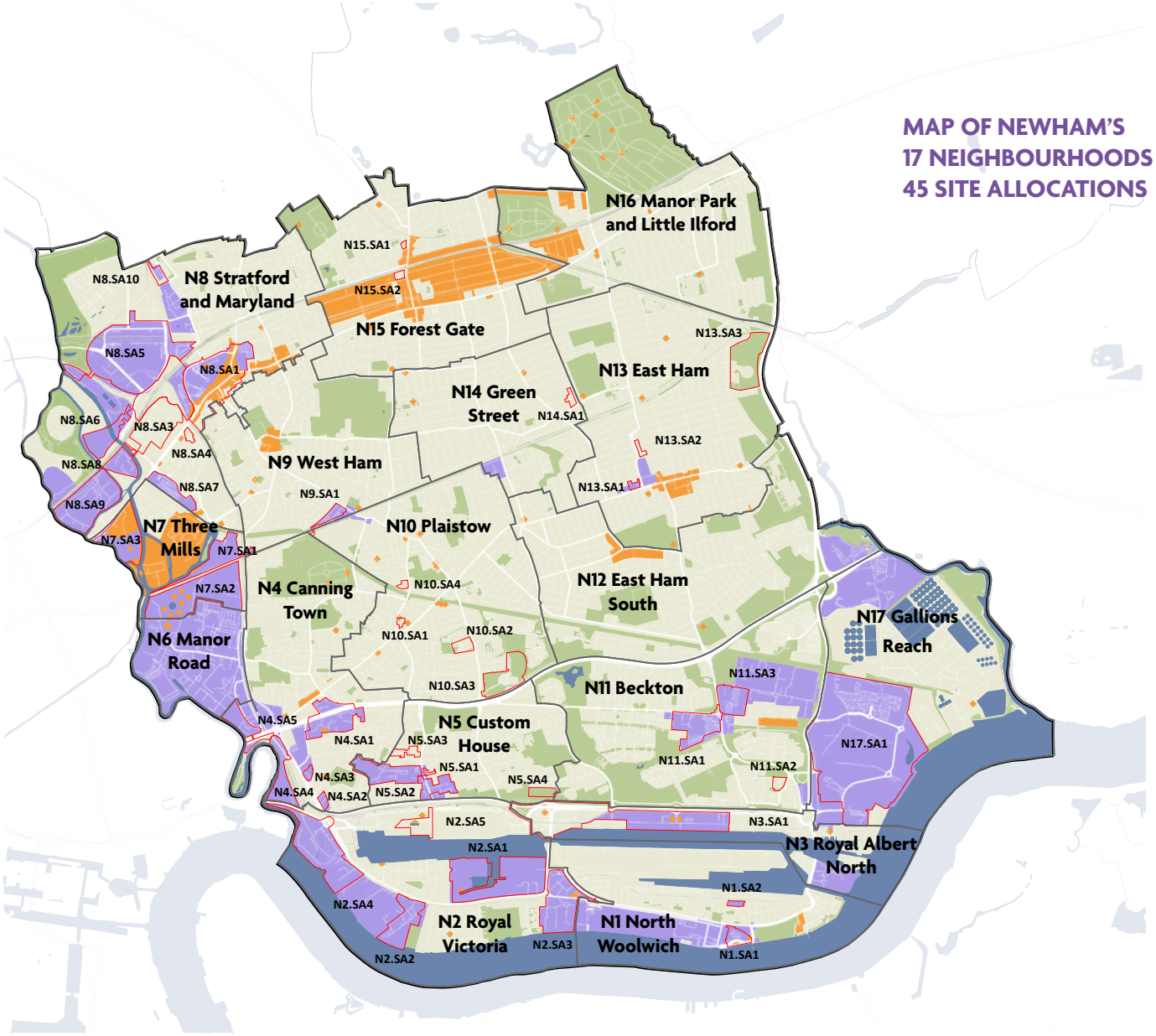
NEWHAM LOCAL PLAN NEIGHBOURHOODS

NEIGHBOURHOODS

Newham's 17 neighbourhoods are:

- N1 North Woolwich
- N2 Royal Victoria
- N3 Royal Albert North
- N4 Canning Town
- N5 Custom House
- N6 Manor Road
- N7 Three Mills
- N8 Stratford and Maryland
- N9 West Ham
- N10 Plaistow
- N11 Beckton
- N12 East Ham South
- N13 East Ham
- N14 Green Street
- N15 Forest Gate
- N16 Manor Park and Little Ilford
- N17 Gallions Reach

MAP OF NEWHAM'S 17 NEIGHBOURHOODS AND 45 SITE ALLOCATIONS



Key:

- Site Allocations
- Neighbourhoods
- Conserve Areas
- Enhance Areas
- Transform Areas

NEIGHBOURHOODS

Justification

4.1 Newham's spatial strategy is underpinned by the concept of creating well-connected neighbourhoods, through which every resident in Newham can live in a well-connected, accessible and inclusive neighbourhood which provides their social, civic and economic essentials, often within a 15 minute walk or cycle. This recognises the importance of improved local facilities and will reduce the need to travel to access these facilities and services, especially by methods that pollute our streets.

4.2 The Local Plan sub-divides the borough into 17 distinct neighbourhoods, providing the ability to shape growth at a more local and detailed scale. These neighbourhoods have been identified through the Newham Characterisation Study (2024) and informed by public engagement which took place in autumn 2021 and winter 2022. The boundaries of the neighbourhoods were identified through an analysis of the different ways the borough can be sub-divided. This included factors like administrative boundaries such as ward boundaries, planning designations including town centre boundaries or conservation areas, their character such as the look and feel of an area and their function such as the type of uses in an area. The boundaries were then shaped by public engagement and feedback from residents, businesses and local organisations on what they perceive to be their neighbourhood, what is important to them and what they like and don't like.

Implementation

4.3 The policies in this chapter set out how each neighbourhood will change up to 2042. The policies provide the vision, design and development principles for each neighbourhood, which will inform and guide development in each neighbourhood. The Newham Characterisation Study (2024) undertook an analysis of the borough and identified areas with a character suitable to transform, enhance or conserve. These are referenced in the neighbourhood policies where appropriate, and each character area should be developed following a design-led approach in accordance with policy D3.

4.4 All applications will be assessed against the relevant neighbourhood policy and, where applicable, the site allocation requirements.

4.5 Within these neighbourhoods, site allocations have been identified to deliver new homes and jobs alongside necessary infrastructure, such as green space, transport connections and social infrastructure (including community, health, education, sport and informal recreation facilities).

4.6 Each site allocation includes illustrative diagrams showing how development could be delivered. These diagrams are indicative and demonstrate how the principles and requirements in this section might be implemented. The delivery of these sites will be shaped through co-designed masterplanning in accordance with policy BFN2 which may demonstrate that an alternative layout could deliver outcomes consistent with the allocation policy and other policies in the Plan.

4.7 When determining an application, flexibility may be applied to the site allocation requirements based on an up-to-date assessment of need and the agreed viability position of the scheme. This approach ensures that the site allocations remain deliverable within the context of sustainable development.

4.8 The neighbourhood policies and site allocations are strategic policies for the purposes of neighbourhood planning.



Evidence base

- Newham Characterisation Study 2024
- Retail and Leisure Study 2022
- Town Centre Network Methodology Paper 2022
- Community Facilities Needs Assessment 2022
- Built Leisure Needs Assessment 2025
- Employment Land Review 2022
- Green and Water Infrastructure Strategy 2025
- Metropolitan Open Land Review 2025
- Sites of Importance for Nature Conservation Review 2025
- Playing Pitch Strategy 2025
- Sustainable Transport Strategy 2024
- East London Waste Plan Evidence Base 2022
- Site Allocation and Housing Trajectory Methodology 2024
- Strategic Integrated Water Management Strategy 2023
- Local Integrated Water Management Strategy 2023
- Strategic Flood Risk Assessment Level 1 and Level 2 2025 and Sequential and Exception Tests 2025



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N1 NORTH WOOLWICH

Neighbourhood profile

4.9 The North Woolwich neighbourhood is located in the south east of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by Royal Albert Dock to the north and the River Thames to the south. Albert Road and two sets of train tracks which run east to west cut across the neighbourhood. The wall along the Elizabeth Line tracks is a significant barrier in the neighbourhood with crossing points only at the far ends of the neighbourhood.

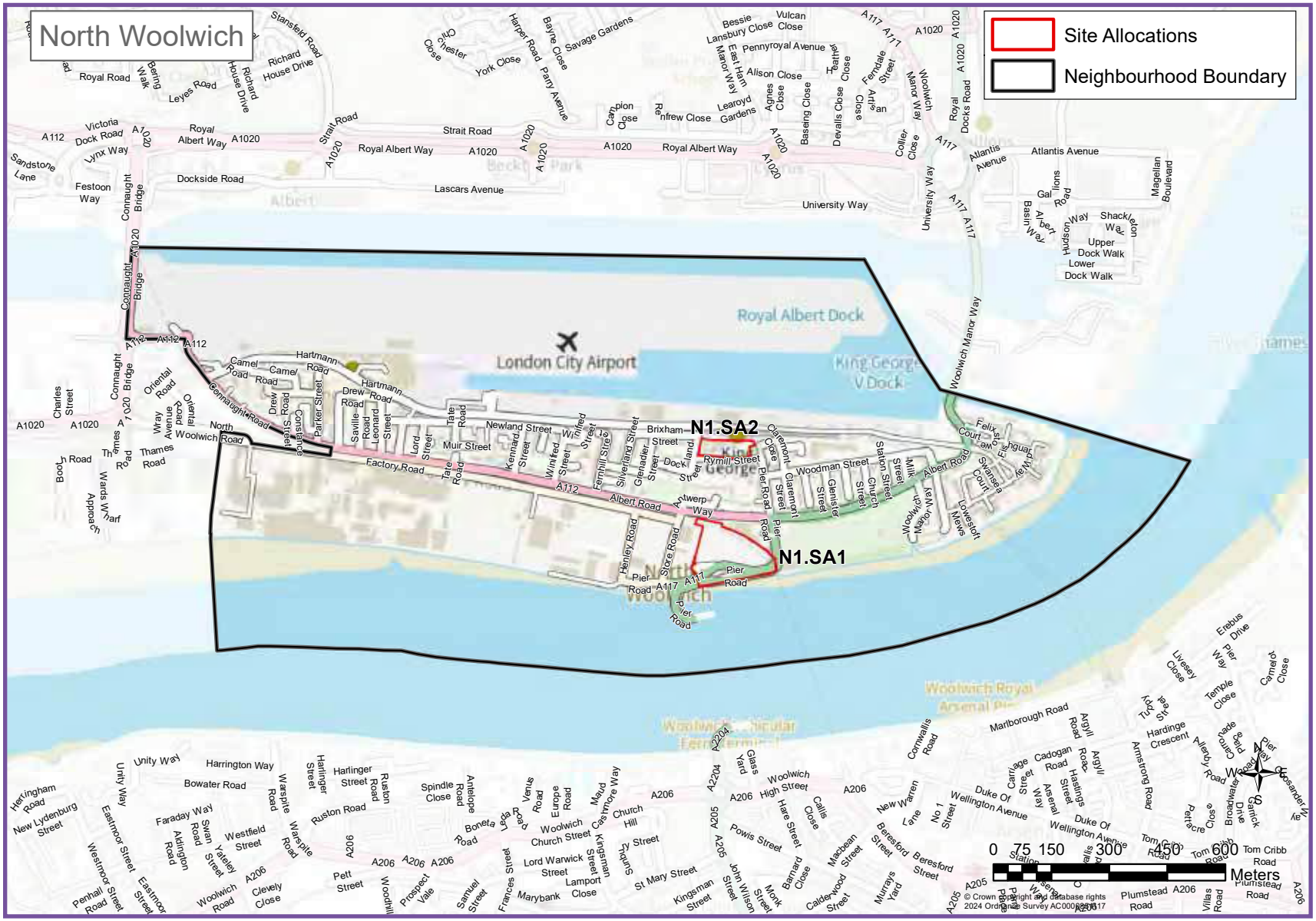
4.10 The neighbourhood has a rich history built on its industrial past and is now home to mix of uses and facilities, with London City Airport in the north of the neighbourhood, housing to the south of the DLR tracks and heavy industrial and infrastructure uses to the south of Albert Road. It has strong links with the rest of the Royal Docks, particularly Silvertown. The neighbourhood includes King George V Dock. The neighbourhood has limited green spaces, with Royal Victoria Gardens, located in the east, providing the one significant open space in the neighbourhood, which provides important natural habitats as well as views along the Thames, sports and recreation facilities and a children's play area. Royal Victoria Gardens was awarded a Green Flag Award in 2023. Other spaces in the neighbourhood mainly consist of small pocket parks and amenity green spaces. Connectivity along the Thames waterfront is intermittent with no access to the west of Royal Victoria Gardens and intermittent connectivity between there and Gallions Reach.

4.11 A large portion of the neighbourhood south of Albert Road is designated as a Strategic Industrial Location and includes a number of industrial estates. This mixed industrial area is predominantly made up of older industrial stock providing cost efficient industrial space for a range of local businesses. It is home to the Tate and Lyle sugar factory and the Silvertown Bus Garage. The area of housing between the Tate and Lyle factory and the airport includes the homes originally built for Tate and Lyle factory workers. The neighbourhood's heritage assets include the former North Woolwich station and the entrance to Woolwich pedestrian tunnel, which are listed buildings and the locally listed Royal Standard pub, the former police station and 2 – 34 Barge House Road. Woolwich Manor Way is identified as an Area of Townscape Value. The Royal Docks and Manor Park to North Woolwich Roman Road Archaeological Priority Areas are in the neighbourhood.

4.12 The North Woolwich Local Centre is located around Pier Parade and Woodman Parade on Pier Road and provides a local retail offer. Albert Road shopping parade provides an additional local retail offer in the west of the neighbourhood. The neighbourhood has a small number of community facilities, and has below the Newham average number of community facilities per km2. Facilities include the newly refurbished library and the Royal Docks Learning and Activity Centre.

4.13 The neighbourhood has poor public transport access, with the highest public transport accessibility levels around the two DLR stations. The Woolwich ferry terminal and the entrance to the Woolwich pedestrian tunnel are located in the south of the neighbourhood. This area experiences high volume of HGV traffic and other main roads in the neighbourhood have narrow footways and carry high levels of traffic resulting in high levels of noise, poor air quality and a poor environment for walking and cycling.




North Woolwich
Site Allocations
Neighbourhood Boundary
N1.SA2
N1.SA1
Royal Albert Dock
London City Airport
King George V Dock
Woolwich Royal Arsenal
Factory Road
Albert Road
Pier Road
Woolwich High Street
Woolwich Church Street
Woolwich Manor Way
Atlantis Avenue
University Way
Lascars Avenue
Dockside Road
Royal Albert Way
Strait Road
Connaught Bridge
Hartmann Road
Camel Road
Drew Road
Newland Street
Brixham Street
Rymill Street
Woodman Street
Antwerp Way
Store Road
Henley Road
Tate Road
Muir Street
Lord Street
Parker Street
Saville Road
Leonard Street
Oriental Road
Connaught Road
Thames Road
North Woolwich Road
Harrington Way
Unity Way
Bowater Road
Ruston Road
Spindle Close
Antelope Road
Church Hill
Powis Street
Hare Street
Beresford Street
Kingsman Street
Lord Warwick Street
Lamport Close
Marybank
St Mary Street
Pett Street
Prospect Vale
Samuel Street
Frances Street
Barnard Close
Monk Street
John Wilson Street
Calderwood Street
Macbean Street
Murray's Yard
Cadogan Road
Argyll Road
Hardinge Crescent
Armstrong Road
Marlborough Road
Cornwallis Road
Carriage Street
Arsenal Street
Hastings Road
Duke Of Wellington Avenue
New Warren Lane
No 1 Street
Tom Cribb Road
Plumstead Road
Villas Road
Erebus Drive
Pier Way
Temple Close
Livesey Close
Camelot Close
Broadwater Drive
Garrick Close
Pencraig Close
Alleyn Road
Woodhill
Penhall Street
Eastmoor Street
Westmoor Street
Herringham Road
New Lydenburg Street
Faraday Way
Aldington Road
Swan Street
Yateley Street
Westfield Street
Warspite Road
Clevely Close
Woolwich Road
Harlinger Street
Venus Road
Europe Road
Maud Cashmore Way
Leda Road
Boneta Road
Glass Yard
Cailis Close
Ferndale Street
Heather Close
Devalls Close
Agnes Close
Learoyd Gardens
Renfrew Close
Campion Close
Chichester Close
York Close
Harper Road
Bayne Close
Savage Gardens
Pennyroyal Avenue
Alison Close
Baseing Close
Collier Close
Royal Docks Road
Magellan Boulevard
Upper Dock Walk
Lower Dock Walk
Shackleton Way
Albert Basin Way
Felix Court
Swansea Court
Lowestoft Mews
Milk Street
Station Street
Claremont Close
Claremont Street
Glenister Street
Church Street
Dock Street
Silverland Street
Glenaler Street
Fennhill Street
Winfield Street
Kennard Street
Charles Street
Constance Street
Drew Road
Camel Road
Hartmann Road
Connaught Bridge
Oriental Road
Thames Road
Booth Road
Woolwich Wharf
Woolwich Manor Way
Royal Albert Way
Victoria Dock Road
Lynx Way
Sandstone Lane
Festoon Way
Connaught Bridge
Royal Albert Way
Strait Road
Richard House Drive
Bering Walk
Royal Road
Leyes Road
Stansfeld Road
0 75 150 300 450 600
Meters
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N1: NORTH WOOLWICH

Vision

North Woolwich will be an integrated neighbourhood where its range of uses and facilities will complement and connect to each other, with the vibrant and thriving North Woolwich Local Centre at its heart. Growth in the neighbourhood will be delivered through incremental change which enhances the neighbourhood's existing character, including its many heritage assets, and through the transformation of N1.SA1 North Woolwich Gateway and N1.SA2 Rymill Street.

The local centre will have improved public realm and walking and cycling connections to the DLR stations, across the neighbourhood and to the wider network of neighbourhoods, particularly Gallions Reach and Royal Victoria. The severance created by the neighbourhood's roads, transport infrastructure and industrial uses will be reduced through a new and improved network of safe, green and accessible walking and cycling routes.

Policy N1: North Woolwich

The vision for North Woolwich will be achieved by:

1. supporting development in 'enhance' areas that enhances the character and legibility of the neighbourhood and provides a moderate uplift in density through a range of typologies appropriate to the site's context;
2. supporting development that conserves the character of the Barge House Road/Woolwich Manor Way Areas of Townscape Value and the neighbourhood's heritage assets, including the locally listed former police station and the Royal Standard pub, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. supporting the transformation of N1.SA1 North Woolwich Gateway, while remaining in keeping with the site's context, including heritage assets, and N1.SA2 Rymill Street, in accordance with the Store Road/Pier Road and King George V/Pier Parade Tall Building Zones and Local Plan Policy D4;
4. improving public realm, increasing urban greening and reducing the dominance of road infrastructure on Pier Road and at the ferry terminal;
5. requiring development to respond to and complement the materials and detailing of the neighbourhood, for example considering the appropriate use of red, buff and glazed brick and pre-cast detailing;
6. appropriate mitigation and buffering between residential and industrial uses;
7. requiring developments in the Royal Docks Enterprise Zone that deliver new employment floor space to support the London Living Wage designation;
8. intensifying the neighbourhood's industrial land, particularly for small and medium enterprises, green and low carbon industries and low-cost industrial space;
9. supporting the refurbishment of the former Tate Institute to provide a community facility and/or affordable workspace for small and medium enterprises and cultural and creative industries;
10. protecting the existing and potential capacity and operability of Thames Refinery Wharf;
11. enhancing the role of the North Woolwich Local Centre to positively contribute in serving the local catchment needs for retail, leisure, services and community uses by:
    a. supporting an improved retail and leisure offer within its primary shopping area, including a new small to medium food store and a parade of small commercial units on Rymill Street as part of N1.SA2 Rymill Street;
    b. improving the local centre's public realm to create a high-quality, accessible legible and animated public realm with a greener Pier Parade square and quality walking and cycling links to the DLR stations and the wider neighbourhood;
    c. supporting temporary or pop-up uses such as street markets in Pier Parade square;
12. supporting new community facilities when in conformity with Local Plan Policy S12;

13. requiring a new health centre at N1.SA2 Rymill Street;
14. improving conditions for walking, cycling and public transport by:
    a. mitigating the severance caused by train tracks, including through the provision of new bridges for walking and cycling from Thames Road to Hartmann Road and Factory Road to Albert Road;
    b. improving conditions for walking and cycling and improving links between the neighbourhood's residential and employment locations and the local centre, public transport to Royal Victoria Gardens and the wider network of neighbourhoods, including supporting the provision of the High Street South (East Ham to North Woolwich, Royal Docks Corridor (Canning Town to North Woolwich) and Connaught Bridge Strategic Cycling Corridors;
    c. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
    d. improving public realm at King George V DLR station to improve the relationship between the station and the rest of the neighbourhood;
15. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of the historic Royal Docks, King George V Dock and Royal Albert Dock, by protecting and enhancing these water spaces and access to them. Development should celebrate the unique character of the docks, and enhance the environmental quality of the waterscape. Suitably located and scaled waterfront amenities, including moored vessels, that are water-dependent, water-related and that facilitate or enhance water-dependent or water-related uses, will be supported;
16. maximising opportunities to access the water, particularly at Royal Victoria Gardens, including through the extension of the Thames Path and improvements to the Capital Ring across to the Gallions Reach neighbourhood;
17. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through the use of street trees and sustainable drainage systems, particularly on Albert Road;
18. protecting and supporting enhancements to playing pitches and sports courts at Royal Victoria Gardens;
19. improving air quality and reducing exposure to poor air quality, particularly along Albert Road and Pier Road;
20. mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses;
21. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6.

Sites

- N1.SA1 North Woolwich Gateway
- N1.SA2 Rymill Street

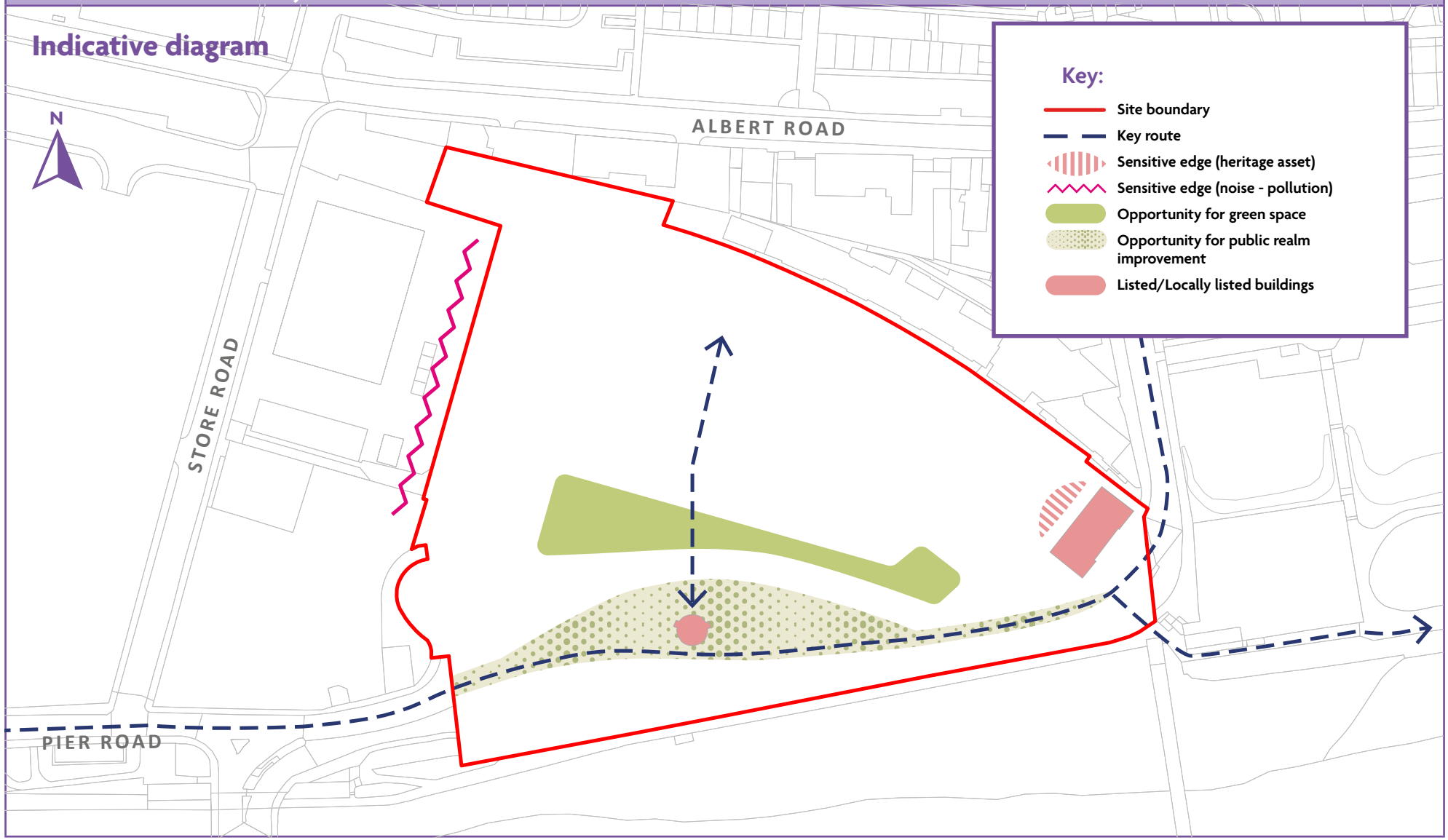


N1.SA1 North Woolwich Gateway	
Site address	Pier Road E16 2JJ
Neighbourhood	North Woolwich
Site area	2.46 hectares
Public Transport Accessibility Level	2 to 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail.
Utilities	Existing rising main running through the site In proximity to Thames Water Sewage Pumping Station (within 20m)
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) North Woolwich Station (Grade II) (Heritage at Risk Register) Entrance to Woolwich Pedestrian Tunnel (Grade II) In the vicinity of: Royal Standard (Locally-listed) North Woolwich Police Station (Locally-listed)
Natural environment Designations	In an area of deficiency of access to Regional, Metropolitan, District and Small Open Spaces and of under provision to publicly accessible green space by head of population during the plan period. Adjacent to: Royal Victoria Gardens park and SINC River Thames and tidal tributaries SINC Air Quality Management Area
Existing uses	North Woolwich Ferry Bus Stand, former railway station last used as a museum, and vacant brownfield land.



N1.SA1 North Woolwich Gateway

Indicative diagram



N1.SA1 North Woolwich Gateway

Development principles

Residential with employment uses, community facility and green space.

Development should protect existing community facility at the former railway station in accordance with Local Plan Policy SI1.

The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace for light industrial to complement the adjacent Strategic Industrial Location to the west of the site. Development on the site should follow Local Plan Policy J3.

