring, whilst outcome monitoring will rely on Council surveys. Outcomes concerning infrastructure sufficiency in terms of distributional and other 'fitness' criteria are also the target of ongoing evidence base and audit work, along with headline 'satisfaction with the area' data. Decisions and appeals monitoring also supports assessment of policy relevance and effectiveness.

Indicators

i. INF-OP-15 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal];

ii. INF-OP-16 Ensuring community facilities keep pace with need:

   a. Net new community infrastructure floorspace in new and established neighbourhoods [monitor changes of provision against identified needs];

   b. IDP project and planning milestones [monitor progress of projects and planning for community facilities against benchmarks set out in the IDP];

iii. INF-OUT-7 Residents satisfaction with community facilities (health, education, leisure) [no specific target: should be stable or improving].

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INF9 Infrastructure Delivery

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

1. Strategic Principles and Spatial Strategy:

a. All development will be required to demonstrate infrastructure sufficiency, accounting for existing deficits as well as new needs arising, with new infrastructure delivered alongside housing and other growth;

b. Identified infrastructure needs and planning requirements needed to accommodate planned growth (other than those relating to access to jobs and access to conventional housing) are set out in the Infrastructure Delivery Plan and where appropriate, Site allocations and spatial policies;

c. Where infrastructure needs, including housing mix, employability interventions and the type of infrastructure solution to an issue arising are subject to viability, the following priorities accord with the plan's objectives:

i. Family and affordable housing to help create stable, mixed and balanced communities;

ii. Local access to employment and training to help secure convergence and resilience; and

iii. Infrastructure that secures 'good growth' and optimises development potential, balancing local and strategic needs.

2. Technical Criteria:

a. In demonstrating infrastructure sufficiency, an assessment should be undertaken accounting for:

i. The needs, commitments and planning requirements set out in the IDP and relevant thematic policies and site allocation specifications that reflect this;

ii. Recent technical studies and engagement with strategic infrastructure commissioners and providers that may update the position set out in the latest IDP;

iii. Accessibility, capacity and availability of existing infrastructure in the area where this is to be relied upon;

iv. Potential CIL contributions relative to the infrastructure funding gap, and mindful of the spending limitations set out in the Reg 123 list; and

v. The ability of the development proposal to make physical and financial contributions to meet needs arising where consistent with other policies and latest CIL regulations.

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For the purpose of Neighbourhood Planning, the following sections and associated sub-paragraphs of this policy are considered to be strategic policies with which a neighbourhood plan should conform: 1. Strategic Principles and Spatial Strategy.

Justification

6.116 Local authorities have a requirement to invest in their communities and to develop the necessary infrastructure (physical, social and green; including affordable and specialist housing and mechanisms to connect people to job and business opportunities) to support them. However, this is not a responsibility that falls to the local authority in isolation. The development of infrastructure requires investment from a range of sources including healthcare providers, water and sewerage undertakers, national agencies, and developers. Where there is a substantial programme of development or regeneration, such as in Newham, there is a need for the investment strategies of the various agencies to be effectively coordinated through integrated infrastructure planning, and for growth (notably of housing, but also of employment space) to occur alongside the evolution of infrastructure. The ultimate objective is to ensure 'good growth' is achieved, maintaining and preferably enhancing quality of life, rather than resulting in unacceptable impacts and externalities.

6.117 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. The planning process provides a forum within which to align providers' plans with expected population and household growth because it is important to identify any remaining funding gaps for infrastructure provision after these plans have been assessed and because there needs to be a sound basis for the infrastructure specified in site allocations and for the collection of developer contributions.

6.118 The NPPF confirms that the Local Planning Authority should engage with authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands. The outcome of such engagement, set out within the Infrastructure Delivery Plan (IDP) and reflected in the spatial and thematic policies demonstrates how the infrastructure needs arising from the strategy set out in the development plan will be met, including provision for managing 'known unknowns' which are the inevitable consequence of varying planning horizons and processes. As such the IDP has been embedded within policy to signpost to infrastructure providers, land owners and developers the full costs of delivering schemes in the Borough and the associated impact on demand/need for infrastructure and services.

6.119 Some [infrastructure] policy requirements are subject to viability, and the variety of cost demands on a development means it is helpful to specify which of these are most important in light of the overall vision and objectives of the Plan. In doing so it is acknowledged that shortfalls will have to be picked up by other agencies/mechanisms e.g. direct grant funding of affordable housing.

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Implementation

6.120 Infrastructure sufficiency is defined as having enough infrastructure capacity in the right places at the right time to meet needs arising (existing and future needs) in ways that meet reasonable expectations. Such reasonable expectations relate to planning benchmarks and those achieved Pan-London and more locally, as well as those set out elsewhere in the Plan, (including accessibility benchmarks described in INF2 & INF5) the IDP and technical studies, and impact modelling on quality of life, business continuity, blight/ opportunity cost and the environment. Capacity may be new or existing, particularly through enhancements to existing, and assessments will need to be mindful of existing deficits, accessibility constraints (physical, financial, temporal, inclusivity) and the role of identified sites in addressing deficits in light of the overall scarcity of sites, particularly for open space and community facilities such as schools and healthcare.

6.121 Demonstrating infrastructure sufficiency will therefore include an assessment of [gross and net] infrastructure needs arising, and how these will be met on or off site, whether through physical (e.g. provision of floorspace, floorspace flexibility or access improvements) or financial contributions (e.g. Mayor of London and Newham CIL, S106) or other undertakings (e.g. relating to public access or user charges) necessary to make an application acceptable in planning terms. As part of this, particularly where the IDP indicates evolving plans, engagement will need to occur with key providers/undertakers/ commissioners, such as Thames Water, the Newham CCG and the Council. The Council offers a range of pre-application services in order to help applicants develop their proposal in accordance with planning policy. Early engagement with the Council, infrastructure providers and commissioners and other statutory consultees plays an important part in achieving successful planning outcomes, particularly for large scale and complex cases where infrastructure planning is likely to be an iterative process in tandem with capacity testing.

6.122 For small sites and windfall sites, infrastructure needs are likely to be less substantial and the infrastructure assessment should be proportionate to the scale of the development. However, cumulative impact may still be an issue and the availability of services and facilities in accessible locations will be particularly relevant to an application. Proposals should set out specific consideration on this point, including any specialist needs. Again early engagement with the Council is recommended in order to establish likely issues and areas of focus.

6.123 Development proposals, particularly on Strategic Sites, need to ensure that their infrastructure requirements do not place an unacceptable impact onto existing communities or infrastructure, in turn fettering future development i.e. through under provision of community facilities, excessive demand on utilities, insufficient public transport capacity to cope with additional demand etc. This will be particularly relevant where the development proposed is not accounted for in funded infrastructure plans including where the proposal places different infrastructure demands than envisioned in the development plan or most recent IDP.

6.124 In anticipating what degree of capacity shortfall would be met by CIL expenditure, applicants should be mindful of the Regulation 123 list which delimits what CIL may be spent on locally, and the scale of the funding gap outlined in the CIL Charging Schedule

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evidence base or such other updated evidence, relative to likely CIL receipts given CIL levels and coverage (i.e. exclusion of certain forms of development). The annual CIL receipts and expenditure are reported in the Community Infrastructure Levy (CIL) Report and published in accordance with the CIL Regulations. Broadly, mitigation of impacts of a development should not be expected to be [wholly] provided by CIL; to ensure development is acceptable account must be taken of the full impact of the proposal on existing communities and infrastructure.

6.125 Where appropriate, financial and non-financial planning obligations will be sought to secure the provision, operation of, and maintenance/ management of site specific infrastructure and the mitigation of any environmental impacts arising from development necessary to make the development acceptable in planning terms.

6.126 The IDP is intended to inform the plans of both developers and providers, whilst providing comfort for existing residents and businesses that growth can be appropriately accommodated within planned infrastructure provision/infrastructure planning processes. It will be periodically updated, ideally annually, to clarify what has been delivered and any change in the need/demand for infrastructure as per updated information from providers and technical studies, which should be factored into masterplanning, impact/sufficiency testing and providers' strategic planning. Infrastructure projects identified within the IDP are regarded as having demonstrated need and a strategic approach to infrastructure where this is a policy requirement, notably INF8.

6.127 Where engagement with infrastructure providers and commissioners to update the IDP proves challenging despite Duty to Co-operate obligations, efforts will be made to escalate the issue, notably through work with neighbouring authorities and the GLA. Such difficulties will also be noted in the IDP itself, identifying its information may be incomplete.

6.128 A Planning Obligations SPD will be produced to clarify, in line with the Regulation 123 list, what the expectations are of in-kind or financial contributions towards physical and social infrastructure. The priority list in 1c is to guide the application of review mechanisms and negotiations; the weight given to each priority category will vary on a site by site basis according to particular strategic and local needs which are reflected in specific site allocations / designations and associated policies. Infrastructure to deliver 'good growth' is that which falls within the remit of the IDP.

Monitoring

6.129 Delivery of infrastructure will be kept under review, monitored against the indicators set out below and through ongoing engagement with commissioners and providers published in the LBN Authority Monitoring Report, annual S106 and CIL reports and associated monitoring bulletins and in updates to the IDP. Going forward, updates to the IDP will be used to update the spatial strategy where these updates are aligned with Plan Review. Outcomes are not specific to the policy; rather, reference should be made to those identified under S1 relating to the overall spatial vision of which this policy is an important part.

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Indicators

i. INF-OP-17 Securing Appropriate Infrastructure Delivery Mechanisms:

   a. Developer contributions for community infrastructure and open space improvements (including physical and financial contributions) [no specific target, should be relevant to the IDP and spatial strategy];

   b. CIL Charging Schedule and Receipts / Spend [no target, reference to the infrastructure funding gap will be made];

   c. Overall IDP progress and other infrastructure delivery mechanisms [targets are the milestones set out in the IDP];

ii. INF-OP-18 Policy Use and Robustness [No specific target, should be using regularly if effective, and supported at appeal].

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Appendix 1: Strategic Site Allocations

Stratford and West Ham	
S05 – Stratford Central	p245
S10 – Abbey Mills	p246
S29 – Plaistow North	p247

Royal Docks	
S21 – Silvertown Quays	p248
S22 – Minoco Wharf	p249
S09 – Silvertown Landing	p250
S07 – Central Thameside West	p251
S20 – Lyle Park West	p252
S23 – Connaught Riverside	p253
S04 – North Woolwich Gateway	p254

Custom House and Canning Town	
S08 – Thames Wharf	p255
S11 – Parcelforce	p256
S13 – Manor Road	p257
S14 – Canning Town Central	p258
S15 – Canning Town East	p259
S16 – Silvertown Way East	p260
S17 – Silvertown Way West	p261
S18 – Limmo	p262
S28 – Custom House/Freemasons	p263
S30 – Royal Victoria West	p264
S12 – Canning Town Riverside	p265
S06 – Coolfin North	p266

Beckton	
S19 – Albert Basin	p267
S31 – Royal Albert North	p268
S01 – Beckton Riverside	p269
S02 – Alpine Way	p270

Urban Newham - Forest Gate	
S24 – Woodgrange Road West	p271

Urban Newham - East Ham	
S25 – East Ham Market	p272
S26 – East Ham Town Hall Campus	p273
S03 – East Ham Western Gateway	p274

Urban Newham - Green Street	
S27 – Queen's Market	p275

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Strategic Site Name

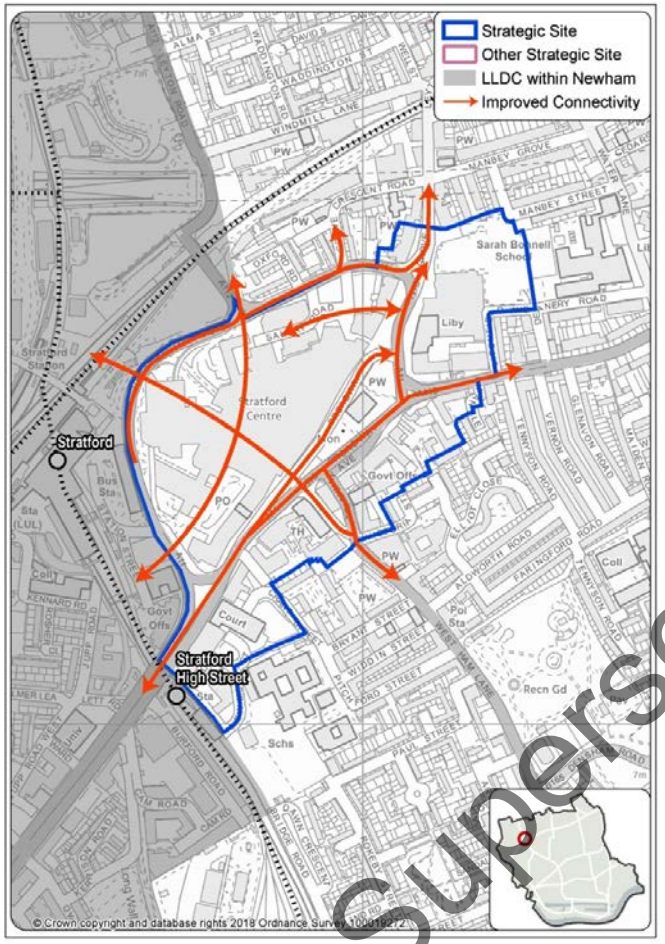
Stratford Central

Strategic Site ref

S05

Community Neighbourhood

Stratford & West Ham



Allocation including tall buildings specifications

Renewal and reconfiguration of the existing retail offer, with scope for expansion of mainly comparison floorspace (in accordance with the requirements of Policy INF5) together with other town centre and residential uses and environmental quality, character and permeability improvements. Integration with Stratford City and the surrounding Olympic Legacy sites is key, ensuring that a complementary offer is maintained and investment opportunities are maximised, with parity of design quality and continuity of public realm. Indicative building heights of 20 plus storeys: stepping down to low (4-5 storey) and mid rise (6 to 8) at the site margins, with particular sensitivity to the St Johns and University Conservation areas and Listed Buildings along the High Street/Broadway.

See also Policies S1, S2, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF4, INF5 and INF9.

Partners

LBN / Private Developer(s)

Further Sources of Information

- Stratford St John's Conservation Area Appraisal and Management Plan
- SFRA 2017
- Town Centre Study 2016
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6b
- Partially built out, some extant planning permissions
- Conservation Area (partial)
- Listed buildings
- APA Tier 2
- Metropolitan town centre – in centre location
- Employment Hub E5: Stratford Metropolitan
- Tallest Buildings Area
- Flood zone 2/3 (partial)
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- Parks deficiency
- AQMA
- Airport Safeguarding: consult LCY for all works over 45m & 90m in height
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from surrounding natural watercourse;
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Short/medium/long term

Superseded - no longer in use

Strategic Site Name

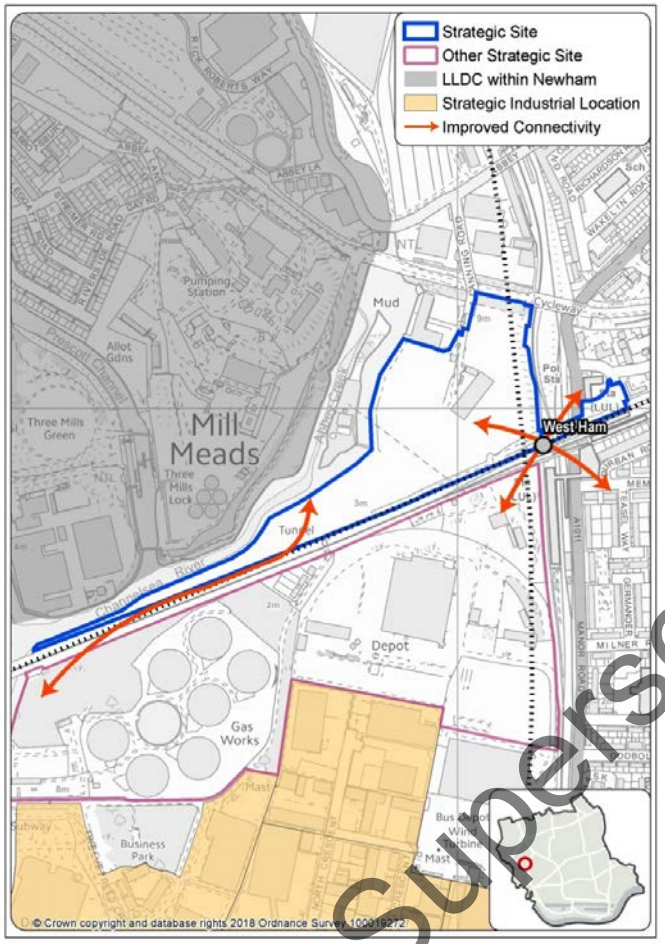
Abbey Mills

Strategic Site ref

S10

Community Neighbourhood

Stratford & West Ham



Allocation including tall buildings specifications

The site will be developed for a mix of residential and employment-generating uses and contribute to the creation of a new Local Centre in the station vicinity. 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 building heights of 8-12 storeys with lower development to west to maximise views of riverside and nearby heritage assets.

See also Policies S1, S2, SP4, SP5, SP7, SP9, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

Private Developer(s)

Further Sources of Information

- SFRA 2017
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6b - 4
- SINC (partial)
- Significant contamination (prior industrial chemical use).
- Listed Buildings and Conservation Area (adjacent)
- APA Tier 3
- Flood zone 3/2 (partial)
- Critical drainage area (adjacent)
- AQMA (adjacent)
- Hot Food Takeaways hotspot
- SINC (adjacent and partial)
- Thames Tideway Tunnel Safeguarding (partial)
- Airport Safeguarding consult LCY for all works over 15m & 45m in height
- Major Hazards Site (former Bromley-by-Bow Gasholders) middle/outer zone
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Medium to long term

Superseeded - no longer in use

Strategic Site Name

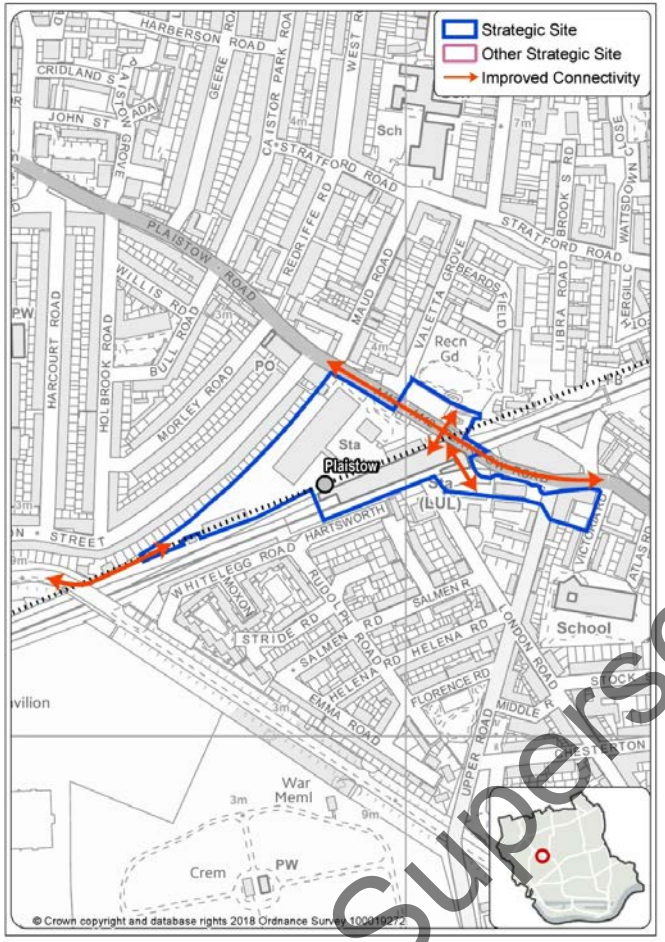
Plaistow North

Strategic Site ref

S29

Community Neighbourhood

Stratford & West Ham / Plaistow



Allocation including tall buildings specifications

Mixed-use development including residential and a new clearly-defined Local Centre incorporating retail and community use frontage to both sides of Plaistow Road and step-free access to Plaistow station. On the triangle site to the west of Plaistow Road, a mix of residential accommodation, open space with connections to the Greenway, and business space. Indicative building heights of 6-8 storeys, with up to 20 storeys immediately adjacent the station.

See also Policies S1, S2, S6, SP4, SP5, SP6, SP7, SP9, H3, INF1, INF2, INF4, INF5, INF6, INF7 and INF9.

Partners

Private Developer(s)/LBN

Further Sources of Information

- SFRA 2017
- Town Centre Study 2016
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a – 4
- Extant planning permission (partial)
- Listed Buildings and Conservation Area (adjacent)
- Flood zone 3/2 (partial)
- Critical drainage area (adjacent)
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Parks deficiency
- Traffic Congestion Zone
- SINC (adjacent)
- Airport Safeguarding: consult LCY for all works over 45m in height
- Existing heat network in Stratford (within 1km), see policy INF4
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Short to medium term

Superseded - no longer in use

Strategic Site Name

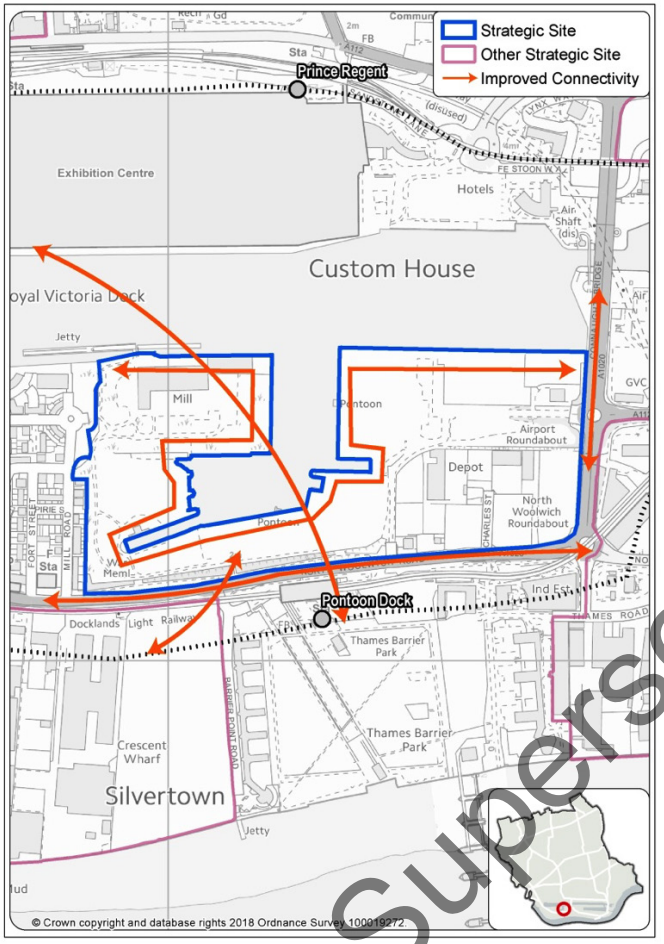
Silvertown Quays

Strategic Site ref

S21

Community Neighbourhood

Royal Docks



Allocation including tall buildings specifications

Residential-led mixed-use with potential for leisure and hospitality, green industries, and 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 activation of, and connectivity through, space under the DLR viaduct. Leisure uses should relate to the water space, with clear pedestrian and cycle connections through to the new Local Centre and across the dock to the ExCeL centre, and across North Woolwich Road. Public access to the dock edge should be provided. Indicative building heights of 6 to 8 storeys, up to 16 storeys at key locations.