The former North Woolwich Station is Grade II listed and on the Heritage at Risk Register. The masterplanned development of the site should contribute to its restoration and to its return to viable use, in accordance with policy D9.

Development should preserve and enhance the existing amenity green infrastructure along the northern fringe of the site.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with a taller building of approximately 50m (ca. 16 storeys) on the west side of the site. Massing should step down near the former North Woolwich Station, to sensitively integrate with the prevailing height of the local context. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

Development should provide public realm and green infrastructure enhancements along Pier Road and to the North Woolwich Pier. Proposals should incorporate enhanced green infrastructure connectivity to the Capital Ring walkway along the Thames.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy, improving pedestrian connectivity to North Woolwich Local Centre, King George V DLR Station, and Royal Victoria Gardens. Development should provide an east-west pedestrian route along the riverfront and improve north-south connectivity with the Woolwich Pedestrian Tunnel and Pier Road.

Development should be set back from Pier Road, as well as the former rail tracks to the north of the site, and the Store Road Pumping Station to the northwest. Design measures and layout should minimise amenity impacts including odour, light, vibration and/or noise from the pumping station.

Development should conserve and enhance the Grade II North Woolwich Station and the Grade II Entrance to Woolwich Pedestrian Tunnel and their settings.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Pier Road.
The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

N1.SA1 North Woolwich Gateway

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

The design and layout of the site should take account of the existing rising main running through the site.

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space provision, development should provide publicly accessible play space in form of a Local Equipped Area for Play and Local Area for Play. These should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Provision of bus stops and bus stands (including drivers' facilities) on Pier Road must be maintained.

Phasing and implementation

Short term.

Phasing of the site should take account of the likely requirement for water supply infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the existing rising main and Thames Water Sewage Pumping Station on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water.

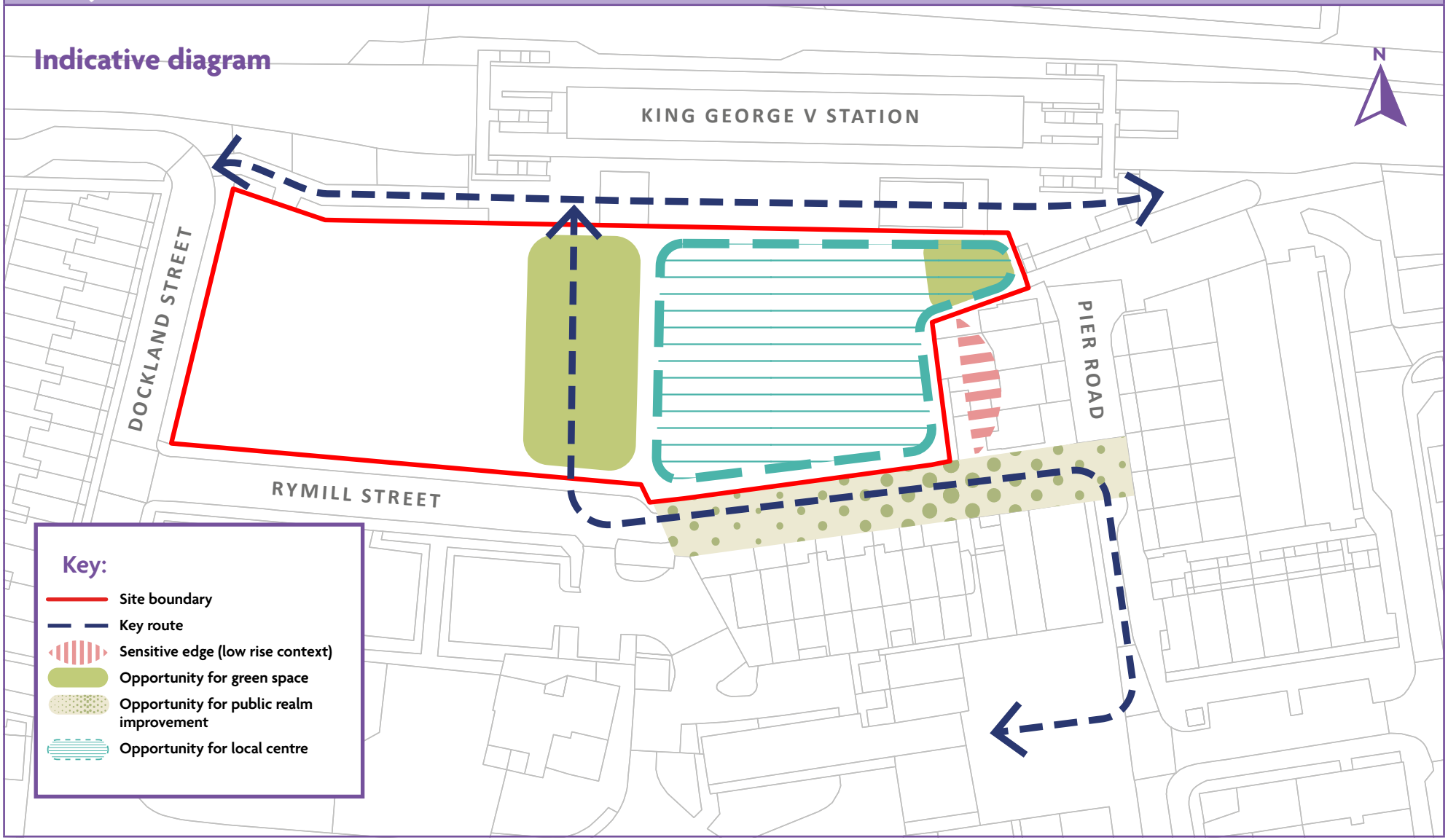


N1.SA2 Rymill Street	
Site address	Rymill Street E16 2TX
Neighbourhood	North Woolwich
Site area	0.59 hectares
Public Transport Accessibility Level	2 to 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also pluvial flood risk at the site in the 0.1% AEP event.
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3)
Natural environment Designations	In an area of deficiency of access to Regional, Metropolitan, District and Small Open Space and of under provision to publicly accessible green space by head of population in during the plan period. Air Quality Management Area
Existing uses	Vacant land and former temporary school.



N1.SA2 Rymill Street

Indicative diagram



N1.SA2 Rymill Street

Development principles

Residential, main town centre uses and social infrastructure, including community facilities, health centre, and green space.

The type, quantity and location of main town centre uses should be consistent with the North Woolwich Local Centre designation and Local Plan Policy HS1. The site should provide a small to medium-sized food store fronting Rymill Street within the local centre to meet local need, subject to passing the Impact Assessment.

Development should address the need for community facilities in the area by delivering new community facilities in North Woolwich Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca. 3-7 storeys) with taller buildings of approximately 32m (ca. 10 storeys) marking King George V DLR Station. Massing should step down towards the south western part of the site to sensitively integrate with the low-rise context.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy, providing a new access link to the site from the King George V DLR step access and north- south permeability to and from the station.

Development should deliver enhanced green infrastructure connectivity to connect the existing amenity greenspace between Westland House/ Queensland House to the south of the site and the DLR station to the north, to enhance the character of the local centre extension.

Development should reinforce the legibility of the existing street hierarchy by creating continuous frontages along Dockland Street and to Rymill Street by introducing main town centre uses in the east of the site.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport and rail track, and minimise exposure to poor air quality as per Local Plan Policy CE6.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

N1.SA2 Rymill Street

Infrastructure requirements

Development should provide a health centre of a minimum of 1,200 sqm, designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.

Development should address green space deficiencies by providing a linear Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space in form of a Locally Equipped Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Medium term.

Phasing of the site should take account of the likely requirement for water supply infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.



N2 ROYAL VICTORIA

Neighbourhood profile

4.14 The Royal Victoria neighbourhood is located in the south west of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by Victoria Dock Road to the north and the River Thames to the south. North Woolwich Road and Connaught Bridge and the DLR tracks, which run east to west, cut across the neighbourhood. The neighbourhood includes Royal Victoria Dock and Pontoon Dock and the northern end of the Thames Barrier. The Royal Victoria Dock Footbridge links the two sides of the dock as does the Connaught Bridge.

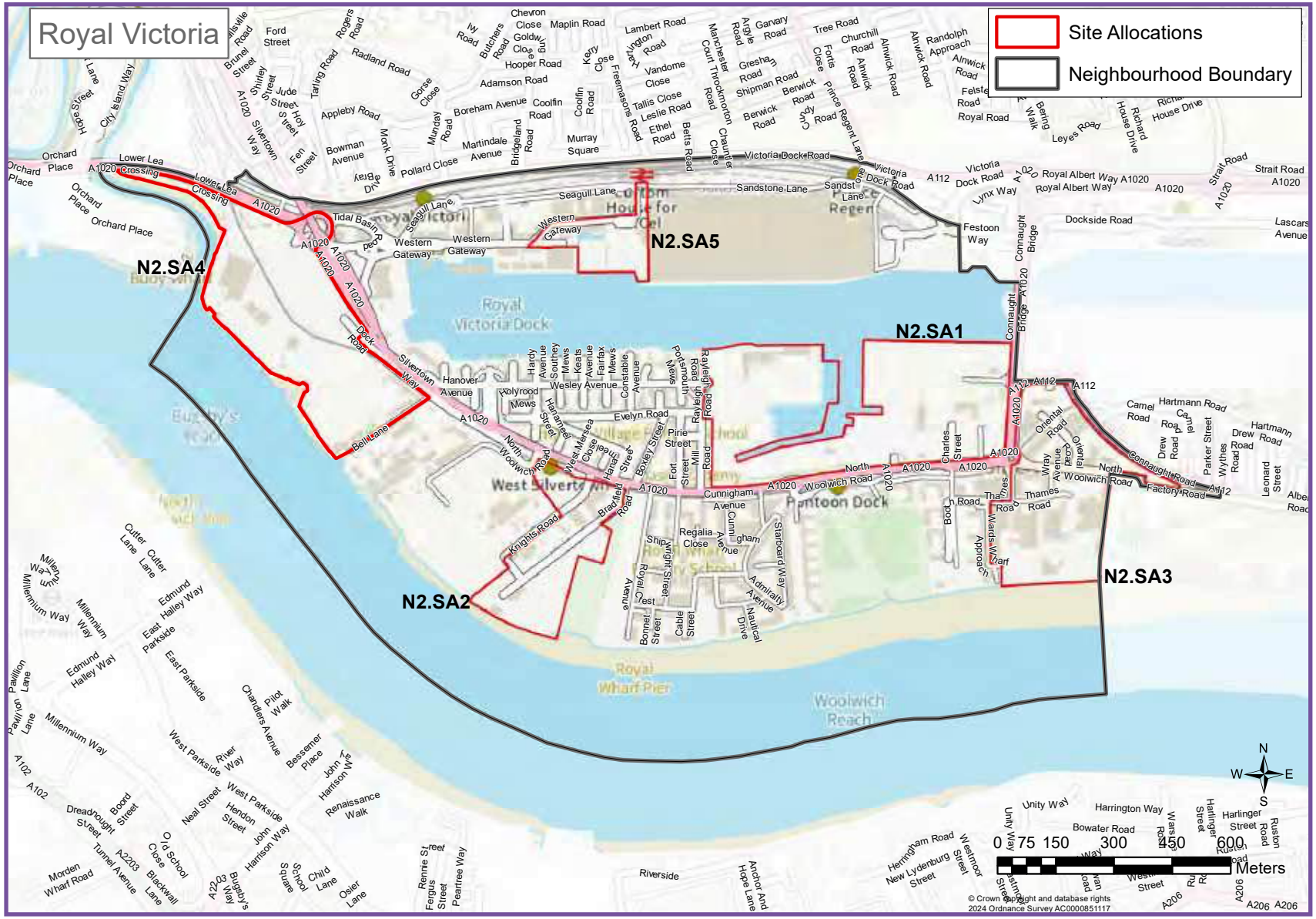
4.15 The neighbourhood has a mix of uses and facilities, with the Excel conference centre and hotels in the north, City Hall and leisure facilities in the north east and housing and industrial uses to the south of Royal Victoria Dock. Part of this area is designated as a Strategic Industrial Location and includes the Tate and Lyle syrup factory. These are important employment locations which are all key to the economic future of the area, as is the new workspace around City Hall within the Silvertown Arches, Thameside West, Central Thameside West and St Mark's Industrial Estate. It has strong connections to the rest of the Royal Docks, particularly North Woolwich.

4.16 The neighbourhood consists of a series of developments which each have their own identity but limited connectivity between them. This includes Britannia Village, which was built in the 1990s in the form of low to medium density housing. Recent development such as Royal Wharf has started to create a new neighbourhood character, reflecting the change from historically a predominantly industrial neighbourhood into a mixed-use neighbourhood. Local shops and services are starting to emerge around Pontoon Dock, as part of new Silvertown Local Centre, and by West Silvertown Station as part of future Lyle Park Neighbourhood Parade.

4.17 Lyle Park, Royal Wharf Gardens and Thames Barrier Park are important open spaces in the neighbourhood and water-based activities take place around the north-eastern part of Victoria Dock. Connectivity along the Thames waterfront is intermittent but will become more continuous as sites are completed. There is currently no access to the Thames to the west of Lyle Park. Royal Victoria has approximately 12 community facilities, including a small number of community centres, approximately three places of worship and cultural facilities including the Brick Lane Music Hall. However, the neighbourhood has below the Newham average number of community facilities per km^2. The neighbourhood's heritage assets include Silo D, Millennium Mills, the Silvertown War memorial, the Stothert and Pitt Cranes and Victorian era warehouse buildings such as Warehouse K. The Royal Docks and Fort Street Archaeological Priority Areas are in the neighbourhood.

4.18 The neighbourhood has poor public transport access, with the highest public transport accessibility levels around neighbourhood's DLR stations and the Elizabeth line at Custom House. A new DLR station is set to open at Thameside West along with a new local centre. The main roads in the neighbourhood carry high levels of traffic resulting in poor connectivity, high levels of noise and poor air quality. Silvertown Way and North Woolwich Road are being transformed to create new public spaces, wider pavements, separated cycle lanes, better crossings and connections to make it easier to get around for pedestrians and cyclists or by public transport.




Royal Victoria
Site Allocations
Neighbourhood Boundary
N2.SA1
N2.SA2
N2.SA3
N2.SA4
N2.SA5
Royal Victoria Dock
Pontoon Dock
Woolwich Reach
Royal Wharf Pier
West Silvertown
Buoy Wharf
Buoy's Road
Dock Road
Western Gateway
Seagull Lane
Tidal Basin
Lower Lea Crossing
A1020
A112
Victoria Dock Road
Sandstone Lane
Festoon Way
Connaught Bridge
Dockside Road
Royal Albert Way
Strait Road
Lascars Avenue
Orchard Place
Silvertown Way
Hanover Avenue
Evelyn Road
Pirie Street
Rayleigh Road
North Woolwich Road
Woolwich Road
Cunningham Avenue
Regalia Close
Knights Road
Bradfield Road
Boxley Street
Fort Street
Mill Road
Charles Street
Oriental Road
Wray Avenue
Camel Road
Hartmann Road
Drew Road
Parker Street
Wythes Road
Connaught Road
Factory Road
Leonard Street
Thames Road
Wards Wharf Approach
Starboard Way
Admiralty Avenue
Nautical Drive
Cable Street
Bonnet Street
Royal Arch Way
Shipwright Street
Millennium Way
East Parkside
West Parkside
Edmund Halley Way
Pavillion Lane
Cutter Lane
Chandlers Avenue
Pilot Walk
Bessemer Place
River Way
John Harrison Way
Renaissance Walk
Neal Street
Hendon Street
Dreadnought Street
Board Street
Tunnel Avenue
Morden Wharf Road
Old School Close
Blackwall Lane
A2203
Bugsby's Way
School Square
Child Lane
Osier Lane
Rennie Street
Fergus Street
Peartree Way
Riverside
Anchor And Hope Lane
Unity Way
Harrington Way
Bowater Road
Harlinger Street
Ruston Road
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Meters
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N2: ROYAL VICTORIA

Vision

Royal Victoria will be transformed into a unique, cohesive and lively city neighbourhood and will benefit from a high level of growth, delivered through the transformation of key sites at N2.SA1 Silvertown Quays, N2.SA2 Lyle Park West, N2.SA3 Connaught Riverside and N2.SA4 Thameside West, which make the most of the water and that complete and knit the neighbourhood together. The neighbourhood's industrial land will be intensified and will provide new jobs in a greener local economy.

The neighbourhood will continue to be home to a successful mix of uses including new housing, employment uses, visitor attractions and community facilities, as well as City Hall. It will benefit from public transport improvements, including a new DLR station and a new bridge to connect the two sides of the dock. New housing will be supported by a series of thriving, vibrant and diverse local centres at Silvertown, Thameside West and Connaught Riverside and a neighbourhood parade at Lyle Park West providing a local retail, leisure, services and community facility offer.

Royal Victoria will have improved connections across the neighbourhood and will benefit from strong links to the wider network of neighbourhoods, particularly to Canning Town and Custom House and North Woolwich. The dominance and severance cause by the neighbourhood's road and transport infrastructure will be reduced through the transformation of North Woolwich Road and Silvertown Way and through a new and improved network of safe, green and accessible walking and cycling routes connecting residents to key facilities within the neighbourhood and beyond. The neighbourhood will also benefit from improved routes to the neighbourhood's open spaces and to access the water.

Policy N2: Royal Victoria

The vision for Royal Victoria will be achieved by:

1. requiring development to be of a finer urban grain, with smaller block sizes allowing for more routes though;
2. supporting development that conserves the character of the neighbourhood's heritage assets, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. requiring development to respond to and complement the materials and detailing of the neighbourhood and the traditional warehouse architecture, for example the appropriate use of robust masonry and punched window openings;
4. appropriate mitigation and buffering between residential and industrial uses;
5. supporting the transformation of N2.SA1 Silvertown Quays, N2.SA2 Lyle Park West, N2.SA3 Connaught Riverside and N2.SA4 Thameside West and development at N2.SA5 Excel Western Entrance, in accordance with the North Woolwich Road, Lyle Park West, Excel West and Canning Town Tall Building Zones and Local Plan Policy D4;
6. expanding the Silvertown Local Centre as part of development on N2.SA1 Silvertown Quays by:
   a. supporting a diverse mix of uses to serve the local catchment needs for retail, leisure, services and community uses as demonstrated by a robust Impact Assessment. A small to medium sized food store may be appropriate, subject to passing the Impact Assessment;
   b. development contributing to an expanded and continuous primary shopping area as the focus for retail and leisure activity, supported by high-quality public realm;
   c. supporting new and enhanced leisure and visitor economy uses of an appropriate type and scale for the local centre, while mitigating impacts on residential amenity, and where supported by an Impact Assessment; and
   d. requiring development to address connectivity across North Woolwich Road and into Admiralty Avenue;
7. creating new local centres at N2.SA4 Thameside West and N2.SA3 Connaught Riverside, and a new neighbourhood parade at N2.SA2 Lyle Park West and supporting a diverse mix of uses to meet the local catchment needs for retail, leisure, services and community uses;
8. supporting new community facilities when in conformity with Local Plan Policy SI2;
9. intensifying the neighbourhood's industrial land, through increasing capacity at N2.SA4 Thameside West and through the delivery of a diverse range of modern industrial uses across the rest of the

Strategic Industrial Location, including wharf related functions;

10. delivering a diverse range of new workspaces from N2.SA4 Thameside West through to City Hall, including in the expanded Silvertown Arches Local Mixed Use Area;
11. managing the transition between industrial and non-industrial uses through careful masterplanning, appropriate mitigation, buffering and design and the delivery of modern industrial premises;
12. consolidating safeguarded wharves at Peruvian Wharf and Royal Primrose Wharf, while protecting their existing and potential capacity and operability, as well the Thames Refinery Wharf in North Woolwich and Angerstein, Murphy's and Riverside Wharves in the Royal Borough of Greenwich;
13. improving conditions for walking, cycling and public transport by:
    a. reconfiguring North Woolwich Road to improve key junctions, reduce speeds, improve road safety, create a better environment for walking and cycling as part of the Royal Docks Corridor (Canning Town to North Woolwich) Strategic Cycling Corridor, creating new crossings and improving links across the neighbourhood, and improving bus journeys;
    b. improving existing DLR stations and requiring a new DLR station as part the redevelopment of N2.SA4 Thameside West and the creation of a high quality public realm;
    c. making improvements along the dock edge, Dock Road, Silvertown Way, Western Gateway, Victoria Dock Road and Connaught Bridge, including the removal of the roundabout, to improve walking and cycling routes as part of the Connaught Bridge Strategic Cycling Corridor and to improve connectivity across the neighbourhood and to the wider network of neighbourhoods;
    d. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
    e. requiring the impacts of Silvertown Tunnel to be appropriately mitigated in terms of traffic generation, noise and air quality and the prioritisation of bus journeys;
    f. providing new and improved walking and cycling links to Lyle Park and Thames Barrier Park and the neighbourhood's network of green and water spaces;
    g. maximising opportunities to access and cross the water, including through the extension of the Thames Path where possible, a new bridge for walking and cycling from Custom House to N2.SA1 Silvertown Quays and enhancement of the dock edge through seating and planting;
14. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including the extension of Lyle Park and new parks at N2.SA4 Thameside West and N2.SA1 Silvertown Quays, and through the use of street trees, and central reservation and ground plane planting, particularly along North Woolwich Road and Connaught Bridge, while taking account of the London City Airport biodiversity guidance;
15. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of the historic Royal Victoria Dock by protecting and enhancing these water spaces and access to them. Development should celebrate the unique character of the docks, and enhance the environmental quality of the waterscape. Suitably located and scaled waterfront amenities, including moored vessels, that are water-dependent, water-related and that facilitate or enhance water-dependent or water-related uses, will be supported;
16. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along Connaught Bridge, Connaught Road, North Woolwich Road and Victoria Dock Road;
17. mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses;
18. providing education provision in the form of three primary schools at N2.SA1 Silvertown Quays, N2.SA3 Connaught Riverside and N2.SA4 Thameside West;
19. protecting and supporting enhancements to sports courts at Oasis Academy Silvertown and Lyle Park West and requiring a sports-lit multi-use games area at N2.SA2 Lyle Park West;

20. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6.

Sites

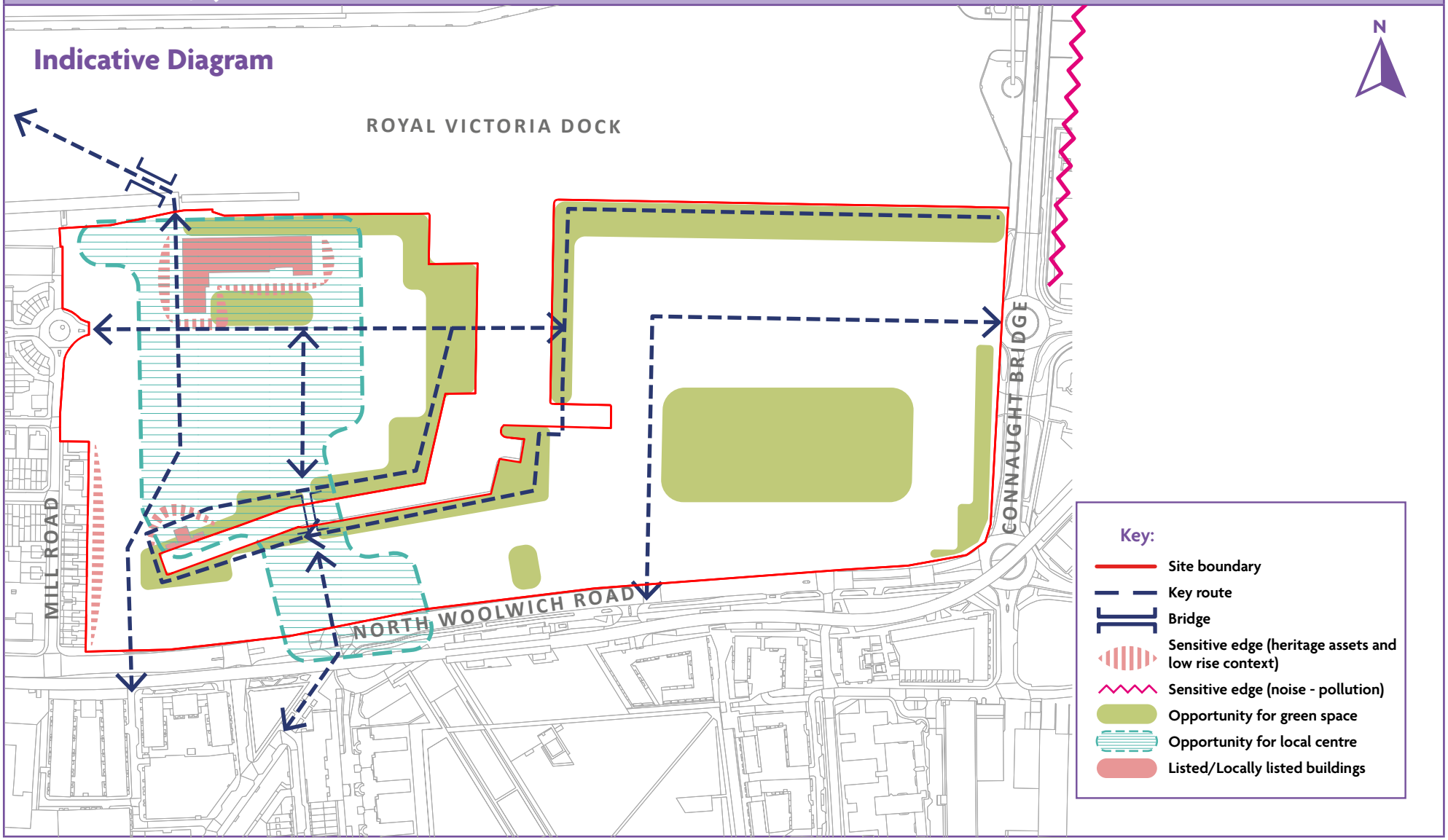
- N2.SA1 Silvertown Quays
- N2.SA2 Lyle Park West
- N2.SA3 Connaught Riverside
- N2.SA4 Thameside West
- N2.SA5 Excel Western Entrance



N2.SA1 Silvertown Quays	
Site address	Land at Silvertown Quays, North Woolwich Road
Neighbourhood	Royal Victoria
Site area	21 hectares
Public Transport Accessibility Level	1-3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Existing on-site sewer
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) Millennium Mill (Locally Listed) Silo D (Grade II) (Currently on the Heritage at Risk register) In the vicinity of: Strothert and Pitt Cranes (Grade II) Harland and Wolff Gates, Lyle Park (Locally Listed)
Natural environment Designations	Air Quality Management Area In area of deficiency of access to all parks, except small parks, and of under provision to publicly accessible green space by head of population during the plan period. Royal Docks Site of Importance for Nature Conservation
Existing uses	Vacant land, vacant heritage assets and waste use. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Drum Distribution Services U K Ltd and Waste Transfer Station, Silvertown).



N2.SA1 Silvertown Quays



N2.SA1 Silvertown Quays

Development principles

Residential, employment uses, main town centre uses and social infrastructure, including community facilities, sports and recreation facilities, education, and green space.

The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace in the form of workspace for cultural and creative production maker space and warehousing and distribution uses. Development on the site should follow Local Plan Policy J3.

The type and quantity of main town centre uses should extend and complement existing provision at Silvertown Local Centre, and should remain consistent with a local centre designation and Local Plan Policy HS1 . The site should also provide a small to medium sized food store to meet local need, subject to passing the Impact Assessment.

Development should address the need for community facilities in the area by delivering new community facilities in Silvertown Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Sports and recreation facilities in the form of water-related and water-dependent activities will be supported. These uses may be supported by small-scale ancillary uses such as food and drink uses around the water.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21 – 32m (ca. 7-10 storeys) with taller buildings of approximately 50m (ca. 16 storeys). Massing should step down towards the south west of the site to sensitively integrate with the low rise context on Mill Road. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The location of frontages and public realm as part of the extension to Silvertown Local Centre should help create a continuous centre by connecting to the existing designated Primary Shopping Area at Admiralty Avenue, via Pontoon Dock DLR Station and surrounding public realm on North Woolwich Road to the River Thames. Main town centre uses should be located towards North Woolwich Road with the industrial workspace for cultural and creative production maker space located towards Millennium Mills.

Development should conserve and enhance the locally listed Millennium Mills and Grade II Silo D, which is on the Heritage at Risk Register, and their settings, in accordance with Local Plan Policy D9.

The layout of the site should increase access to the water, create high quality, green public realm along the dock edge and maintain the open character of the water and protect the Site of Importance for Nature Conservation. Water-related and water-dependent activities should activate the water at Pontoon Dock.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through, and to and from, the site should improve access and connectivity across the dock, along the dock edge, to the DLR station and to Royal Wharf. Separate HGVs and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the employment uses. Greenspace provision should enhance connectivity north to south and connect the site to Thames Barrier Park.

N2.SA1 Silvertown Quays

Design measures should minimise exposure to poor air quality on North Woolwich Road and Connaught Bridge.

The layout of the site should take account of the noise contours across the site, the Public Safety Zone and the Operational Limitation Surfaces from London City Airport and design measures should minimise exposure from the airport. The design and layout of the site should take into account the existing on-site sewer.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

Infrastructure requirements

Development should address green space deficiency by providing a consolidated Local Park/ Open Space with a minimum area of 2 hectares to service nearby residential neighbourhoods. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as play space in the form of a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Development should provide a new bridge connection across the dock to Custom House.

Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development where viable, in accordance with the requirements of Local Plan Policy W2 Part 8.

Development should provide a primary school with early years childcare provision in accordance with Local Plan Policy SI4.

Development should contribute to active and public transport upgrades, including upgrades at Pontoon Dock Station, including escalators to improve access.

Phasing and implementation

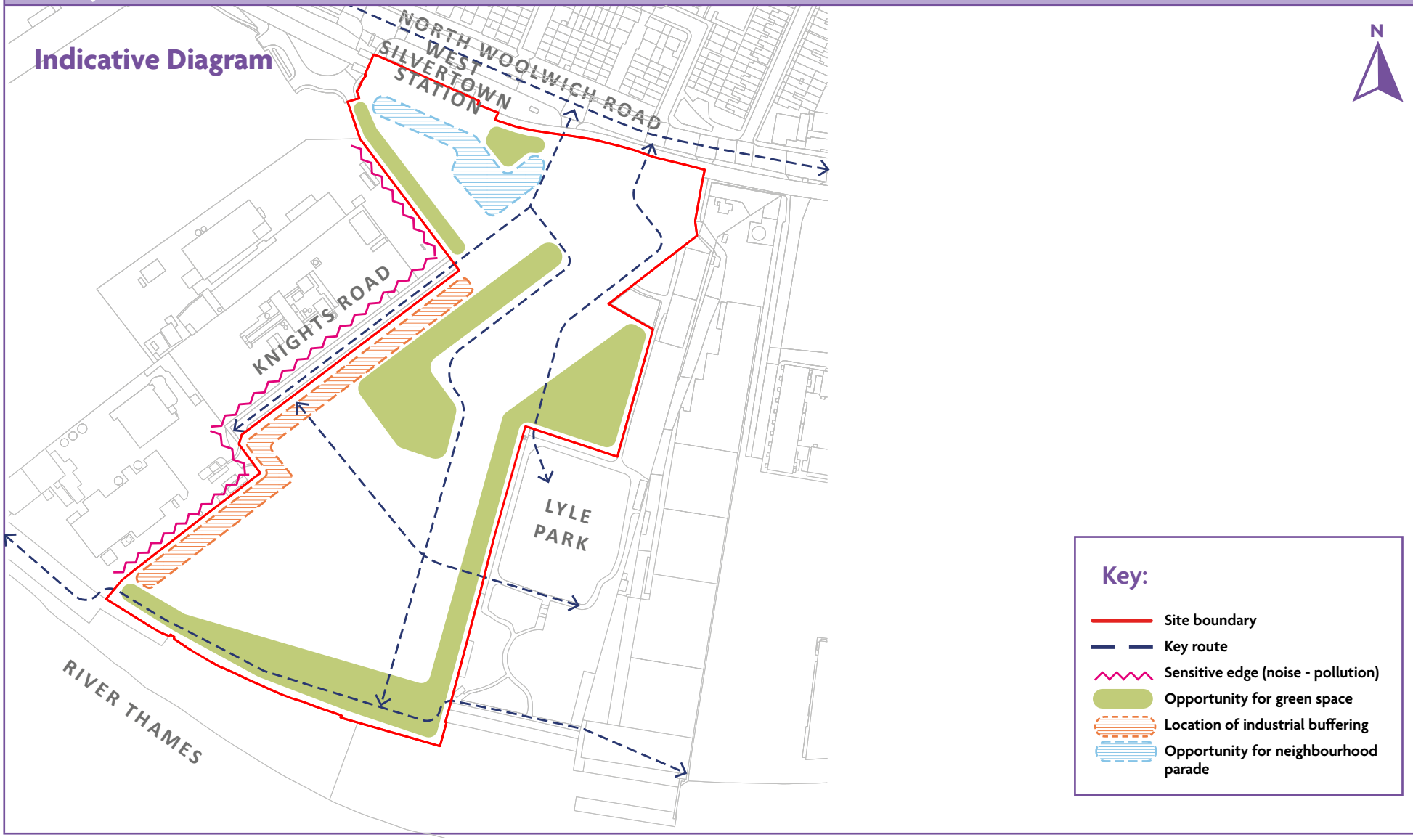
Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades, which will need to reflect the cumulative impact of significant quantities of development in this location. This requires early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. Impact from the existing on-site sewer on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water.

Short to long term.

N2.SA2 Lyle Park West	
Site address	Land at Knights Road and Bradfield Road
Neighbourhood	Royal Victoria
Site area	7.8 hectares
Public Transport Accessibility Level	2 – 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) In the vicinity of: Harland and Wolff Gates, Lyle Park (Locally Listed) Silo D (Grade II) Millennium Mill (Locally Listed) Strothert and Pitt Cranes (Grade II)
Natural environment Designations	In an area of deficiency of access to all parks, except local parks and of under provision to publicly accessible green space by head of population during the plan period. Adjacent to Lyle Park and River Thames Site of Importance for Nature Conservation Air Quality Management Area
Existing uses	West Silverton DLR Station, residential and employment uses. The site contains waste sites with temporary planning permissions.



N2.SA2 Lyle Park West



N2.SA2 Lyle Park West

Development principles

Residential, employment uses, green space, main town centre uses and social infrastructure, including community facilities.

The type and quantity of main town centre uses should be consistent with a neighbourhood parade designation and Local Plan Policy HS1. Development should address the need for community facilities in the area by delivering new community facilities in Lyle Park Neighbourhood Parade to meet local need, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace suitable for modern warehousing and light industry. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

The main town centre uses should be located around West Silvertown Station and should provide ground floor active frontages.

The employment floorspace should be located in the west of the site to provide a buffer to the Strategic Industrial Location to the west of the site. Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. The design and layout of the site should consider public realm enhancements, and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGV and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the buffer building. The design and layout of the site should also take into consideration amenity impacts of, and access to, the Peruvian and Royal Primrose Wharves as well as the amenity impacts of Angerstein, Murphy's and Riverside Wharves in the Royal Borough of Greenwich, to ensure development does not compromise their operation.

Building heights should generally range between 21 – 32m (ca. 7 – 10 storeys) with taller buildings of approximately 60m (ca. 20 storeys) towards the south of the site fronting the river and around the station as part of the Lyle Park Neighbourhood Parade. Massing should step down towards the west of the site in proximity to the Strategic Industrial Location and adjacent to the extension of Lyle Park. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Access, navigability and connectivity to Lyle Park should be improved from North Woolwich Road to create a coherent entrance. Development should also improve connectivity from West Silvertown Station to the River Thames and from the site to Royal Wharf, Pontoon Dock Station and Silvertown.

The design and layout of the site should maintain the public access point to the River Thames and should create a pedestrian and cycling route along the River Thames with public realm enhancements as part of the extension to the Thames Path.

Development should conserve and enhance the Harland and Wolff Gates Lyle Park, the Stothert and Pitt Cranes, Silo D and Millennium Mills in the proximity of the site and their settings.

N2.SA2 Lyle Park West

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure to poor air quality on North Woolwich Road and of noise from the airport.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

Infrastructure requirements

Development should address green space deficiencies and improve the quality and functionality of Lyle Park by providing an extension to the northern section Lyle Park. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Neighbourhood Equipped Area of Play as well as play space in the form of a Local Area for Play, which should be playable public realm.

Development should provide a sports-lit Multi-Use Games Area in Lyle Park. Play space should meet the requirements of Local Plan Policy GWS5.

Development should contribute to active and public transport upgrades as well as an assessment of the capacity of West Silvertown Station and potential mitigation measures.

Phasing and implementation

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Short to medium term.

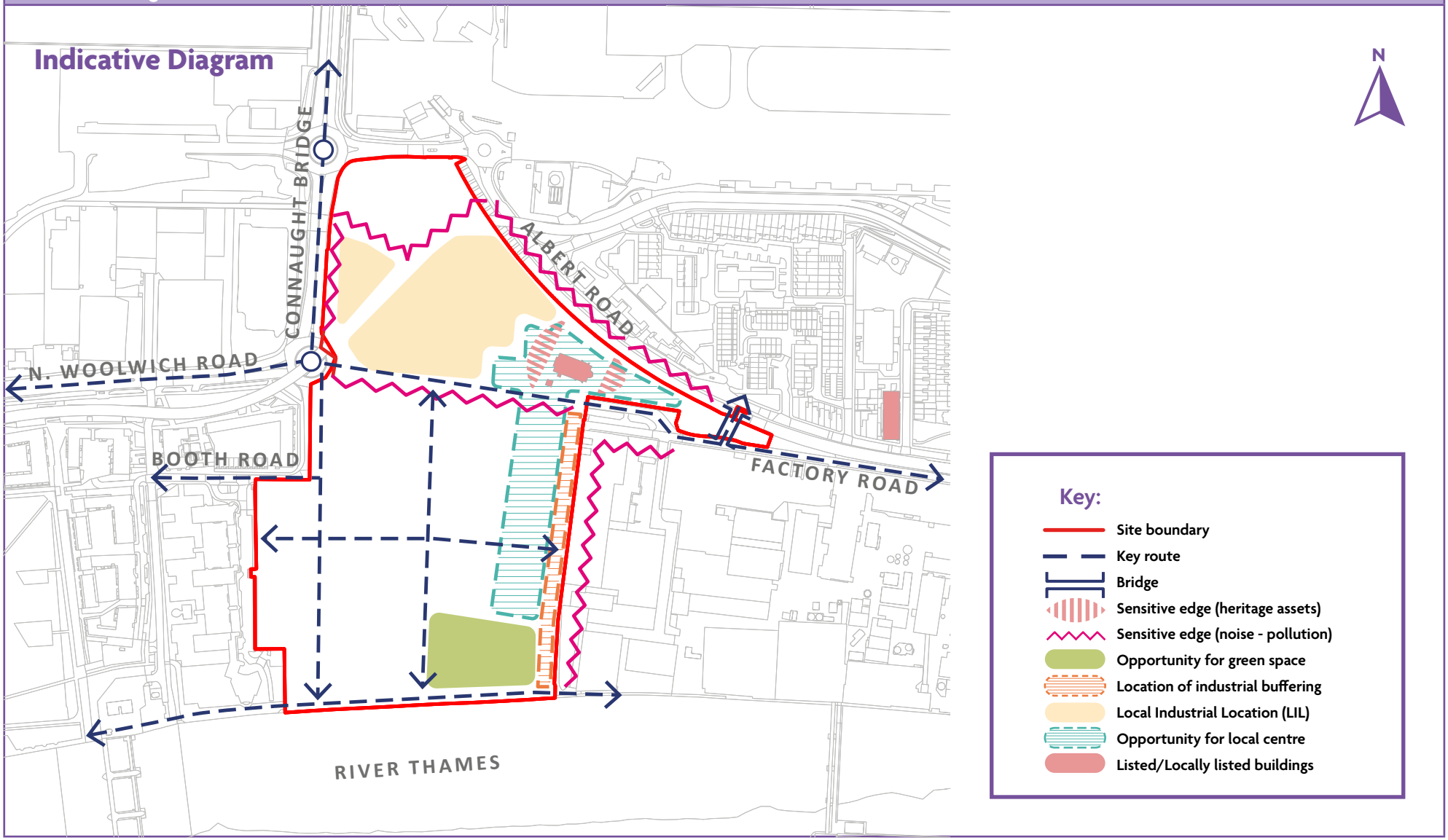


N2.SA3 Connaught Riverside	
Site address	Thames Road and North Woolwich Road
Neighbourhood	Royal Victoria
Site area	12.88 hectares
Public Transport Accessibility Level	0 – 2
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 1% AEP plus 40% climate change and 0.1% AEP event.
Heritage Designations	Former St Mark's Church (Brick Lane Music Hall) (Grade II* Listed) Royal Docks Archaeological Priority Area (Tier 3) In vicinity of Former Tate Institute, Wythes Road (Locally Listed)
Natural environment Designations	Tree Preservation Orders at Brick Lane Music Hall Open space at North Woolwich Road Verges Adjacent to the River Thames and tidal tributaries Site of Importance for Nature Conservation Air Quality Management Area In an area of deficiency of access to all parks and of under provision to publicly accessible green space by head of population during the plan period. Hazard Zone (London City Airport and Tate and Lyle)

N2.SA3 Connaught Riverside	
Existing uses	The site contains St Mark's Industrial Estate and Thames Road Industrial Estate. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Connolley's Yard / Jighand Limited and Harrow Green - Silvertown Recycling Centre). Residential developments to the south of North Woolwich Road. Site also contains hotels and a community facility (Brick Lane Music Hall).



N2.SA3 Connaught Riverside



N2.SA3 Connaught Riverside

Development principles

Residential development, employment uses, green space, main town centre uses, and social infrastructure, including community facilities and education facilities.

Residential development should be located outside the boundaries of the Local Industrial Location.

The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace. Employment uses should be concentrated within the northern Local Industrial Location (LIL). The employment floorspace should prioritise light industrial and warehousing focusing on creative and cultural production uses, manufacturing and production, low carbon and green industries. Development on the site should follow Local Plan Policy J3.

The existing employment uses on Thames Road Industrial Estate should be relocated within the site boundary to form a buffer building adjacent to Thameside East Strategic Industrial Location. No residential uses should be located within the buffer building.

The type and quantity of main town centre uses should be consistent with a local centre designation and Local Plan Policy HS1. A small to medium sized foodstore may be appropriate to meet local need, subject to passing the Impact Assessment. Development should protect existing community facilities at the Brick Lane Music Hall in accordance with Local Plan Policy SI1. Development should address the need for community facilities in the area by delivering new community facilities in Connaught Riverside Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

The maximum throughput of Connolly's Yard/ Jighand Ltd. waste site needs to be re-provided, either within the site boundary or elsewhere within London. The maximum achievable throughput of the existing waste site needs to be fully re-provided before redevelopment of the existing waste site can take place, in accordance with London Plan 2021 Policy SI9. Harrow Green - Silvertown Recycling Centre is located within the part of the site allocation designated as a Local Industrial Location and is therefore anticipated not to be subject to redevelopment.

The East London Waste Plan Evidence Base 2022 is being used to inform the update to East London's Joint Waste Plan. Development should take into consideration the recommendations of the update to the East London Joint Waste Plan, albeit noting that until its adoption London Plan 2021 Policy SI 9 will be used to assess proposals for the re-development of waste sites.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 50m (ca. 16 storeys) to the western part of the site and along the River Thames edge. Buildings should set back from the water spaces to avoid or minimise overshadowing impact.

Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGV and pedestrian access should be designed to avoid conflicts

N2.SA3 Connaught Riverside

between different uses, particularly where servicing the buffer building.

The design and layout of the site should take into consideration amenity impacts of, and access to, the Thames Refinery Wharf to ensure development does not compromise its operation.

The local centre should be located around Brick Lane Music Hall and should provide ground floor active frontages.

Development proposals should consider, in cooperation with Local communities, the re-provision of existing local art facing the Brick Lane Music Hall in accordance with Policy D2.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy.

Routes through, and to and from, the site should improve access and connectivity to Thames Barrier Park, DLR stations at Pontoon Dock, Prince Regent and across the railway footbridge to London City Airport DLR Station, and through to the River Thames, River Lea and Royal Victoria Dock. The design and layout of the site should also improve north-south and east-west permeability and connectivity to N2.SA1 Silvertown Quays.

Proposals should improve green infrastructure connectivity across the site to link to Silvertown Quays, Thames Barrier Park and provide a green spine running along Factory Road. The layout of the site should enable an extension of the Thames Path, providing a walking and cycling route along the edge of the site adjacent the River Thames.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, creating frontages to frame the local centre, the open space and the waterside public realm.

Development should conserve and enhance Former St Mark's Church (Brick Lane Music Hall) and its setting.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Connaught Bridge and Connaught Road.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

Infrastructure requirements

Development should address green space deficiencies by providing a Small Open Space. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm, and a Neighbourhood Equipped Area of Play.

Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development where viable, in accordance with the requirements of Local Plan Policy W2 Part 8.

Development should provide a primary school with early year's childcare provision, in accordance with Local Plan Policy SI4. This should be provided centrally within the part of the site to the south of Thames Road.

N2.SA3 Connaught Riverside

Development should provide an upgrade of Pontoon Dock Station, including escalators to improve access to the station.

Phasing and implementation
Short to medium term

Phasing of the site should take account of the likely requirement for water supply upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

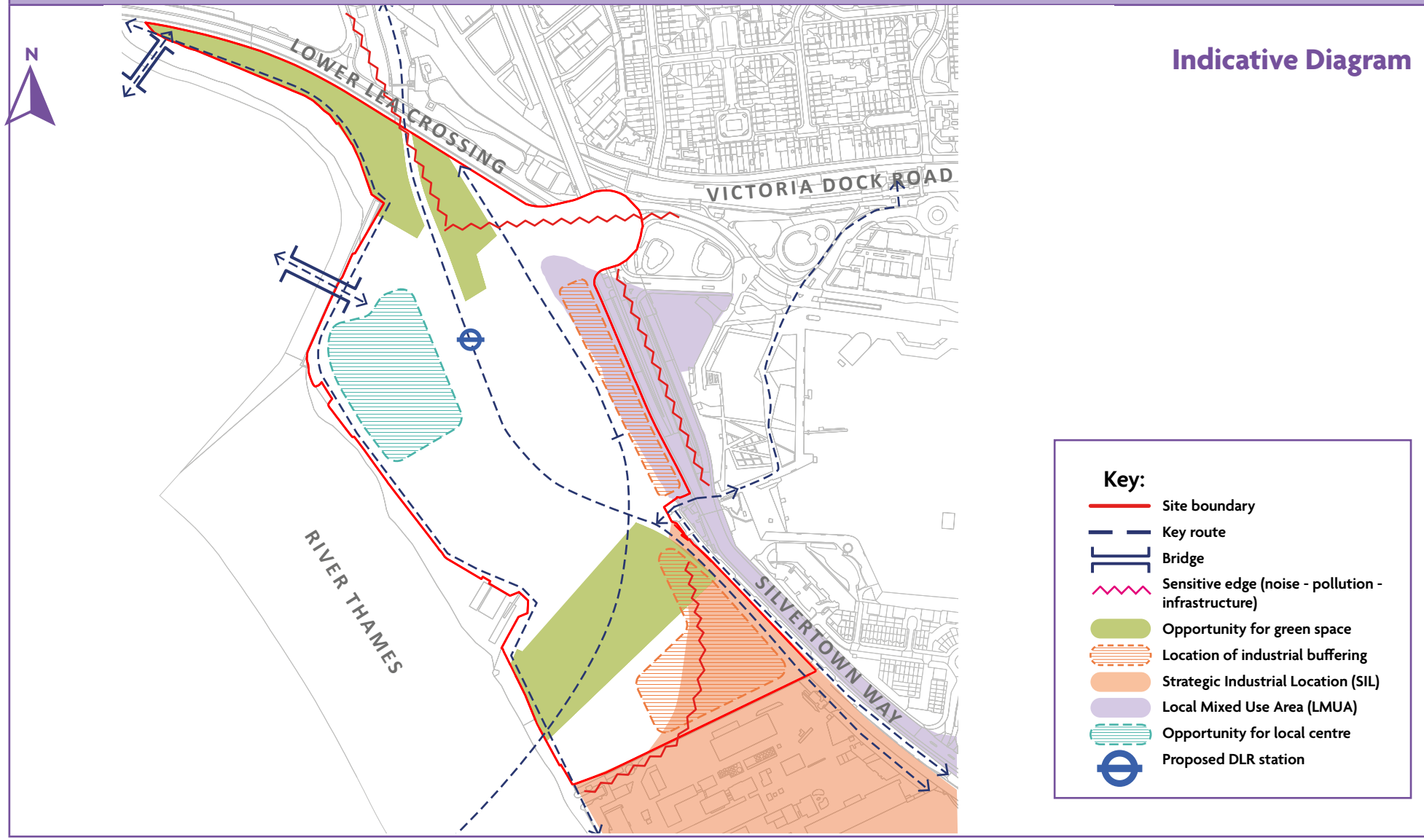


N2.SA4 Thameside West	
Site address	Land At Thameside West And Carlsberg Tetley Dock Road Silvertown London
Neighbourhood	Royal Victoria
Site area	18.79 hectares
Public Transport Accessibility Level	1b – 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Existing on-site sewer Overhead transmission line route
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) In the vicinity of Stothert and Pitt Cranes on North and South Sides of the Royal Victoria Dock (Grade II)
Natural environment Designations	Open space at Lower Lea Crossing Railsides and Lower Lea Crossing Verges Thames Wharf Site of Importance for Nature Conservation Adjacent to the River Thames and tidal tributaries Site of Importance for Nature Conservation The southern edge of the site allocation is in an area of deficiency of access to regional and metropolitan parks. The site is in an area of deficiency of access to district, local, small and pocket parks and of under provision to publicly accessible green space by head of population now and during the plan period. Air Quality Management Area and Air Quality Focus Area

N2.SA4 Thameside West	
Existing uses	The site is currently industrial in nature, and contains waste sites with temporary planning permissions. Some smaller employment units operate from units underneath the flyover. There are strips of inaccessible open space to the north. Part of the site is safeguarded for the construction of the Silvertown Tunnel river crossing. The site also contains a mooring point for the Riverbus Service and sits within the cable car protection zone, which runs above the site.



N2.SA4 Thameside West



N2.SA4 Thameside West

Development principles

Residential and employment uses, new DLR station, green space, main town centre uses and social infrastructure, including community facilities and education facilities.

The type and quantity of main town centre uses should be consistent with a local centre designation and Local Plan Policy HS1.

Development should address the need for community facilities in the area by delivering new community facilities in Thames Wharf Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

The employment uses should be consistent with Local Plan Policy J1, and within the Strategic Industrial Location should prioritise industrial large scale industrial and small scale light industrial, suitable for clean, green and low carbon industries, cultural and creative production / manufacturing and digital and high technology industries. Development within the Local Mixed Use Area designation should be consistent with the requirements of Local Plan Policy J1. Development on the site should maintain no net loss or deliver a net gain of industrial floorspace capacity as well as protecting the function and integrity of SIL where possible following Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 50m (ca. 16 storeys), 60m (ca. 20 storeys) and 100m (ca. 33 storeys) to aid wayfinding. Buildings should set back from the water spaces to avoid or minimise overshadowing impact.

The design and layout of the site should take into consideration amenity impacts of and access to the Peruvian and Royal Primrose Wharves to ensure development does not compromise their operation.

The location of the new DLR station should be consistent with the approved planning application.

The new local centre should be situated around the new DLR station and provide ground floor active frontages and high quality public realm. Employment floorspace should be concentrated within the part of the site designated as a Strategic Industrial Location.

Green space should be provided adjacent to the Strategic Industrial Location within the site allocation, acting as a buffer to the bulk of residential development. Green space should also link to the adjacent Limmo site allocation and the Lea River Park. Site design should enhance connectivity along North Woolwich Road, improving green infrastructure along the road to create an improved connection to Lyle Park.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. The layout of the site should enable an extension of the Thames Path, providing a walking and cycling route along the edge of the site adjacent the River Thames. Routes should improve access and connectivity to the Lea River Park and across the Lea to Trinity Buoy Wharf and the Leamouth peninsula. Access and connectivity should also be improved to Royal Victoria DLR Station, Canning Town District Centre, via City Hall, and to West Silvertown DLR Station. Connections to Lyle Park should be enhanced via

N2.SA4 Thameside West

improved routes along and across North Woolwich Road and Silvertown Way.

Site design should help improve connectivity under the existing flyover adjacent to the site.

Development should conserve and enhance the listed Stothert and Pitt Cranes in the proximity of the site and their settings.

The layout of the site should protect the Thames Wharf Site of Importance for Nature Conservation and increase access to nature and the surrounding waterways.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Silvertown Way.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport and the existing on-site sewer and overhead transmission line route.

Infrastructure requirements

The development should provide a consolidated Local Park / Open Space of a minimum of 2 hectares to service nearby residential neighbourhoods. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.

Development should provide a new DLR station.

Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development where viable, in accordance with the requirements of Local Plan Policy W2 Part 8.

Development should provide a primary school with early year's childcare provision, in accordance with Local Plan Policy SI4. This should be located centrally within the site, in proximity to the new local centre.

Development should safeguard space for a River Pier Landing Facilities and a River Pier.

Development should safeguard land for two new bridge connections: Trinity Buoy to Thames Wharf Bridge and the land to the south of the Lower Lea Crossing to Good Luck Hope bridge.

Phasing and implementation

Short to long term.