See also Policies S1, S3, SP4, SP5, SP6, SP7, SP9, J2, H3, INF1, INF2, INF3, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

GLA / Private Developer(s)

Further Sources of Information

- SFRA 2017
- Town Centre Study 2016

Constraints and Other Advisory Information

- PTAL (2021): 2 – 3
- Extant planning permission.
- Listed Buildings
- APA Tier 3
- Flood zone 3/2
- Park deficiency
- Licensing Saturation Zone
- AQMA
- Airport Safeguarding: consult LCY for all works
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from surrounding natural watercourse;
- Within Royal Docks Enterprise Zone

Phasing

Medium to long term

Superseeded - no longer in use

Strategic Site Name

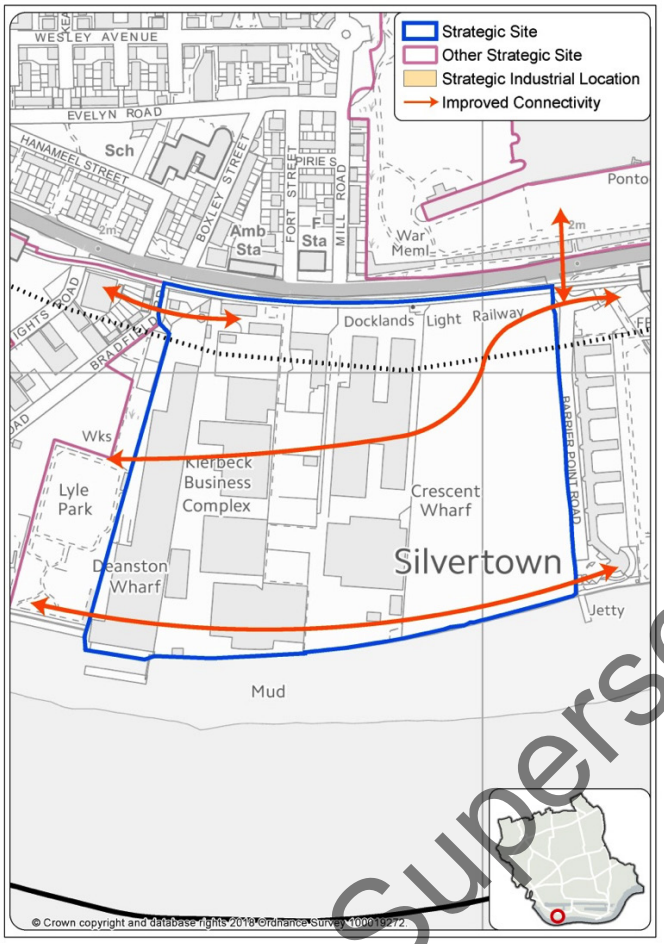
Minoco Wharf

Strategic Site ref

S22

Community Neighbourhood

Royal Docks



Allocation including tall buildings specifications

The Managed Release of land designated as a Strategic Industrial Location at Thameside West up to the eastern boundary of Lyle Park, 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 building heights of 10 to 12 storeys and up to 18 storeys at key locations.

See also Policies S1, S3, SP4, SP6, SP7, SP9, J2, H3, INF1, INF2, INF4, INF5, INF6, INF7 and INF9.

Partners

Private Developer(s)

Further Sources of Information

- SFRA 2017
- Town Centre Study 2016

Constraints and Other Advisory Information

- PTAL (2021): 2
- Extant planning permissions/under construction
- Grade II listed Silvertown War Memorial
- Flood zone 3/2
- AQMA
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- APA Tier 3
- Parks deficiency
- Airport Safeguarding: consult LCY for all works
- Airport noise insulation (see Policy INF2)
- Water mains on site (Piling Method Statement and consultation with Thames Water required);

Phasing

Short term

Superseeded - no longer in use

Strategic Site Name

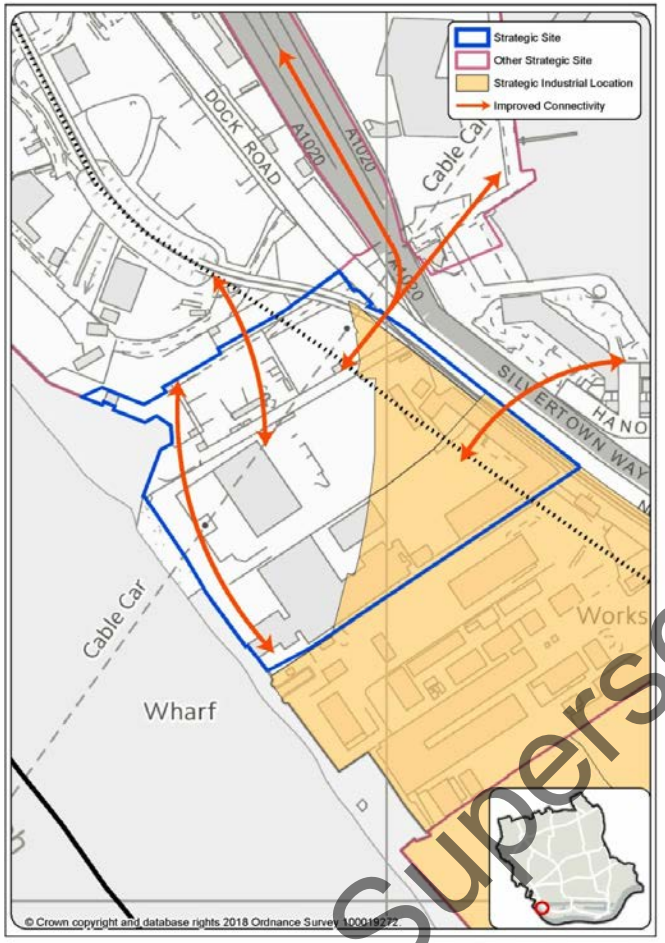
Silvertown Landing

Strategic Site ref

S09

Community Neighbourhood

Royal Docks



Allocation including tall buildings specifications

Mixed-use consolidating the community centred on the new DLR station at Thames Wharf on the western part of the site through Managed Release of SIL, and employment/strategic infrastructure development at the east of the site, where the functionality and capacity of the SIL will be protected securing buffering of both new and existing SIL and strategic infrastructure, with possible scope for further limited release via Managed Intensification as per J2. Employment uses on the SIL should include modern industrial and warehousing, but may also link to the adjacent LMUA, with the scope to secure Managed Intensification (as per J2) and further release if new formats are realised, reducing the spatial footprint whilst achieving the same capacity, functionality and ability to respond to industrial and warehousing demand. The Managed Release of the western part of the site for mixed-use will secure an appropriate transition from SIL and strategic infrastructure and include residential uses, green and community infrastructure meeting local need, and employment-generating uses. Convenient and comfortable connections to the DLR stations at West Silvertown, Thames Wharf and Royal Victoria, and along and across North Woolwich Road will be improved as will pedestrian and cycle links through, to, and along, the river (where public space will open out) and docks and to nearby Local Centres and Canning Town Town Centre. Indicative building heights of 10 to 12 storeys with buildings of up to 18 storeys being acceptable at key locations.

See also Policies S1, S3, SP4, SP7, SP8, SP9, J1, J2, H3, INF1, INF2, INF4, INF6, INF7, INF8 and INF9.

Partners

GLA / Private Developer(s)

Further Sources of Information

- Silvertown Tunnel DCO
- SFRA 2017
- HRA screening report (2018)

Constraints and Other Advisory Information

- PTAL (2021): 3 - 2
- SIL (partial)
- Employment Hub E2: Thameside West
- Silvertown Tunnel safeguarding
- Protected Mooring Point
- Cable Car Protection Zone
- APA Tier 3
- Contamination
- Flood zone 3/2
- AQMA
- Parks deficiency
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all works
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent (Piling Method Statement and consultation with Thames Water required);
- PLA to be consulted early on in development of any new river crossing options
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time

Phasing

(Medium to) Long term

Superseded - no longer in use

Strategic Site Name

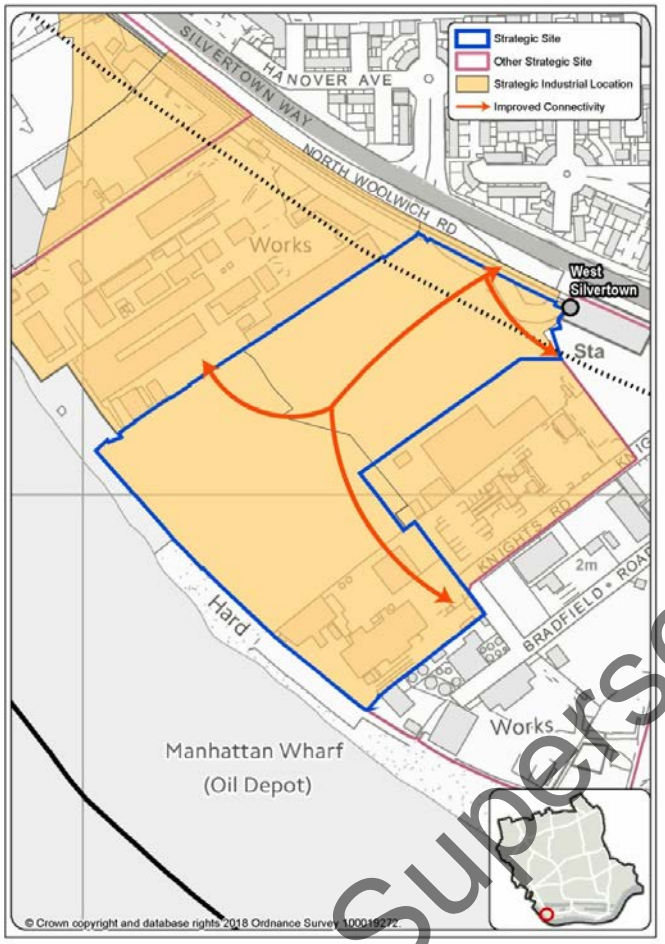
Central Thameside West

Strategic Site ref

S07

Community Neighbourhood

Royal Docks



Allocation including tall buildings specifications

Employment and wharf development comprising the reactivated Peruvian Wharf and consolidation of other Thameside West Wharves on this and land to the east at Royal Primrose Wharf. Employment development will be consistent with the Strategic Industrial Location (SIL) designation, maximising opportunities for modern industrial uses and support the wharf use including providing access, together with improved access to adjoining SIL uses from North Woolwich Road, preferably in the form of a central spine road with connections east, west and to the wharves.

See also Policies S1, S3, SP7, SP9, J1, J2, INF4 INF6 and INF9.

Partners

PLA / GLA / Private Developer(s)

Further Sources of Information

- ELR 2017
- SFRA 2017
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 3 - 2
- Some extant planning permissions
- SIL
- Employment Hub E2: Thameside West
- Safeguarded Wharves/ consolidation area
- Flood Defence Safeguarding
- APA Tier 3
- Flood zone 3/2
- AQMA
- SINC (adjacent)
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all works & works over 15m in height (see mapping)
- Sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Short to medium term

Superseded - no longer in use

Strategic Site Name

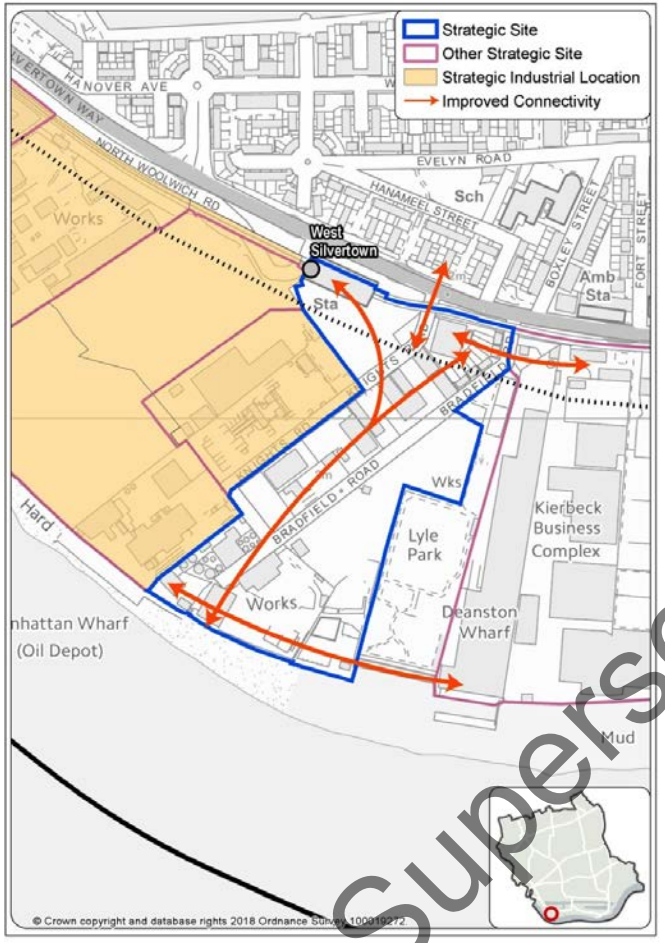
Lyle Park West

Strategic Site ref

S20

Community Neighbourhood

Royal Docks



Allocation including tall buildings specifications

Mixed-use redevelopment through the Managed Release of land designated as a Strategic Industrial Location and consolidation of wharves on the adjacent site (which will allow for subsequent removal of their safeguarding) will assist in the consolidation of a new neighbourhood at West Silvertown, with an additional small scale Local Centre around the station complementing that at Minoco Wharf (Royal Wharf). The neighbouring industrial uses will be buffered by design responses at the western side of the site, whilst at the eastern side Lyle Park will be enhanced and activated through integration with the new development. Connections to the DLR stations at Pontoon Dock and West Silvertown will be secured as will pedestrian and cycle links to Silvertown Quays and through to the river. Indicative building heights of 10 to 12 storeys and up to 18 storeys at key locations including West Silvertown DLR station.

See also Policies S1, S3, SP4, SP6, SP7, SP8, SP9, J1, J2, H3, INF1, INF2, INF4, INF5, INF6, INF7 and INF9.

Partners

Private Developer(s) / LBN

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 2
- Protected public access to the river point
- APA Tier 3
- Contamination
- Flood zone 3/2
- AQMA
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Protected public access to the river point (INF1)
- Parks deficiency
- Airport Safeguarding: consult LCY for all works & works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;

Phasing

Short to medium term

Superseeded - no longer in use

Strategic Site Name

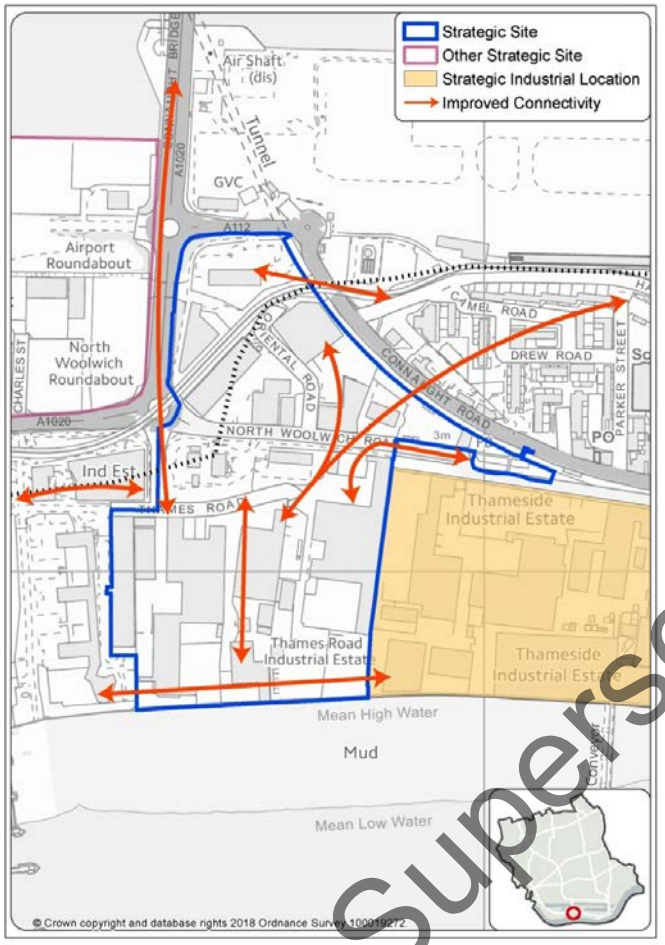
Connaught Riverside

Strategic Site ref

S23

Community Neighbourhood

Royal Docks



Allocation including tall buildings specifications

Mixed-use, consolidating the new neighbourhoods at Pontoon Dock and Silvertown Quays and securing an effective transition to the SIL to the east, and airport and existing residential uses to the north east. On the northern section of the site, industrial and warehousing uses will be consolidated in the LIL, with surrounding plots affording the opportunity to integrate with this and surrounding residential, and to introduce and enhance the visitor economy and cultural industry and effect place-making focused on the character and heritage asset of St Marks Church/Brick Lane Music Hall. Residential development and new community infrastructure including a school will be focused at the southern section of the site through Managed Release of SIL, with employment uses with separate access, including modern industrial/warehousing and workshops, buffering neighbouring SIL. Connectivity through the site and beyond is a key priority, particularly pedestrian and cycling routes to DLR stations at Pontoon Dock, Prince Regent and London City Airport across the railway, and through to the river and docks, where access will be opened out. Indicative building heights of 6 to 8 storeys including in the vicinity of the listed St Marks Church, and up to 15 storeys at key locations.

See also Policies S1, S3, SP4, SP5, SP6, SP7, SP8, SP9, J1, J2, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

Private Developer(s) / LBN

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 2 - 1b
- LIL (partial)
- SIL (partial)
- Operational wharf adjacent (Tate & Lyle Refinery) [INF1]
- Employment Hub E3: Thameside East
- Listed building
- APA Tier 3
- Contamination
- Flood zone 3/2
- Critical Drainage Area (partial)
- AQMA
- Hot Food Takeaways hotspot
- Parks deficiency
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all works
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;

Phasing

Medium to long term

Superseded - no longer in use

Strategic Site Name

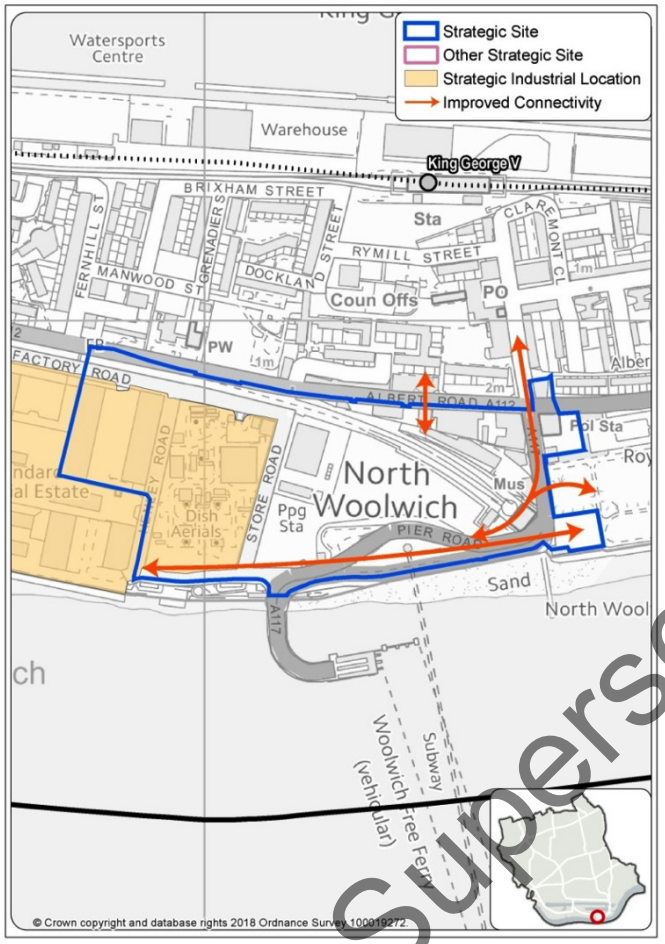
North Woolwich Gateway

Strategic Site ref

S04

Community Neighbourhood

Royal Docks



Allocation including tall buildings specifications

Employment-led mixed-use redevelopment reflecting the gateway location and activating and enhancing heritage and character assets including the station, foot tunnel portal, river and Royal Victoria Gardens. New SIL uses will be focussed on the west of the site, and cultural, community and creative uses focused around North Woolwich Station, complementing the Local Centre and securing integration with the wider neighbourhood. Residential uses will be suitable for careful deployment where compatible with these uses and the operation of the ferry; longer term should the ferry crossing cease, more residential opportunities may arise. Quality pedestrian and cycle connections to King George V DLR station and North Woolwich Local Centre will be crucial, together with improvements to Albert Road, as will improve links to and along the river, opening up riverside spaces for public use. Indicative building heights of 6 to 8 storeys with buildings of up to 15 storeys at key locations.

See also Policies S1, S3, SP4, SP6, SP7, SP8, SP9, J1, J2, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

GLA / Private Developer(s)

Further Sources of Information

- SFRA 2017
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 3 - 2
- SIL (partial)
- Employment Hub E3: Thameside East
- Protected Mooring Point
- APA Tier 3
- Contamination
- Flood zone 3/2
- Listed buildings
- AQMA
- Hot Food Takeaways hotspot
- Parks deficiency
- Traffic congestion zone
- Flood defence safeguarding
- Crossrail Safeguarding
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Protected public access to the river point (INF1)
- Airport Safeguarding: consult LCY for all works
- Water mains on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Short/medium/long term

Superseded - no longer in use

Strategic Site Name

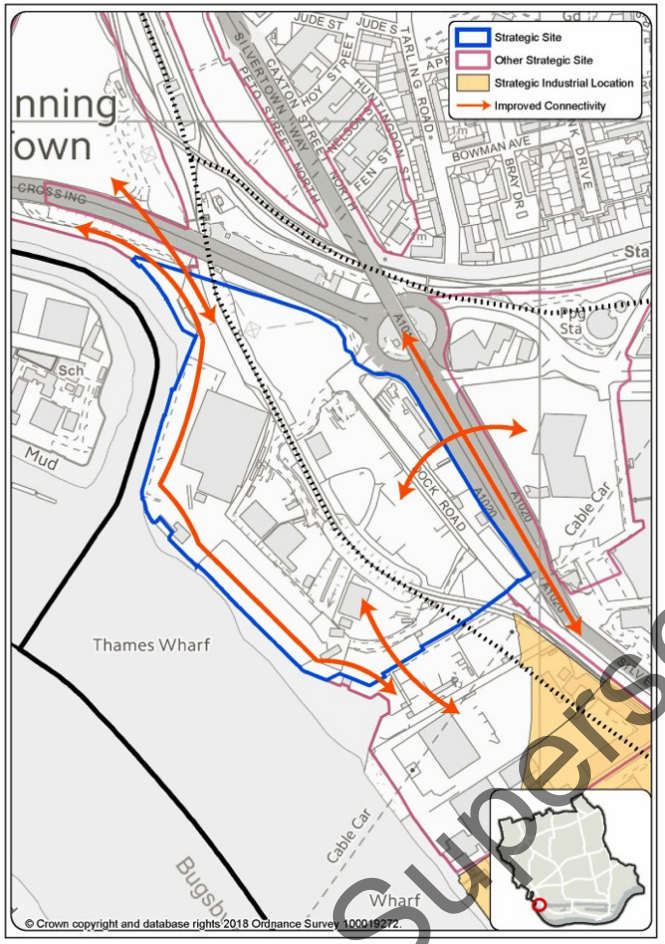
Thames Wharf

Strategic Site ref

S08

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

There is scope to consolidate the safeguarded wharf at Central Thameside West (Royal Primrose Wharf) and subsequently to remove the wharf safeguarding at Thames Wharf subject to there being no net loss of functionality or wharf capacity. This and Managed Release from SIL (see Policy J2) will provide the opportunity to develop a new neighbourhood, comprising new residential and community uses including a school, and employment and leisure/ tourism grouped around a new DLR station and Local Centre, well connected by pedestrian and cycle links. Continuous riverside access; links to the Lea River Park and across to Trinity Buoy Wharf, to Royal Victoria and West Silvertown DLR stations and Canning Town town centre; North Woolwich Road active street improvements; and appropriate connectivity and integration with adjacent Silvertown Landing strategic site will be secured. Indicative building heights of 10 to 12 storeys with buildings of up to 18 storeys at key locations.

See also Policies S1, S3, S4, SP4, SP6, SP7, SP9, J2, H3, INF1, INF2, INF3, INF4, INF5, INF6, INF7, INF8 and INF9

Partners

GLA / PLA / Private Developer(s)

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 3 - 1a
- APA Tier 3
- Flood zone 3/2
- Crossrail Safeguarding
- Silvertown Tunnel Safeguarding
- Licensed waste facilities on site [INF3]
- DLR service access road
- Pylon
- AQMA
- Parks deficiency
- DLR station (passive safeguarding)
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Thames River;
- PLA to be consulted early on in development of any new river crossing options

Phasing

Medium to long term

Superseded - no longer in use

Strategic Site Name

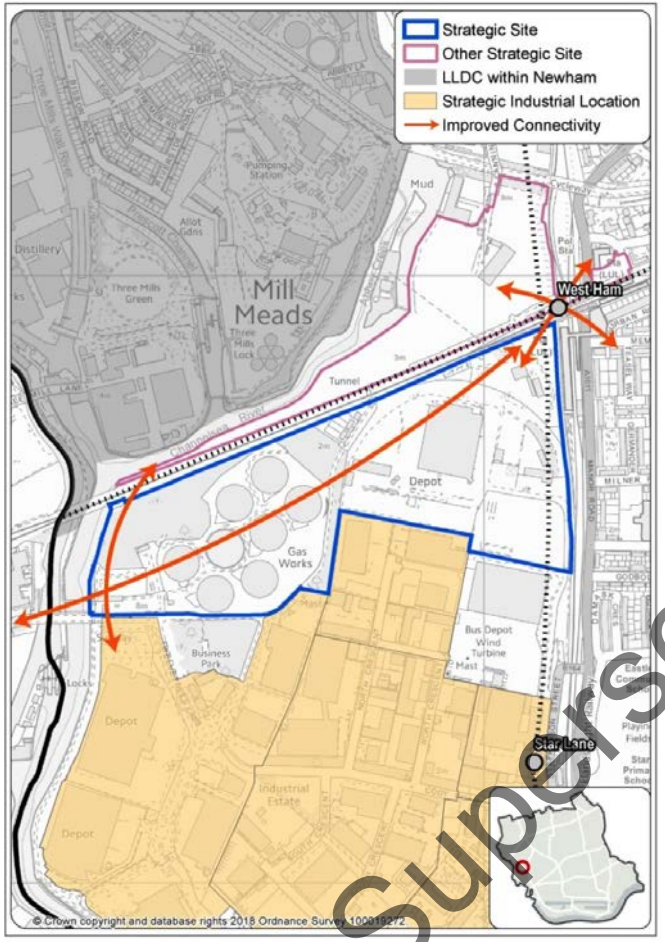
Parcelforce

Strategic Site ref

S11

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

Employment-led mixed-use (linking to existing Cody Road industrial uses) that contributes to the creation of a new neighbourhood and of a new Local Centre in the vicinity of West Ham station, along with delivery of a riverside open space. Proposals will require an assessment of, and an appropriate viable strategy for, the Grade II listed gasholders. This should take into account the impacts on the significance of the gasholders, including any effects on setting, recognise their role as heritage and character assets and their potential contribution to place making. Site access improvements will be required, including links to West Ham station, the neighbourhood beyond, to S10 and to Bromley-by-Bow. Indicative building heights of 8-12 storeys with lower development towards the west of the site sensitive to the heritage assets, and up to 19 storeys around the station, subject to addressing the sensitivity of existing homes on Manor Road.

See also Policies S1, S4, SP4, SP5, SP6, SP7, SP8, SP9, J1, J2, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

GLA / private developer(s)

Further Sources of Information

- Town Centre Study 2016
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6b – 3
- Listed gasholders
- TPO 1101/1 Tree Preservation Order covers mature trees around the gasholders
- Major Hazards Site (former Bromley-by-Bow Gasholders) inner/middle/outer zone
- APA Tier 3
- Significant contamination
- Flood zone 3/2
- Critical Drainage Area (adjacent)
- Licensing Saturation Zone
- AQMA
- SINC (adjacent and partial)
- Thames Tideway Tunnel Safeguarding
- Parks deficiency
- Delivery of Lea River Park aspirations
- Airport Safeguarding: consult LCY for all works over 15m & 45m in height (see mapping)
- Sewers on site may not be diverted (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Channelsea River;
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Medium to long term

Superseded - no longer in use

Strategic Site Name

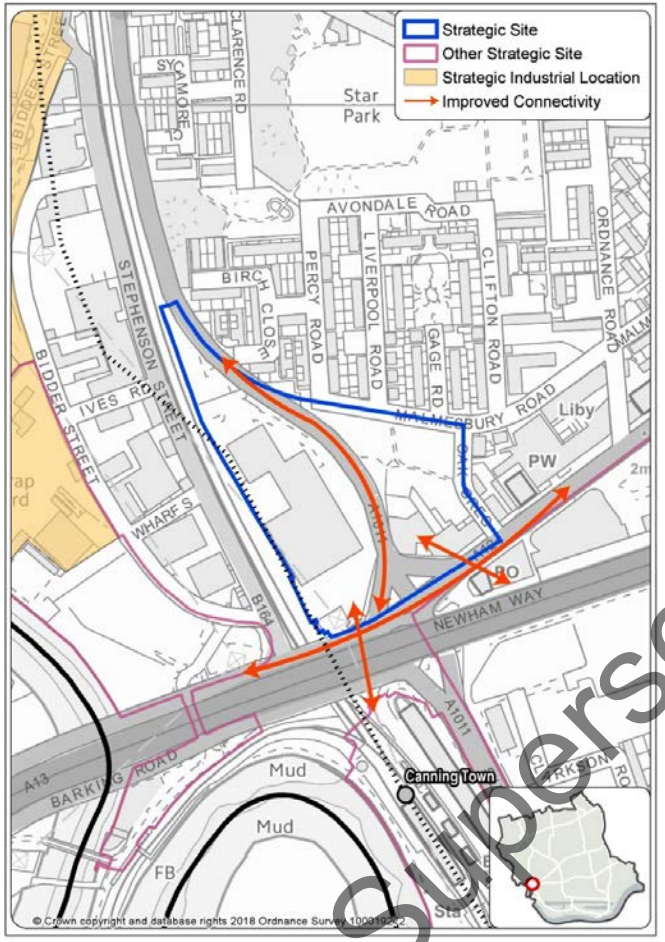
Manor Road

Strategic Site ref

S13

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

Residential-led mixed-use incorporating high quality, prominent open space with green grid links to Star Park; a considered design response to the land adjacent to the railway and beneath pylons avoiding its marginalisation; a defined cluster of flexible B1 business space, and town centre commercial and community frontage to the part of the site along Barking Road which lies within the Town Centre boundary. Quality walking and cycling connections with the town centre and station interchange, the wider neighbourhood and along the Manor Road Key Corridor will be crucial. Indicative building heights of 6 – 8 storeys, stepping up in height to 8 to 12 towards the 'tallest building area' where 20+ storeys may be acceptable, and stepping down towards the existing Area of Townscape Value.

See also Policies S1, S4, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

GLA /LBN / Private Developer(s)

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 6a – 5
- Employment Hub E8: Canning Town
- Town Centre (partial)
- Tall Buildings Area TBA2: Canning Town (partial)
- Green Space
- Listed buildings and ATV
- Parks deficiency
- APA Tier 3
- Flood zone 3/2
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Pylons/power lines
- Railway
- Airport Safeguarding: consult LCY for all works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on site (Piling Method Statement and consultation with Thames Water required);

Phasing

Medium term

Superseeded - no longer in use

Strategic Site Name

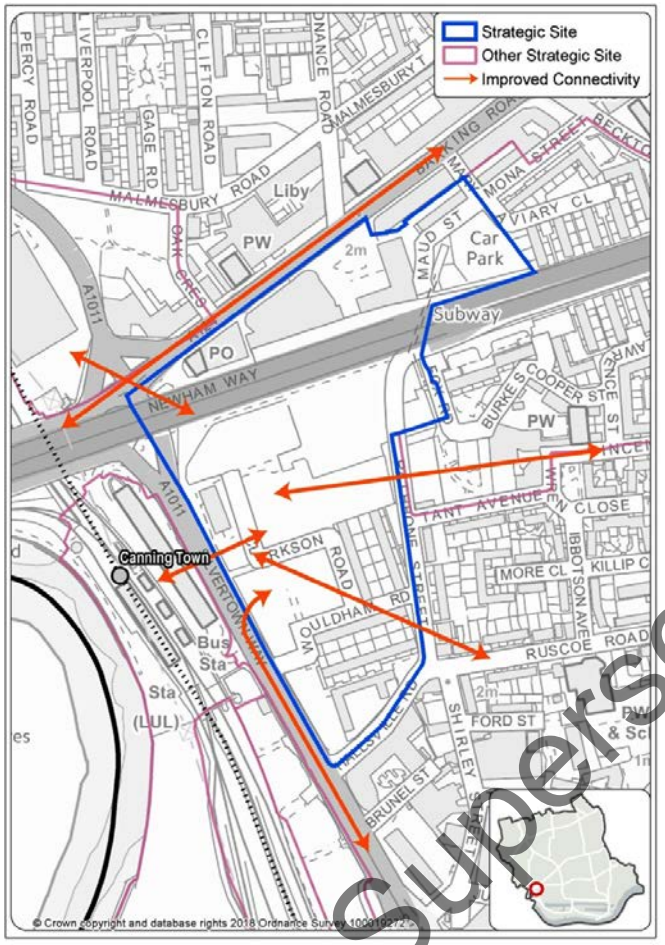
Canning Town Central

Strategic Site ref

S14

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

Expanded District Centre abutting a transport hub, moving towards a Major Centre in composition and scale, within a revised boundary to comprise town centre uses notably retail (including anchor uses, food store of up to 6,500 sq. m net, and significant comparison floorspace – up to 25,000 sq. m net) leisure, workspace and civic space making use of the more pleasant street environment created by the re-modelling of the junction and public realm, residential, and community uses. Connections to the Activity Street to the south/south-east, and residential street to the east/north-east, and through to the station interchange and neighbourhoods beyond will be important, together with an integrated town centre that links with existing retail frontages and the market. Indicative heights: Potential for 20 storeys plus, stepping down to address cumulative impacts and transitions at the margins.

See also Policies S1, S4, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

LBN/ Private Developer(s)

Further Sources of Information

- Town Centre Study 2016
- SFRA 2017
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a – 4
- Extant planning permission, largely built out (part of the site).
- Strategic Retail Growth SR2: Canning Town
- Employment Hub E8: Canning Town
- Town Centre
- Listed buildings and ATV (adjacent)
- APA Tier 3
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover
- AQMA
- Parks deficiency
- Licensing Saturation Zone (partial)
- Betting Shops and Hot Food Takeaways hotspot
- Airport Safeguarding: consult LCY for all works over 15m in height (see mapping)
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Short to medium term

Superseded - no longer in use

Strategic Site Name

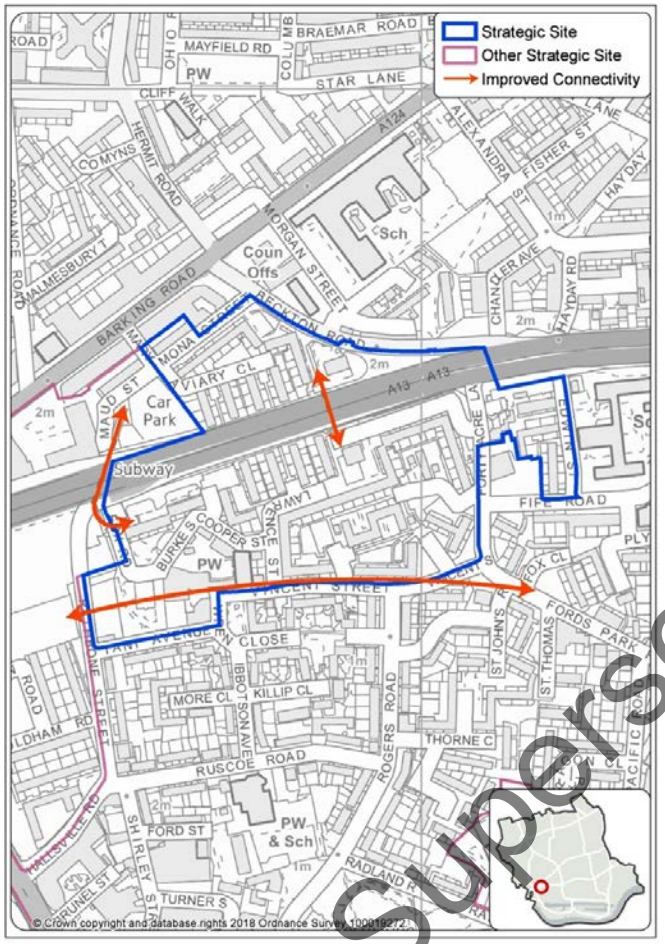
Canning Town East

Strategic Site ref

S15

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

Residential with supporting community uses easily accessible from the town centre to the east, linking to the new residential street connection and green space of at least the existing quantum. Connections also need to be made across the site between uses, avoiding blocking effects, together with enhancement of the setting of the listed church. Indicative building heights of 6 to 8 storeys and a maximum of 15 storeys at key locations forming a transition to the Canning Town tall buildings area, whilst stepping down to surrounding low rise housing and around the listed church.

See also Policies S1, S4, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

LBN/ registered providers/ private developer(s)

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 5 - 1a
- Strategic Retail Growth SR2: Canning Town (partial)
- Employment Hub E8: Canning Town (partial)
- Town Centre (partial)
- Listed buildings
- APA Tier 3
- Flood zone 3/2
- A13 flyover/A13
- AQMA
- Parks deficiency
- Licensing Saturation Zone (partial)
- Betting Shops and Hot Food Takeaways hotspot
- Airport Safeguarding: consult LCY for all works & works over 15m in height (see mapping)
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);

Phasing

Short to medium term

Superseeded - no longer in use

Strategic Site Name

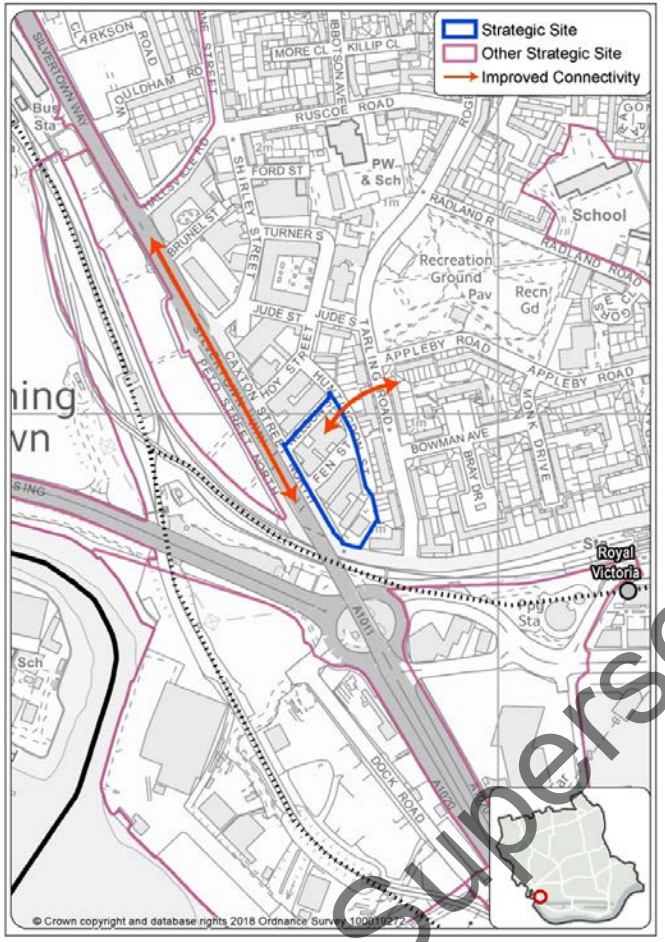
Silvertown Way East

Strategic Site ref

S16

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

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 building heights of 6-8 storeys, stepping up to 13 storeys at the northern edge and down to adjoining existing housing.

See also Policies S1, S4, SP4, SP5, SP7, SP9, J1, H3, INF1, INF2, INF4, INF6, INF7 and INF9.

Partners

text

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 6a - 3
- Silvertown Tunnel river crossing may have significant amenity implications (if permitted)
- Employment Hub E8: Canning Town
- APA Tier 3
- Listed building (adjacent)
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover
- Parks deficiency
- AQMA
- Airport Safeguarding: consult LCY for all works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);

Phasing

text

Superseded - no longer in use

Strategic Site Name

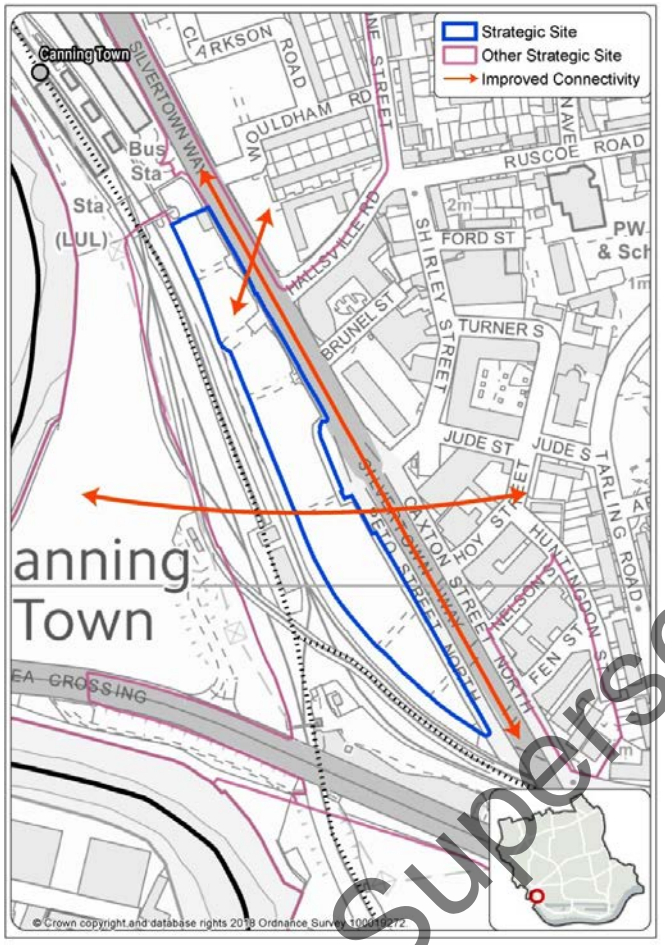
Silvertown Way West

Strategic Site ref

S17

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

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 building heights: potential for 20 + storeys in the tallest building area, stepping down to up to 8-12 storeys.

See also Policies S1, S4, SP4, SP6, SP7, SP9, J1, H3, INF1, INF2, INF4, INF5, INF6, INF7 and INF9.