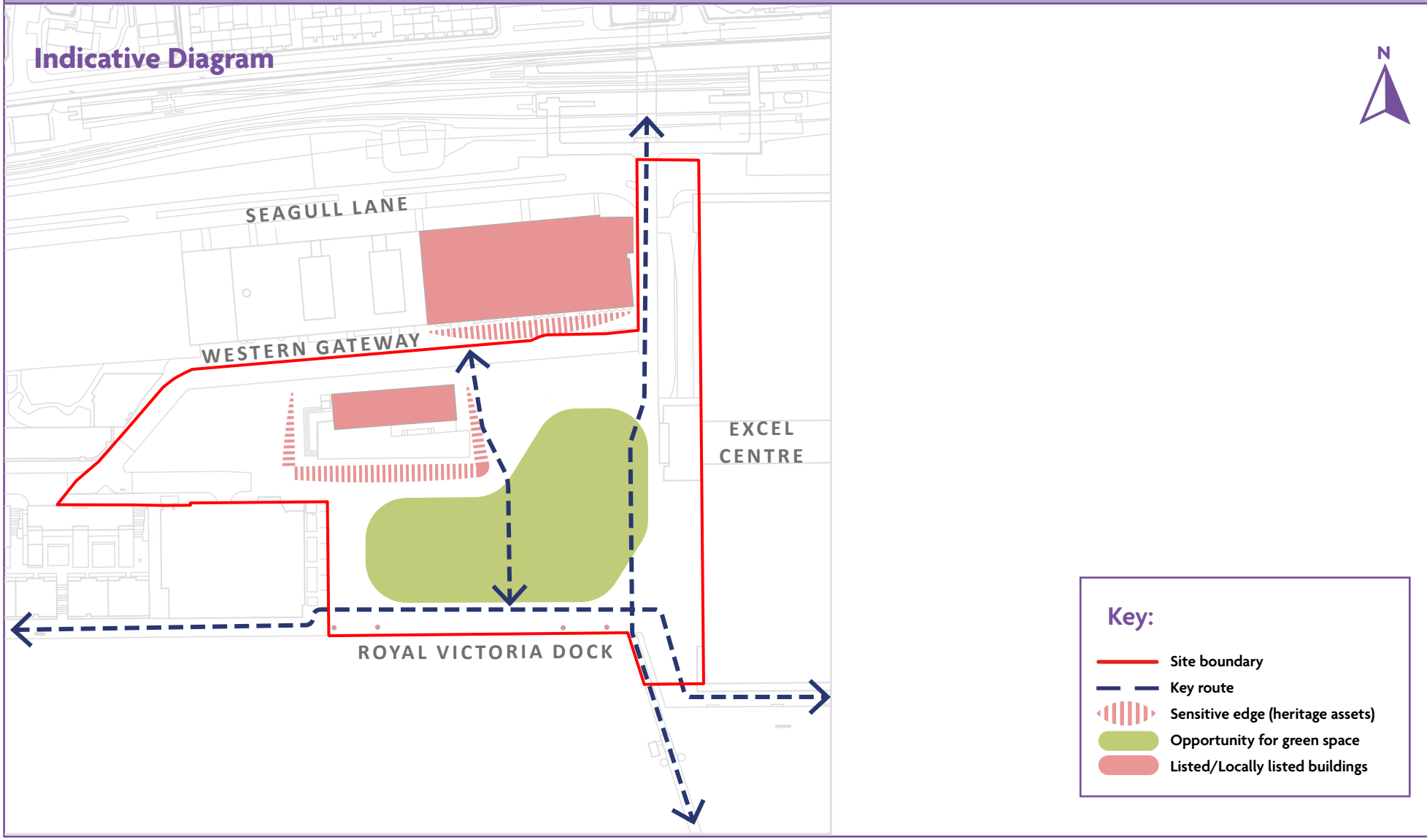
Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades which will need to reflect the cumulative impact of significant quantities of development in this location. This requires early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the existing on-site sewer and existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water and National Grid.

N2.SA5 Excel Western Entrance	
Site address	Excel Western Entrance, Western Gateway, E16
Neighbourhood	Royal Victoria
Site area	3.46 hectares
Public Transport Accessibility Level	2 to 3 3 to 4 (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2. There is also some pluvial flood risk in the 0.1% AEP event. Access and egress is highly likely to be impeded if the Thames were to breach its bank and defences were to fail.
Utilities	Existing on-site sewer
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) Stothert and Pitt Cranes (Grade II) Warehouse W (Grade II) In the vicinity of: Warehouse K (Grade II)
Natural environment Designations	Open space designation: Royal Victoria Square The site is in an area of deficiency of access to Regional, Metropolitan, District, and Pocket Parks. Air Quality Management Area
Existing uses	Main entrance to Excel conference centre with open space, a nursery, offices and residential accommodation at Warehouse W.



N2.SA5 Excel Western Entrance



N2.SA5 Excel Western Entrance

Development principles

Residential development, community facility and green space.

Development should retain the quantity and enhance the functionality of existing open space, including Royal Victoria Square to create an inviting entrance to the Excel conference centre site site, in accordance with Local Plan GWS1.

Development should protect existing community facility at the site in accordance with Local Plan Policy SI1.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with a taller building of approximately 40m (ca. 13 storeys) to the west to add wayfinding and to mark the gateway to the site. Massing should step down towards the east of the site to sensitively integrate with the prevailing height of the context and with the heritage assets. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

Development should reinforce the legibility of the existing street hierarchy by creating residential and community facility active frontages along Western Gateway and Royal Victoria Square.

Development should conserve and enhance the Grade II listed Warehouse W and the Grade II listed Stothert and Pitt Cranes in the site and the Grade II listed Warehouse K in proximity to the site and their settings.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through and to and from the site should improve north-south access to the water and improve the public realm on the dock edge. The design and layout should maintain the open character of the water.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport, and should minimise exposure to poor air quality in accordance with Local Plan Policy CE6.

The design and layout of the site should take account of the existing on-site sewer.

Infrastructure requirements

Development should address green space deficiency by reproviding and enhancing existing green space, including the Royal Victoria Square, as a consolidated and flexible small green space. The consolidated green space should retain the existing quantity of green space, while enhancing its functionality and exploring the opportunity for retaining original design features of heritage value. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

N2.SA5 Excel Western Entrance

In addition to the green space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as play space in the form of a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Medium term

The potential impact of the existing on-site sewer on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water.



N3 ROYAL ALBERT NORTH

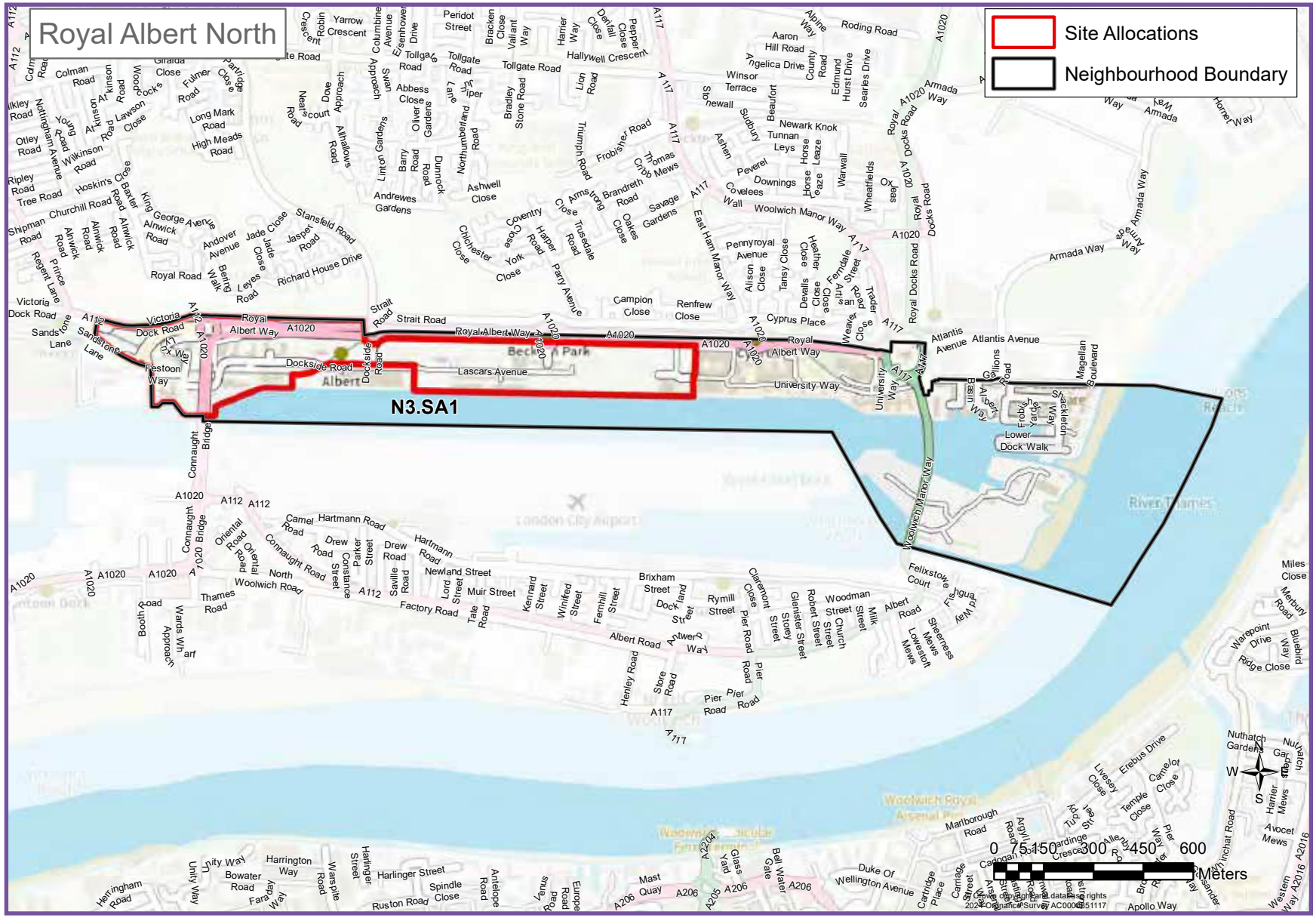
Neighbourhood profile

4.19 The Royal Albert North neighbourhood is located in the south east of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by Royal Albert Way to the north and Royal Albert Dock to the south. Connaught roundabout provides the western edge of the neighbourhood and the neighbourhood stretches across to the south of Albert Island. The neighbourhood's road infrastructure separates it from the surrounding area, particularly Beckton.

4.20 The neighbourhood is home to a mix of uses including hotels, offices, the University of East London campus, housing at Great Eastern Quays and emerging marine-based industrial uses on Albert Island. A large proportion of offices are currently vacant. The neighbourhood has a small number of community facilities and is home to the London Regatta centre which supports a variety of water-based leisure activities, including rowing. The neighbourhood has below the Newham average number of community facilities per km^2 and lacks public open spaces, with green infrastructure restricted to areas of amenity greenspace between the A1020 and the Royal Albert Dock. The neighbourhood has a small number of heritage assets including Compressor House, the Central Buffet at Custom House, the Dock's Manager's Offices and Gallions Hotel which was built between 1881 and 1883 for the Peninsular and Oriental Steam Navigation Company. The Royal Docks and Manor Park to North Woolwich Roman Road Archaeological Priority Areas are in the neighbourhood.

4.21 The neighbourhood's main roads and highway infrastructure dominate parts of the neighbourhood and carry high levels of traffic resulting in poor connectivity, high levels of noise and poor air quality. Although the neighbourhood has three DLR stations and is adjacent to Gallions Reach DLR Station, it has poor public transport accessibility, with the highest public transport accessibility levels near Cyprus DLR Station and towards Gallions Reach.




Royal Albert North
Site Allocations
Neighbourhood Boundary
N3.SA1
Royal Albert Way
Victoria Dock Road
Docks'de Road
Lascars Avenue
Connaught Bridge
Woolwich Manor Way
University Way
Atlantis Avenue
Lower Dock Walk
Armada Way
Royal Docks Road
Hartmann Road
Factory Road
Albert Road
Pier Road
Warwall
Wheatfields
Ox Leaze
Horse Leaze
Tunnan Leys
Newark Knot
Woolwich Manor Way
Campion Close
Renfrew Close
Cyprus Place
Pennyroyal Avenue
Strait Road
Royal Albert Way
Beckton Park
Festoon Way
Sandstone Lane
Regent Lane
Prince Regent
Richard House Drive
Andrewes Gardens
Ashwell Close
Lintorn Gardens
Barry Road
Dunnock Road
Northumberland Road
Tollgate Road
Hallywell Crescent
Roding Road
Aaron Hill Road
Angelica Drive
Winsor Terrace
Stonewall
Subury
Beaufort
Searles Drive
Edmund Hurst Drive
County Road
Armada Way
Hornet Way
Colman Road
Girarda Close
Fulmer Road
Partridge Close
Long Mark Road
High Meads Road
Wilkinson Road
Lawson Close
Nottingham Avenue
Otley Road
Ripley Road
Tree Road
Hoskin's Close
Baxter Road
Churchill Road
Shipman Road
Almwick Road
King George Avenue
Andover Avenue
Jade Close
Jasper Road
Stansfield Road
Leyes Road
Bering Walk
Royal Road
Victoria Dock Road
Sandstone Lane
Festoon Way
Docks'de Road
Lascars Avenue
Connaught Bridge
Oriental Road
Camel Road
Drew Road
Parker Street
Constance Street
Connaught Road North
Woolwich Road
Thames Road
Booth Road
Wards Wharf Approach
Saville Road
Newland Street
Lord Street
Muir Street
Kennard Street
Winkfield Street
Fernhill Street
Brixham Street
Dockland Street
Rymill Street
Claremont Close
Glenister Street
Robert Street
Woodman Street
Church Street
Milk Street
Albert Road
Felixstowe Court
Ipswich Way
Sherness Mews
Lowestoft Mews
Pier Road
Antwerp Way
Store Road
Henley Road
Tate Road
Miles Close
Mercury Road
Warepoint Drive
Bluebird Way
Ridge Close
Nuthatch Gardens
Erebus Drive
Livesey Close
Camelot Close
Temple Close
Harrier Mews
Avocet Mews
Marlborough Road
Argyll Road
Cardinge Crescent
Pier Way
Winchat Road
Western Way
A2016
Duke Of Wellington Avenue
Cartridge Place
Carriage Street
Bell Water Gate
Glass Yard
Mast Quay
Spindle Close
Antelope Road
Venus Road
Europe Road
Ruston Road
Harlinger Street
Warspite Road
Harrington Way
Bowater Road
Unity Way
Herringham Road
Apollo Way
0 75 150 300 450 600
Meters
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N3 ROYAL ALBERT NORTH

Vision

Royal Albert North will be a vibrant and cohesive neighbourhood, home to new high quality employment uses, higher-education campus and residential developments. These uses will be supported by a new neighbourhood parade at Royal Albert Quay and open space. The neighbourhood, and the University of East London in particular, will be successfully integrated into the wider network of neighbourhoods, with improved connections to neighbouring town centres and open spaces, particularly those in Beckton.

The neighbourhood will benefit from the transformation of N3.SA1 Royal Albert North and the completion of existing developments under construction. The neighbourhood's high quality employment offer will be in the form of a mix of workspace, light industrial and modern heavy industrial uses.

The isolated nature of the neighbourhood will be reduced and the dominance and severance of the neighbourhood's roads and transport infrastructure at Connaught roundabout and Royal Albert Way will be reduced. There will also be a new and improved network of safe, green and accessible walking and cycling routes, particularly to Beckton, Royal Victoria, North Woolwich and Gallions Reach and to the water.

Policy N3: Royal Albert North

The vision for Royal Albert North will be achieved by:

1. supporting development at N3.SA1 Royal Albert North that creates a sense of place, in accordance with the Royal Albert North Tall Building Zone and Local Plan Policy D4;
2. supporting development that conserves the neighbourhood's listed buildings, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. reducing any physical, townscape, landscape and perceived barriers to enable seamless integration between sites;
4. requiring development to respond to and complement the materials and detailing of the neighbourhood and the traditional warehouse architecture, for example the appropriate use of robust masonry and punched window openings;
5. supporting a diverse mix of uses in the Royal Albert Quay Neighbourhood Parade to meet the local catchment needs for convenience retail, services and community uses;
6. supporting new community facilities when in conformity with Local Plan Policy SI2;
7. addressing gaps within the network of well-connected employment uses through the delivery of a wide range of employment uses, particularly for smaller flexible industrial and office/workshops for small and medium enterprises and micro businesses;
8. supporting the re-use of Compressor House for community uses;
9. supporting growth in training and economic opportunities for green and low carbon industries and encouraging developments to establish strong links with the University of East London to support skills, training and career development;
10. intensifying industrial land to deliver a strategic scale boatyard and new workspaces and skills and training opportunities at Albert Island, in accordance with Albert Island Tall Building Zone and Local Plan Policy D4;
11. requiring developments in the Royal Docks Enterprise Zone that deliver new employment floor space to support the London Living Wage designation;
12. improving conditions for walking, cycling and public transport by:
    a. improving Royal Albert Way, Woolwich Manor Way, Gallions Road, the Thames Path, the Capital Ring and Connaught Bridge to reduce the dominance of the highway and to enhance conditions for walking, cycling and buses and to improve access to public transport and the wider network of neighbourhoods and their green spaces, particularly Beckton;
    b. requiring and supporting new crossings at Royal Albert Way and Gallions Reach Roundabout to reduce severance to improve connectivity to the wider network of neighbourhoods;

c. improving accessibility through and around Cyprus and Beckton Park DLR Stations to Beckton;
d. supporting the provision of the High Street North (East Ham to North Woolwich) and Connaught Bridge to Gallions Reach Strategic Cycling Corridors;
e. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters.

13. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through new parks at N3.SA1 Royal Albert North and through the use of street trees, particularly at Gallions Roundabout and along Royal Albert Way, whilst taking account of the London City Airport biodiversity guidance;
14. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of the historic Royal Docks, King George V Dock and Royal Albert Dock, by protecting and enhancing these water spaces and access to them. Development should celebrate the unique character of the docks, and enhance the environmental quality of the waterscape. Suitably located and scaled waterfront amenities, including moored vessels, that are water-dependent, water-related and that facilitate or enhance water-dependent or water-related uses, will be supported;
15. maximising opportunities to access the water, including through the Capital Ring, new and improved walking and cycling routes to the water and by maintaining the provision of a continuous, safe, accessible and high-quality walking and cycling route along the dock;
16. improving air quality and reducing exposure to poor air quality, particularly along Connaught Bridge, Royal Albert Way and Woolwich Manor Way;
17. mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses;
18. supporting improvements to the University of East London campus, including protecting and supporting enhancements to playing pitches;
19. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6.

Sites

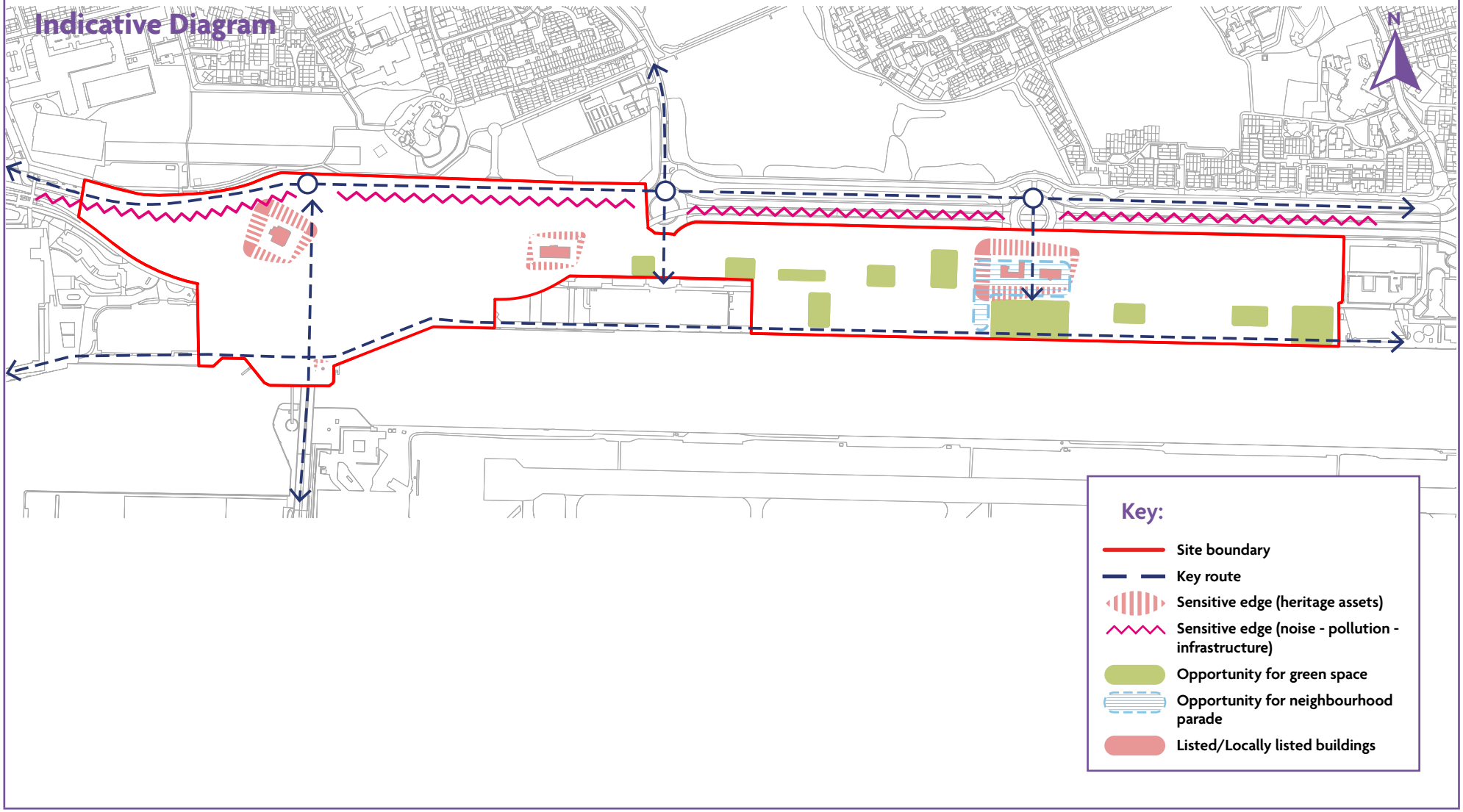
- N3.SA1 Royal Albert North



N3.SA1 Royal Albert North	
Site address	Land North of Royal Albert Dock, Beckton London
Neighbourhood	Royal Albert North
Site area	29.8 hectares
Public Transport Accessibility Level	4 – 1a 5 – 1a (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead transmission line route
Heritage Designations	The Connaught Tavern (Grade II) Dock manager's office (Grade II) (Heritage at Risk Register) Central buffet at Custom House (Grade II) (Heritage at Risk Register) Compressor House (Locally listed) Hydraulic Accumulator Tower (Locally listed) Royal Docks archaeological priority area (Tier 3)
Natural environment Designations	Ham Creek Wood (Pylon Walk) Site of Importance for Nature Conservation Adjacent to the Royal Docks Site of Importance for Nature Conservation. The site is separated from the Beckton parks Site of Importance for Nature Conservation by Royal Albert Way. Open space at Victoria Dock Road Amenity Greenspace, Prince Regent Railsides, Lynx Way, Pylon Walk and Royal Albert Station Greenspace. In an area of deficiency of access to all types of park. Air Quality Management Area Hazard Zone (London City Airport and Tate and Lyle)
Existing uses	The site contains a cluster of hotel developments, a listed public house, water sports centre, restaurant and gym to the west of the site. Office space has been delivered as part of the first phase of 14/00618/OUT. London Design and Engineering University Technical College is located to the east of the site. The site also contains car parking, open space, a temporary energy centre and a variety of heritage buildings.



N3.SA1 Royal Albert North



N3.SA1 Royal Albert North

Development principles

Residential development, employment uses, green space, main town centre uses and social infrastructure, including community facilities, higher education facilities and sports and recreation facilities.

The employment uses should be consistent with Local Plan Policy J1 and prioritise light industrial uses, flexible office / workspaces uses suitable for small and medium-sized businesses and services, creative and cultural production industries and high technology. Development on the site should follow Local Plan Policy J3.

The type and quantity of main town centre uses should be consistent with a neighbourhood parade designation and Local Plan Policy HS1.

Development should protect existing community facilities in accordance with Local Plan Policy SI1. Development should address the need for community facilities in the area by delivering new community facilities in the Royal Albert Quay Neighbourhood Parade, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Educational floorspace will only be supported where it is associated with education campuses at the University of East London and the London Design and Engineering UTC, in accordance with Local Plan Policy SI4.

Development should protect and enhance existing sports and recreation facilities in accordance with Local Plan Policy SI1 and SI3.

The site could deliver realignment of Royal Albert Way and northern Connaught roundabout, through the rationalisation of the existing highways infrastructure to the north of Connaught Bridge. This should seek to deliver improved connectivity along this key transport node within the site boundary, and also increase the amount of available land to deliver residential in the site allocation boundary.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. The masterplan must demonstrate that the proposed development is designed with suitable flexibility to accommodate the option to deliver the realignment of Royal Albert Way and northern Connaught roundabout.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 32m (ca. 10 storeys) in the proximity of Royal Albert Way and Connaught North highway infrastructure, with scope for a taller building adjacent the dock edge to the west of 1000 Dockside Road. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The location of residential uses should carefully consider the proximity of London City Airport, and its implications for amenity and heights.

To the eastern half of the site green spaces and employment uses should be focused along the dock edges and Dockside Road. To the western half of the site, employment uses should be positioned in the proximity of existing non-residential uses and any realigned highways infrastructure. Main town centre uses should be located within the emerging Royal Albert Quay Neighbourhood Parade, consistent with Local Plan Policy HS1.

N3.SA1 Royal Albert North

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity to Beckton Park, Silvertown Quays and along and across Victoria Dock Road and Royal Albert Way. Development should provide a walking and cycling route along the dock edge.

Green space should be provided along Royal Albert Dock Road and the northern edge of Royal Victoria Dock and Gallions Point Marina as well as improving the greening of the continuous public realm area along the dock edges.

Site design should improve the green infrastructure on Victoria Dock Road and Royal Albert Way to enhance connectivity to Cundy Park and Beckton Parks and fragmented areas of amenity greenspace to the north.

Development should conserve and enhance the listed buildings within and in the proximity of the site and their settings, including the Grade II listed Connaught Tavern, Dock manager's office, Central buffet at Custom House and the locally listed Compressor House and Hydraulic Accumulator Tower. The grade II listed Central Buffet and Central Offices, which are currently on the Heritage at Risk Register should be restored and brought back into viable use which contributes to the vitality and viability of Royal Albert Quay Neighbourhood Parade, in accordance with Local Plan Policy D9.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Royal Albert Way. Design measures should minimise exposure to noise from London City Airport.

The layout of the site should protect the Ham Creek Wood (Pylon Walk) Site of Importance for Nature Conservation and increase access to nature and the surrounding waterways.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site and design measures should take account of the existing overhead transmission line route.

Infrastructure requirements

Development should address green space deficiencies by providing a sequence of Pocket Parks with a combined area of 2 hectares. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.