Partners

GLA / Private Developer(s)

Further Sources of Information

- Town Centre Study 2016
- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 6a – 4
- Extant Planning permission
- Silvertown Tunnel river crossing may have significant amenity implications (if permitted)
- Employment Hub E8: Canning Town
- Town Centre (partial)
- Tallest Buildings Area
- APA Tier 3
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover and rail lines
- AQMA
- Airport Safeguarding: consult LCY for all works over 15m in height (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);

Phasing

(Short to) Medium term

Superseded - no longer in use

Strategic Site Name

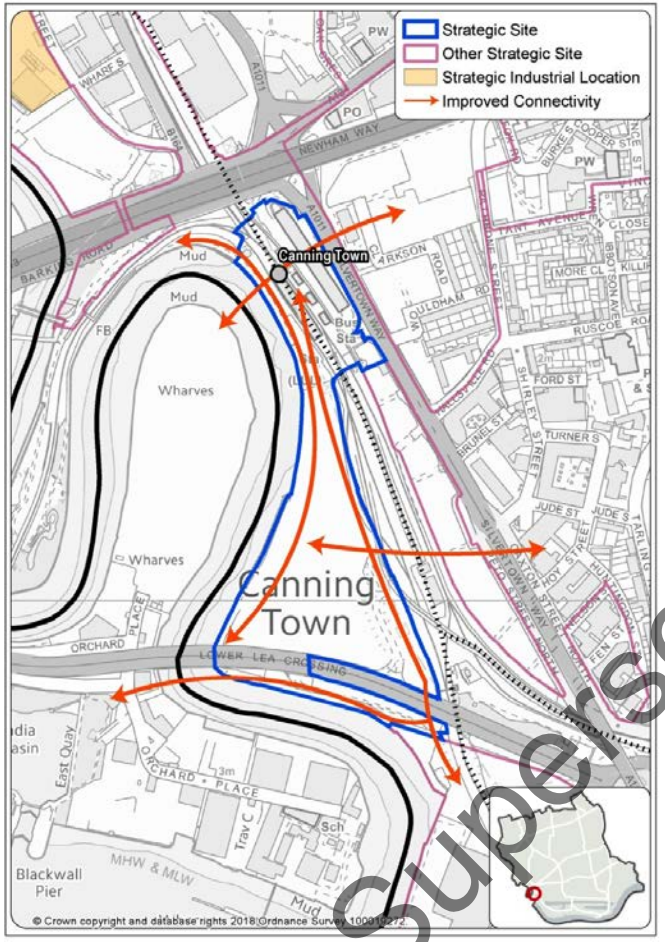
Limmo

Strategic Site ref

S18

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

High quality accessible open space on the peninsular, together, on the eastern side of the station, with town centre uses, new bus station and residential, facilitating an increase in transport hub capacity and through connections. Open space provision, making a significant contribution to the Lea River Park will be enabled by some residential development on the peninsular should access and environmental constraints be overcome. Appropriate connections, including provision for 24 hour non-fare paying access need to be made to the town centre, new and existing neighbourhoods, to the Leamouth Peninsula, and beyond via the Leaway, station and bridges, in line with the spatial vision and policy INF2. Indicative building heights: Potential for 20 storeys plus within Canning Town 'tallest buildings area' with remainder of the site stepping down to mid rise 6 to 8 storeys or lower, ensuring spacing between clusters at City Island and Canning Town town centre, and maintaining views to and across the river

See also Policies S1, S4, SP4, SP6, SP7, SP9, J1, H3, INF1, INF2, INF4, INF5, INF6, INF7 and INF9.

Partners

text

Further Sources of Information

- SFRA 2017
- PTAL (2021): 6a - 0

Constraints and Other Advisory Information

- Employment Hub E8:
- Town Centre (partial) rest of the site outside town centre
- Tallest Buildings Area
- APA Tier 3
- Flood zone 3/2
- Traffic congestion zone
- A13 flyover and rail lines
- AQMA
- Hot food takeaway hotspot (partial)
- Park deficiency
- Pylons/power lines
- Access requirements and station/bus station capacity
- PLA to be consulted early on in development of any new bridging options
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all works over 15m in height (Airport noise insulation (see Policy INF2)
- Surface water discharge expected from Bow Creek/Lea River;

Phasing

text

Superseded - no longer in use

Strategic Site Name

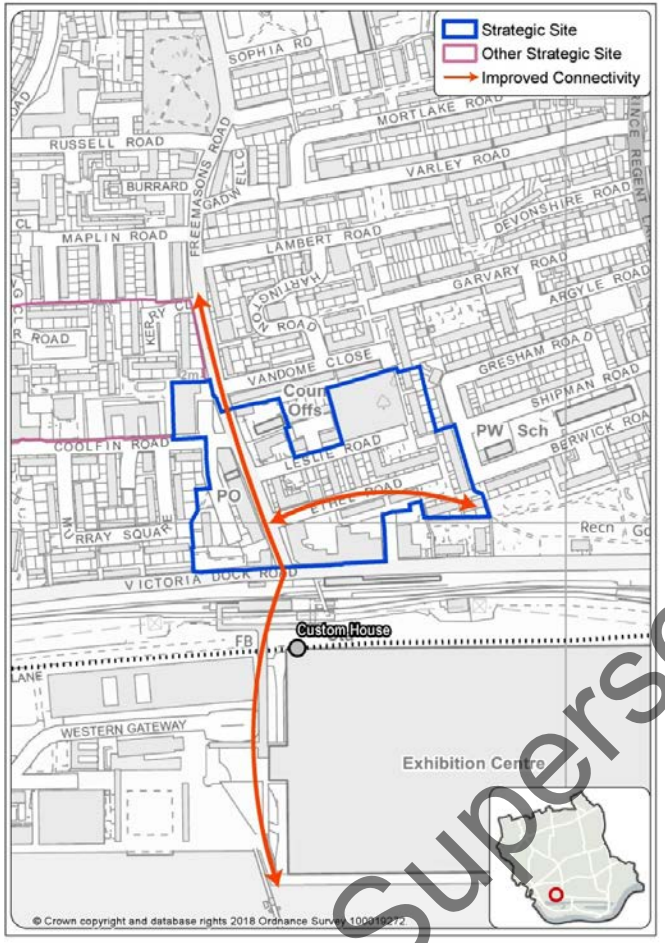
Custom House/ Freemasons

Strategic Site ref

S28

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

Intensified residential, community, commercial/ business space, making use of Crossrail potential which will form the nucleus of a renewed and expanded Local Centre and effective transport interchange including Key Corridor enhancement of Freemasons Road, with improved physical and functional links to ExCeL, and open space linking to the proposed 'Activity Street' to the north-west, and through a series of open spaces to Cundy Park to the south-west. Indicative building heights of 6 to 8 storeys stepping down to integrate with low-rise residential context with scope for 15 storeys at station.

See also Policies S1, S4, SP4, SP6, SP7, SP9, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

LBN/Private developer(s)/TfL/ExCeL

Further Sources of Information

- Town Centre Study 2016
- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 5 – 3
- Crossrail operational from 2018
- Intensification Around Crossrail Stations IC3: Custom House.
- Local Centre
- APA Tier 3
- Flood zone 3/2
- Licensing Saturation Zone
- Hot Food Takeaways hotspot
- Parks deficiency
- Airport Safeguarding: consult LCY for all works (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains and sewers on site (Piling Method Statement and consultation with Thames Water required);

Phasing

Medium term

Superseeded - no longer in use

Strategic Site Name

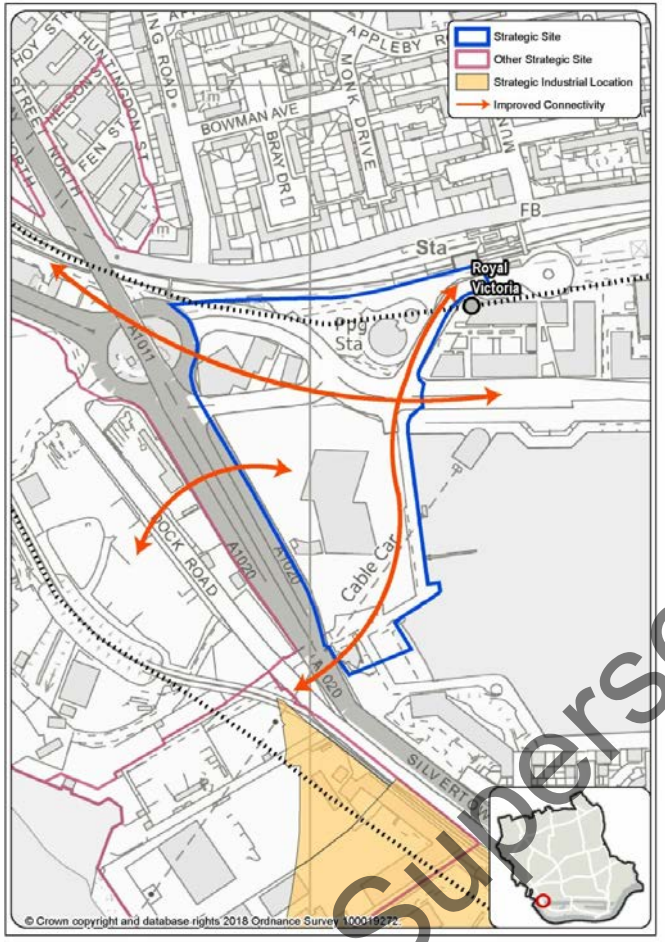
Royal Victoria West

Strategic Site ref

S30

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

New residential, leisure and cultural uses will be supported at this gateway site to the Royal Docks, high quality public realm and existing water/waterside recreation uses, along with improved walking and cycling links. Connections to the DLR station, Leaway, Canning Town and S08 will be prioritised, with the waterside open space enhanced to form the Newham terminus of the Lea River Park. Indicative building heights: potential for up to 19 storeys subject to addressing cumulative impacts.

See also Policies S1, S4, S3, SP4, SP5, SP7, SP9, J1, H3, INF1, INF2, INF4, INF6, INF7 and INF9.

Partners

GLA/Private developer(s)

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 4 - 3
- Partially built out
- Silvertown Tunnel river crossing may have significant amenity implications (if permitted)
- Employment Hub E9: ExCeL/Royal Victoria West
- Cable Car Protection Zone
- Listed cranes nearby
- APA Tier 3
- Flood zone 3/2
- Parks deficiency
- AQMA
- Dockside location therefore protection of SINC / water ecology
- Airport Safeguarding: consult LCY for all works & works over 15m in height
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent and sewers on site that may not be diverted (Piling Method Statement and consultation with Thames Water required);
- Partially within Royal Docks Enterprise Zone

Phasing

Short to medium term

Superseeded - no longer in use

Strategic Site Name

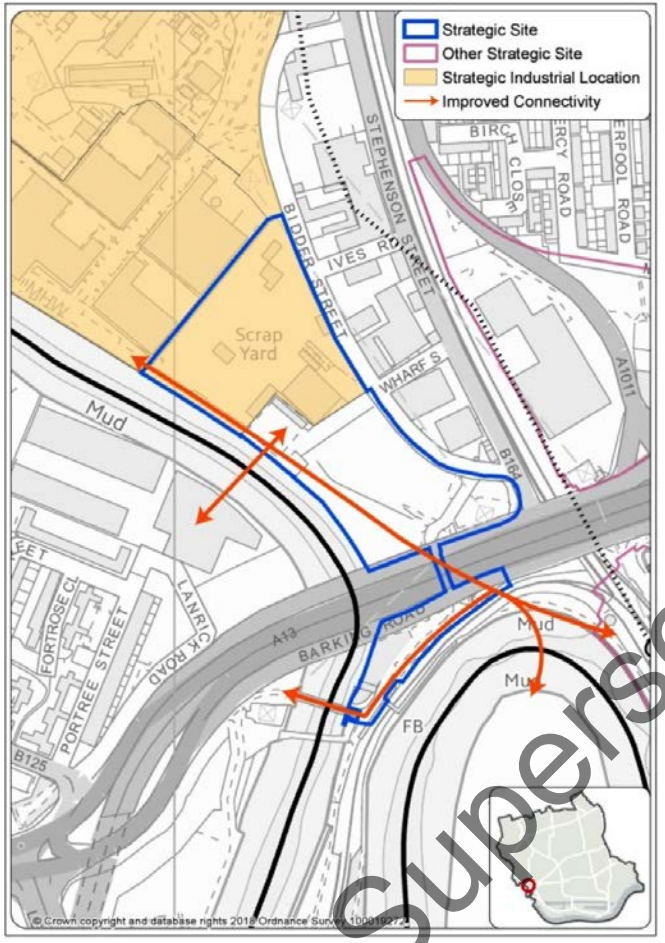
Canning Town Riverside

Strategic Site ref

S12

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

Employment led mixed-use facilitating the delivery of the Leaway, including the A13 south ramp and Reubens DLR Bridge improvements, and Lea River Park along the river frontage with retention and buffering of the Strategic Industrial Location (SIL). Development proposals at the northern end will be consistent with the SIL designation, whilst opening up riverside access and connectivity beyond. Should existing uses relocate off the site and wharf safeguarding be removed, subject to Managed Intensification criteria in J2, there is scope for intensification of SIL on a smaller footprint, particularly for modern warehousing with its own access. At the southern end development will incorporate residential with a suitable transition to the SIL and neighbouring employment uses and buffering of the A13, secure improved pedestrian and cycle routes to Canning Town Station and town centre, and provide access to the river frontage and [onward connections to] the Lea River Park. Indicative building heights 8-12 storeys with 20+ storeys in the Tallest Buildings Area.

See also Policies S1, S4, SP4, SP7, SP8, SP9, J1, J2, H3, INF1, INF2, INF3, INF4, INF6, INF7 and INF9.

Partners

GLA / Private Developer(s)

Further Sources of Information

- SFRA 2017
- Lea River Park Vision
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a – 2
- SIL (partial)
- Employment Hub E8: Canning Town
- Wharf safeguarding on site and adjacent [INF1]
- Tallest Buildings Area (partial)
- APA Tier 3
- Flood zone 3/2
- AQMA
- Parks deficiency
- Licensing Saturation Zone
- Hot Food Takeaways hotspot
- Pylons/power lines
- Major Hazards Site (Tower Hamlets)outer zone
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all works over 15m in height
- Sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from Bow Creek/Lea River
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Medium to long term

Superseded - no longer in use

Strategic Site Name

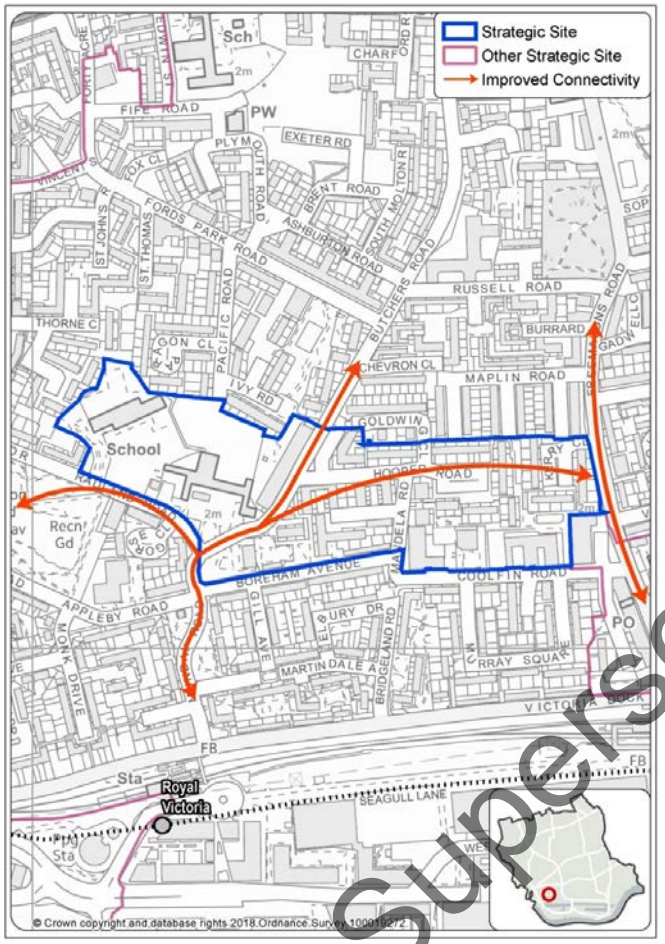
Coolfin North

Strategic Site ref

S06

Community Neighbourhood

Custom House & Canning Town



Allocation including tall buildings specifications

Residential led mixed-use to include a new, [potentially all through] or expanded school with flexible community space, together with a key component of the 'Activity Street' providing a legible, high quality public realm and linear green grid link between Canning Town town centre and Custom House Local Centre & transport hub. Indicative building heights 6-8 storeys, stepping up to around 12 storeys at key locations notably along Freemasons Rd.

See also Policies S1, S4, SP4, SP7, SP9, J1, J2, H3, INF1, INF2, INF6, INF7, INF8 and INF9.

Partners

LBN/Private developer(s)

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 4 - 3
- Some extant planning permissions (partial)
- APA Tier 3
- Flood zone 3/2
- Parks deficiency
- Hot Food Takeaways hotspot
- Airport Safeguarding: consult LCY for all works over 15m in height
- Airport noise insulation (see Policy INF2)
- Water mains and sewers on site (Piling Method Statement and consultation with Thames Water required);

Phasing

Medium term

Superseeded - no longer in use

Strategic Site Name

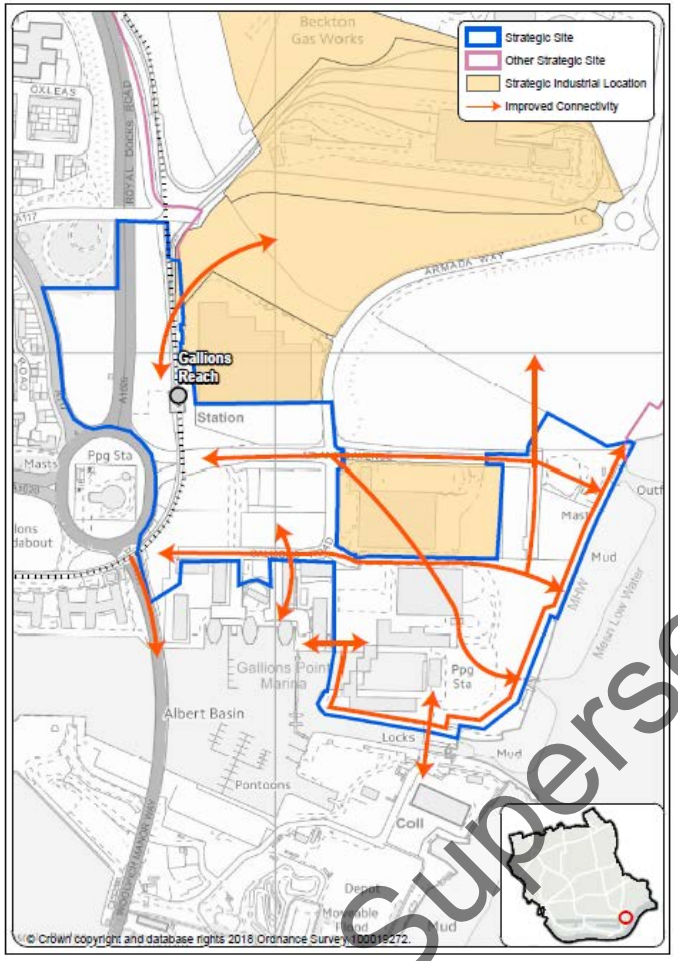
Albert Basin

Strategic Site ref

S19

Community Neighbourhood

Beckton



Allocation including tall buildings specifications

New housing around Albert Basin will consolidate existing residential development, with a new Local Centre focused around Gallions Reach DLR station, providing day-to-day shopping, and community uses, with some B1 business space, building on links with UEL and Royal Albert North. Legible walking and cycling routes should be provided through the site to the Beckton Riverside area and from the enhanced DLR station to the waterfront opening this up for public access. Indicative building heights or 6 to 8 storeys, with some taller elements of up to 13 storeys at key locations.

See also Policies S1, S5, SP4, SP6, SP7, SP9, J2, H3, INF1, INF2, INF4, INF5, INF6, INF7, INF8 and INF9.

Partners

LBN/Private developer(s)/TfL/ExCeL

Further Sources of Information

- Town Centre Study 2016
- SFRA 2017

Constraints and Other Advisory Information

- Subject to build out
- PTAL (2021): 3 – 1a
- APA Tier 3
- Flood zone 3/2
- Beckton Radar Sightline
- AQMA (adjacent)
- Parks deficiency
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all works
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent site (Piling Method Statement and consultation with Thames Water required);
- Within Royal Docks Enterprise Zone

Phasing

Short to medium term

Superseeded - no longer in use

Strategic Site Name

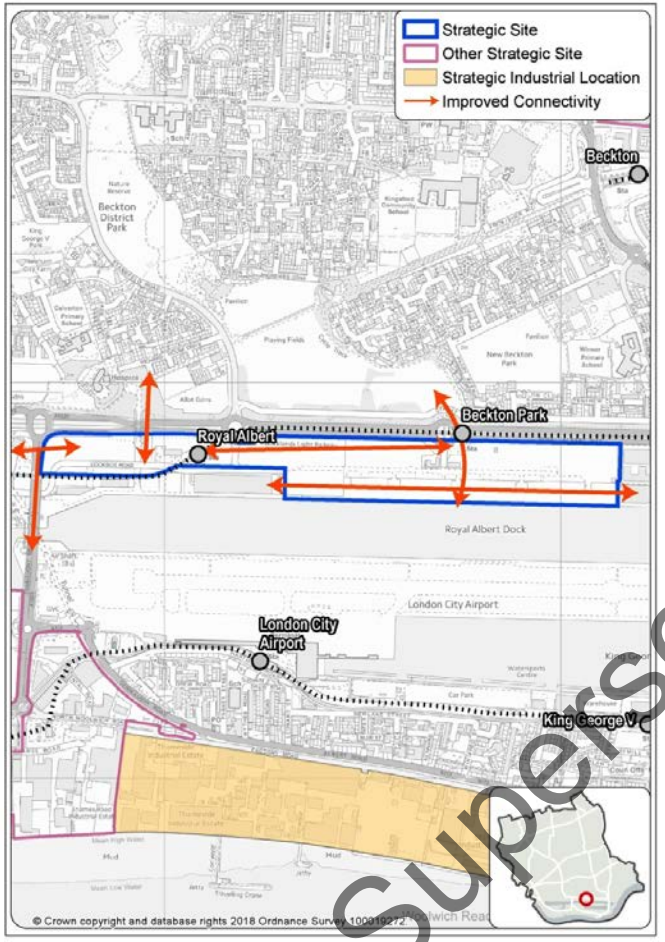
Royal Albert North

Strategic Site ref

S31

Community Neighbourhood

Beckton / Custom House & Canning Town



Allocation including tall buildings specifications

Business and education uses, building on the strengths of the University of East London and UTC. A link will be created from Beckton Park, bringing the park into the dock and enhancing access for local residents to new employment and training opportunities. Indicative building heights of 6 to 8 storeys and up to 14 at key locations.