Development should provide a sports-lit Multi-Use Games Area at the site, meeting the requirements of Local Plan Policy GWS5.

Development proposals will need to provide an assessment of the capacity of Beckton Park DLR Station and provide mitigation to manage any adverse impact identified to the operation of the station as a result of development of the site allocation.

N3.SA1 Royal Albert North

Development should deliver platform lengthening and secondary means of escape at Royal Albert DLR Station.

Phasing and implementation
Short to long term.

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.



N4 CANNING TOWN

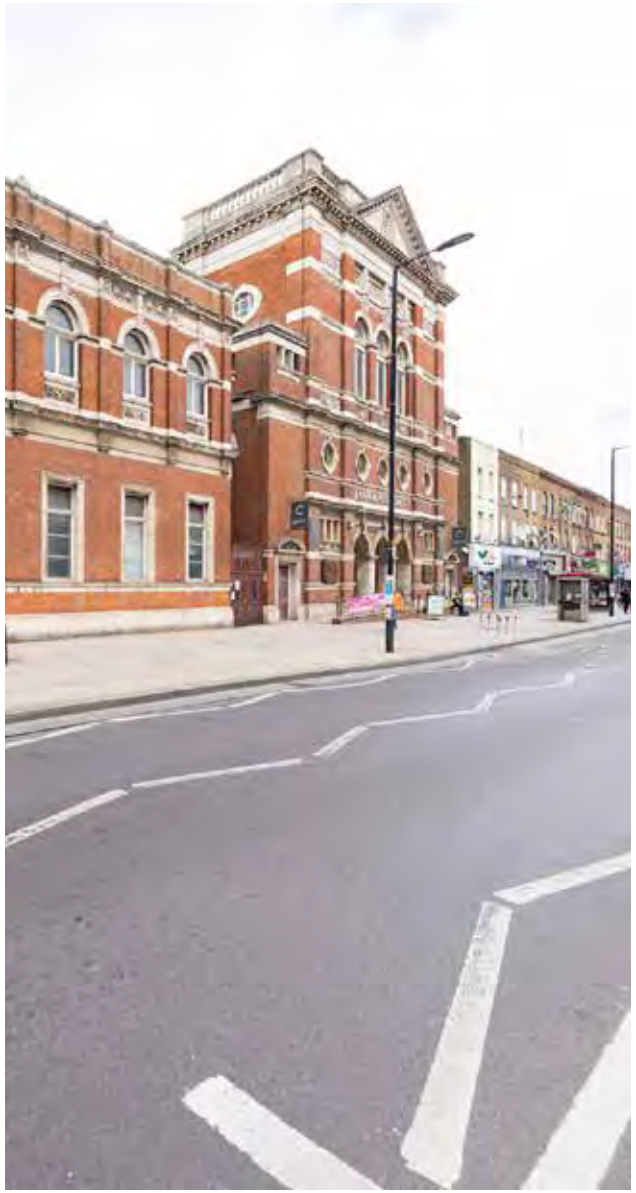
Neighbourhood profile

4.22 The Canning Town neighbourhood is located in the west of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. Barking Road, Newham Way and Silvertown Way cross the neighbourhood. The Greenway runs to the north of the neighbourhood and, in the south west, part of the neighbourhood is in the Lee Valley Regional Park.

4.23 The neighbourhood is predominantly residential with low-density post-war residential housing to the north and south of Barking Road. Canning Town District Centre is located on Barking Road, complemented by the Hallsville Quarter. The district centre provides a mix of shops, food and drink and leisure uses along with the market. Canning Town has a number of community facilities, including community centres, a library, and a high number of places of worship. The neighbourhood includes industrial and mixed-use employment areas around Bidder Street, which play an important role in supporting the network of well-connected employment uses, alongside providing important premises and workspaces for local businesses and industries.

4.24 The neighbourhood has many green spaces including the East London cemetery, Memorial Recreation Garden, Star Park, Hermit Recreation Ground, Kier Hardie Recreation Ground, Malmesbury Road Park and the Bow Creek Ecology Park. The Kier Hardie Recreation and the Ghandi Chaplin Memorial Garden achieved Green Flag Awards in 2023. Some of these green spaces also contain important natural habitats and biodiversity. However, the neighbourhood as a whole is deficient in sites important for nature and biodiversity. The neighbourhood's heritage assets include the Royal Oak Public House, the former library, the Chapel of St George and Church of St Luke. The neighbourhood is also in the Canning Town/ Newham Way and Thames Ironworks Archaeological Priority Areas.

4.25 Public transport accessibility varies across the neighbourhood with the highest levels of public transport around Canning Town Station, which is a major transport interchange, and the district centre. The main roads in the neighbourhood carry high levels of traffic resulting in poor connectivity, high levels of noise and poor air quality. Silvertown Way is set to be transformed to create new public spaces, wider pavements, separated cycle lane, better crossings and connections and to make it easier to get around for pedestrians and cyclists or by public transport.



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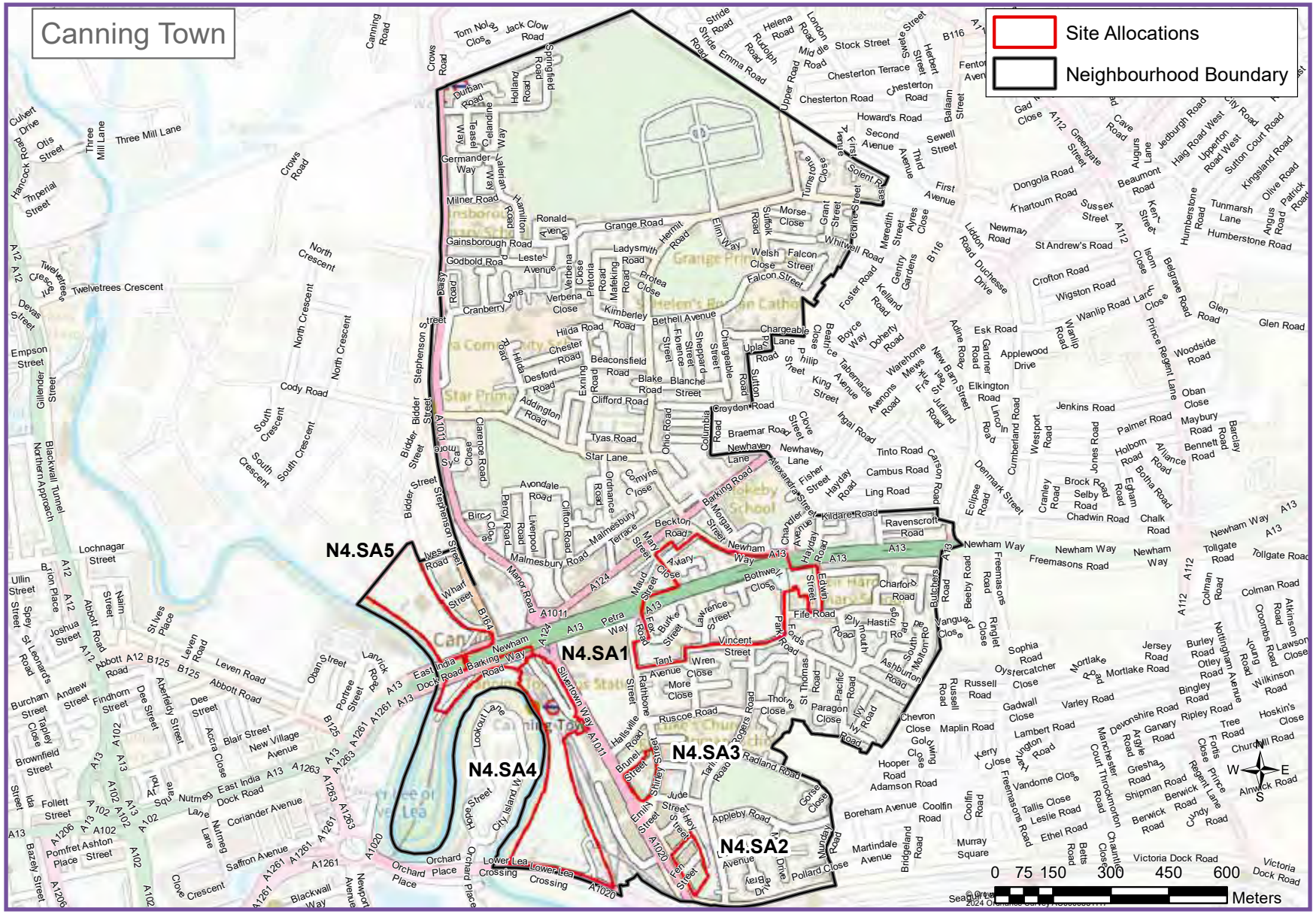

Canning Town
Site Allocations
Neighbourhood Boundary
N4.SA1
N4.SA2
N4.SA3
N4.SA4
N4.SA5
0 75 150 300 450 600
Meters

N4: CANNING TOWN

Vision

The Canning Town neighbourhood will benefit from a high level of growth, which will be delivered through the transformation of sites in and around the Canning Town District Centre, whilst the north of the neighbourhood will benefit from the enhancement of its existing character. Canning Town District Centre will be a thriving and vibrant centre, with a successful street market and a growing evening and night time local offer, and will be enhanced through new housing, retail, leisure and community uses, and improved public realm.

The neighbourhood will benefit from improved connections to the Royal Docks, with improvements to Silvertown Way and improvements to Canning Town Station. Walking and cycling routes across the neighbourhood will be improved to better connect Canning Town and Custom House. The neighbourhood will also benefit from a new park at N4.SA4 Limmo and improved access to the River Lea.

Policy N4: Canning Town

The vision for Canning Town will be achieved by:

1. supporting a moderate uplift in density in 'enhance' areas where development enhances the character of the neighbourhood and improves the quality and legibility of the urban form;
2. supporting development that conserves the character of the Canning Town Areas of Townscape Value and the neighbourhood's heritage assets, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. appropriate mitigation and buffering between residential and industrial uses;
4. supporting the transformation of N4.SA1 Canning Town East, N4.SA2 Silvertown Way East, N4.SA3 Canning Town Holiday Inn, N4.SA4 Limmo and N4.SA5 Canning Town Riverside, in accordance with the Canning Town Tall Building Zones and Local Plan policy D4;
5. improving the role of Canning Town District Centre by:
    a. supporting a diverse mix of uses to meet local catchment, workers and visitors' needs, for retail, leisure, services and community uses, and to establish a local scale evening and night time economy offer;
    b. improving how it functions as an important transport hub;
    c. enhancing and activating the public realm at the market and under the A13 flyover and the Silvertown Way viaduct;
    d. supporting the re-use of the former Canning Town library as a cultural, heritage and learning space.
6. protecting existing and delivering new small scale employment floorspace to increase local economic opportunities as part of the network of well-connected employment uses;
7. supporting appropriate development at the Bidder Street Local Mixed Use Area (LMUA) to support lighter industrial workspaces as part of mixed-use development on the LMUA and enabling a smooth and neighbourly transition to the Strategic Industrial Location in the north, as well as requiring digital connectivity and digital innovation and technology as part of modern industrial development;
8. improving conditions for walking, cycling and public transport by:
    a. improving the safety, quality, legibility and permeability of streets and walking and cycling routes, particularly between Canning Town and Custom House;
    b. supporting the provision of the Barking Road (Canning Town to Barking), Manor Road (Canning Town to West Ham) and Royal Docks Corridor (Canning Town to North Woolwich) Strategic Cycling Corridors;
    c. improving existing access points and creating new access points to the Greenway;
    d. improving Silvertown Way, Newham Way, Barking Road, Victoria Dock Road, Vincent Street and Bidder Street to enhance conditions for walking, cycling and public transport and to improve links to the River

Lea, the Royal Docks, Canning Town Station and Custom House Station;

e. requiring and supporting improved walking routes within and linking to the district centre and improved crossings, particularly on Barking Road, Manor Road, Hermit Road, Newham Way, Silvertown Way and Bidder Street;
f. reconfiguring Silvertown Way to improve key junctions, reduce speeds, improve road safety, create better environment for walking and cycling, create new crossings and improved links across the neighbourhood, and improve bus journeys;
g. supporting bus priority measures on Barking Road;
h. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
i. supporting improvements to increase the capacity of Canning Town Station and the reconfiguration of the bus station as part of N4.SA4 Limmo;

9. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including the provision of a new park at N4.SA4 Limmo, enhancements along the Greenway, improving the Ghandi Chaplin Peace Garden and surrounding streetscape and through street trees and ground plane planting, particularly on Victoria Dock Road;
10. maximising opportunities to access the water, including through the extension of the Leaway path from Cody Dock south to Canning Town;
11. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Areas and along Victoria Dock Road, Newham Way, Manor Road and Hermit Road;
12. mitigating the noise impact of the airport through appropriate design solutions, including considering the location of uses;
13. providing a new leisure centre in Canning Town District Centre, protecting and supporting enhancements to sports courts at East London Rugby Club, Hermit Recreation Ground, Rokeby School, Memorial Recreation Ground, Star Primary School and Eastlea Community School, supporting an urban sport offer at Star Park and requiring sports-lit multi-use games area at N4.SA1 Canning Town East;
14. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6.

Sites

- N4.SA1 Canning Town East
- N4.SA2 Silvertown Way East
- N4.SA3 Canning Town Holiday Inn
- N4.SA4 Limmo
- N4.SA5 Canning Town Riverside

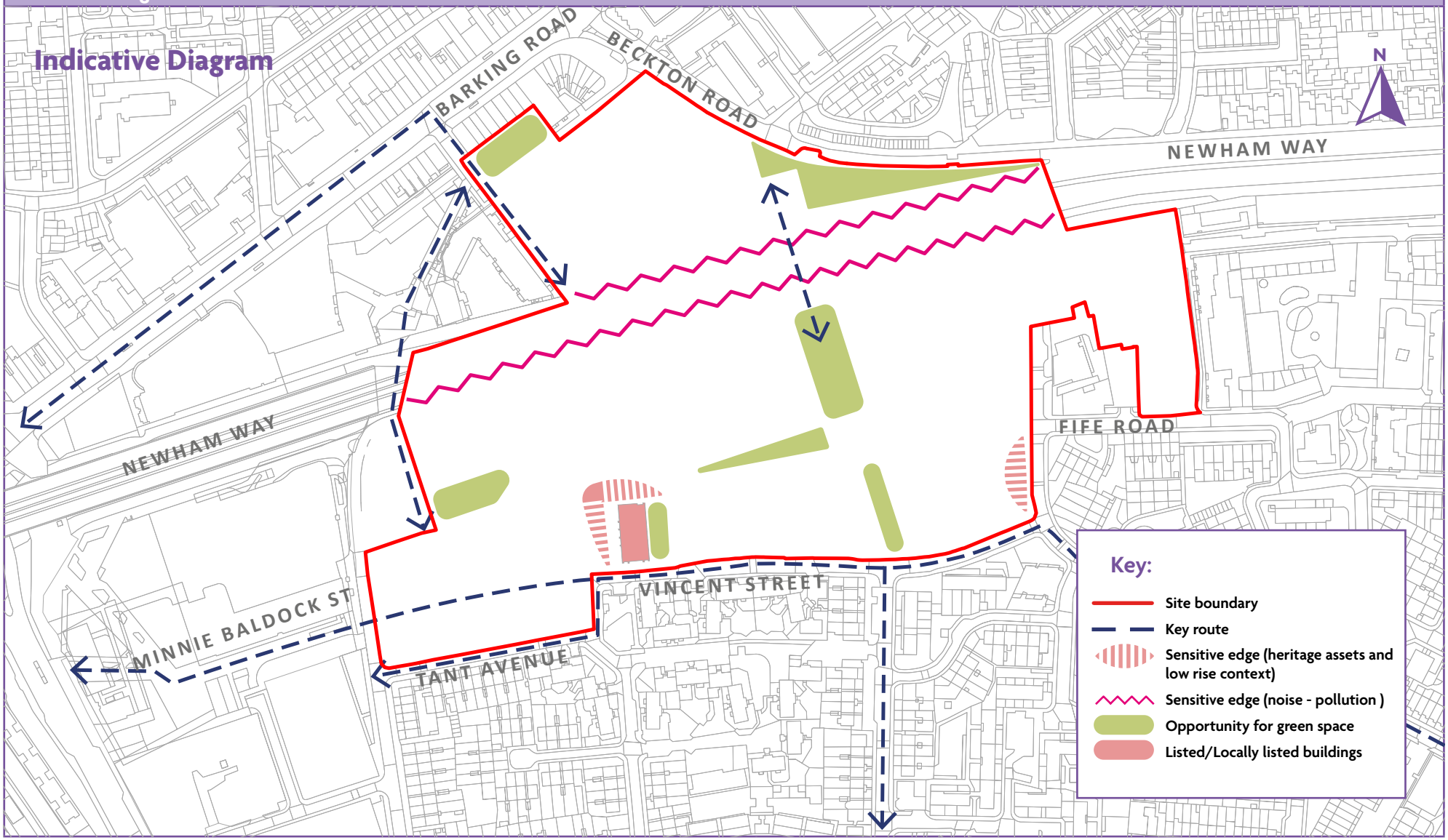


N4.SA1 Canning Town East	
Site address	Development Site Canning Town East, Canning Town London
Neighbourhood	Canning Town
Site area	9.74 hectares
Public Transport Accessibility Level	6a – 1a
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Chapel of St George and St Helena at former Dockland Settlement No. 1 (Grade II) The Christian Care Centre, 5 Cooper Street, Canning Town, London E16 1QU , also known as 'Mayflower Docklands Settlement' (Locally listed) Canning Town / Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Former public hall and library, Canning Town (Grade II) Royal Oak Public House (Grade II) 144 Barking Road (Locally listed) St Margarets RC Church, 79 Barking Road, Canning Town, London E16 4HB (Locally listed) Former NatWest Bank, no.51-53 Barking Road (Locally listed) 1930s building Ruscoe Road (former PH) (Locally listed) Amirs, 57 Hallsville Road, Canning Town, London E16 1EE (Locally listed) Areas of Townscape Value Canning Town

N5.SA1 Canning Town East	
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to all types of parks, apart from the northern half of the site which has access to a pocket park, and of under provision to publicly accessible green space by head of population during the plan period. Open space at Edwin Street, Rathbone Street Open Space, Burke Street Play Area and Kennedy Cox House Play Area, Burke Street.
Existing uses	Residential, green space, hostel and community facilities in the form of a faith facility and associated facilities.



N4.SA1 Canning Town East



N4.SA1 Canning Town East

Development principles

Residential, community facilities and green space.

Development proposals should consider options for the retrofit or refurbishment of existing residential buildings on site.

Development should protect the existing community facilities floor space in accordance with Local Plan Policy SI1.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca 3-7 storeys) in the eastern part of the site and between 21-32m (ca. 7-10 storeys) in the western part of the site, with opportunities for taller buildings of approximately 40m (ca. 13 storeys) to mark the east entrance to the site and of approximately 50m (ca. 16 storeys) in the proximity of the A13, to the western entrance to the site and to mark open spaces. Massing should step down to sensitively integrate with the low rise context to the east.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity to Canning Town District Centre, along Vincent Street and between Canning Town Station and Freemasons Road, via Hallsville. The site should provide an east-west connection, connecting Vincent Street to Minnie Baldock Street.

Improved connections should be provided north-south across the A13, including a crossing at grade. Improvements should be secured to the southern exit of the existing underpass adjacent Fox Road.

Development should improve the green infrastructure connectivity between the site and Canning Town Recreation Ground and Keir Hardie Recreation Ground, as well as amenity green spaces in the wider area.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, creating a residential active frontage along Newham Way and marking north-south routes.

Development should conserve and enhance the listed Chapel of St George and St Helena, the locally listed Christian Care Centre and the listed buildings in the proximity of the site and their settings.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Barking Road and Newham Way. Design measures should minimise exposure to noise from the A13. In relation to buildings adjacent the A13, this could be addressed through careful placement of buildings and heights of buildings adjacent the road, retention and/or planting of trees as a buffer and the positioning of decks and non-habitable rooms adjacent the road.

Proposals should protect existing mature trees on site including a large group of mature trees adjacent to the A13, as these can contribute towards buffering noise and air quality impacts.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

N4.SA1 Canning Town East

Infrastructure requirements

Development should address green space deficiencies by providing Pocket Parks. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Neighbourhood Equipped Area of Play and Local Area for Play, which should be playable public realm.

The site should protect or re-provide the functionality of the existing sports-lit Multi-Use Games Area located adjacent Fox Road and Burke Street, meeting the requirements of Local Plan Policy GWS5.

The development should enable the delivery of a new bus route to the south of the site, along Tant Avenue and Vincent Street.

Phasing and implementation

Short to long term.

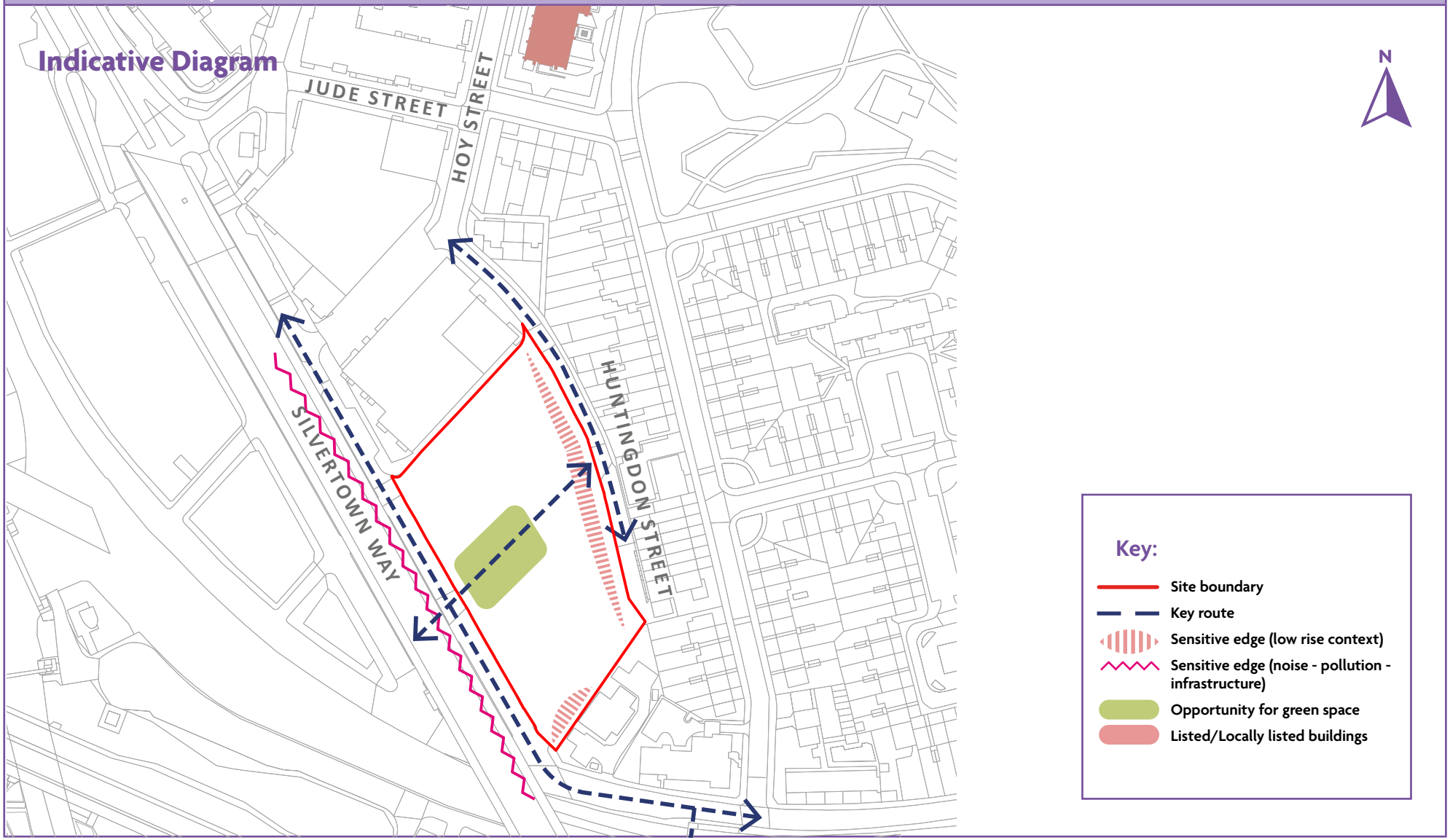
Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.



N4.SA2 Silvertown Way East	
Site address	Fen Street; Nelson Street; Caxton Street North; Huntingdon Street
Neighbourhood	Canning Town
Site area	0.77 hectares
Public Transport Accessibility Level	3 – 4
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 1% plus climate change and 0.1% AEP event.
Heritage Designations	Archaeological Priority Zone (Canning Town / Newham Way) In the vicinity of Church of St Luke (Grade II)
Natural environment Designations	Air quality Management Area Air Quality Focus Area. In an area of deficiency of access to all types of park, apart from local parks and of under provision to publicly accessible green space by head of population now and during the plan period.
Existing uses	Industrial uses and community facility in the form of a gym and boxing club.



N4.SA2 Silvertown Way East



N4.SA2 Silvertown Way East

Development principles

Residential, employment uses, and sports and recreation facilities.

The employment uses should be consistent with Local Plan Policy J1 and prioritise light industrial floorspace and provide small-scale industrial workspaces for light industry, including creative and cultural production. Development on the site should follow Local Plan Policy J3.

Development should protect and enhance existing sports and recreation facilities in accordance with Local Plan Policy SI1 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with a taller building of approximately 50m (ca. 16 storeys) towards the northern edge of the site along Caxton Street. Massing should step down towards the southern and eastern part of the site to sensitively integrate with the low rise context.

Industrial and employment uses should be focused along Huntingdon Street and Caxton Street North, buffering existing employment uses opposite the site. The design of employment uses should be compatible with neighbouring residential uses. The site should be designed to avoid conflicts between any HGV vehicle movements servicing the employment floorspace and pedestrians.

Replacement sports and recreation facilities should front Caxton Street North.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity along Caxton Street North and Huntingdon Street, to neighbouring residential to the north of the site, to Keir Hardie Recreation Ground and the future proposed green space at the Limmo Peninsula. Site design should help improve connectivity between Caxton Street North and Huntingdon Street.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, consolidating the frontage along Caxton Street. Development should conserve and enhance the listed Church of St Luke in the proximity of the site and its setting.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Silvertown Way.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

N4.SA2 Silvertown Way East

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. Development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm, and a Locally Equipped Area for Play, which could be provided as part of the pocket park.

Phasing of the site should take account of the likely requirement for water supply upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Phasing and implementation

Medium term.