See also Policies S1, S4, S5, SP4, SP5, SP7, SP9, J1, H3, INF1, INF2, INF4, INF6, INF7, INF8 and INF9.

Partners

UEL/Private developer(s)

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 2
- Extant planning permission covering the majority of the site; some build out elsewhere
- Employment Hub E10: Royal Albert
- Listed buildings
- APA Tier 3
- Flood zone 3/2
- AQMA
- Parks deficiency
- Riverside location [protection of SINC (Thames ecology) and flood defence maintenance (TE2100)]
- Airport Safeguarding: consult LCY for all (see mapping)
- Airport noise insulation (see Policy INF2)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); surface water discharge expected from surrounding natural watercourse;
- Within Royal Docks Enterprise Zone

Phasing

Short to medium term

Superseeded - no longer in use

Strategic Site Name

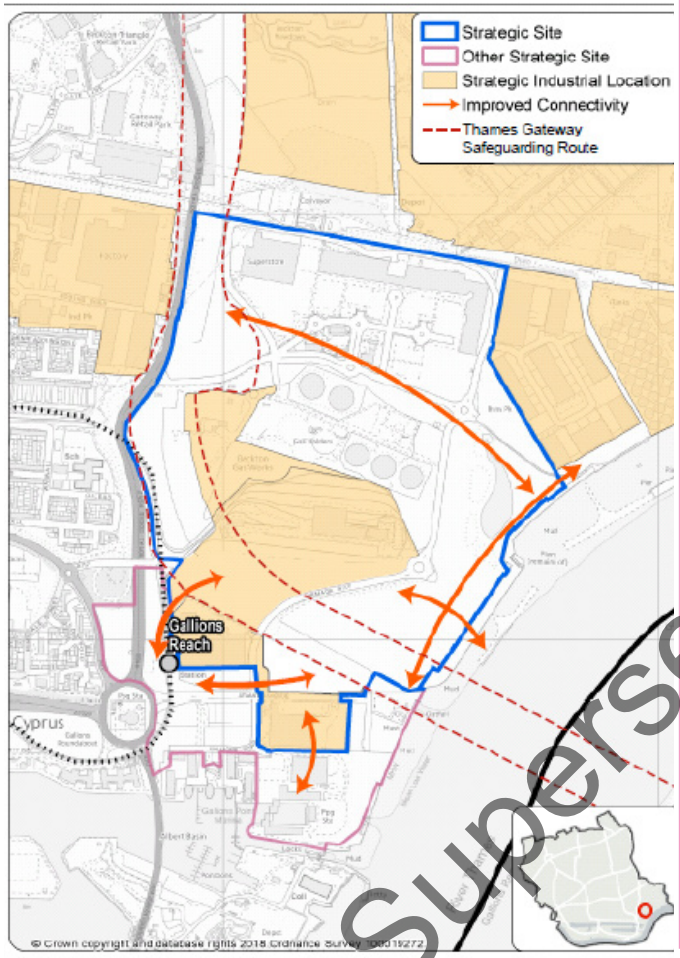
Beckton Riverside

Strategic Site ref

S01

Community Neighbourhood

Beckton



Allocation including tall buildings specifications

Mixed-use delivering new neighbourhoods centred on a Major town centre and new station and wider transport hub, new and expanded Strategic Infrastructure and other SIL uses. The new neighbourhoods and town centre – comprising residential, pedestrian and cycle links through the site and to the river, proportionate open space and other green infrastructure that opens up riverside access including space that adds to MOL, retail, leisure, supporting community uses notably primary and secondary school provision, and other employment generating uses - will be delivered through partial Managed Release of SIL, appropriate buffering of remaining SIL, and re-formatting and diversification of the existing retail park around the new transport hub, preferably moving it south. New Strategic Infrastructure including an expanded DLR depot to meet growth needs, and river crossing(s), together with the existing CHP plant and legacy gas pressure infrastructure will be accommodated within the site, minimising its spatial impact, where possible allowing for Managed Intensification (and limited release) of associated SIL as per Policy J2 and/or development of further SIL uses. The quantum and functionality of other SIL south of the river crossing safeguarding will be protected, but could be re-located to better effect, securing improved land use transitions and integration given potential compatibility with the DLR depot, neighbouring SIL and bridge footprints. There is scope to incorporate the JWP identified strategic waste management capacity within a comprehensive redevelopment, through the inclusion of a waste facility on remaining SIL; alternatively it should be demonstrated that there is no longer a need for such a facility in that location as per INF3. Indicative building heights of 5 – 8 storeys or less, stepping up to 12 storeys at key locations and up to 19 storeys in a new town centre and around a new DLR station.

See also Policies S1, S5, SP4, SP6, SP7, SP8, SP9, J1,

Partners

Private developer(s)/TfL

Further Sources of Information

Constraints and Other Advisory Information

Phasing

(Medium to) Long term

Superseded - no longer in use

Strategic Site Name

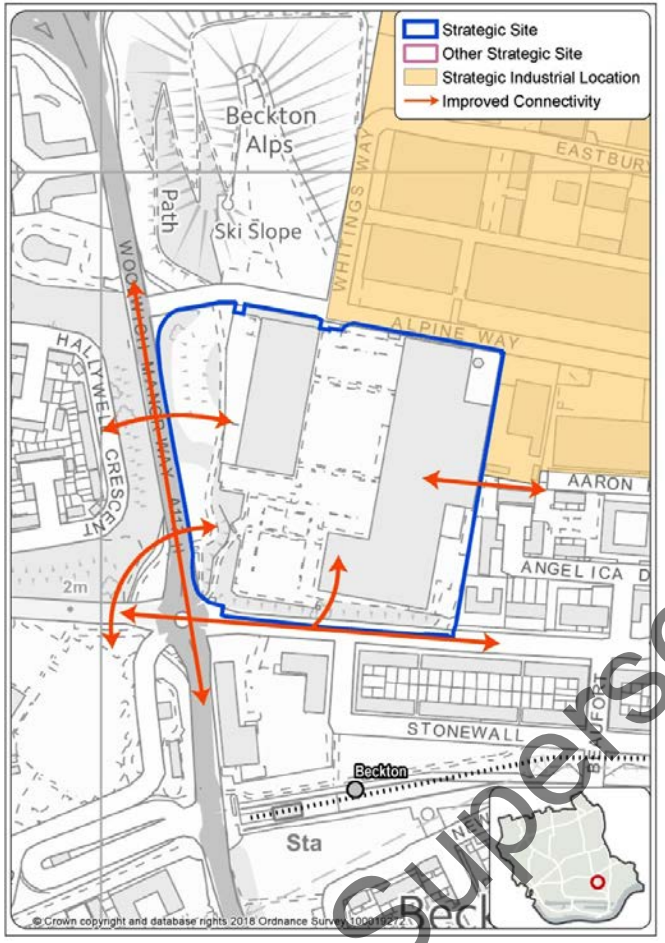
Alpine Way

Strategic Site ref

S02

Community Neighbourhood

Beckton



Allocation including tall buildings specifications

Mixed-use consolidating the neighbourhood centred on Winsor Terrace together with employment uses along Alpine Way complementing the SIL to the north and east. The predominantly residential area on the southern end of the site will have its own dedicated access and improved links to the East Beckton town centre and through to the residential areas to the east and west. Indicative heights: 6 to 8 storeys.

See also Policies S1, S5, SP4, SP7, SP8, J1, J2, H3, INF1, INF2, INF8 and INF9.

Partners

Private developer(s)

Further Sources of Information

- SFRA 2017

Constraints and Other Advisory Information

- PTAL (2021): 4 – 1a
- SINC/ green space 246 & 257 (partial)
- Employment hub, partial [J1]
- APA Tier 3
- Flood zone 3/2
- SINC (adjacent)
- Parks deficiency
- Outside the town centre boundary
- Hot Food Takeaways hotspot (partial)
- Airport Safeguarding: consult LCY for all works (see mapping)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);

Phasing

Medium to long term

Superseeded - no longer in use

Strategic Site Name

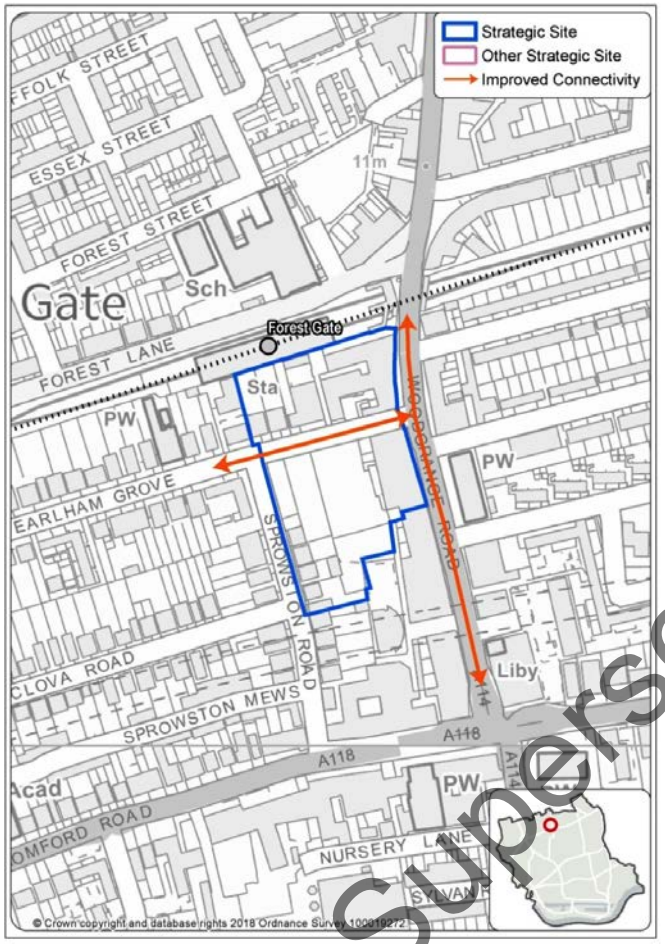
Woodgrange Road West

Strategic Site ref

S24

Community Neighbourhood

Forest Gate



Allocation including tall buildings specifications

Mixed-use comprising town centre uses including retail, arts and cultural, community, business and residential; limited intensification to take advantage of opportunities afforded by Crossrail. There is potential for higher residential densities closer to Forest Gate Station. Development proposals must demonstrate a positive contribution to local character and distinctiveness with a clear strategy for responding positively to the built heritage and conservation area context of this site. Indicative building heights of 4-6 storeys overall with scope for mid-rise development of up to a maximum of 8 storeys in the vicinity of the station.

See also Policies S1, S6, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF5, INF8 and INF9.

Partners

Private developer(s)

Further Sources of Information

- Forest Gate Town Centre Conservation Area Appraisal and Management Plan
- Town Centre Study 2016
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 5
- Some extant planning permissions
- Crossrail station operational from 2018
- Town Centre (partial)
- Employment Hub E14: Forest Gate
- Conservation Area
- Listed buildings
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- Traffic Congestion Zone
- Parks deficiency
- Critical Drainage Area (adjacent)
- Airport Safeguarding: consult LCY for all works above 45m in height
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required); Thames Waters' Groundwater Resources Team need to be contacted if works are likely to penetrate by more than 15mbgl
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Short to medium term

Superseeded - no longer in use

Strategic Site Name

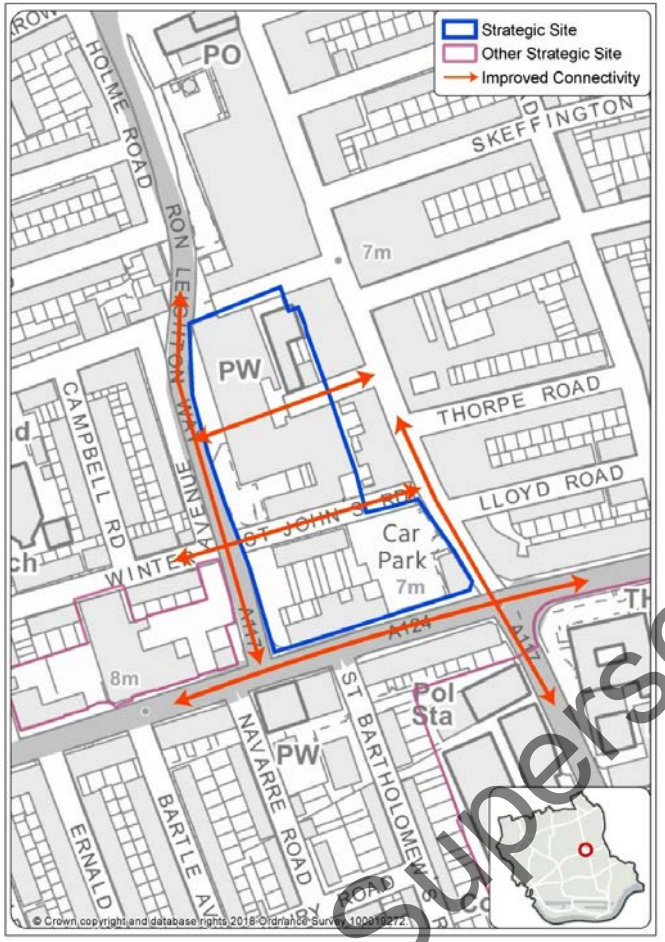
East Ham Market

Strategic Site ref

S25

Community Neighbourhood

East Ham



Allocation including tall buildings specifications

Mixed-use including retail and residential, together with civic space, East-West connectivity through the site and enhancement of Ron Leighton Way should be incorporated. Indicative building heights of 6 to 8 storeys, and up to 12 storeys at key locations subject to sensitivity to the Conservation Area and listed buildings.

See also Policies S1, S6, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF5, INF8 and INF9.

Partners

Private developer(s)

Further Sources of Information

- Town Centre Study 2016
- SFRA 2017
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a
- Some extant planning permissions
- Town Centre
- Employment Hub E7: East Ham Town Centre
- East Ham Conservation Area (partial/adjacent)
- Listed buildings
- APA Tier 2
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Traffic Congestion Zone
- Parks deficiency
- Airport Safeguarding: consult LCY for all works above 45m in height
- Water mains adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Medium term

Superseded - no longer in use

Strategic Site Name

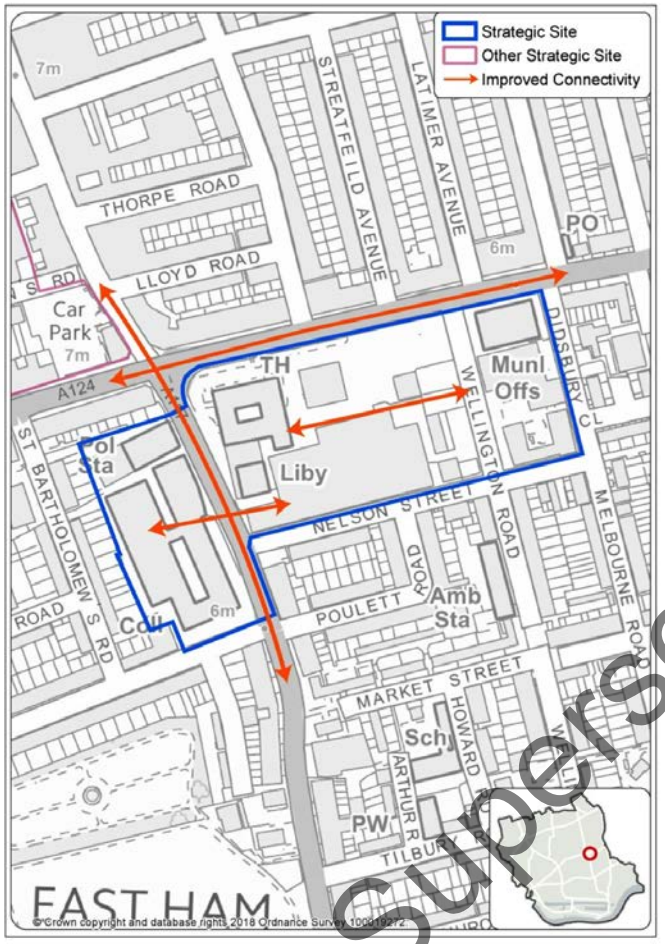
East Ham Town Hall Campus

Strategic Site ref

S26

Community Neighbourhood

East Ham



Allocation including tall buildings specifications

Mixed-use comprising retail, incorporating residential, office and community uses, in a scheme sensitive to important heritage and civic assets on the site. Indicative building heights of 6 to 8 storeys subject to sensitivity to the Conservation Area and listed buildings.

See also Policies S1, S6, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF5, INF8 and INF9.

Partners

LBN / Private developer(s)

Further Sources of Information

- Town Centre Study 2016
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a – 3
- Some extant planning permissions
- Town Centre
- Employment Hub
- Conservation Area
- Listed buildings
- APA Tier 2
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Parks deficiency
- Traffic Congestion Zone
- Access difficulties/constrained site make it likely that police station and college sites need to be considered together.
- Parks deficiency
- Airport Safeguarding: consult LCY for all works above 45m in height
- Water mains adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Medium term

Superseeded - no longer in use

Strategic Site Name

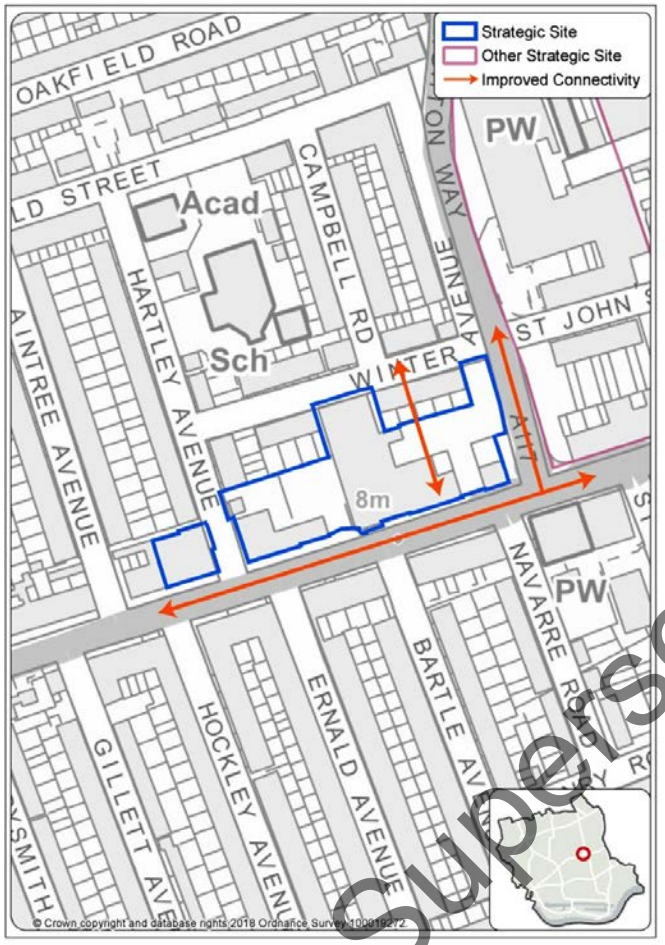
East Ham Western Gateway

Strategic Site ref

S03

Community Neighbourhood

East Ham



Allocation including tall buildings specifications

Mixed-use comprising residential and community uses making efficient use of the site. Design and public realm reflecting the town centre gateway location and Key Corridor status. Indicative height: 6 to 8 storeys.

See also Policies S1, S6, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF5, INF8 and INF9.

Partners

LBN / Private developer(s)

Further Sources of Information

- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a – 3
- Community Forum Opportunity Area
- APA Tier 2
- Listed buildings and Conservation Area (adjacent)
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- AQMA
- Traffic Congestion Zone
- Parks deficiency
- Airport Safeguarding: consult LCY for all works above 45m in height (see mapping)
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Medium term

Superseeded - no longer in use

Strategic Site Name

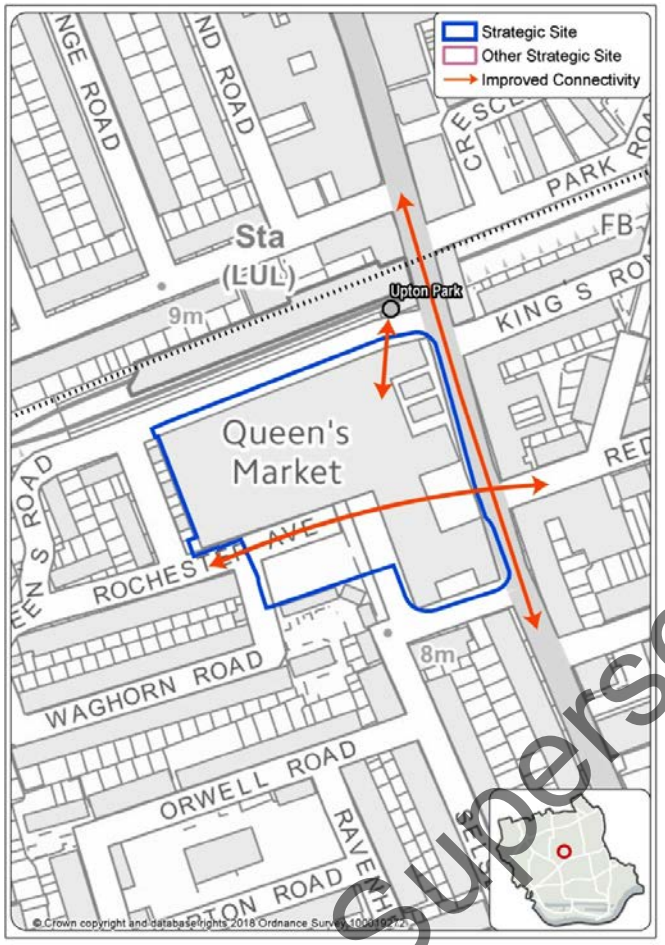
Queen's Market

Strategic Site ref

S27

Community Neighbourhood

Green Street



Allocation including tall buildings specifications

Mixed-use redevelopment comprising retail, residential and community uses (notably healthcare) and including retention of a viable market to provide a central focus for the site's commercial and community role, as well as improvements to the site's relationship with the wider town centre and adjacent station, where step-free access will be facilitated. Indicative building heights of 8 to 12 storeys with potential for a step-up in height of up to 19 storeys at station and stepping down to the low-rise residential context.

See also Policy S1, S6, SP4, SP5, SP6, SP7, SP9, J1, H3, INF1, INF2, INF5, INF8 and INF9.

Partners

LBN / Private developer(s)

Further Sources of Information

- Town Centres Study 2016
- HRA screening report (2018);

Constraints and Other Advisory Information

- PTAL (2021): 6a
- Town Centre
- Asset of Community Value (Queens Market)
- Employment Hub E6: Green Street Town Centre
- Listed buildings (adjacent)
- Licensing Saturation Zone
- Betting Shops and Hot Food Takeaways hotspot
- Critical Drainage Area (adjacent)
- Operational market
- Airport Safeguarding: consult LCY for all works above 45m in height (see mapping)
- Water mains on/adjacent and sewers on site (Piling Method Statement and consultation with Thames Water required);
- Potential need for impact on Epping Forest SAC [SC1-5, INF2, INF6, INF7] (including through in-combination effects) to be considered through an HRA having regard to all relevant information available at the time;

Phasing

Medium term

Superseded - no longer in use

Appendix 2: Non Strategic Site Allocations

Site ref	Site Name	Community Neighbourhood	Address	Allocation	Further Information	Partners and Phasing
HSG1	North of Forest Gate Station E7	Forest Gate	169-180 Forest Lane & 79-119 Woodgrange Road, E7	Residential-led, mixed use See also Policies INF5, S6, SP5	Within Forest Gate Town Centre Conservation Area (refer to Appraisal areas 4 & 7) Medium noise exposure PTAL 4	Private sector Medium to long term
HSG2	Bow Street	Forest Gate	1-2 Bow Street, E15 1HD	Residential See also Policy S6	Medium noise exposure Within AQMA Within APA PTAL 3 Interim use as a hostel has consent until 2020	Public/Private sector Short to medium term
HSG3	Methodist Church Community Centre	Forest Gate	Methodist Church Community Centre, Woodgrange Road, E7 0QH	Residential-led, mixed use See also Policies INF5, S6, SP5	Within Forest Gate Town Centre Conservation Area (refer to Appraisal Area 15). High noise exposure PTAL 4	Private Sector/community group Medium to long term
HSG5	McGrath Road	Forest Gate	3-5 McGrath Road E15 4FA	Residential See also Policy S6	PTAL 2	Public sector Short term
HSG6	236 Romford Road	Forest Gate	236 Romford Road E7 9HZ	Residential See also Policy S6	Within AQMA Within APA High noise exposure PTAL 3	Public/private Short term
HSG7	Wordsworth Avenue	Manor Park	16 Wordsworth Avenue E12 6SU	Residential See also Policy S6	Within APA PTAL 5	Private sector Short term
HSG8	42 West Ham Lane	Stratford and West Ham	42 West Ham Lane, E15 4PT	Residential See also Policy S2	Within AQMA Within APA Medium noise exposure PTAL 6a	Public/Private sector Long term
HSG9	156 - 158 Katherine Road	East Ham/ Green Street	156 - 158 Katherine Road, E6 1ER	Residential See also Policy S6	PTAL 5	Private sector Long term

Superseeded - no longer in use

Site ref	Site Name	Community Neighbourhood	Address	Allocation	Further Information	Partners and Phasing
HSG10	Former Le Bon Club	Stratford and West Ham	Former Le Bon Club / John Street, E15 3EY	Residential See also Policy S2	Within APA PTAL 4	Public/private sector Long term
HSG11	95 Arragon Road	Green Street	95 Arragon Road, E6 1QW	Residential See also Policy S6	PTAL 3	Public/private sector Long term
HSG12	236 – 242 Barking Road	East Ham	236-242 Barking Road, E6 3BB	Residential See also Policy S6	PTAL 4 Within APA Within AQMA High noise exposure	Private sector Medium to long term
HSG13	Nelson Street/ High Street North	East Ham	1-4 Nelson Street, High St North, E6 6EQ	Residential See also Policy S6	Within APA Medium Noise Exposure PTAL 5	Private sector Short term
HSG14	Hartington Close/ Vandome Rd	Canning Town & Custom House	2-32 (evens) Hartington Road, E16 3NP 24-38 (evens) Freemasons Road, E16 3NA Garages at Vandome Close 1-7 (odds) Vandome Close, E16 3SA	Residential See also Policy S4	Within APA Within Flood Zone 2/3 PTAL 2-3	Public/Private sector Medium to long term
HSG16	Grange Road	Canning Town & Custom House	Grange Road (site former 48-54), E13 0EQ	Residential See also Policy S4	Within APA PTAL 4	Private sector Short term
HSG17	Kent Street - Court Area	Plaistow	Kent Street - Court Area (opposite 1 Kent St), E13 8RL	Residential See also Policy S6	PTAL 4	Public/private Long term
HSG18	Doherty Road	Canning Town & Custom House	Doherty Road (garages, 33A & 35), E13 8DR	Residential See also Policy S4	PTAL 4	Public/private sector Short term
HSG19	Beckton Road	Canning Town & Custom House	3-5 Beckton Road, E16 4DT	Residential See also Policy S4	Within AQMA High noise exposure PTAL 5	Public/private Sector Medium to long term
HSG20	Canning Town Area 4	Canning Town & Custom House	Ashburton Road and Freemasons Road, E16 3QL	Residential See also Policy S4	Within APA PTAL 2	Public/Private sector Medium term
HSG21	Baxter Road/Alnwick Road	Canning Town & Custom House	52 Baxter Road/Alnwick Road (land at corner of), E16 3EZ	Residential See also Policy S4	Within APA PTAL 2	Public/Private sector Short term

Superseded - no longer in use

Site ref	Site Name	Community Neighbourhood	Address	Allocation	Further Information	Partners and Phasing
HSG22	Balaam Street Garage	Canning Town & Custom House	44-46 Balaam Street, E13 8AQ even odds	Residential See also Policy S6	Within APA Medium noise exposure PTAL 4	Public/Private sector Medium to long term
HSG23	Balaam Leisure Centre	Canning Town & Custom House	26 Balaam St, London E13 8AQ	Residential See also Policy S4	PTAL 4	Public/private sector Long term
HSG24	Cyprus 4	Beckton	Cyprus 4 (Land at Ferndale St), E6	Residential See also Policy S5	Within APA PTAL 3	Private sector Short to medium term
HSG25	ExCel Site 4	Canning Town & Custom House	ExCel Site 4 (Seagull Lane, site adjacent to carpark), E16 1AZ	Residential-led, mixed use See also Policy S3, S4	Within an APA PTAL 2 High noise exposure	Private sector Medium term
HSG26	ExCel Site 3	Canning Town & Custom House	ExCel Site 3 (west End Carpark, Western Gateway), E16 1DR	Residential-led, mixed use See also Policy S3, S4	Within an APA PTAL 2 High noise exposure	Private sector Medium term
HSG27	Leonard Street	Royal Docks	Leonard Street (land corner of Leonard St/Newland St), E16	Residential See also Policy S3	Within APA Medium noise exposure PTAL 2	Public/private sector Long term
HSG28	Former Tate Institute	Royal Docks	Former Tate Institute/ Wythes Road (& 18 Albert Road) E16 2DW	Residential See also Policy S3	Within APA Medium noise exposure PTAL 2	Public/private sector Medium to long term
HSG29	Rymill Street	Royal Docks	Rymill Street E16 (land at junction of Ryland St/ Dockland St) E16 2	Residential See also Policy S3	Within APA High noise exposure PTAL 2	Public/private sector Short to medium term
HSG30	Barrier Park North	Royal Docks	Barrier Park North (North Woolwich Road, carpark adjacent to Barrier Park) E16	Residential See also Policy S3	Within an APA PTAL 2 Medium noise exposure	Public/Private sector Medium term
HSG31	Albert Road/Fernhill Street	Royal Docks	268 Albert Road/242 Fernhill Street E16 2HX	Residential See also Policy S3	Within APA Medium noise exposure PTAL 2	Public/private sector Long term
HSG32	Abbey House	Stratford and West Ham	Abbey House, Bakers Row, E15 3NB	Residential-led, mixed use See also Policy S2	Within APA PTAL 2-4	Private sector Short to medium term

Superseded - no longer in use

Site ref	Site Name	Community Neighbourhood	Address	Allocation	Further Information	Partners and Phasing
HSG33	15-21 Leytonstone Road	Stratford and West Ham	15-21 Leytonstone Road, E15 1JA	Residential-led, mixed use (in accordance with CFOA and MBOA) See also Policy S2	Within APA Within AQMA High noise exposure PTAL 6b	Private sector Short to medium term
HSG34	David Street	Stratford and West Ham	1-15 David Street (garage site, E15)	Residential See also Policy S2	PTAL 6a	Public/Private sector Medium term
HSG35	Rosebery Avenue	Manor Park	Rear of 100 Rosebery Avenue, E12 6PS	Residential See also Policy S6	PTAL 1b - 3	Private sector Long term
HSG36	Prince Regent Lane	Plaistow	9-11 Prince Regent Lane (Falcon Carriage site), E13 8RH	Residential See also Policy S6	Within APA High noise exposure Within AQMA PTAL 4	Private sector Long term

Superseeded - no longer in use

Appendix 3: Protected Green Space

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS1	2.03	Linear Open Space	Linear Open Space	Public Access	SINC, Green Belt	Manor Park	E12 5DS
GS2	1.02	Allotment	No Designation	No Public Access	SINC, Green Belt	Manor Park	E12 5DS
GS3	67.75	Cemetery	No Designation	Public Access	SINC, Green Belt	Manor Park	E12 5DG
GS4	0.25	Woodland	No Designation	No Public Access		Forest Gate	E7 0EF
GS5	0.26	Amenity	Pocket Park	Public Access		Manor Park	E12 5NR
GS6	0.25	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5JB
GS7	0.14	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5DS
GS8	8.18	Open Space	Metropolitan Park	Public Access	SINC, Green Belt	Manor Park	E12 5DF
GS9	0.04	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5JA
GS10	0.13	Education Land	No Designation	No Public Access		Manor Park	E12 5PB
GS11	0.40	Amenity / Play	Pocket Park	Public Access		Manor Park	E12 5FB
GS12	17.09	Cemetery	No Designation	Public Access	SINC	Manor Park	E12 5BX
GS13	0.03	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5HT
GS14	0.04	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5BP
GS15	0.07	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5BP
GS16	12.21	Cemetery	No Designation	Public Access	SINC	Forest Gate	E15 1SP
GS17	0.01	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5BP
GS18	0.26	Education Land	No Designation	No Public Access		Forest Gate	E7 0JW
GS19	0.03	Estate Amenity	Pocket Park	Public Access		Forest Gate	E7 0HQ
GS20	0.03	Railway Land	No Designation	No Public Access	SINC	Manor Park	E7 0NP
GS21	0.17	Estate Amenity / Play	Pocket Park	Public Access		Forest Gate	E7 0HQ

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS22	0.10	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5AX
GS23	0.01	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 0NP
GS24	0.01	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 0NS
GS25	0.03	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 0NT
GS26	10.46	Park	Local Park & Open Space	Public Access	SINC, MOL	Manor Park	E12 5LY
GS27	0.67	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E12 5BB
GS28	0.17	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 0NH
GS29	0.42	Play / Sports Pitch	Small Open Space	Public Access		Forest Gate	E7 9BL
GS30	0.29	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5AD
GS31	1.26	Landscape Buffer	No Designation	No Public Access	SINC, MOL	Manor Park	E12 5NA
GS32	0.26	Amenity	Pocket Park	Public Access		Stratford & West Ham	E15 1TT
GS33	0.35	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 0NF
GS34	1.04	Park	Small Open Space	Public Access		Stratford & West Ham	E15 1DZ
GS35	0.45	Education Land	No Designation	No Public Access		Manor Park	E12 6AR
GS36	0.10	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 0NA
GS37	0.11	Estate Amenity	Pocket Park	Public Access		Manor Park	E12 6BE
GS38	0.39	Open Space	No Designation	No Public Access		Stratford & West Ham	E15 1AB
GS39	0.24	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 5AF
GS40	0.14	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6AB
GS41	0.09	Estate Amenity	Pocket Park	Public Access		Forest Gate	E15 1QZ
GS42	0.34	Church Yard	No Designation	Public Access	SINC	Manor Park	E12 6HA
GS43	0.08	Education Land	No Designation	No Public Access	SINC	Manor Park	E12 6HA
GS44	1.80	Park	Small Open Space	Public Access	SINC	Forest Gate	E15 1RL

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS45	0.21	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6AD
GS46	0.05	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 9AP
GS47	0.20	Amenity / Play	Pocket Park	Public Access	SINC	Forest Gate	E7 9BZ
GS48	0.13	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6UJ
GS49	0.13	Amenity / Play	Pocket Park	Public Access		Stratford & West Ham	E15 1JJ
GS50	0.34	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E15 4NT
GS51	0.29	Education Land	No Designation	No Public Access		Stratford & West Ham	E15 1JY
GS52	6.66	Cemetery	No Designation	Public Access	SINC	Manor Park	E12 6UG
GS53	0.59	Education Land	No Designation	No Public Access		Manor Park	E12 6ET
GS54	0.14	Estate Amenity	No Designation	No Public Access		Forest Gate	E7 0QS
GS55	0.31	Education Land	No Designation	No Public Access		Forest Gate	E15 1HB
GS56	0.41	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6AG
GS57	0.17	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E7 9AL
GS58	0.42	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6QS
GS59	0.56	Allotment	No Designation	No Public Access	MOL	Manor Park	E12 6JL
GS60	0.16	Estate Amenity	No Designation	No Public Access		Manor Park	E12 6JD
GS61	0.25	Education Land	No Designation	No Public Access		Manor Park	E12 6PW
GS62	0.19	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E15 4NR
GS63	0.15	Railway Land	No Designation	No Public Access	SINC	Forest Gate	E15 4NL
GS64	0.09	Play / Amenity	Pocket Park	Public Access		Manor Park	E12 6JF
GS65	0.23	Church Yard	No Designation	Public Access		Forest Gate	E7 8BD
GS66	0.38	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6JA
GS67	1.76	Playing Field / Sports Pitch	No Designation	No Public Access	MOL	Manor Park	E12 6JL

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS68	0.60	Open Space	No Designation	No Public Access	SINC, MOL	Manor Park	E12 6JL
GS69	0.34	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6LB
GS70	0.21	Railway Land	No Designation	No Public Access	SINC, MOL	Manor Park	E12 6JL
GS71	0.74	Amenity / Play	Small Open Space	Public Access		Manor Park	E12 6LR
GS72	0.03	Railway Land	No Designation	No Public Access	SINC	East Ham	E12 6LU
GS73	0.01	Railway Land	No Designation	No Public Access	SINC	East Ham	E6 2AU
GS74	0.26	Railway Land	No Designation	No Public Access	SINC	East Ham	E6 2AS
GS75	0.03	Railway Land	No Designation	No Public Access	SINC	East Ham	E6 2AU
GS76	0.05	Railway Land	No Designation	No Public Access	SINC	East Ham	E6 2AU
GS77	5.18	Cemetery	No Designation	Public Access		Manor Park	E12 6PG
GS78	0.25	Railway Land	No Designation	No Public Access	SINC	Stratford & West Ham	E15 1BJ
GS79	0.05	Play	Pocket Park	Public Access		Forest Gate	E7 9HQ
GS80	0.13	Estate Amenity	Pocket Park	Public Access		Forest Gate	E15 4JJ
GS81	0.39	Railway Land	No Designation	No Public Access	SINC	East Ham	E6 2AL
GS82	8.54	Open Space	No Designation	No Public Access	MOL	East Ham	E6 2AS
GS84	1.03	Football Ground	No Designation	No Public Access		Forest Gate	E7 9JT
GS85	0.03	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6LL
GS86	7.57	Park	Local Park & Open Space	Public Access	SINC	Manor Park	E12 6SR
GS87	0.59	Church Yard	No Designation	Public Access		Stratford & West Ham	E15 1NG
GS88	0.10	Railway Land	No Designation	No Public Access	SINC	Manor Park	E12 6SE
GS89	0.41	Railway Land	No Designation	No Public Access	SINC	East Ham	E6 2AL
GS90	0.45	Education Land	No Designation	No Public Access		Manor Park	E12 6SR
GS91	0.52	Education Land	No Designation	No Public Access		Green Street	E7 9PS

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS92	26.67	Park	District Park	Public Access	SINC	Stratford & West Ham	E15 3QJ
GS93	0.30	Railway Land	No Designation	No Public Access	SINC	Manor Park	E6 1BG
GS94	6.79	Open Space	No Designation	No Public Access	SINC, MOL	East Ham	E6 2BP
GS95	0.20	Railway Land	No Designation	No Public Access	SINC	East Ham	E6 1JB
GS96	0.35	Education Land	No Designation	No Public Access		Green Street	E6 1AA
GS97	4.30	Park	Local Park & Open Space	Public Access		Stratford & West Ham	E15 4DR
GS98	0.43	Education Land	No Designation	No Public Access		Stratford & West Ham	E15 3NT
GS99	0.14	Railway Land	No Designation	No Public Access	SINC	Green Street	E6 1BW
GS100	0.24	Amenity	Pocket Park	Public Access		Stratford & West Ham	E15 4AJ
GS101	0.10	Amenity	Pocket Park	Public Access		Stratford & West Ham	E15 4AL
GS102	0.15	Railway Land	No Designation	No Public Access	SINC	Green Street	E6 1EU
GS103	0.08	Open Space	No Designation	Public Access		East Ham	E6 2LP
GS104	0.44	Amenity	Small Open Space	Public Access		Stratford & West Ham	E15 3HU
GS105	0.36	Education Land	No Designation	No Public Access		Stratford & West Ham	E15 3HU
GS106	0.10	Open Space	No Designation	Public Access		East Ham	E6 2LP
GS107	0.09	Railway Land	No Designation	No Public Access	SINC	Green Street	E6 1EA
GS108	0.21	Railway Land	No Designation	No Public Access	SINC	Green Street	E6 1DU
GS109	0.30	Education Land	No Designation	No Public Access	SINC, MOL	East Ham	E6 2LP
GS110	0.71	Church Yard	No Designation	Public Access	SINC	Stratford & West Ham	E15 3HU
GS111	0.05	Estate Amenity	No Designation	No Public Access		Stratford & West Ham	E15 3JY
GS112	3.23	Park	Local Park & Open Space	Public Access	MOL	East Ham	E6 2LP
GS113	0.11	Estate Amenity	No Designation	No Public Access		Stratford & West Ham	E15 3PY

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS114	0.05	Railway Land	No Designation	No Public Access	SINC	Green Street	E13 9AT
GS115	0.20	Amenity	Pocket Park	Public Access		Stratford & West Ham	E15 3NT
GS116	0.07	Railway Land	No Designation	No Public Access	SINC	Green Street	E13 9AT
GS117	0.89	Amenity / Play	Small Open Space	Public Access		Stratford & West Ham	E15 3NN
GS118	0.15	Amenity	Pocket Park	Public Access		Green Street	E6 1DT
GS119	0.03	Amenity	Pocket Park	Public Access		Green Street	E6 1HB
GS120	0.20	Education Land	No Designation	No Public Access		Stratford & West Ham	E15 3HZ
GS121	3.03	Park	Local Park & Open Space	Public Access	SINC	Green Street	E6 1PX
GS122	0.13	Estate Amenity	Pocket Park	Public Access		Plaistow	E13 0NJ
GS123	0.22	Railway Land	No Designation	No Public Access	SINC	Green Street	E13 0SE
GS124	0.20	Railway Land	No Designation	No Public Access	SINC	Plaistow	E13 0PE
GS125	0.05	Play	Pocket Park	Public Access		Plaistow	E13 0NJ
GS126	1.50	Landscape Buffer	No Designation	No Public Access	SINC	East Ham	IG117BG
GS127	0.29	Amenity / Play	Pocket Park	Public Access		Stratford & West Ham	E15 3JZ
GS128	0.30	Estate Amenity	No Designation	No Public Access		Green Street	E13 9AX
GS129	0.20	Railway Land	No Designation	No Public Access	SINC	Plaistow	E13 0PB
GS130	1.43	Open Space	No Designation	No Public Access	SINC	East Ham	E6 2PS
GS131	0.18	Railway Land	No Designation	No Public Access	SINC	Plaistow	E13 0PE
GS132	11.07	Education Land	No Designation	No Public Access	MOL	East Ham	E6 2LP
GS133	0.04	Estate Amenity	No Designation	No Public Access		Stratford & West Ham	E15 3DP
GS134	0.21	Open Space	Pocket Park	No Public Access		Stratford & West Ham	E15 3NF
GS135	0.08	Estate Amenity	No Designation	No Public Access		Stratford & West Ham	E15 3DP
GS136	1.83	Allotment	No Designation	No Public Access		Plaistow	E13 9AQ

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS137	0.95	Sports Ground	No Designation	No Public Access		Green Street	E13 9AX
GS138	0.04	Railway Land	No Designation	No Public Access	SINC	Plaistow	E13 0LJ
GS139	0.66	Open Space	Small Open Space	Public Access		Plaistow	E13 0JH
GS140	0.03	Railway Land	No Designation	No Public Access	SINC	Plaistow	E13 0HZ
GS141	0.82	Open Space	Small Open Space	Public Access		Plaistow	E13 0SA
GS142	0.01	Railway Land	No Designation	No Public Access	SINC	Plaistow	E13 0HZ
GS143	0.09	Amenity	Pocket Park	Public Access		Green Street	E6 1QB
GS144	0.27	Education Land	No Designation	No Public Access		Plaistow	E13 9DQ
GS145	0.29	Linear Open Space	Linear Open Space	Public Access	SINC, MOL	East Ham	E6 2PP
GS146	0.29	Education Land	No Designation	No Public Access		Plaistow	E13 9DQ
GS147	1.80	Waterway	No Designation	No Public Access	SINC	East Ham	E6 2PP
GS148	3.45	Playing Field	No Designation	No Public Access		East Ham	E6 2RU
GS149	0.18	Railway Land	No Designation	No Public Access	SINC, MOL	Plaistow	E13 0EB
GS150	0.15	Landscape Buffer	No Designation	No Public Access	SINC, MOL	East Ham	IG117BG
GS151	0.05	Railway Land	No Designation	No Public Access	SINC, MOL	Stratford & West Ham	E15 3HB
GS152	2.06	Playing Field	No Designation	No Public Access		Plaistow	E13 0BH
GS153	3.63	Open Space	Local Park & Open Space	Public Access	SINC, MOL	East Ham	IG117BG
GS154	9.89	Park	Local Park & Open Space	Public Access	SINC	East Ham	E6 3AA
GS155	0.26	Waterway	No Designation	No Public Access	SINC, MOL	East Ham	IG117NZ
GS156	0.15	Linear Open Space	Linear Open Space	Public Access	SINC, MOL	East Ham	IG117NZ
GS157	0.39	Amenity / Play / Sports Pitch	Pocket Park	Public Access		Plaistow	E13 0DG
GS158	0.52	Waterway	No Designation	No Public Access	SINC	Stratford & West Ham	E15 3NY