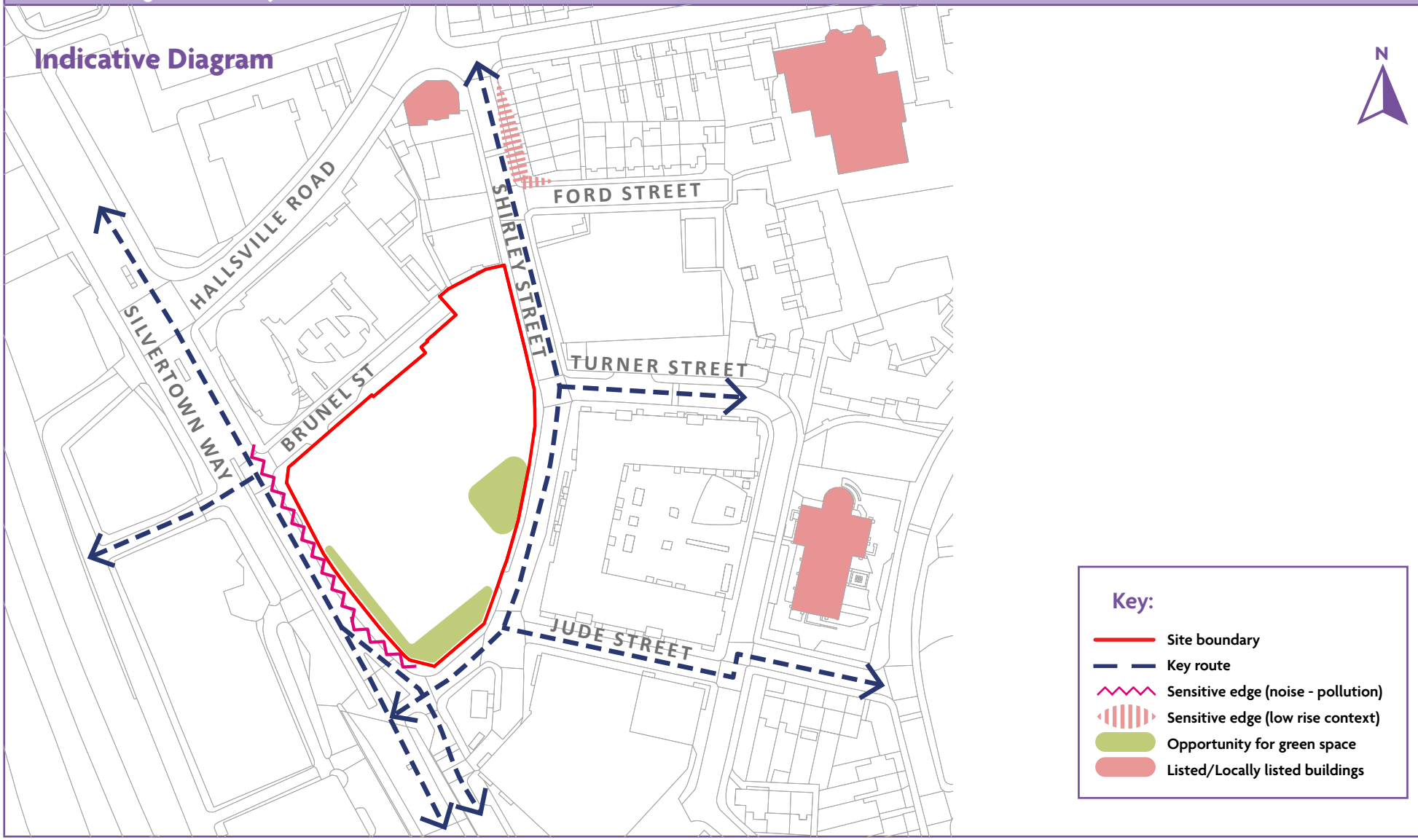


N4.SA3 Canning Town Holiday Inn	
Site address	Holiday Inn Express, 1 - 3 Silvertown Way, Canning Town, London, E16 1EA and Shirley Street Canning Town, London
Neighbourhood	Canning Town
Site area	0.66 hectares
Public Transport Accessibility Level	4 – 6a 5 – 6a (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Archaeological priority zone Tier 3 (Canning Town / Newham Way) In the vicinity of: Church of St Luke (Grade II) Amirs, 57 Hallsville Road, Canning Town, London E16 1EE (Locally listed) 1930's building (former PH) (Locally listed) Chapel of St George and St Helena at former Dockland Settlement No. 1 (Grade II) The Christian Care Centre, 5 Cooper Street, Canning Town, London E16 1QU, also known as 'Mayflower Docklands Settlement' (Locally listed)

N4.SA3 Canning Town Holiday Inn	
Natural environment Designations	In an area of deficiency of access to all types of park, apart from local parks and of under provision to publicly accessible green space by head of population now and during the plan period. Air Quality Management Area Air Quality Focus Area
Existing uses	Hotel and associated car parking to the south-western half of the site. To the north-east are a range of employment uses.



N4.SA3 Canning Town Holiday Inn



N4.SA3 Canning Town Holiday Inn

Development principles

Residential development, employment uses, green space and main town centre uses and social infrastructure, including community facilities.

The type and quantity of main town centre uses should be consistent with a district centre designation and Local Plan Policy HS1.

Development should address the need for community facilities in the area by delivering new community facilities in Canning District Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace and provide a range of employment spaces to support the growth of new economic sectors, within E(g) and B use classes. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 50m (ca. 16 storeys) along Silvertown Way. Massing should step down towards the northern-eastern part of the site to sensitively integrate with the low rise context.

The site should provide main town centre uses as an active frontage along Silvertown Way, with quality public realm.

The industrial and employment floorspace should be designed to be neighbourly to surrounding uses, including residential. The site should be designed to avoid conflicts between any HGV vehicle movements servicing the employment floorspace and pedestrians.

Development should reinforce the legibility of the existing street hierarchy through appropriate scale and massing on primary and secondary streets, consolidating the frontage along Silvertown Way. Routes through and to and from the site should improve access and connectivity along Silvertown Way and Shirley Street, and to St Lukes church, Keir Hardie Recreation Ground and future proposed green space at the Limmo Peninsula.

Design of the site needs to consider access and servicing of the site, noting the context of Silvertown Way, which can be subject to high congestion levels.

Development should conserve or enhance the listed buildings in the proximity of the site and their settings.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Silvertown Way.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

N4.SA3 Canning Town Holiday Inn

Infrastructure requirements

Development should address geen space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm or provided as part of the pocket park.

Phasing and implementation

Medium term.

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.



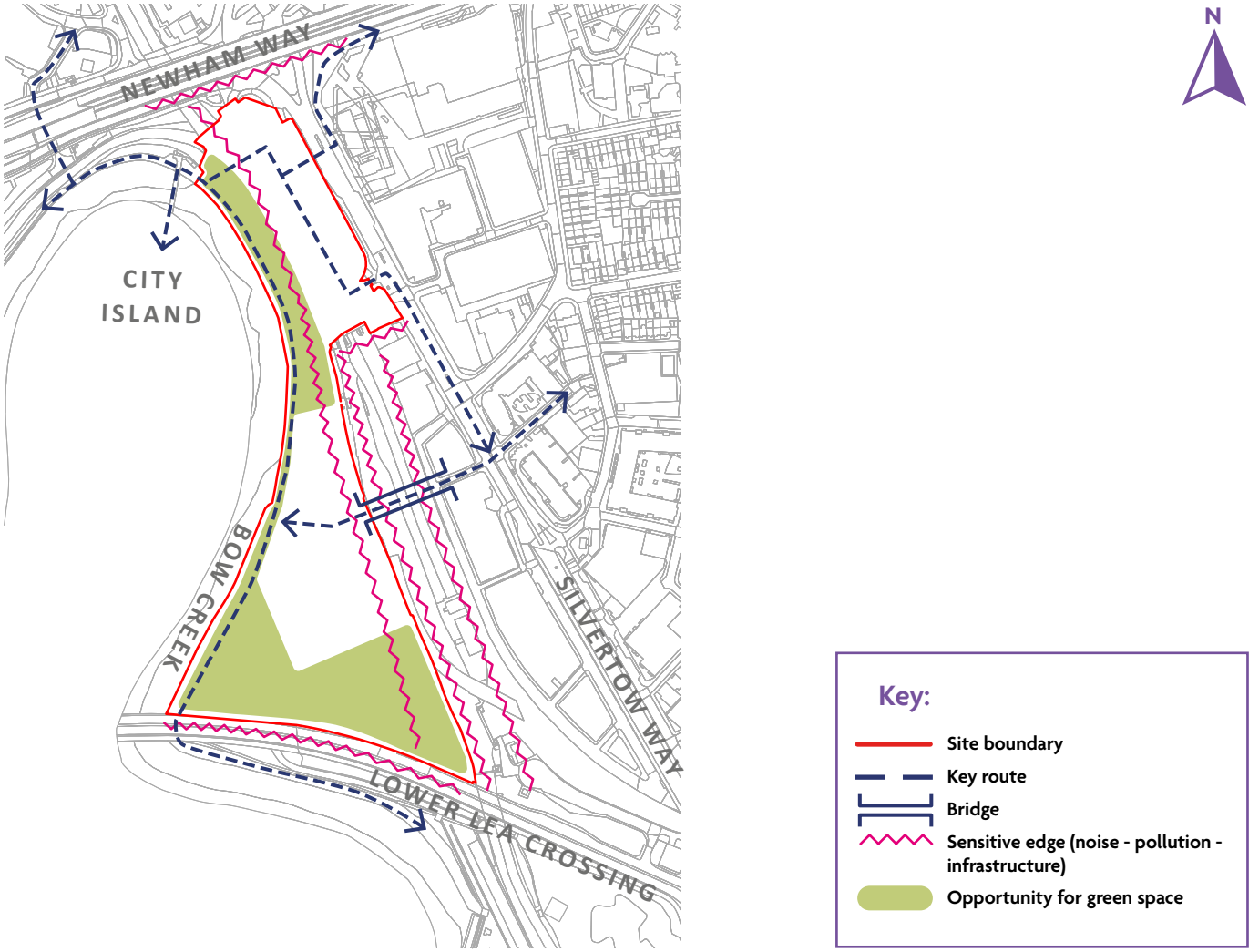
N4.SA4 Limmo	
Site address	Limmo Site, Lower Lea Crossing, Canning Town London
Neighbourhood	Canning Town
Site area	6.66 hectares
Public Transport Accessibility Level	0 – 6a
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Existing on-site sewer Overhead transmission line route.
Heritage Designations	Thames Ironworks Archaeological Priority Area (Tier 2) In the vicinity of: Royal Oak Public House (Grade II) St Margarets RC Church, 79 Barking Road, Canning Town, London E16 4HB (Locally listed) Former NatWest Bank, no.51-53 Barking Road (Locally listed) Amirs, 57 Hallsville Road, Canning Town, London E16 1EE (Locally listed) Canning Town Area of Townscape Value

N4.SA4 Limmo	
Natural environment Designations	Adjacent to the River Thames and tidal tributaries and Thames Wharf Sites of Importance for Nature Conservation In an area of in an area of deficiency of access to district, local, small and pocket parks and of under provision to publicly accessible green space by head of population now and during the plan period. Air Quality Management Area Air Quality Focus Area. Lee Valley Regional Park
Existing uses	Site contains Canning Town Station and Bus Station, structures and buildings associated with the Elizabeth Line alongside vacant land and scrubland.



N4.SA4 Limmo

Indicative Diagram



N4.SA4 Limmo

Development principles

Residential development and green space.

Canning Town Bus Station could be reconfigured with residential above.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. The masterplan must demonstrate that the proposed development is designed with suitable flexibility to accommodate the option to deliver the redevelopment of the bus station.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 100m (ca. 33 storeys) adjacent to the railway line and open space and of approximately 40m (ca. 13 storeys) above the bus station. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity to Canning Town Station and District Centre, via a new bridge connection to Brunel Street Works, along the river edge as part of the Leaway river walk and connectivity to City Island, Canning Town Riverside, Thameside West and Brunel Street Works. Site design should help improve connectivity and legibility to the northern pedestrian access to the bus station and train station.

The park and riverside walk should provide a walking and cycling route. This route should provide links to the Ecology park to the north-west, the Leaway towards Cody Dock to the north and the river walk secured at Thameside West to the south.

Development should conserve or enhance the listed building in the proximity of the site and its setting.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Silvertown Way and the Lower Lea Crossing.

Proposals should be designed to improve biodiversity connectivity to the adjacent Sites of Importance for Nature Conservation (Adjacent River Thames and tidal tributaries and Thames Wharf).

In line with Local Plan Policy D7, the layout of the site, including placement of buildings and green space should take into account the agent-of-change impacts on the operations of the DLR and Jubilee Line railway lines, including night tube operations. Consideration needs to be given to train pass-by and full operational noise, while also considering the effects of noise canyoning and reflections on both the Limmo development site and the Brunel Street Works development opposite. The design and layout of the site should take account of the noise contours across the site from London City Airport.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

N4.SA4 Limmo

The design and layout of the site should take account of the existing on-site sewer and overhead transmission line route.

Infrastructure requirements

Development should address green space deficiencies by providing a local park. The development should provide a Local Park / Open Space of a minimum of 2 hectares of consolidated space to service nearby residential neighbourhoods. Some additional green space should also be provided to the north of the site, on land to the west of Canning Town Rail Station. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.

The site contains an active bus station. If other uses are proposed to co-locate on the bus station site there will need to be careful consideration of how the site is developed so as to not interrupt the operational capacity of the station. Existing capacity at Canning Town Bus Station must be safeguarded.

Development should provide a new pedestrian bridge connection from the Limmo site through to Brunel Street Works, providing 24 hour non-fare paying access to the town centre.

Site requires a new river wall.

Phasing and implementation

Medium to long term.

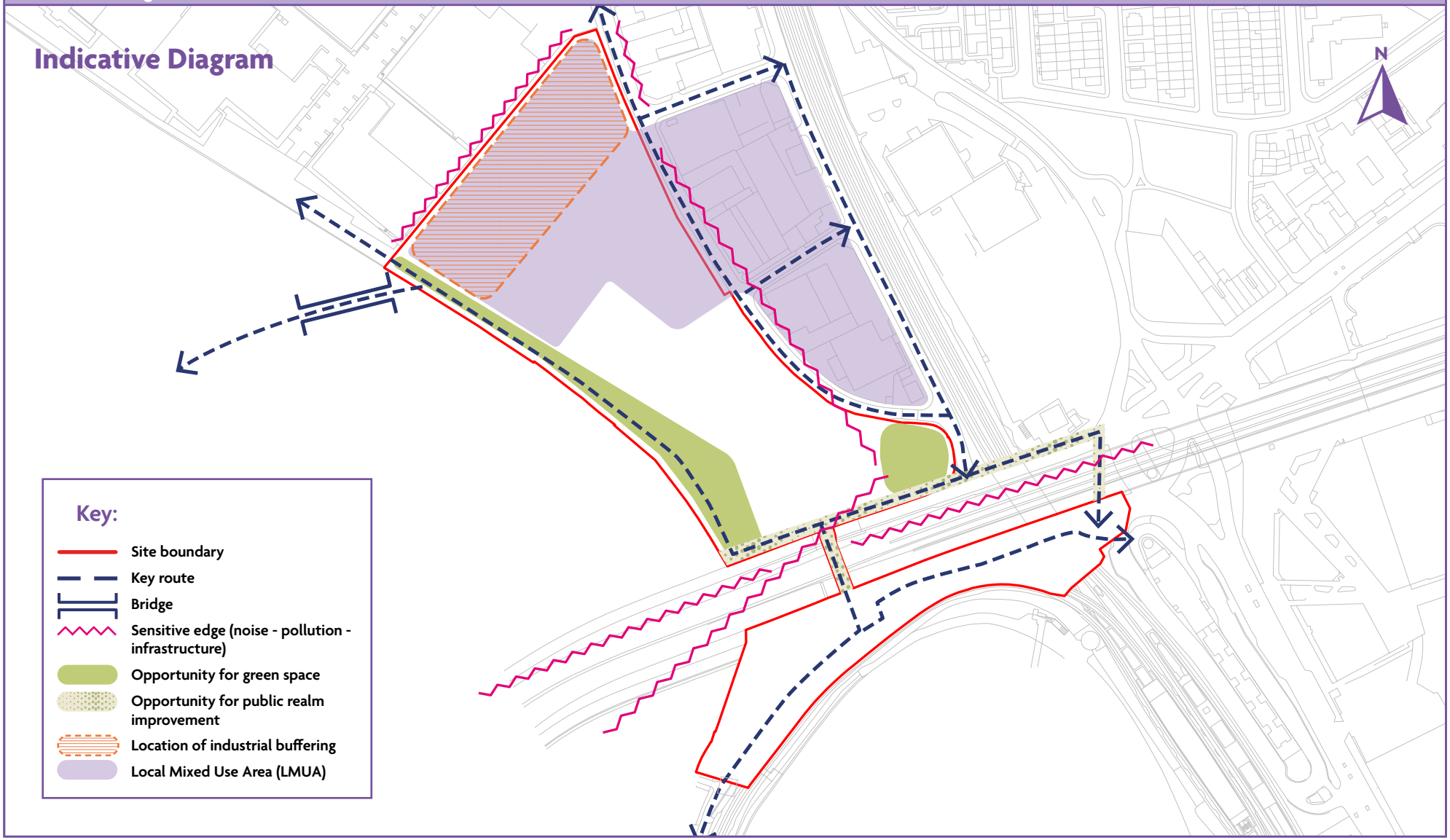
Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades which will need to reflect the cumulative impact of significant quantities of development in this location. This requires early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the existing on-site sewer and overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water and National Grid.

N4.SA5 Canning Town Riverside	
Site address	Crown And Mayer Parry Wharf, Bidder Street, Canning Town, London E16 4ST
Neighbourhood	Canning Town
Site area	4.37 hectares
Public Transport Accessibility Level	2 - 6a
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3). In the vicinity of: Royal Oak Public House (Grade II) St Margarets RC Church, 79 Barking Road, Canning Town, London E16 4HB (Locally listed) Former NatWest Bank, no.51-53 Barking Road (Locally listed) Areas of Townscape Value Canning Town
Natural environment Designations	Major Hazard Site Outer Zone (Leven Road Gasworks) Adjacent to River Thames and tidal tributaries Site of Importance for Nature Conservation Air Quality Management Area In an area of deficiency of access to district, local, small and pocket parks. Lee Valley Regional Park
Existing uses	Industrial land. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Mayer Parry, Bidder Street and P M C Soil Solutions Soil Management Facility).



N4.SA5 Canning Town Riverside



N4.SA5 Canning Town Riverside

Development principles

Residential, employment uses and green space.

Employment-led development should be delivered in the Local Mixed Use Area (LMUA12 Bidder Street), along with some residential development.

Residential uses should also be delivered outside the Local Mixed Use Area (LMUA12 Bidder Street) on the remaining part of the allocation.

The employment uses should be consistent with Local Plan Policy J1 and prioritise light industrial floorspace. The employment floorspace should provide light industrial workspace, as well as workspace for creative and cultural production and digital and technology industries. Development on the site should follow Local Plan Policy J3.

Green space should also be protected and enhanced on land to the east of Wharfside Road.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Redevelopment of the Local Mixed Use Area can only take place once the maximum achievable throughput of European Metals Recycling (EMR) waste site has been re-provided elsewhere in London. The maximum throughput of P M C Soil Solutions Ltd waste site also needs to be re-provided, either within the site boundary or elsewhere within London. The maximum achievable throughput of the existing waste sites need to be fully reprovided before redevelopment of the existing waste sites can take place, in accordance with London Plan 2021 Policy SI 9.

The East London Waste Plan Evidence Base 2022 is being used to inform the update to East London's Joint Waste Plan. Development should take into consideration the recommendations of the update to the East London Joint Waste Plan, albeit noting that until its adoption London Plan 2021 Policy SI 9 will be used to assess proposals for the re-development of waste sites.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 50m (ca. 16 storeys) in the northern part of the site and of approximately 60m (ca. 20 storeys) and 100m (ca. 33 storeys) in the southern part of the site. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

Employment uses should be positioned to buffer the neighbouring Strategic Industrial Location. Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGV and pedestrian access should be designed to avoid conflicts between different uses.

Vehicular routes should allow for servicing of employment uses and make links to existing routes along Bidder Street.

Green space provision should be largely concentrated along the River Lea edge.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, creating continuous frontages on Bidder Street and on the riverside.

The layout of the site should enable the continuation of the Leaway Walk through the site, providing a continuous walking and cycling route along the edge of the Lea. The site should provide

N4.SA5 Canning Town Riverside

onward connections to Bow Creek Ecology Park, which is located to the south of the site, and the Lea River Park.

Routes through and to and from the site should improve access and connectivity to Canning Town Station and District Centre. Development should deliver improved wayfinding to Canning Town Station, being clear and legible, with well-lit and high quality public realm and consider step-free access to the station from the site.

Development should deliver active travel improvements along Bidder Street and Stephenson Street, improving the pedestrian and cycling environment along these roads.

Development should deliver improvements to the pedestrian routes either side of the A13, and an enhancement of the route to the station via the pedestrian crossing beneath the viaduct located to the north of Canning Town Station.

Development should deliver design enhancements to the existing underpass under the A13 on Wharfside Road. The route should allow for safe and convenient uses by pedestrians and cyclists, with clear sightlines and desire lines through the development to the underpass.

Development should conserve and enhance the Grade II listed Royal Oak Public House in the proximity of the site and its setting.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on the A13 and Bidder Street. Design measures should minimise exposure to noise from the A13. In relation to buildings adjacent to the A13, this could be addressed through careful placement of and heights of buildings adjacent to the road, retention and/or planting of trees as a buffer and the positioning of decks and non-habitable rooms adjacent to the road.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park. This pocket park and wider green infrastructure provision should contribute to creating a southern extension to the publicly accessible Leaway Walk. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Locally Equipped Area for Play, a Neighbourhood Equipped Area of Play and a Local Area for Play, which should be playable public realm.

Development should safeguard land for a new bridge connection from the Mayer Parry site to Leven Road.

The site requires an upgrade to the river wall.

Phasing and implementation

Short term.

Phasing of the site should take account of the likely requirement for water supply upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N5 CUSTOM HOUSE

Neighbourhood profile

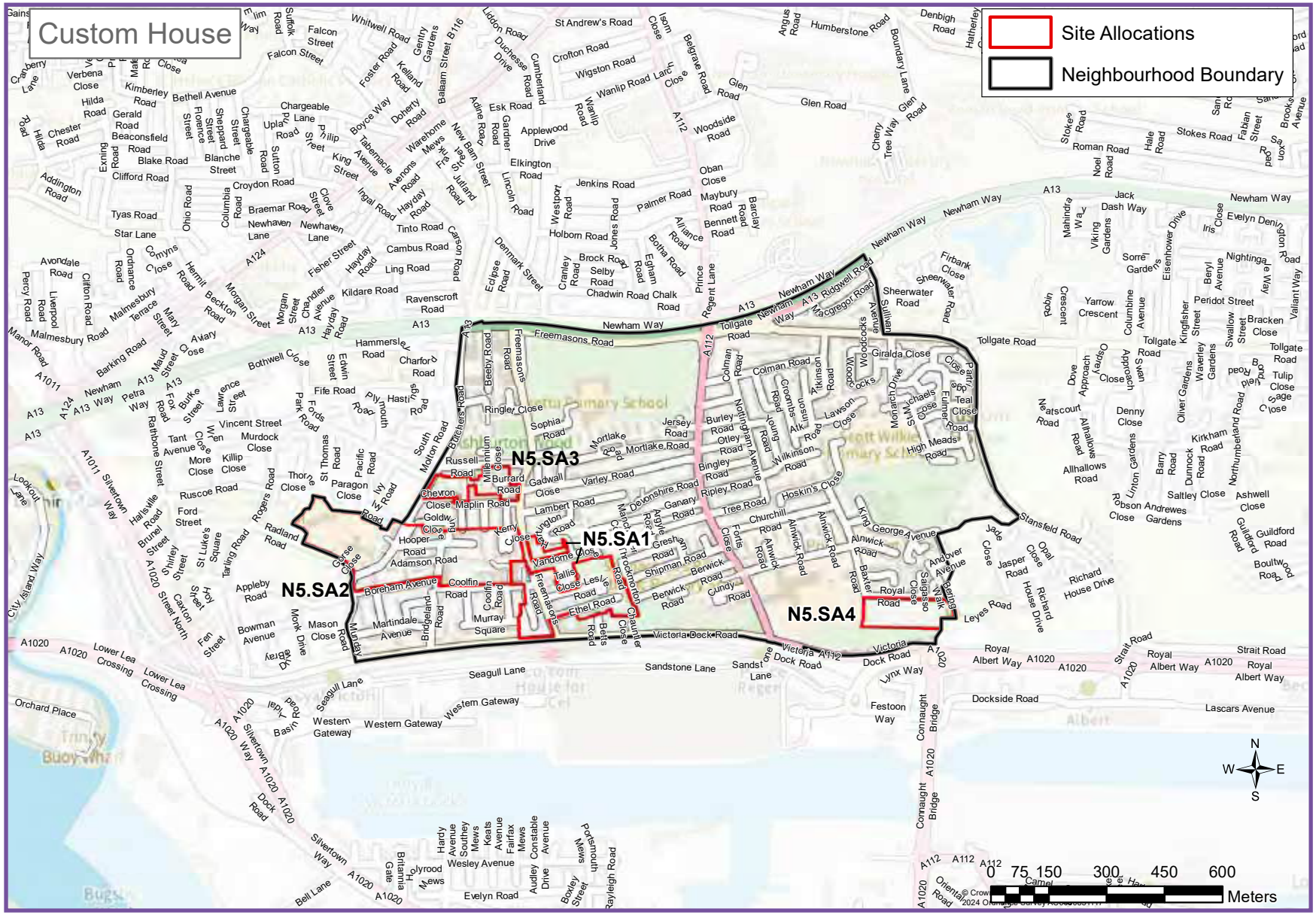
4.26 The Custom House neighbourhood is located in the west of the borough and part of the neighbourhood is the Royal Docks and Beckton Riverside Opportunity Area. Newham Way, Freemasons Road, Prince Regent Lane and Stansfield Road cross the neighbourhood.

4.27 The neighbourhood is predominantly residential and the neighbourhood is characterised by a network of short streets and cul-de-sacs. The Custom House Local Centre on Freemasons Road provides local shops and services and Tollgate Road Neighbourhood Parade provide a small number of shops in the east of the neighbourhood.

4.28 The neighbourhood's green spaces include King George V Park, Leyes Road Allotments, Cundy Park Ashburton Wood and Canning Town Recreation Ground. Some of these green spaces also contain important natural habitats and biodiversity. The neighbourhood has the Beckton WWII Gun Emplacement, the Canning Town/Newham Way and Prince Regent Lane Archaeological Priority Areas.

4.29 Public transport accessibility in the east of the neighbourhood is poor, with the highest levels of public transport around Prince Regent DLR Station and Custom House Station, which now benefits from access to the Elizabeth Line.




Custom House
Site Allocations
Neighbourhood Boundary
N5.SA1
N5.SA2
N5.SA3
N5.SA4
N
W
E
S
0 75 150 300 450 600
Meters

N5: CUSTOM HOUSE

Vision

The Custom House neighbourhood will be regenerated and restored through the creation of new homes alongside the retrofit of existing homes. Existing residents and businesses will benefit from improved public transport access and a renewed Custom House Local Centre, community facilities and public realm.