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS159	0.08	Amenity	Pocket Park	Public Access		Plaistow	E13 0DG
GS160	0.04	Landscape Buffer	No Designation	No Public Access		Plaistow	E13 0DR
GS161	0.75	TBC	Small Open Space	Public Access		Plaistow	E13 9LN
GS162	0.20	Amenity	Pocket Park	Public Access		Plaistow	E13 8AZ
GS163	3.94	Allotment	No Designation	No Public Access	MOL	East Ham	E6 6BX
GS164	0.06	Waterway	No Designation	No Public Access		Beckton	IG110AD
GS165	0.37	Education Land	No Designation	No Public Access		East Ham	E6 3PA
GS166	0.30	Landscape Buffer	No Designation	No Public Access		Beckton	IG110AD
GS167	1.34	Waterway	No Designation	No Public Access	MOL	East Ham	E6 6AZ
GS168	12.24	Park	Local Park & Open Space	Public Access		Custom House & Canning Town	E13 0EA
GS169	0.04	Amenity	Pocket Park	Public Access		East Ham	E6 6BB
GS170	0.15	Estate Amenity	No Designation	No Public Access		East Ham	E6 6AU
GS171	3.81	Park	Local Park & Open Space	Public Access		Plaistow	E13 0AS
GS172	11.91	Cemetery	No Designation	Public Access	SINC	Custom House & Canning Town	E13 0DR
GS173	1.23	Open Space / Grazing Land	No Designation	No Public Access	MOL	Beckton	IG110AD
GS174	0.68	Waterway	No Designation	No Public Access	MOL	East Ham	E6 6AX
GS175	2.34	Sports Pitch	No Designation	No Public Access	MOL	Beckton	IG110AD
GS176	0.29	Community Garden	No Designation	No Public Access		Plaistow	E13 0EQ
GS177	0.25	Amenity	Pocket Park	Public Access		Plaistow	E13 8RJ
GS178	6.16	Open Space	No Designation	No Public Access	SINC, MOL	Beckton	IG110AD
GS179	2.68	Allotment	No Designation	No Public Access	MOL	East Ham	E6 6AX

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS180	1.21	Waterway	No Designation	No Public Access	MOL	Beckton	E6 6LH
GS181	0.25	Grounds	No Designation	No Public Access		Plaistow	E13 8RL
GS182	0.70	Linear Open Space	Linear Open Space	Public Access	MOL	Beckton	E6 6LH
GS183	1.51	Waterway	No Designation	No Public Access		Beckton	IG110AD
GS184	0.03	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E13 0EF
GS185	2.65	Open Space / Woodland	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 4TG
GS186	0.08	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E13 8AN
GS187	0.08	Estate Amenity	Pocket Park	Public Access		Custom House & Canning Town	E13 0EG
GS188	0.02	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E13 8AN
GS189	0.50	Linear Open Space	Linear Open Space	Public Access		Beckton	E6 6LH
GS190	0.87	Waterway / Woodland	No Designation	No Public Access		Beckton	E6 6LH
GS191	18.08	Linear Open Space (Greenway)	Linear Open Space	Public Access	SINC, MOL, LVRPA	Borough Wide	E13 0AN
GS192	6.81	Park	Local Park & Open Space	Public Access	MOL	East Ham	E6 6AJ
GS193	0.65	Waterway / Grazing Land	No Designation	No Public Access		Beckton	IG110AD
GS194	9.77	Cemetery	No Designation	Public Access		East Ham	E6 3NN
GS195	3.28	Education Land	No Designation	No Public Access		East Ham	E6 3LB
GS196	0.73	Waterway / Woodland	No Designation	No Public Access		Beckton	E6 6LH
GS197	0.12	Education Land	No Designation	No Public Access		Custom House & Canning Town	E13 0EH

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS198	0.19	Estate Amenity	No Designation	No Public Access		East Ham	E6 3QY
GS199	0.28	Estate Amenity	No Designation	No Public Access		East Ham	E6 3QY
GS200	4.14	Amenity / Play	Local Park & Open Space	Public Access		Custom House & Canning Town	E13 0EH
GS201	0.06	Amenity	Pocket Park	Public Access		East Ham	E6 3QY
GS202	0.18	Open Space	No Designation	No Public Access		East Ham	E6 6HR
GS203	0.71	Linear Open Space	Linear Open Space	Public Access		Beckton	E6 6JF
GS204	0.40	Estate Amenity	No Designation	No Public Access		East Ham	E6 3PH
GS205	1.32	Grounds	No Designation	No Public Access		Plaistow	E13 8RT
GS206	1.17	Amenity / Woodland	Small Open Space	Public Access	SINC	Custom House & Canning Town	E3 3JQ
GS207	0.36	Education Land	No Designation	No Public Access		Custom House & Canning Town	E13 8DD
GS208	0.02	Estate Amenity	No Designation	No Public Access		Plaistow	E13 8RP
GS209	0.19	Open Space	No Designation	No Public Access		Custom House & Canning Town	E13 8BY
GS210	0.05	Estate Amenity	Pocket Park	Public Access		Plaistow	E13 8RP
GS211	3.73	Church Yard / Nature Reserve	Local Park & Open Space	Public Access	SINC	East Ham	E6 3PG
GS212	12.78	Linear Open Space	Linear Open Space	Public Access	Part SINC, MOL	Beckton	E6 7FF
GS212a	3.18	Linear Open Space	Linear Open Space	Public Access	MOL	Beckton	E16 2BF
GS213	0.18	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 4HX
GS214	1.42	Amenity / Woodland	Small Open Space	Public Access		Beckton	E6 6JF
GS215	0.07	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 4JS

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS216	3.51	Education Land	No Designation	No Public Access		Plaistow	E13 8BL
GS217	3.08	Education Land	No Designation	No Public Access		Custom House & Canning Town	E16 4NH
GS218	2.44	Open Space	No Designation	No Public Access	SINC	Beckton	E6 7FF
GS219	0.22	Landscape Buffer	No Designation	No Public Access		Beckton	E6 6JF
GS220	0.08	Woodland	No Designation	No Public Access		East Ham	E6 3SR
GS221	1.40	Education Land	No Designation	No Public Access		Plaistow	E13 8BF
GS222	5.67	Education Land	No Designation	No Public Access		East Ham	E13 8BL
GS223	0.37	Play / Amenity	Pocket Park	Public Access		East Ham	E6 3RZ
GS224	2.16	Open Space / Woodland	No Designation	No Public Access		Beckton	E6 6JF
GS225	0.45	Linear Open Space	Linear Open Space	Public Access	SINC	Plaistow	E13 8BL
GS226	1.82	Open Space	No Designation	No Public Access		Plaistow	E13 8BL
GS227	0.17	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E13 8JJ
GS228	4.49	Amenity / Vacant Land	Local Park & Open Space	Part Public Access	SINC	Beckton	E6 6JF
GS229	0.30	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 4HL
GS230	0.04	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E13 8EL
GS231	0.29	Landscape Buffer	No Designation	No Public Access	SINC	Plaistow	E13 8BL
GS232	0.06	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 4HH
GS233	1.80	Education Land	No Designation	No Public Access		Beckton	E6 5NX
GS234	5.37	Open Space	No Designation	Public Access		Plaistow	E13 8BL

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS235	4.02	Park	Local Park & Open Space	Public Access	SINC	Custom House & Canning Town	E16 4PN
GS236	0.21	Estate Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 4HL
GS237	0.12	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 4AS
GS238	0.24	Open Space	No Designation	No Public Access		Beckton	E6 5NX
GS240	10.56	Park	District Park	Public Access	SINC, MOL	Beckton	E16 3LJ
GS241	2.62	Linear Open Space	No Designation	No Public Access	SINC	Beckton	E6 7FF
GS242	0.12	Open Space	No Designation	No Public Access		Custom House & Canning Town	E16 3LJ
GS243	0.29	Amenity / Play	Pocket Park	Public Access		Custom House & Canning Town	E16 4AA
GS244	0.12	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3SU
GS245	0.07	Amenity	Pocket Park	Public Access		Beckton	E6 5UH
GS246	0.94	Amenity	Small Open Space	Public Access	SINC	Beckton	E6 5NT
GS247	0.06	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E13 8JX
GS248	0.32	Education Land	No Designation	No Public Access		Custom House & Canning Town	E16 3LJ
GS249	1.34	Woodland	No Designation	No Public Access		Beckton	E6 5NX
GS250	0.34	Amenity	Pocket Park	Public Access		Beckton	E6 5XW
GS251	0.37	Amenity	Pocket Park	Public Access		Beckton	E6 5YF
GS252	0.45	Open Space	No Designation	No Public Access	SINC, MOL	Beckton	IG110DS
GS253	0.37	Amenity	Pocket Park	Public Access		Beckton	E6 5LY

Superseeded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS254	0.48	Waterway	No Designation	No Public Access	SINC	Custom House & Canning Town	E14 0LA
GS255	0.62	Amenity	Small Open Space	Public Access		Custom House & Canning Town	E16 4HB
GS256	0.43	Linear Open Space	Linear Open Space	Public Access		Beckton	E6 5LY
GS257	0.22	Landscape Buffer	No Designation	No Public Access	SINC	Beckton	E6 5NT
GS258	0.10	Amenity	Pocket Park	Public Access		Beckton	E6 5TH
GS259	7.75	Park	Local Park & Open Space	Public Access		Custom House & Canning Town	E16 3JJ
GS260	0.04	Estate Amenity	Pocket Park	Public Access		Beckton	E6 5TR
GS261	1.18	Linear Open Space	Linear Open Space	Public Access		Beckton	E6 5RG
GS262	0.57	Linear Open Space	Linear Open Space	Public Access		Beckton	E6 6LE
GS263	0.73	Amenity	Small Open Space	Public Access		Beckton	E6 5LW
GS264	0.07	Railway Land	No Designation	No Public Access		Beckton	E6 5NT
GS265	0.25	Railway Land	No Designation	No Public Access		Beckton	E6 6LE
GS266	0.07	Open Space / Woodland	No Designation	No Public Access		Beckton	E6 5NT
GS267	0.15	Amenity	Pocket Park	Public Access		Beckton	E6 6WH
GS268	0.21	Amenity / Sports Pitch	Pocket Park	Public Access		Custom House & Canning Town	E16 1JQ
GS269	0.83	Amenity / Woodland	Small Open Space	Public Access	SINC	Custom House & Canning Town	E16 1PN
GS270	1.60	Education Land	No Designation	No Public Access		Custom House & Canning Town	E16 3LU
GS271	0.22	Grounds	No Designation	No Public Access		Beckton	E6 5PA
GS272	0.54	Education Land	No Designation	No Public Access		Beckton	E6 6LE

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS273	1.32	Amenity / Play / Woodland	Small Open Space	Public Access		Beckton	E6 5LW
GS274	3.57	Woodland	No Designation	No Public Access		Beckton	E6 6LE
GS275	3.55	Education Land	No Designation	No Public Access		Beckton	E6 5JG
GS276	0.31	Estate Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3RH
GS277	0.99	Linear Open Space	Linear Open Space	Public Access	SINC, MOL	Beckton	E6 5LW
GS278	0.79	Linear Open Space	Linear Open Space	Public Access		Beckton	E6 5RN
GS279	0.32	Woodland	No Designation	No Public Access		Beckton	E6 5QY
GS280	0.68	Allotment	No Designation	No Public Access	SINC, MOL	Beckton	E6 5PD
GS281	3.64	Park	Local Park & Open Space	Public Access	SINC	Custom House & Canning Town	E16 3HD
GS282	0.42	Amenity / Play / Sports Pitch	Small Open Space	Public Access		Custom House & Canning Town	E16 1GD
GS283	2.05	City Farm	Local Park & Open Space	Public Access	SINC	Custom House & Canning Town	E16 3HR
GS284	0.52	Woodland	No Designation	No Public Access		Beckton	E6 5NY
GS285	0.04	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 1LH
GS286	0.20	Linear Open Space	Linear Open Space	Public Access	SINC	Custom House & Canning Town	E16 3HR
GS287	1.06	Woodland	No Designation	No Public Access		Beckton	E6 5NG
GS288	0.09	Estate Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3NP
GS289	0.05	Estate Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3EY
GS290	21.72	Park	District Park	Public Access	SINC, MOL	Beckton	E16 3RD

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS291	0.78	Education Land	No Designation	No Public Access		Custom House & Canning Town	E16 1LH
GS292	0.01	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3NP
GS293	0.04	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3EY
GS294	0.88	Education Land	No Designation	No Public Access		Custom House & Canning Town	E16 3ET
GS295	1.07	Allotment	No Designation	No Public Access		Beckton	E6 5NR
GS296	0.06	Amenity / Play	Pocket Park	Public Access		Beckton	E6 5ND
GS297	2.73	Park	Local Park & Open Space	Public Access		Custom House & Canning Town	E16 1LN
GS298	0.18	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 1DN
GS299	0.94	Woodland	No Designation	No Public Access		Beckton	E6 6FS
GS300	1.43	Park	Small Open Space	Public Access	SINC, LVRPA	Custom House & Canning Town	E14 0JG
GS301	6.74	Park	Local Park & Open Space	Public Access	MOL	Beckton	E6 5NA
GS302	0.06	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 1NE
GS303	0.19	Play / Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 1NE
GS304	1.01	Education Land	No Designation	No Public Access		Beckton	E6 5NA
GS305	0.29	Woodland	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 3ET
GS306	0.09	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 1LQ

Superseeded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS307	1.62	Open Space	No Designation	No Public Access		Custom House & Canning Town	E16 3HJ
GS308	2.06	Education Land	No Designation	No Public Access		Custom House & Canning Town	E16 3HJ
GS309	2.07	Park	Local Park & Open Space	Public Access		Custom House & Canning Town	E16 3AU
GS310	0.08	Amenity	Pocket Park	Public Access		Beckton	E6 5PG
GS311	0.15	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3QA
GS312	1.54	Allotment	No Designation	No Public Access		Custom House & Canning Town	E16 3RD
GS313	0.03	Woodland	No Designation	Public Access		Beckton	E6 5NP
GS314	0.54	Open Space	No Designation	No Public Access		Custom House & Canning Town	E16 3HJ
GS315	0.91	Linear Open Space	Linear Open Space	Public Access	SINC	Custom House & Canning Town	E16 2FQ
GS316	0.11	Allotment	No Designation	No Public Access		Custom House & Canning Town	E16 3HJ
GS317	0.81	Allotment	No Designation	No Public Access		Custom House & Canning Town	E16 3HJ
GS318	2.03	Woodland	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 3HJ
GS319	0.25	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 1DN
GS320	0.78	Allotment	No Designation	No Public Access		Custom House & Canning Town	E16 3HJ
GS321	0.07	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 3BY

Superseeded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS322	0.04	Amenity	Pocket Park	Public Access		Beckton	E6 5NA
GS323	0.27	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 3BY
GS324	0.08	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 3BY
GS325	0.57	Amenity	Small Open Space	Public Access		Beckton	E6 6FY
GS326	3.18	Landscape Buffer	No Designation	No Public Access		Beckton	E16 2QU
GS327	0.18	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 1DN
GS328	0.31	Amenity	Pocket Park	Public Access		Custom House & Canning Town	E16 3BY
GS329	0.28	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 3BY
GS330	1.24	Linear Open Space	No Designation	No Public Access	SINC	Custom House & Canning Town	E14 0FP
GS331	0.23	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E16 1DN
GS332	0.16	Landscape Buffer	No Designation	No Public Access	SINC	Custom House & Canning Town	E14 0FP
GS333	0.15	Railway Land	No Designation	No Public Access	SINC	Custom House & Canning Town	E14 0FP
GS334	0.58	Amenity	Small Open Space	Public Access		Royal Docks	E16 2AR
GS335	1.15	Linear Open Space	Linear Open Space	Public Access		Royal Docks	E16 2BE
GS337	0.06	Amenity / Play	Pocket Park	Public Access		Royal Docks	E16 2DZ
GS338	0.02	Amenity	Pocket Park	Public Access		Royal Docks	E16 2HL
GS339	0.03	Amenity	Pocket Park	Public Access		Royal Docks	E16 2DY
GS340	0.22	Amenity	Pocket Park	Public Access		Royal Docks	E16 2FY

Superseded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS341	0.46	Waterway	No Designation	No Public Access		Royal Docks	E16 2RG
GS342	0.12	Amenity	Pocket Park	Public Access		Royal Docks	E16 2JZ
GS343	0.18	Estate Amenity	Pocket Park	Public Access		Royal Docks	E16 2JE
GS344	0.58	Amenity / Play	Small Open Space	Public Access		Royal Docks	E16 2GN
GS345	0.71	Estate Amenity	No Designation	No Public Access	SINC	Royal Docks	E16 2SB
GS346	0.46	Estate Amenity	Pocket Park	Public Access		Royal Docks	E16 2NH
GS347	0.59	Estate Amenity	No Designation	No Public Access		Royal Docks	E16 2EQ
GS348	0.08	Amenity	Pocket Park	Public Access		Royal Docks	E16 2JH
GS349	7.29	Park	Local Park & Open Space	Public Access	SINC	Royal Docks	E16 2FW
GS350	4.81	Park	Local Park & Open Space	Public Access	SINC	Royal Docks	E16 2FH
GS351	2.15	Park	Local Park & Open Space	Public Access	SINC	Royal Docks	E16 2AX
GS352	0.10	Estate Amenity	No Designation	No Public Access		Royal Docks	E16 2GD
GS353	0.04	Pocket Park	Pocket Park	Public Access		Stratford & West Ham	E15 4PH
GS354	0.13	Pocket Park	Pocket Park	Public Access		Custom House & Canning Town	E16 4AA
GS355	0.08	Pocket Park	Pocket Park	Public Access		Custom House & Canning	E16 4TL
GS356	1.81	Alfred's Way Roundabout	TBC	Public Access		Beckton	E6 6AZ
GS357	0.44	Beaconsfield Walk	TBC	Public Access		Beckton	E6 5NR
GS358	3.19	Cody Road & Leaway	TBC	Public Access		Custom House & Canning Town	E3 3JH
GS359	0.61	Lynx Way	TBC	Public Access		Royal Docks	E16 3RE

Superseeded - no longer in use

Site ID	Area (ha)	Type	London Plan Designation	Access	Other Designation	Community Neighbourhood	Approximate Postcode
GS360	5.14	Royal Docks Road	TBC	Public Access		Beckton	E6 6LS +
GS361	0.48	Royal Victoria Square	TBC	Public Access		Royal Docks	E16 1XL
GS362	0.74	The Crystal	TBC	Public Access		Royal Docks	E16 1GB
GS363	0.10	Will Thorne Pavilion	TBC	Public Access		Beckton	E6 5LT

Superseeded - no longer in use

Appendix 4: Comparing the old and new Local Plans

A number of policies of this Local Plan have been carried forward, extended and/ or relocated from previous policies in the now defunct Core Strategy (2012) and Detailed Sites & Policies DPD (2016). The below table illustrates where this has occurred. Core Strategy policies are shown in green, Detailed Sites and Policies DPD policies in blue.

Newham Local Plan 2018	Core Strategy 2012 Detailed Sites & Policies DPD 2016
Introduction	
Introduction (including spatial portrait, SWOT analysis, overarching plan objectives, key diagram)	Newham Today (intro, spatial portrait, challenges and opportunities, context)
Spatial Policies	
S1 Spatial Strategy and Strategic Framework	S1, Our Vision for Newham
S2 Stratford and West Ham	S2, Our Vision for Newham
S3 Royal Docks	S3, Our Vision for Newham
S4 Canning Town and Custom House	S4, Our Vision for Newham
S5 Beckton	S5, Our Vision for Newham
S6 Urban Newham	S6, Our Vision for Newham
Successful Places	
SP1 Borough-wide Place-making	SP1
SP2 Healthy Neighbourhoods	SP2
SP3 Quality Urban Design within Places	SP3
SP4 Tall Buildings	SP4
SP5 Heritage and other Successful Place-making Assets	SP5, SP5a
SP6 Successful Town and Local Centres	SP6

Superseeded - no longer in use

Newham Local Plan 2018	Core Strategy 2012 Detailed Sites & Policies DPD 2016
SP7 Quality Movement Corridors and Linear Gateways	SP7
SP8 Ensuring Neighbourly Development	SP8
SP9 Cumulative Impact	SP9, SP10
Jobs, Business and Skills	
J1 Business and Jobs Growth	J1, J4
J2 Providing for Efficient Use of Employment Land	J2, J4
J3 Skills and Access to Employment	J3
Homes	
H1 Building Sustainable Mixed Communities	H1
H2 Affordable Housing	H2
H3 Specialist Accommodation Needs	H3, H5, H6, H7
H4 Protecting and Re-shaping the Existing Housing Stock	H4
Sustainability & Climate Change	
SC1 Environmental Resilience	SC1, SC5
SC2 Energy and Zero Carbon	SC2, SC5
SC3 Flood Risk and Drainage	SC3, SC5
SC4 Biodiversity	SC4, SC5
SC5 Air Quality	New policy
Infrastructure	
INF1 Strategic Transport	INF1
INF2 Sustainable Transport	INF2
INF3 Waste and Recycling	INF3

Superseeded - no longer in use

Newham Local Plan 2018	Core Strategy 2012 Detailed Sites & Policies DPD 2016
INF4 Utilities Infrastructure	INF4
INF5 Town Centre Hierarchy and Network	INF5, INF5a
INF6 Green Infrastructure and the Blue Ribbon Network	INF6, INF6a, INF7
INF7 Open Space and Outdoor Recreation	INF6, INF7
INF8 Community Facilities	INF8, INF10
INF9 Infrastructure Delivery	INF9
Appendices	
Appendix 1 Strategic Site Allocations	Appendix 1
Appendix 2 Non-Strategic Site Allocations	Appendix 2
Appendix 3 Protected Green Space	Appendix 5
Infrastructure Delivery Plan (separate document)	Appendix 3 (Infrastructure Delivery Plan)
New monitoring section under all policies	Appendix 4 (Monitoring Framework)

Superseeded - no longer in use

Abbreviations

Note: list does not include abbreviations explained in the Glossary.