The neighbourhood will be easier to navigate with safe and green walking and cycling routes that will improve connectivity between Canning Town, Custom House and Beckton as well to and across the Royal Docks.

Policy N5: Custom House

The vision for Custom House will be achieved by:

1. supporting development that creates a street pattern which is easier to understand and navigate and within which the fronts and backs of buildings are designed to increase overlooking and feelings of safety;
2. supporting a moderate uplift in density in 'enhance' areas where development enhances the character of the neighbourhood and improves the quality and legibility of the urban form, particularly connections and safety in existing cul-de-sac street patterns;
3. supporting development that conserves the neighbourhood's heritage assets, through sympathetic form, materials, detail, landscaping and public realm enhancements;
4. supporting the transformation N5.SA1 Custom House Land surrounding Freemasons Road and N5.SA2 Custom House Coolfin North in accordance with the Custom House Tall Building Zones and Local Plan policy D4;
5. improving Custom House Local Centre's role in servicing local catchment needs for retail, leisure, services and community uses and visitors to Excel conference centre and by:
    a. supporting a reconfigured and enhanced retail and leisure offer within its primary shopping area as part of N5.SA1 Custom House Land surrounding Freemasons Road;
    b. supporting the refurbishment of retail units to provide meanwhile uses; and
    c. improving the Local Centre's public realm to create a high-quality and animated public realm and a new neighbourhood public square adjacent to Custom House Station;
6. supporting new community facilities when in conformity with Local Plan Policy SI2;
7. protecting existing and delivering new small scale employment floorspace to increase local economic opportunities as part of the network of well-connected employment uses;
8. improving conditions for walking, cycling and public transport by:
    a. improving the safety, quality, legibility and permeability of streets and walking and cycling routes, particularly on Freemasons Road, Victoria Dock Road and Prince Regent Lane and between Canning Town and Custom House, from Custom House to the Royal Docks and to Canning Town Station, Custom House Station and Prince Regent Station;
    b. supporting the provision of the Prince Regent Lane (Plaistow to Royal Docks) Strategic Cycling Corridor;
    c. supporting bus priority measures at Custom House;
    d. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
9. retaining existing mature tree and maximising the provision of new green space, green

infrastructure and green links and the opportunities to increase biodiversity, including through street trees and ground plane planting, particularly at Prince Regent Lane and Victoria Dock Road and supporting the implementation of the Beckton Parks Masterplan;

10. improving air quality and reducing exposure to poor air quality, particularly along Victoria Dock Road, Newham Way, Prince Regent Lane and Freemasons Road;
11. mitigating the noise impact of the airport through appropriate design solutions, including considering the location of uses;
12. providing education provision in the form of an all-through school at N5.SA2 Custom House Coolfin North and a Special Educational Needs and Disabilities School at N5.SA4 Royal Road;
13. requiring a new health facility at N5.SA1 Custom House Land surrounding Freemasons Road;
14. protecting and supporting enhancements to sports courts and to the PlayZone at Canning Town Recreation Ground, the playing pitch and sports courts at Royal Docks Academy and supporting an urban sports offer at King George V Park;
15. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6.

Sites

- N5.SA1 Custom House Land surrounding Freemasons Road
- N5.SA2 Custom House Coolfin North
- N5.SA3 Custom House Land between Russell Road and Maplin Road
- N5.SA4 Royal Road



N5.SA1 Custom House Land surrounding Freemasons Road	
Site address	Custom House Area Redevelopment Project, Freemasons Road
Neighbourhood	Custom House
Site area	4.22 hectares
Public Transport Accessibility Level	2 – 3 3 – 4 (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 1% AEP plus 40% climate change and 0.1% AEP event.
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3) In the vicinity of: The Flying Angel (former seaman's mission) (Locally listed) Warehouse K (Grade II) Warehouse W (Grade II)
Natural environment Designations	Open space at Ethel Road Play Area and Hartington Road Pocket Park Row of TPOs fronting Freemasons Road by no. 20 and 16 Freemasons Road Air Quality Management Zone In an area of deficiency of access to all types of parks, except district and local parks. Partial Hazard Zone (London City Airport)
Existing uses	The site contains residential uses with Custom House Local Centre along Freemasons Road. The Local Centre includes a GP surgery. The site also contains a local growing space at William Patton Gardens, as well as a vacant former public house.



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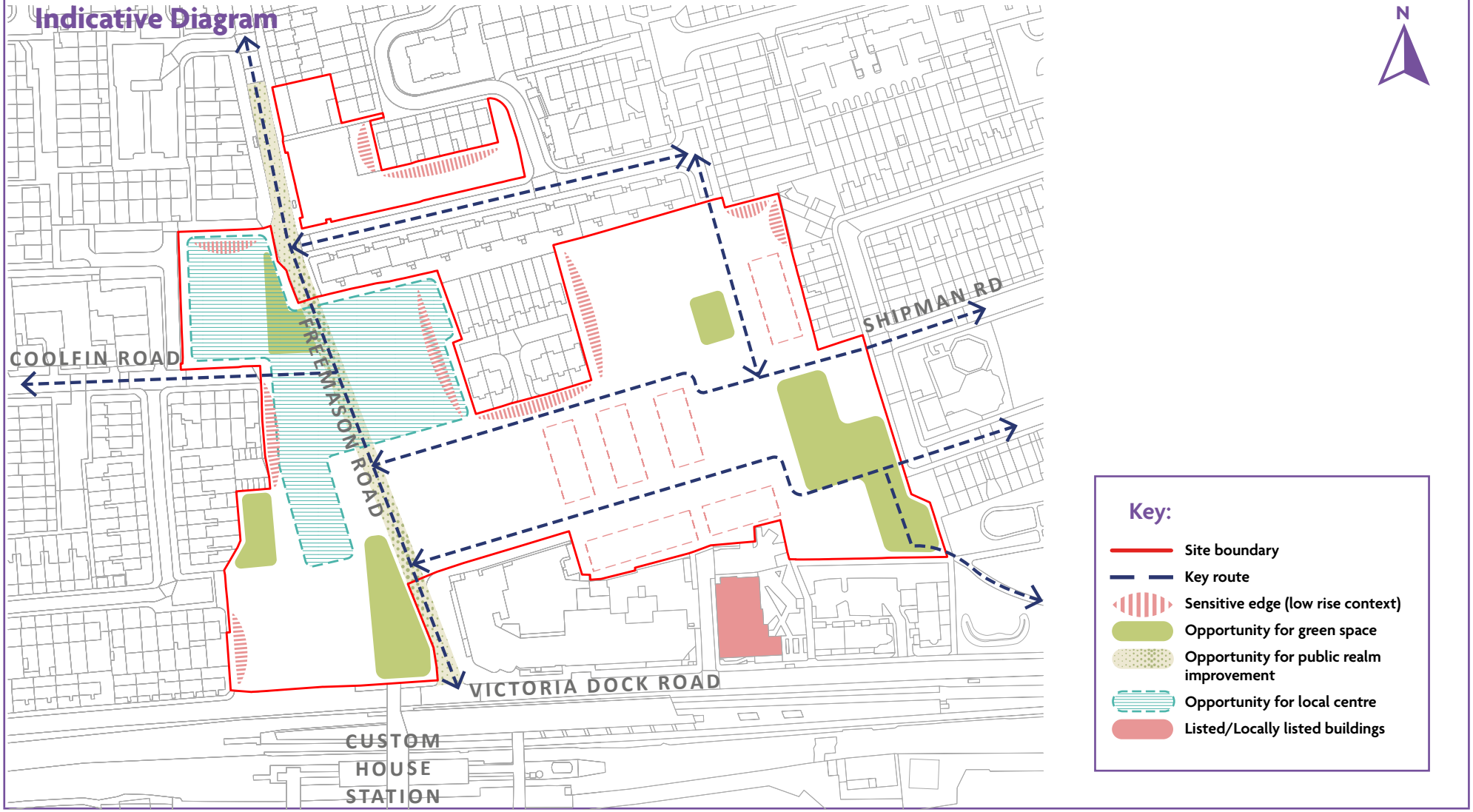
N5.SA1 Custom House Land surrounding Freemasons Road



N5.SA1 Custom House Land surrounding Freemasons Road

Development principles

Residential, green space, main town centre uses and social infrastructure, including community facilities and a health centre. The type and quantity of main town centre uses should be consistent with a local centre designation and Local Plan Policy HS1.

Development proposals should consider options for retrofit or refurbishment of existing residential buildings on site.

Development should address the need for community facilities in the area by delivering new community facilities in Custom House Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

The health centre should be located within the boundary of Custom House Local Centre.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca. 3-7 storeys) with taller buildings of approximately 50m (ca. 16 storeys) in the proximity of Custom House Station. Massing should step down to sensitively integrate with the scale and massing of the existing urban fabric.

The local centre should remain positioned along Freemasons Road, creating consistent ground floor active frontages and quality public realm.

The design and layout of the site should provide a welcoming gateway from Custom House Station with high quality public realm.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity to Custom House Elizabeth Line Station, Cundy Park, along Freemasons Road and towards Canning Town Station and District Centre via Custom House Phase 2. Connectivity and legibility should be enhanced within the site east-west and north-south.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets.

Development should conserve and enhance the Grade II listed Warehouse K and Warehouse W buildings in the proximity of the site and their settings.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Freemasons Road.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

N5.SA1 Custom House Land surrounding Freemasons Road

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park, enhancing the connection between amenity greenspace and Cundy Park to the south. The multiple functions of William Patton Gardens, including the associated growing space should be re-provided as part of new green space on the site. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Neighbourhood Equipped Area of Play and Local Area for Play, which should be playable public realm.

Development should provide a health centre of up to 2,500 sqm, designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.

Development should re-provide bus-standing and drivers' facilities on the south-western part of the site.

Phasing and implementation

Short term.

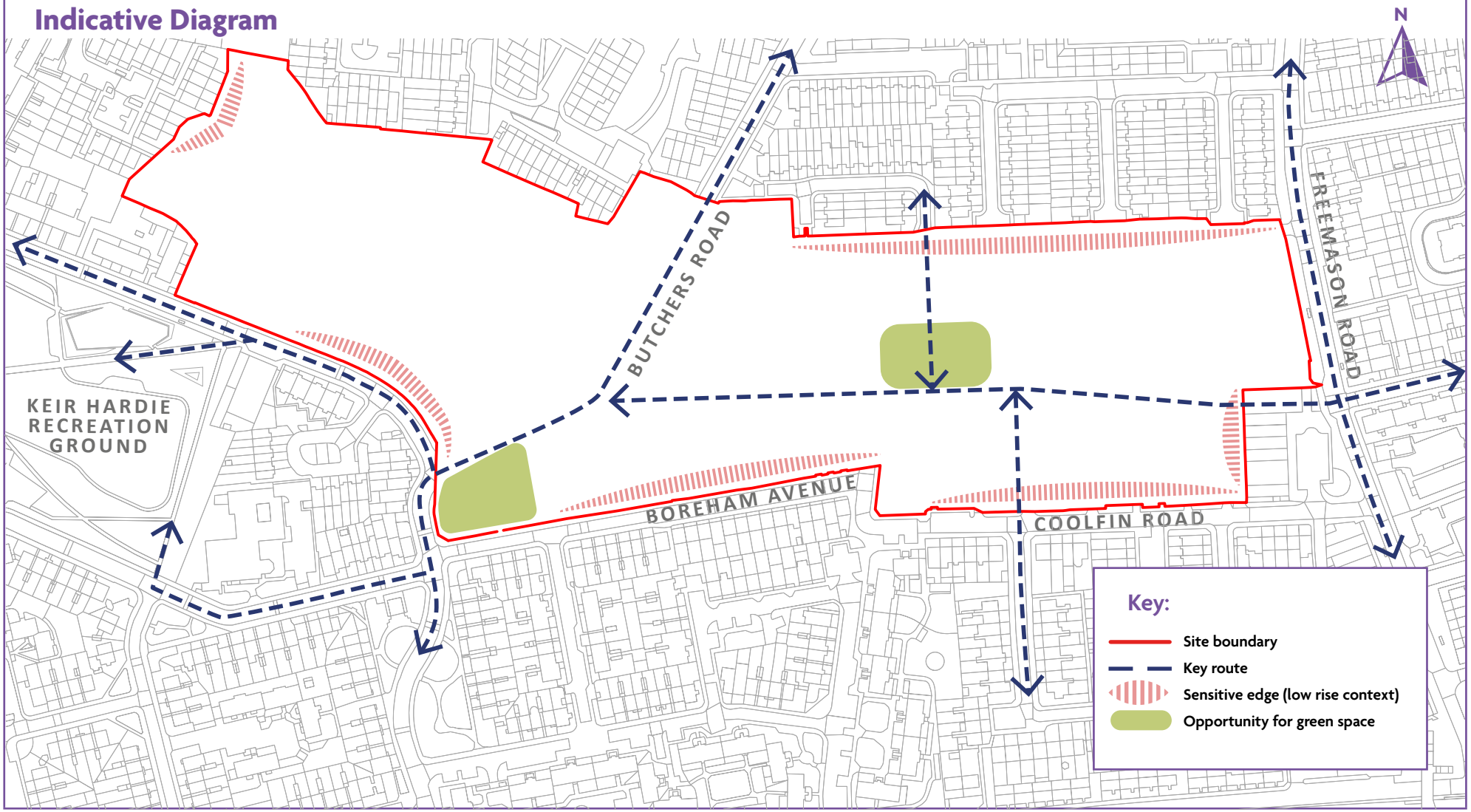
Phasing of the site should take account of the likely requirement for water supply upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N5.SA2 Custom House Coolfin North	
Site address	Coolfin North development site, Custom House
Neighbourhood	Custom House
Site area	8.01 hectares
Public Transport Accessibility Level	0 – 3 0 – 4 (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 1% AEP plus 40% climate change and 0.1% AEP event.
Heritage Designations	Archaeological Priority Area (Canning Town / Newham Way) Tier 3 In the vicinity of Church of St Luke (Grade II listed)
Natural environment Designations	Partial open space at Munday Road Play Area, Butchers Road (119-205) and Boreham Avenue Pocket Park In an area of deficiency of access to all types of parks, except district and local parks. Air Quality Management Area
Existing uses	Residential, including accommodation for older people, school (Hallsville Primary) and green space.



N5.SA2 Custom House Coolfin North

Indicative Diagram



N5.SA2 Custom House Coolfin North

Development principles

Residential development, education and green space.

Development proposals should consider options for retrofit or refurbishment of existing residential buildings on site.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca. 3-7 storeys) with taller buildings of approximately 32m (ca. 10 storeys) to add wayfinding. Massing should step down to sensitively integrate with the scale and massing of the existing urban fabric.

The green space and any additional green infrastructure connectivity in the site allocation should increase the quantity and quality of the existing Boreham Avenue pocket park and amenity greenspace on Boreham Avenue.

The design and layout of the site should establish a connected network of streets and spaces that knits to the existing street network, improving north-south and east-west permeability through the site. Routes through and to and from the site should improve access and connectivity to and along Freemasons Road and to Canning Town Station via the Canning Town East site, Kier Hardie Recreation Ground and along Butchers Road. Development should also improve connectivity to amenity greenspace in the surrounding area.

Development should conserve and enhance the listed buildings in the proximity of the site and their settings.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Freemasons Road.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm.

Development should provide a sports-lit Multi-Use Games Area at the site, meeting the requirements of Local Plan Policy GWS5.

The existing school to the west of the site may need to be reconfigured to facilitate an all through school with early year's childcare provision, in accordance with Local Plan Policy SI4.

Phasing and implementation

Long term.

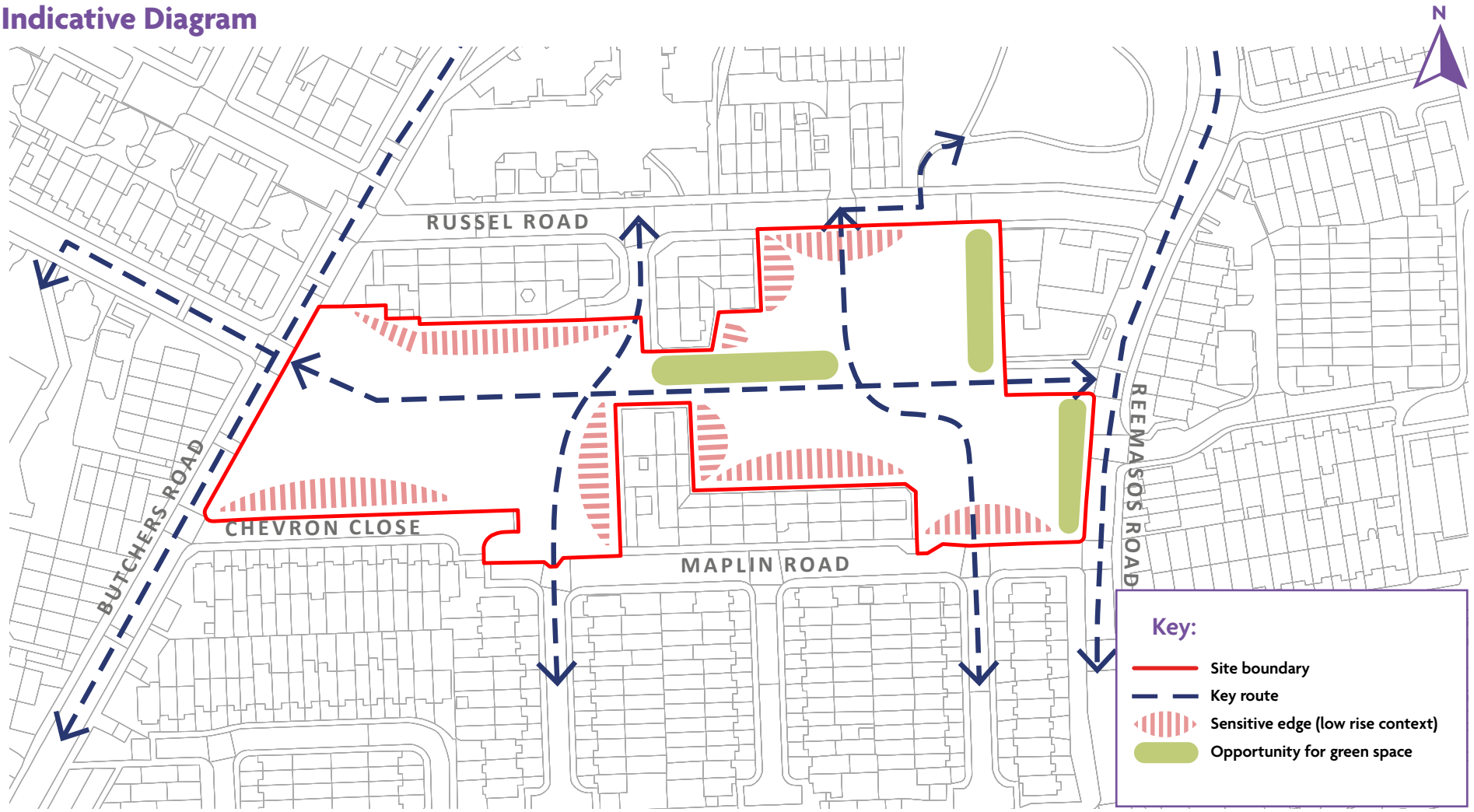
Phasing of the site should take account of the likely requirement for water supply upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N5.SA3 Custom House Land between Russell Road and Maplin Road	
Site address	Russell Road; Burrard Road; Maplin Road; Chevron Close; Butchers Road; and Freemasons Road, E16
Neighbourhood	Custom House
Site area	1.36 hectares
Public Transport Accessibility Level	2 3 (2031)
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2 and 3 as well as being at minor - moderate pluvial flood risk in the 3.3%, 1%, and 0.1% AEP events. The site is also shown to be at significant flood risk if the River Thames were to breach its banks or defences were to fail.
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3)
Natural environment Designations	In an area of deficiency of access to all types of parks, except district and local parks. Air Quality Management Area Adjacent to Ashburton Wood Site of Importance for Nature Conservation
Existing uses	Residential and retail shop.



N5.SA3 Custom House Land between Russell Road and Maplin Road

Indicative Diagram



N5.SA3 Custom House Land between Russell Road and Maplin Road

Development principles

Residential development and green space.

Development proposals should consider options for retrofit or refurbishment of existing residential buildings on site.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the scale and massing of the existing urban fabric.

The design and layout of the site should establish a connected network of streets and spaces that knits to the existing street network, improving north-south and east-west permeability through the site. Routes through and to and from the site should improve access and connectivity to and along Freemasons Road and Butchers Road. The design of the site should also help improve connections to Ashburton Woodland, Canning Town Recreation Ground, the play area and sports pitch to the west of the site and amenity open space in the surrounding area.

Development should improve the legibility of the existing street hierarchy through appropriate scale and massing on primary and secondary streets, creating new frontages framing the central east-west primary route and creating continuous frontages on perimeter streets that border the site.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Freemasons Road.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space, in accordance with Local Plan Policy GWS5, in the form of a Local Area for Play, which should be playable public realm.

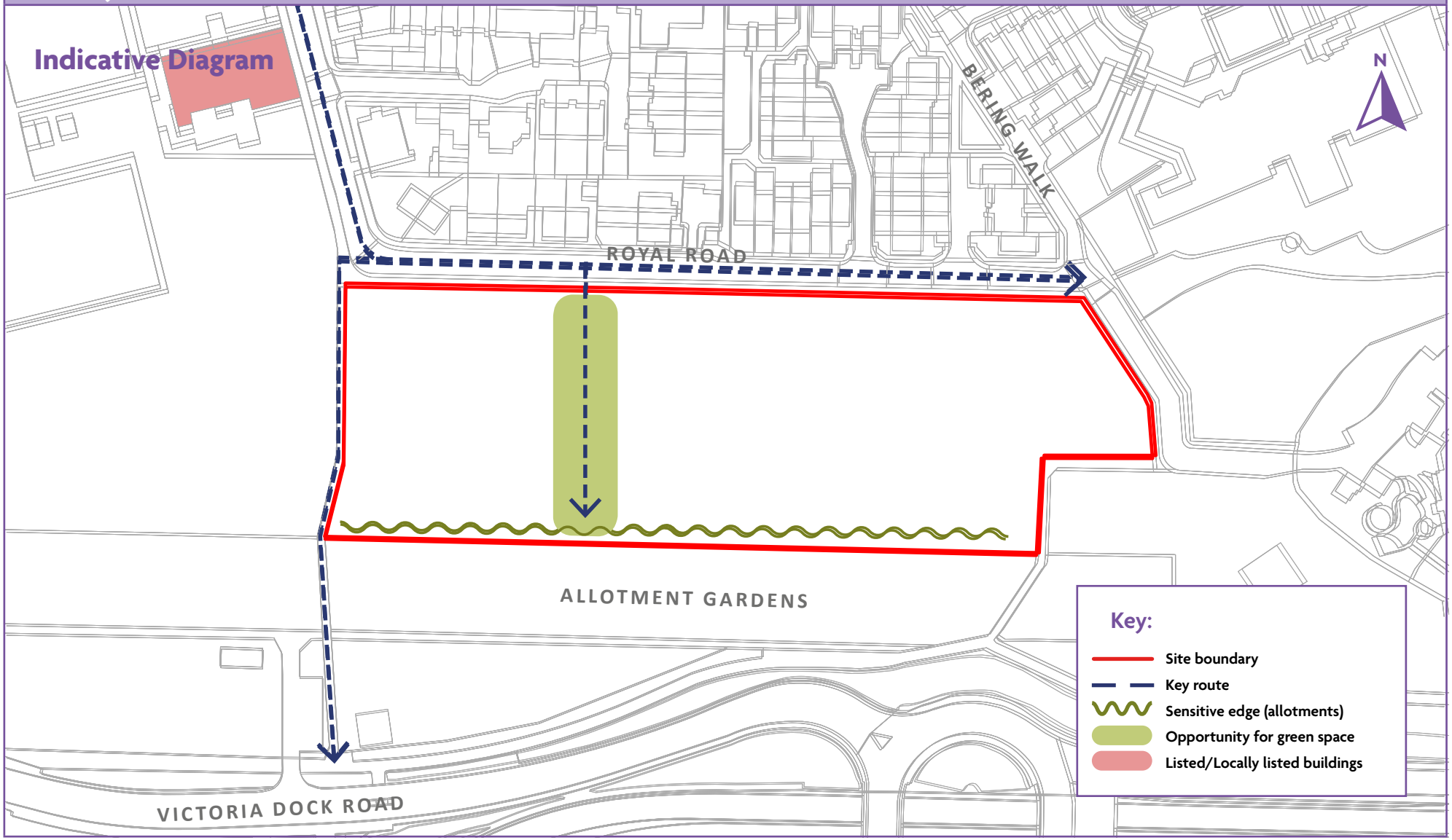
Phasing and implementation

Long term.

N5.SA4 Royal Road	
Site address	Land at Royal Road, E16 3HS
Neighbourhood	Beckton
Site area	1.62 hectares
Public Transport Accessibility Level	1b to 3 1b to 4(2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zones 2 and 3, as well as at high risk if the Thames were to breach its bank and defences were to fail during the 0.5% AEP 2115 epoch event.
Heritage Designations	Canning Town/Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Church of the Ascension (Locally-listed)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except District and Local Parks. Adjacent to Ham Creek Wood SINC Air Quality Management Area
Existing uses	Fenced greenspace currently inaccessible to the public.



N5.SA4 Royal Road



N5.SA4 Royal Road

Development principles

Education, residential and green space.

Any car parking provided should only be disabled parking or to meet the specific needs of drop-off and pick-up of the school pupils and should not be for staff parking.

Development on this site should comply with Local Plan Policy GWS1.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the low rise context. Massing should step down to sensitively integrate with the existing natural environment including open spaces to its east and Leyes Road Allotments).

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network, improving pedestrian connections from Royal Road to the south. The design and layout should provide parking for disabled parking and drop-off and pick-up of school pupils and accessible from Royal Road.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, creating frontages to frame the central green space.

Green space should be located at the centre of the site to separate residential from education uses. The greenspace between residential blocks and school should be well overlooked and have sense of enclosure provided by the surrounding buildings and landscape.

The school design should follow design guidance for Special Educational Needs and Disabilities schools in accordance with Local Plan Policy SI4, and the height should not exceed 2 storeys. The school should be located towards the east of the site and set back from Royal Road and residential development should be located toward the west of the site.

Development should conserve and enhance the Localy-listed Church of the Ascension in proximity to the site and its setting.

Proposals should enhance the green infrastructure connectivity through the site to the adjoining Ham Creek Wood SINC and Leyes Road Allotments.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Woolwich Manor Way.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

N5.SA4 Royal Road

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area of Play. Play space should meet the requirements of Local Plan Policy GWS5.

The education floorspace should be for a Special Educational Needs and Disabilities school in accordance with Local Plan Policy SI4.

Phasing and implementation

Short term.

Phasing of the site should take account of the likely requirement for waste water infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.