AQMAs: Air Quality Management Zones
BRE: Building Research Establishment
CAA: Civil Aviation Authority
CCG: [Newham] Clinical Commissioning Group
CHP: Combined Heat and Power
CIBSE: Chartered Institution of Building Services Engineers
CIEEM: Chartered Institute of Ecology and Environmental Management
CIEH: Chartered Institute of Environmental Health
CIL: Community Infrastructure Levy
CIRIA: Construction Industry Research and Information Association
CN: Community Neighbourhood
CPO: Compulsory Purchase Order
DEFRA: Department for Environment, Food and Rural Affairs
DFT: Department for Transport
DLR: Docklands Light Railway
DPD: Development Plan Document
EA: Environment Agency
EPC: Energy Performance Certificate
ELR: Newham Employment Land Review
ELWA: East London Waste Authority
GDPO: The (Town and Country Planning) General Permitted Development Order
GiGL: Greenspace Information for Greater London
GLA: Greater London Authority
GLAAS: Greater London Archaeology Advisory Service (Historic England)
IDP: Newham's Infrastructure Delivery Plan
IEMA: Institute for Environmental Management & Assessment
LBN: London Borough of Newham
LCY: London City Airport
LFRMS: Local Flood Risk Management Strategy
LIP: Local Implementation Plan
LISI: London Invasive Species Initiative
LLDC: London Legacy Development Corporation
LLFA: Lead Local Flood Authority
LPA: Local Planning Authority
LQM: Land Quality Management Ltd
LVRPA: Lea Valley Regional Park Authority
MMO: Marine Management Organization
MUGAs: Multi-Use Play Areas
NCFE: Newham College of Further Education

Superseded - no longer in use

NPPF: National Planning Policy Framework
OAPF: Opportunity Area Planning Framework
PLA: Port of London Authority
PPG/NPPG: [National] Planning Practice Guidance
PRS: Private Rented Sector
PTAL: Public Transport Accessibility Level
SAC: Special Area of Conservation
SINC: Site of Importance for Nature Conservation
SPG: Supplementary Planning Guidance
STOAs: Sustainable Travel Opportunity Areas
STW/BSTW: [Beckton] Sewage Treatment Works
TfL: Transport for London
TPO: Tree Preservation Order
UEL: University of East London

Superseeded - 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 the subsidy to be recycled for alternative affordable provision.

Affordable rented housing: Let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Affordable Housing Off site Provision: Securing the provision of required affordable housing on a site separate to and outside of the development site.

Affordable Housing Payment in Lieu: 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.

Agent of Change Principle: Denotes that it is the responsibility of any new development (i.e. the agent of change) seeking to locate to an area, to mitigate any adverse impacts from any existing uses. This is to ensure that occupants of the new development are protected from adverse impacts and existing uses are protected from complaint. Similarly, any new development likely to generate adverse impacts (for example a music venue) would need under the principle, to put in place measures to mitigate impacts on any existing development close by.

Archaeological Priority Areas (APA): Defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. These areas are technical in nature and defined by Historic England.

Arc of Opportunity: The stretch of land from Stratford and the Olympic Park, down the Lower Lea Valley and east through the Royal Docks to Beckton (see Spatial Portrait Map). Historically a primarily industrial area, it has undergone much change in the economy after decades of public investment in land assembly, remediation, and infrastructure development, including under the auspice of the Olympic and Paralympic Games in 2012. Large scale transformational change is ongoing, contributing to the area becoming more mixed use and densely developed, or in effect, urbanising relative to what elsewhere in the borough increasingly seems suburban.

Areas of Townscape Value (ATV): An area of heritage value, with potential for designation as a Conservation Area, which the Council designates, protects and enhances.

Blue Ribbon Network (BRN): A spatial description for London's waterways and the waterside environments adjacent to them.

Building Research Establishment Environmental Assessment Method (BREEAM): A national standard for sustainable design and construction for new non-residential development.

Superseded - no longer in use

BREEAM assesses the sustainability performance of developments, rating them 'Pass', 'Good', 'Very Good' or 'Excellent'. BREEAM includes nine sustainable design elements, including management, energy use, health and well-being, pollution, transport, land use, ecology, materials and water. BREEAM assessments must be undertaken by licensed and trained assessors.

Car clubs: Clubs where a number of people share a pool car(s) for rent or otherwise for personal use.

Class B1: Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.

Cluster: A concentration of interconnected businesses or uses that mainly relates to economic activities that support each other and benefits from scale economies.

Co-location: A type of mixed use whereby the construction of industrial and warehousing floorspace and residential floorspace occurs on the same site, either horizontally (side by side) or vertically (residential uses on top of the industrial or warehousing).

Community Facilities: The Local Plan defines these as spaces for education (from pre-school to further and higher education) and training, healthcare, older people'shousing and specialist provision for other vulnerable people (falling into Use Class C2), social, leisure, children's playspace, playing pitches and fields (including MUGAs) andassociated facilities, places of worship, burial spaces, community spaces (including pubs in lawful D2, A4 and certain Sui Generis uses, public toilets), cultural and civic uses (including criminal justice and court facilities) and emergency services.

Community Facilities Opportunity Area (CFOA): Edge of centre locations (within 300m of a town centre boundary) which are non-residential in nature and already provide a mix of commercial activity and D1 uses, and which are suitable to provide accessible, visible, affordable sites for further community facility uses when a Sequential Test indicates town centre sites are not available.

Conservation Area: An area with a special architectural and historic interest, buildings and streets which a local planning authority designates for its protection and enhancement and where specific planning controls apply.

Conventional Housing: Housing which falls into Use Class C3.

Convergence: The aim that in Newham and the other five Growth (formerly Host) boroughs – Greenwich, Tower Hamlets, Hackney, Barking and Dagenham and Waltham Forest – that within 20 years the communities who host the 2012 Games will have the same social and economic chances as their neighbours across London.

The Convergence Framework comprises three themes, each of which has specific objectives and action plans:

- Creating wealth and reducing poverty
- Supporting healthier lifestyles
- Developing successful neighbourhoods

Superseded - no longer in use

Critical Drainage Area (CDA): An area within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency.

Crossrail 2: Intended to link north-east and south-west London. The precise route, the character and the role of the link have not yet been finalised.

Cumulative Impact: The combined impact of uses or activities that add up to something of greater significance (positive or negative) than when assessed on their own.

District Centre: Part of the Retail Hierarchy – see below

Edge of centre: Defined in the NPPF as 'for retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.'

Elizabeth Line: 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.

Employment Hub: Areas identified with significant amounts of employment-generating uses in growth sectors, recognising both locational and economic strengths and future expansion potential. As such they should be seen as important 'areas of search' for employment generating uses looking for new sites/premises.

Employment Land: Employment Land in Newham comprises Strategic Industrial Locations (SIL s), Local Industrial Locations (LILs), Local Mixed Use Areas (LMUAs) plus undesignated sites in industrial use of 0.1ha or more, or floorspace of 1000sq m or more, typically sites in predominantly B class or similar sui generis uses. Employment land is protected for its role in providing for existing and projected demand for employment and/or other functions important as part of the area's industrial, utilities and logistics infrastructure and sustainable economic growth. This is however complemented by other sites with significant amounts of employment generating uses, notably town centres, the hospital and ExCel centre which are recognised as [the centre of] employment hubs.

Enterprise Zone (EZ): An Enterprise Zone provides business rate discounts and enhanced capital allowances for new businesses locating in the EZ and simplified local authority planning for new developments. It also enables any additional business rate income collected in the EZ to be retained and recycled locally for a period of 25 years. The Royal Docks Enterprise Zone became operational in 2013 to support local development and economic growth.

Environmental Impact Assessment (EIA): Defined in the NPPF as 'a procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.'

Equalities Impact Assessment (EqIA): A way of measuring the potential impact (positive

Superseded - no longer in use

or negative) that a policy, function or service may have on groups protected by equalities legislation, notably the Equalities Act 2010. This Act places a general duty on the council as a public body to pay due regard to advancing equality, fostering good relations and eliminating discrimination for people sharing certain protected characteristics. EqIA is therefore an essential tool for demonstrating the Council has complied with the law by shaping the way decisions are taken and thereby improving outcomes. It enables a good understanding of needs and differential impacts that Local Plan policies may have on different groups.

Family Housing: Houses or flats within Use Class C3 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.

Good Growth: Growth (and development) that is socially, economically and environmentally sustainable, whereby growth:

- in housing numbers and population is balanced against that of the infrastructure and jobs needed to support it;
- is not at the expense of the environment / resources;
- does not result in compromises in quality; and
- is optimised in relation to strengths and opportunities, for the benefit of new and existing residents.

Good Growth forms the overarching Objective 3 of this Plan, and is established in policy by S1:1c.

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.

Greenfield Run-off: The rate of run-off that would occur from the site in its undeveloped and undisturbed state.

Green Infrastructure (GI): Open environment within urban areas, the urban fringe and the countryside. It is a network of connected, high quality, multifunctional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

Habitats Regulations Assessment (HRA): A requirement of the European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the 'Habitats Directive'), implemented in the UK through the provisions of the Conservation of Habitats and Species Regulations 2010. An HRA assesses the impact of Local Plans on habitats and species of European significance. The HRA of the Newham Local Plan can be found on the Council's website, either within the Integrated Impact Assessment (IIA) or as an addendum.

Health Impact Assessment (HIA): A systematic approach to predicting the magnitude and significance of the potential health and wellbeing impacts, both positive and negative, of new plans and projects. The approach ensures decision making at all levels considers the potential impacts of decisions on health and health inequalities. HIA is particularly concerned with the distribution of effects within a population, as different groups are likely to be affected in different ways, and therefore looks at how health and social inequalities might be reduced or widened by a proposed plan or project.

Superseded - no longer in use

Heritage Asset: A building, monument, site, place, area or landscape positively identified as having a degree of significance as a component of the designated heritage assets (those buildings, monuments, structures, parks, etc. that are subject to national listing/scheduling, and those areas designated as Conservation Areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

High Speed 2: Proposals are being developed for the construction of a new high speed railway between Euston and the north of England via Birmingham. It has been suggested that the line might extend to serve Stratford International; however this - as with other proposals including halting international trains at the station - is subject to the availability of line capacity and other matters including engineering. High Speed 1 domestic services already call at Stratford International Station.

Inclusive Access: Designed to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Incubator, Accelerators and Co-working spaces (IACs): Types of workspace designed primarily for start-up, micro and small businesses. There are no universally accepted definitions for these different types of space and how they differ from other more conventional forms of business space.

Integrated Impact Assessment (IIA): Addresses all of the Council's legal duties to carry out impact assessments of a Plan within one integrated process. It fulfils statutory requirements for the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) and incorporates the requirements for Health Impact Assessment, Equalities Impact Assessment (EqIA), and Habitats Regulations Assessment (HRA). Integrating the assessments in this way ensures a comprehensive approach that informs the development of plan policies. As many of the issues considered in the assessments overlap in practice, an integrated approach is thought to produce better recommendations and outcomes. The IIA is an iterative process that considers the impacts of emerging policies and proposes alterations to them or mitigation for any adverse impacts that may be identified. The IIA can be found on the Council's website.

Intermediate Housing: 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.

International Centre: Part of the Retail Hierarchy – see below.

Joint Waste Development Plan Document for the East London Waste Authority Boroughs (Joint Waste DPD/JWP/ELWP): This is a waste strategy produced jointly by the London Boroughs of Newham, Barking and Dagenham, Havering and Redbridge for the management of waste arising after they have been collected and sorted for recycling, recovery or disposal. The document provides lists of operational and proposed waste management sites; these are safeguarded in the Local Plan.

Superseded - no longer in use

Key Movement Corridor: As defined in policy SP7, these corridors refer to arterial streets that form strategic linear gateways and offer the shortest way between main centres of activity. Due to their particular characteristics and alongside improvements to the public realm, they make an important contribution to people's perception of place by providing clear and identifiable linear connections where there is good to excellent access to sustainable modes of transportation (pedestrian, bicycle, bus, train); on-street parking controls (Residential Parking Zones and other on-street parking restrictions) and services as part of mixed, town centre uses.

Large Houses in Multiple Occupation (HMO): Shared houses or flats occupied by more than six unrelated individuals who share basic amenities.

Listed Building: A building of special architectural and historic interest, designated by Historic England.

Local Centre: Part of the Retail Hierarchy – see below.

Local Industrial Locations (LILs, see J2 2a): Locations of particular local importance for industrial (SIL conforming) uses, LILs form part of the Borough's reservoir of industrial sites to support economic growth.

Local Mixed Use Areas (LMUAs): Areas in which employment-led mixed use is promoted as part of the Managed Transition towards a genuinely mixed use borough through the protection of Class B1 and other employment-generating uses. Development should follow Managed Transition principles (see definition below) whilst securing environmental enhancements and compatibility with residential uses.

Locally Listed Building: A building designated by a local planning authority which does not meet the criteria for inclusion on the national list, but makes a positive contribution to the local scene or is valued for local historical associations.

Local Shopping Parade (LSP): Part of the Retail Hierarchy – see below.

London Plan Apportionment: The capacity requirement (in tonnes of waste) set by the London Plan, which must be accommodated through the safeguarding of sites for the ongoing operation or future development of waste management facilities. The list of Schedule 1 sites contained in the Joint Waste DPD is the list of existing, licensed operational waste treatment sites. The list of Schedule 2 sites in the DPD is of sites for safeguarding in the Local Plan.

Major Centre: Part of the Retail Hierarchy – see below.

Major Development: Defined by the London Plan as:
- for dwellings: where 10 or more are to be constructed (or if number not given, the area is more than 0.5 hectares); and
- all other uses: where the floorspace will be 1000 square metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floorspace is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, roof top plant rooms, caretakers' flats etc. should be included in the floorspace figure.

Superseded - no longer in use

Managed Intensification: Is the [conditional] process of intensifying policy-compliant employment uses [floorspace plus yardspace] on identified areas of designated employment land [i.e. Strategic Industrial Locations and Local Industrial Locations], in accordance with the criteria in policy J2:3b, such that capacity is increased but the spatial footprint or spatial impact of employment land/industrial floorspace is reduced (ensuring no net loss of functionality), as part of a plan-led and managed approach to employment land that supports economic growth.

Managed Release: The [conditional] process of releasing identified areas of designated employment land and/or industrial floorspace [including undesignated industrial sites of 0.1ha or more or operational floorspace of 1,000 sq m or more as per J2:2f] for redevelopment to other uses typically including residential, in accordance with the criteria in policy J2:3a, as part of a plan-led and managed approach to employment land that supports economic growth.

Managed Transition: The [conditional] process of managing the spatial and temporal/process transition of identified areas of designated employment land [i.e. Local Mixed Use Areas] to 'lighter' employment generating uses (often from more traditional heavier industries) that are more compatible with residential development, in accordance with the criteria in policy J2:3a, as part of creating a mixed use borough and the securing of employment land that is better aligned with contemporary business needs.

Materials Recovery Facility: A facility for sorting waste collected from households and businesses into recycling streams for distribution for further processing. The London Plan ultimately aims to manage and recycle all waste streams at locations within the Greater London area.

Meanwhile use: Temporary use that helps bridge the gap between a site's present condition and the vision for it as part of the wider area, ensuring it is activated and helping bring forward the likelihood of more permanent development.

Metropolitan Centre: Part of the Retail Hierarchy - see below.

Metropolitan Open Land (MOL): Strategic open land within the urban area that contributes to the structure of London.

Micro Business Opportunity Areas (MBOAs): Areas considered to have potential to provide for incubator and micro business space.

Micro Enterprises: A small business employing ten or fewer people.

On street cycle parking: This normally comprises evenly spaced small groups of 'Sheffield' type stands placed within the highway or in other public spaces.

Outcome Indicators (OUT): The potential effects of the planning system (for example reducing population churn by ensuring the area continues to cater to different needs throughout a resident's life).

Output Indicators (OP): The direct outputs of the planning system (for example decisions issued, developments completed).

Superseded - no longer in use

Planning Obligations: A private agreement, usually negotiated in the context of a planning application, between a local authority and persons with an interest in the land. Planning obligations are currently negotiated under Section 106 of the Town and Country Planning Act 1990, as substituted by Section 12 of the Planning and Compensation Act 1991.

Primary Shopping Area: Defined by the NPPF as 'an area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage)'.

Primary Shopping Frontage: Defined in the NPPF as 'likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.'

Quality leisure: Leisure uses for the benefit of the community which fall under Use Class D2, A3 or A4.

Resilience: Encapsulates the Mayor of Newham's approach to addressing the multiple challenges of being the second most deprived borough in the UK. It is about possessing a set of skills and having access to the resources that allow us to negotiate the challenges that we all experience and also that allow people to overcome the more difficult circumstances many of Newham and other boroughs' residents experience and to take up opportunities that come our way.

Retail Hierarchy: An interrelated network and hierarchy of retail and associated service provision. In Newham, broadly as per the London Plan definitions, this comprises:

- Town Centres: Defined area which may be a successful economic places or destinations in their own right containing town centre uses. This is a collective term for:
  - International Centre, defined as: London's globally renowned retail destinations with a wide range of high-order comparison and specialist shopping with excellent levels of public transport accessibility
  - Metropolitan Centre (Stratford), defined as: serving wide catchments which can extend over several boroughs and into parts of the wider South East region. Typically they contain at least 100,000 sq.m of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.
  - Major Centre (East Ham), defined as: typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sq.m of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.
  - District Centre (Canning Town, Forest Gate, Green Street and East Beckton), defined as: providing convenience goods and services for more local communities and accessible by public transport, walking and cycling; typically containing 10,000 – 50,000 sq.m of retail, leisure and service floorspace; with potential for specialist shopping functions in some cases.
- Local Centres, defined as: typically serving a localised catchment often most accessible by walking and cycling, and comprise mostly convenience retail (including potentially a small supermarket of around 500 sq. m) and other services. In Newham they average 4650 sq. m.
- Local Shopping Parades: Small groups of shops (three or more units).

Superseded - no longer in use

Ribbon Developments: Are long rows of buildings along main roads.

Scheme Viability: Economic viability of a scheme taking into account all development costs and profit, ultimately determining whether a scheme comes forward. (HCA definition: a viable development will support a residual land value at a level sufficiently above the sites existing use value (EUV) or alternative use value (AUV) to support a land acquisition price acceptable to the landowner).

Section 106 Agreements: Place planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Secure, Covered Cycle Parking: This normally incorporates security features such as individual cycle lockers, cycle cages with lockable gates, card-access cycle stands, CCTV, cycle repair workshops, and so on, depending on the location.

Shared Equity: 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: A form of shared equity under which the purchaser buys an initial share in a home from a housing provider, who retains the remainder and may charge a rent. The purchaser may buy additional shares ('staircasing'), and this payment should be 'recycled' for more affordable housing. In most cases, a purchaser may buy the final share ('staircase out') and own the whole home.

Small and Medium Enterprise (SME): Business with more than 10 and fewer than 250 employees.

Social Enterprises: Specific forms of enterprise which reinvest all profits into the business or community rather than being driven to maximise profits for stakeholders or owners. They have primarily social or environmental objectives; but to achieve their purposes by operating commercially. If a Social Enterprise has fewer than five employees it can also be a micro enterprise.

Social Housing: A collective term for affordable housing delivered within a scheme as either social rented or affordable rented housing, or a combination of the two products.

Social Rented Housing: Owned by local authorities and private registered providers*, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

*As defined in S80 of the Housing and Regeneration Act 2008.

Specialised/Specialist Housing: Housing which meets the specialised housing needs of groups such as older and disabled people (Policy H3).

Strategic Flood Risk Assessment (SFRA): Framework for the consideration of flood risk when making planning decisions. The SFRA is a requirement of the NPPF and enables a sequential risk based approach to be applied to decision making at all levels of the planning

Superseded - no longer in use

process. Newham's SFRA was published in September 2017 and can be found on the Council's website.

Strategic Industrial Location (SIL): The London Plan (2016) defines these, and they exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including general and light industrial uses, logistics, waste management and environmental industries (such as renewable energy generation) utilities, wholesale markets and some transport functions.

Strategic Road Network: Refers to roads in the Borough with a significant traffic function that accommodate public transport routes and those that have a significant proportion of commuter traffic. For TfL's use of the term please refer to their road network page.

Subsidy: Means monetary assistance granted by the government to support the construction of affordable housing.

Sui Generis: Land use that does not fall under the Use Class categories as defined in the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 or any subsequent amendment.

Sustainability Appraisals (SAs): Assess the likely environmental, economic and social impact of plans and integrate sustainable development considerations into the plan-making process. SAs are a requirement of the Planning and Compulsory Purchase Act (2004) and Strategic Environmental Assessments (SEA) are required by European Directive EC/2001/42, which was transposed into UK law by the Environmental Assessment Regulations for Plans and Programmes (July 2004). Government guidance 'A Practical Guide to the SEA Directive (ODPM 2005), and the 'National Planning Policy Framework (NPPF) 2012' and Planning Practice Guidance (PPG) have merged this process to allow for a single joint appraisal (SA/SEA) to be carried out. In Newham, the SA forms part of the Integrated Impact Assessment (see definition above).

Sustainable Urban Drainage Systems (SuDS): Sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routeing run-off through a pipe to a watercourse.

Tenure: The legal and financial arrangements under which someone has the right to live in a house or flat, for example private ownership, affordable rent, shared ownership, intermediate rent or private rent.

Town Centre: Part of the Retail Hierarchy – see above.

Town Centre Uses: Defined in the Local Plan and reflecting the 'Main town Centre uses' definition of the NPPF as: Retail, including warehouse clubs outlets leisure entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-throughs, bars, pubs and clubs, casinos, health and fitness centres, bowling and bingo), offices, arts, culture and tourism (including theatres, museums, galleries and concert halls, hotels and conference facilities) and community facilities (including colleges, health care facilities, libraries, contact centres, places of worship and community centres).

Unit: Distinct part of a building or land used solely for one specific purpose. For the interpretation of policy SP9, a unit relates to a single frontage unit in accordance to street naming and numbering.

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Urban Newham: The areas located outside the Arc of Opportunity. See also Web of Opportunity definition below.

Utilities Infrastructure: Provision for the delivery of electricity, gas, telecommunications and water for public use. Decentralised energy networks and localised energy generation methods are also regarded to be a form of utilities infrastructure.

Web of Opportunity: The stretch of land outside of the Arc of Opportunity, also known in the Local Plan as Urban Newham. The Web is a concept used to describe the potential cumulative benefits derived from development of Strategic Sites in this area, wider town centre growth in part stimulated by Crossrail investment, and other smaller scale opportunities, leading to important transformational change in the more historic neighbourhoods of Newham and wider impetus for investment and regeneration.

Superseeded - no longer in use