N6 MANOR ROAD

Neighbourhood profile

4.30 The Manor Road neighbourhood is located in the west of the borough. It is bounded by the River Lea to the west and by train tracks and Manor Road to the east. The neighbourhood has strong links to the London Borough of Tower Hamlets and is part of the wider Poplar Riverside Opportunity Area. The southern portion of the neighbourhood is in the Royal Docks and Beckton Riverside Opportunity Area.

4.31 The neighbourhood is industrial in character, with a mix of older and newer industrial estates, comprising of warehouses and yards for storage and distribution, heavy industry, transport infrastructure and waste and recycling processing, including a number of businesses that serve the needs of central London. Reflecting this, the majority of the neighbourhood is designated as a Strategic Industrial Location. Cody Dock also provides space for creative industries, alongside a community garden and has an expanding environmental programme including habitat and species action plans. Given its character, the neighbourhood has below the Newham average number of community facilities per km^2.

4.32 Manor Road, Stephenson Street and Cody Road are the three main roads in the neighbourhood. The secondary roads form entrances to gated industrial estates which has produced a network of hard to navigate and impermeable streets. These roads carry heavy traffic, are in poor quality and provide a negative unpleasant environment for walking and cycling.

4.33 The neighbourhood has a small number of green spaces, including the West Ham Memorial Garden which is important for its heritage, nature and biodiversity. The west of the neighbourhood has on-street green infrastructure in the form of trees, verges and planting. To the south of the neighbourhood, organisations are working to re-animate Bow Creek by creating sustainable community-led work/live moorings for larger boats. The Canning Town/Newham Way Archaeological Priority Area is in the neighbourhood.

4.34 The neighbourhood has a varied public transport access, with the highest public transport access closest to Star Lane DLR Station. The lowest public transport access is to the west of the neighbourhood. The Leaway path runs along the west of the neighbourhood from Twelvetrees Crescent along the River Lea but currently stops at Cody Dock.




Manor Road
Neighbourhood Boundary
Cook's Road
High Street
A118
Copperworks Wharf
Soapmaker Mews
Sugar House Lane
Leggatt Road
Bisson Road
Corporation Street
Canning Road
Crows Road
Jack Clow Road
Springfield Road
Memorial Avenue
Emma Road
Howard's Road
Second Avenue
First Avenue
Solent Rise
Meredith Street
Malmesbury Road
Wrexham Road
Ridgdale Street
B142
Bow Road
A11
Addington Road
Kilcat Terrace
Campbell Road
Tomlin's Grove
Arnold Road
Mornington Grove
Wellington Way
Tidworth Road
Rainhill Way
Bromley High Street
Bolinder Way
Hancock Road
St Leonard's Street
Arrow Road
Bruce Road
Devons Road
Talwin Street
Three Mill Lane
Manor Road
Milner Road
Ronald Avenue
Grange Road
Gainsborough Road
Godbold Road
Hermit Road
Elm Way
Suffolk Road
Whitwell Road
Falcon Street
Foster Road
Kelland Road
Pretoria Road
Mafeking Road
Cranberry Lane
Hannaford Walk
Purdy Street
Gillender Street
Devas Street
Empson Street
Towcester Road
Rounton Road
Swaton Road
Fairfool Road
Spanby Road
Knapp Road
Fern Street
Maddams Street
Violet Road
St Andrews Way
Whitethorn Street
Bow Common Lane
Gale Street
Furze Street
Walts Grove
Yeo Street
Mallory Close
Uamvar Street
Teviot Street
Wyvis Street
A12
Blackwall Tunnel Northern Approach
Zetland Street
Salsey Street
Burgess Street
B140
Thomas Road
Upper North Street
Broomfield Street
Barchester Street
Morris Road
Brabazon Street
Cotall Street
Ellesmere Street
Carmen Street
Giraud Street
Dod Street
Stainsby Road
Lindfield Street
Cordelia Street
Flora Close
Ricardo Street
Pigott Street
Hind Grove
Canton Street
Pekin Street
Grundy Street
Duff Street
Sturry Street
Kerbey Street
Chrisp Street
Hay Currie Street
Burcham Street
Andrew Street
Ida Street
Follett Street
Ashton Street
A1206
A102
Brunswick Road
Athol Square
Ettrick Street
Aberfeldy Street
Blair Street
Benledi Road
Leven Road
Abbott Road
Abbott Road
Bron Place
Mills Grove
St Leonard's Road
Naim Street
B125
Barking Road
A13
Oban Street
Portree Street
Lannick Road
New Village Avenue
East India Dock Road
Coriander Avenue
Saffron Avenue
A1261
A1263
A1020
Lookout Lane
Hope Street
City Island Way
Silvertown Way
A1011
Rathbone Street
Shirley Street
Vincent Street
Wren Close
Killip Close
Ruscoe Road
Rogers Road
Pacific Road
Fords Park Road
Brent Road
Hastings Road
Fife Road
Hammersley Road
Bothwell Close
Newham Way
Petra Way
Morgan Street
Mona Street
A124
Ordnance Road
Liverpool Road
Clifton Road
Percy Road
Clarence Road
Durham Road
Tyas Road
Star Lane
Ohio Road
Braemar Road
Croydon Road
Clifford Road
Blanche Street
Chargeable Street
Sutton Road
Chargeable Lane
King Street
Avenons Road
Tinto Road
Newhaven Lane
Alexandra Street
Cambus Road
Ling Road
Kildare Road
Bidder Street
B1654
Stephenson Street
Stephen Spur
North Crescent
Cody Road
South Crescent
Hilda Road
Chester Road
Desford Road
Exning Road
Bethell Avenue
Radland Road
Butchers Road
Boreham Avenue
N
S
E
W
0 75 150 300 450 600
Meters
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N6 MANOR ROAD

Vision

Manor Road will be a successful employment focussed neighbourhood and its riverside character will be enhanced through improved connections to Tower Hamlets via new bridges across the River Lea and through the extension of the Leaway south of Cody Dock.

Growth in the neighbourhood will be delivered through the optimisation and intensification of industrial land for modern industrial uses, supported by digital connectivity improvements. The neighbourhood's industrial character will be retained but it will no longer be an isolated enclave. This will be achieved through improvements to the permeability and legibility of the neighbourhood, with improved connectivity, wayfinding and safe, green and accessible walking and cycling routes west to Tower Hamlets, north to south along the River Lea and across the neighbourhood to Star Lane DLR Station.

Policy N6: Manor Road

The vision for Manor Road will be achieved by:

1. supporting development that responds to and enhances the riverside character of the neighbourhood;
2. supporting the delivery of new residential moorings in suitable locations with appropriate ancillary facilities;
3. optimising and intensifying industrial land to support increasing demands for modern industrial units, in accordance with the Manor Road Tall Building Zone and Local Plan Policy D4;
4. supporting appropriate development at the British Gas / Cody Road Strategic Industrial Location to support the delivery of heavier industrial uses and enabling a smooth and neighbourly transition to the Bidder Street Local Mixed Use Area to the south as well as requiring digital connectivity, digital innovation and technology and clean industries as part of modern industrial development;
5. improving conditions for walking, cycling and public transport by:
    a. providing new bridges across the River Lea, including the Lochnagar Bridge;
    b. improving the quality, legibility and permeability of streets and walking and cycling routes, including supporting the provision of the Manor Road (Canning Town to West Ham) Strategic Cycling Corridor and new and improved walking and cycling links to West Ham Memorial Gardens;
    c. requiring and supporting new road crossings at Twelvetrees Crescent and Manor Road to reduce severance and to improve connectivity to the wider network of neighbourhoods, particularly to the Twelvetrees Local Centre;
    d. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
    e. supporting bus priority measures on Manor Road;
6. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, particularly on new routes in the west of the neighbourhood, and through enhancing green infrastructure on Cody Road and through the use of street trees, particularly on Stephenson Street;
7. maximising opportunities to access the water, including through new and improved walking and cycling routes and east to west access points to the river path and extending the Leaway path from Cody Dock south to Canning Town;
8. improving air quality and reducing exposure to poor air quality, particularly along Manor Road;
9. mitigating any impacts of noise, dust, smell and industrial vehicular traffic.

Sites

- There are no site allocations in this neighbourhood.

N7 THREE MILLS

Neighbourhood profile

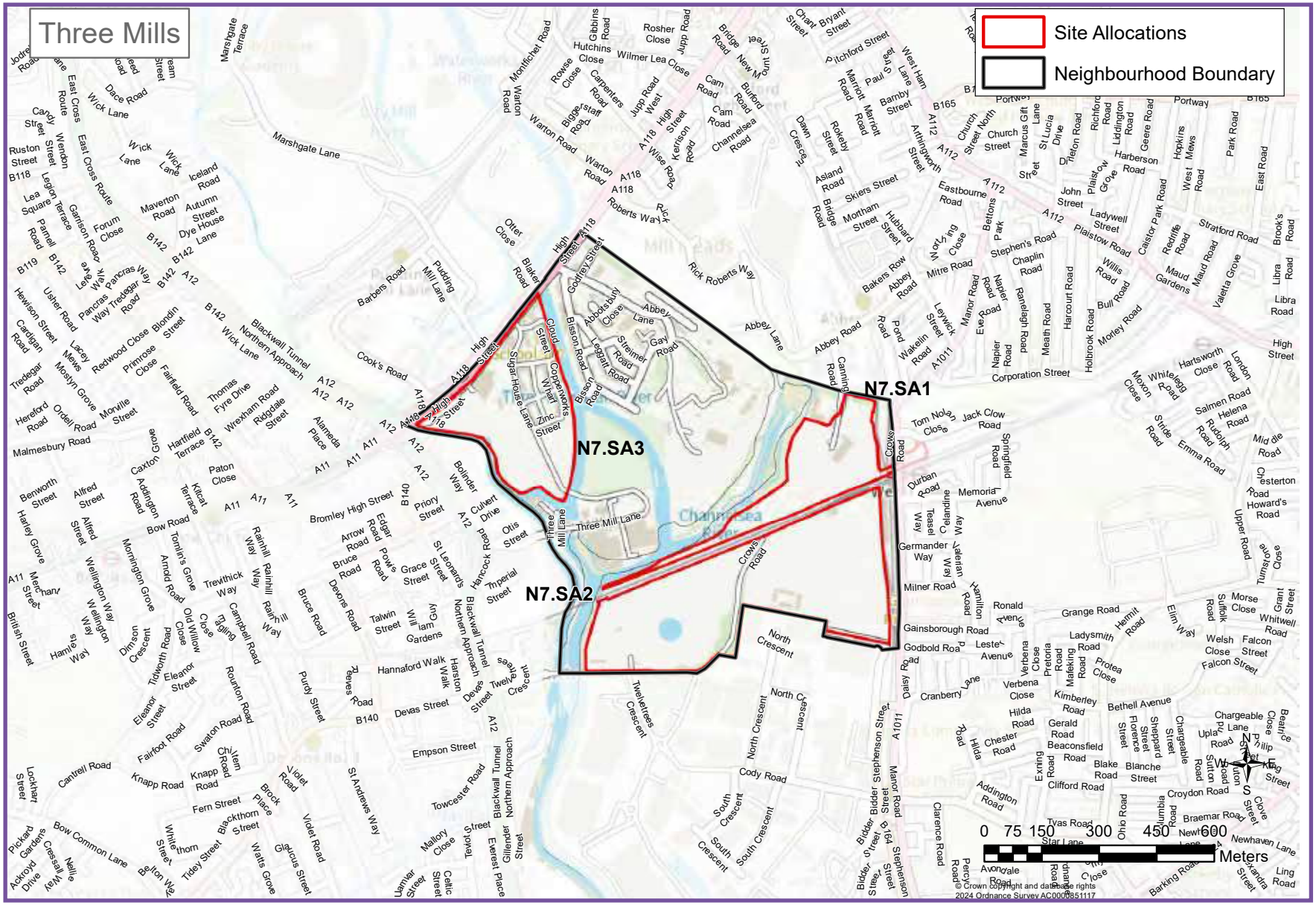
4.35 The Three Mills neighbourhood is located in the west of the neighbourhood. It is bounded by the High Street and the Greenway to the north, Manor Road to the east, Twelvetrees Crescent to the south and the River Lea to the west. River channels cut across the neighbourhood and define much of its character. The area's green and water spaces are protected for their nature and biodiversity importance and this includes the River Lea, the Channelsea River (and its valley) the Prescott Channel, the Greenway and the green space surrounding the gasholders. Train tracks run east to west towards the south of the neighbourhood and cause severance across the north and south of the neighbourhood. Part of the neighbourhood, most notably Three Mills Island, is in the Lee Valley Regional Park.

4.36 The Three Mills neighbourhood has a mix of rich industrial heritage, industrial uses and housing. Its industrial heritage is closely connected to its location on the River Lea and the Three Mills is a former working mill. Three Mills Island is designated as a conservation area and is home to a number of listed buildings including the House Mill, the offices opposite the Clock Mill and the Clock Mill itself. Three Mills Island is now home to employment uses for creative and digital industries, including 3 Mills Studios and Three Mills Park. Other heritage assets in the neighbourhood include the Abbey Mills Pumping Station and associated buildings, the Sugar House Lane conservation area and the seven Grade II Bromley by Bow Gasholders. The Canning Town/ Newham Way, River Lea and Stratford Langthorne Abbey Archaeological Priority Areas are in the neighbourhood.

4.37 Housing is located in the north-west and west of the neighbourhood, with new communities being developed on Sugar House Island and around West Ham Station. The neighbourhood's community facilities are primarily cultural uses. However, the neighbourhood has below the Newham average number of community facilities per km^2.

4.38 The neighbourhood has varied public transport access with the highest levels of accessibility in the north and east of the neighbourhood towards Abbey Road and West Ham Stations.




Three Mills
Site Allocations
Neighbourhood Boundary
N7.SA1
N7.SA2
N7.SA3
0 75 150 300 450 600
Meters
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N7 THREE MILLS

Vision

The Three Mills neighbourhood's heritage and historic identity will be conserved and enhanced. A high level of growth will be delivered through the transformation of N7.SA1 Abbey Mills, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and N7.SA3 Sugar House Island to provide new housing, employment, community facilities, green space and two new local centres: Twelvetrees and Sugar House Lane. The transformation of these sites will take account of the historic waterside settings and the neighbourhood's heritage assets and will be well connected to their surroundings.

The neighbourhood's riverside location will be enhanced, including improving views across the water, access to the water, and the natural environment along the water. Walking and cycling routes, particularly the Greenway, the Lee Navigation towpath and the Leaway, will be improved. The severance of the neighbourhood's transport infrastructure will be reduced through new bridges and improved wayfinding and easy to follow, safe, green and accessible walking and cycling connections to public transport and the neighbourhood's open spaces.

Policy N7: Three Mills

The vision for Three Mills will be achieved by:

1. supporting a moderate uplift in density in 'enhance' areas, where, through appropriate typologies to the site's context, development enhances the character of the neighbourhood and consolidates the urban form. Development should take into consideration a transition from the high rise buildings along the High Street and the prevailing low rise context in proximity to Three Mills Conservation Area and the neighbourhood's heritage assets;
2. supporting development that conserves the character of the Three Mills and Sugar House Lane Conservation Areas and the neighbourhood's heritage assets and their settings, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. supporting the restoration and conservation of heritage buildings at Three Mills to both preserve the character of the area and sensitively update facilities, including the delivery of an appropriately scaled visitor hub, to ensure they are fit for purpose, enhance the existing employment uses and better promote access to, and understanding of, the heritage buildings at Three Mills;
4. supporting the transformation of N7.SA1 Abbey Mills, N7.SA2 Twelvetrees Park, Former Bromley By Bow Gasworks and N7.SA3 Sugar House Island, in accordance with the Abbey Mills, West Ham Station and Stratford High Street Tall Building Zones and Local Plan Policy D4 and having significant regard to their riverside context and the neighbourhood's heritage assets;
5. requiring development to respond to and complement the materials and detailing of the neighbourhood and its industrial heritage where appropriate;
6. creating new local centres at N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and N7.SA1 Abbey Mills and N7.SA3 Sugar House Island and supporting a diverse mix of uses to serve the local catchment needs for retail, services, community and leisure uses;
7. supporting new community facilities when in conformity with Local Plan Policy SI2;
8. supporting the delivery of new residential moorings in suitable locations with appropriate ancillary facilities;
9. intensifying and delivering a cluster of light industrial uses with residential co-location as part of a mix of uses at Canning Road West Local Mixed Use Area;
10. improving conditions for walking, cycling and public transport by:
    a. improving the legibility, permeability and safety of streets and walking and cycling routes between N7.SA1 Abbey Mills, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and N7.SA3 Sugar House Island and public transport and employment and industrial uses in the wider network of neighbourhoods;

b. supporting the provision of the Manor Road (Canning Town to West Ham) Strategic Cycling Corridor;
c. requiring and supporting new crossings and station access at Twelvetrees Crescent and Manor Road to reduce severance and to improve connectivity to the wider network of neighbourhoods;
d. improving access points to the Greenway, the Lee Navigation and the Leaway walk;
e. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
f. supporting bus priority measures at N7.SA3 Sugar House Island and on Manor Road;

11. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity and enhance existing Sites of Importance for Nature Conservation, including through enhancements to the Greenway and the provision of new parks at N7.SA1 Abbey Mills and N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks;
12. securing public access to existing green spaces and along the river channels currently inaccessible to the public and improvements to access to the water, including an extension to the Leaway walk through N7.SA1 Abbey Mills and N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks;
13. improving air quality and reducing exposure to poor air quality, particularly along the Stratford High Street and Manor Road;
14. providing a new secondary school at N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks;
15. requiring a new health facility at N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks.

Sites

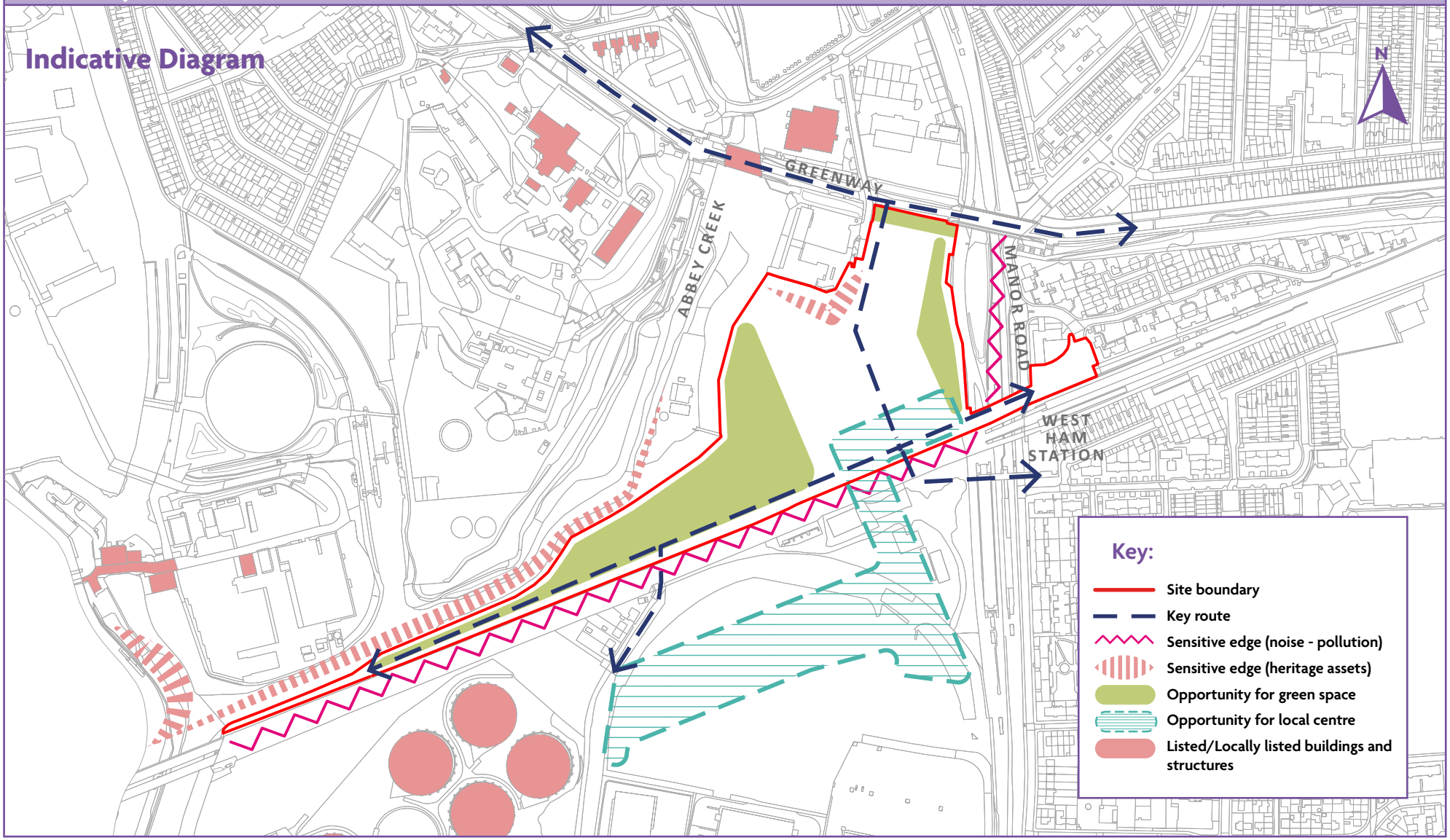
- N7.SA1 Abbey Mills
- N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks
- N7.SA3 Sugar House Island



N7.SA1 Abbey Mills	
Site address	Land at Canning Road
Neighbourhood	Three Mills
Site area	7 hectares
Public Transport Accessibility Level	4 – 6
Flood Risk	The site is shown to be at risk of flooding during surface water flooding mainly during the 0.1% AEP and 1% AEP plus 40% AEP events. The majority of the site is within Flood Zone 1 and the east and west areas are affected by flooding (Flood Zone 3 and Flood Zone 2). Additionally, the site is risk if the Thames were to breach its bank and defences were to fail.
Utilities	In proximity to Thames Water Sewage Pumping Station (within 20m) Underground cable route
Heritage Designations	Canning Town / Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Three Mills Conservation Area Bromley by Bow Gasholders (Grade II) Engine House at West Ham Pumping Station (Grade II) Abbey Mills Pumping Station (Grade II*) Stores Building at Abbey Mills to West of Pumping Station (Grade II) Offices (Former Superintendent's House) at Abbey Mills (Grade II) Gate Lodge at Abbey Mills (Grade II) Gates and Gatepiers at Entrance to Abbey Mills Pumping Station (Grade II)

N7.SA1 Abbey Mills	
Heritage Designations	Bases of Pair of Former Chimney Stacks at Abbey Mills to North West and South East of Pumping Station (Grade II) Ancillary Pump House To South East of Pumping Station (Grade II) Nos 116 to 130 (even) Abbey Lane (Grade II) C Station, with associated Valve House, Abbey Mills Pumping Station (Grade II) The Ironmongers Stone in Leather Gardens to the East of Abbey Road (Grade II) Tide Mill (known as the House Mill) (Grade I) Offices opposite Clock Mill (Custom House) (Grade II) Clock Mill and 3 drying kilns (Grade I) Paved Roadway extending from west side of House Mill to wall and gate on east side of clock mill (Grade II) The Still, 3 Mills Distillery (Locally Listed)
Natural environment Designations	Greenway Site of Importance for Nature Conservation and Metropolitan Open Land In an area of deficiency of access to all types of parks, except regional parks and of under provision to publicly accessible green space by head of population during the plan period. Adjacent to River Thames and Mill Meads Site of Importance for Nature Conservation Air Quality Management Area Source Protection Zone 1 Lee Valley Regional Park
Existing uses	Temporary community facility and vacant land with open space.

N7.SA1 Abbey Mills



N7.SA1 Abbey Mills

Development principles

Residential development, green space and social infrastructure, including community facilities.

Development should replace the existing temporary mosque, meeting the requirements of Local Plan Policy SI1. In addition to the mosque, development should consider all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 40m (ca. 13 storeys) and 100m (ca. 33 storeys) towards the station to aid wayfinding. Massing should step down towards the west of the site to sensitively integrate with the heritage assets. Buildings should be set back from water spaces to avoid or minimise overshadowing impacts.

Development should conserve and enhance the Three Mills Conservation Area and the listed buildings in proximity of the site and their settings. Height, scale and massing should conserve and enhance the character of heritage assets without detracting from important landmarks and key views, including the Grade II Abbey Mills Pumping Station, the Grade II Clock Mill and the Grade I House Mill as set out in the Three Mills Conservation Area Appraisal and Management Guidelines.

The layout of the site should protect the Site of Importance for Nature Conservation and development should improve ecological connectivity between habitats on the Lea, the Greenway and the Mill Meads SINC on the northern edge of the Channelsea. The design and layout of the site should take into account the waterside setting and increase access to nature and the surrounding waterways.

The design and layout of the site should establish a connected network of streets that connects to the wider street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity to the Greenway, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and the Twelvetrees Local Centre. Routes to and from the site should improve access and connectivity to West Ham Station.

The layout of the site, including the provision of a local park and additional green infrastructure, should enable the continuation of the Leaway Walk through the site to connect the Lea Walk to the Greenway at the head of Abbey Creek.

The design and layout of the site should minimise the impact of noise from the railway line to both the east and south of the site, should minimise the amenity impacts including odour, light, vibration and/or noise from Thames Water Sewage Pumping Station and take account of the underground cable routes.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Manor Road.
The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

N7.SA1 Abbey Mills

Infrastructure requirements

Development should address green space deficiency by enhancing existing trees as a buffer to rail infrastructure and providing a consolidated Local Park / Open Space with a minimum area of 2 hectares to service nearby residential neighbourhoods. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space, development should provide publicly accessible play space in the form of a Local Equipped Area for Play as well as a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Development should provide an improved bridge connection to West Ham Station.

Development should contribute to active and public transport upgrades, including access to and capacity at West Ham and/or Abbey Road Stations.

The applicant should engage with TfL and Network Rail ahead of any future application to see if land is required to enable station upgrades at West Ham station.

Phasing and implementation

Phasing of the site should take account of the likely requirement for a water supply infrastructure upgrade through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. Impact from Thames Water Pumping Station and the underground cable routes on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water and National Grid.

Medium term.



N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	
Site address	Land at Stephenson Street and Bromley by Bow Gasholders
Neighbourhood	Three Mills
Site area	19.97 hectares
Public Transport Accessibility Level	0 – 6
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Underground cable route
Heritage Designations	Bromley by Bow Gasholders (Grade II) Canning Town / Newham Way Archaeological Priority Area (Tier 3) In the vicinity of: Three Mills Conservation Area Engine House at West Ham Pumping Station (Grade II) Abbey Mills Pumping Station (Grade II*) Stores Building at Abbey Mills to West of Pumping Station (Grade II) Offices (Former Superintendent's House) at Abbey Mills (Grade II) Gate Lodge at Abbey Mills (Grade II) Gates and Gatepiers at Entrance to Abbey Mills Pumping Station (Grade II) Bases of Pair of Former Chimney Stacks at Abbey Mills to North West and South East of Pumping Station (Grade II)

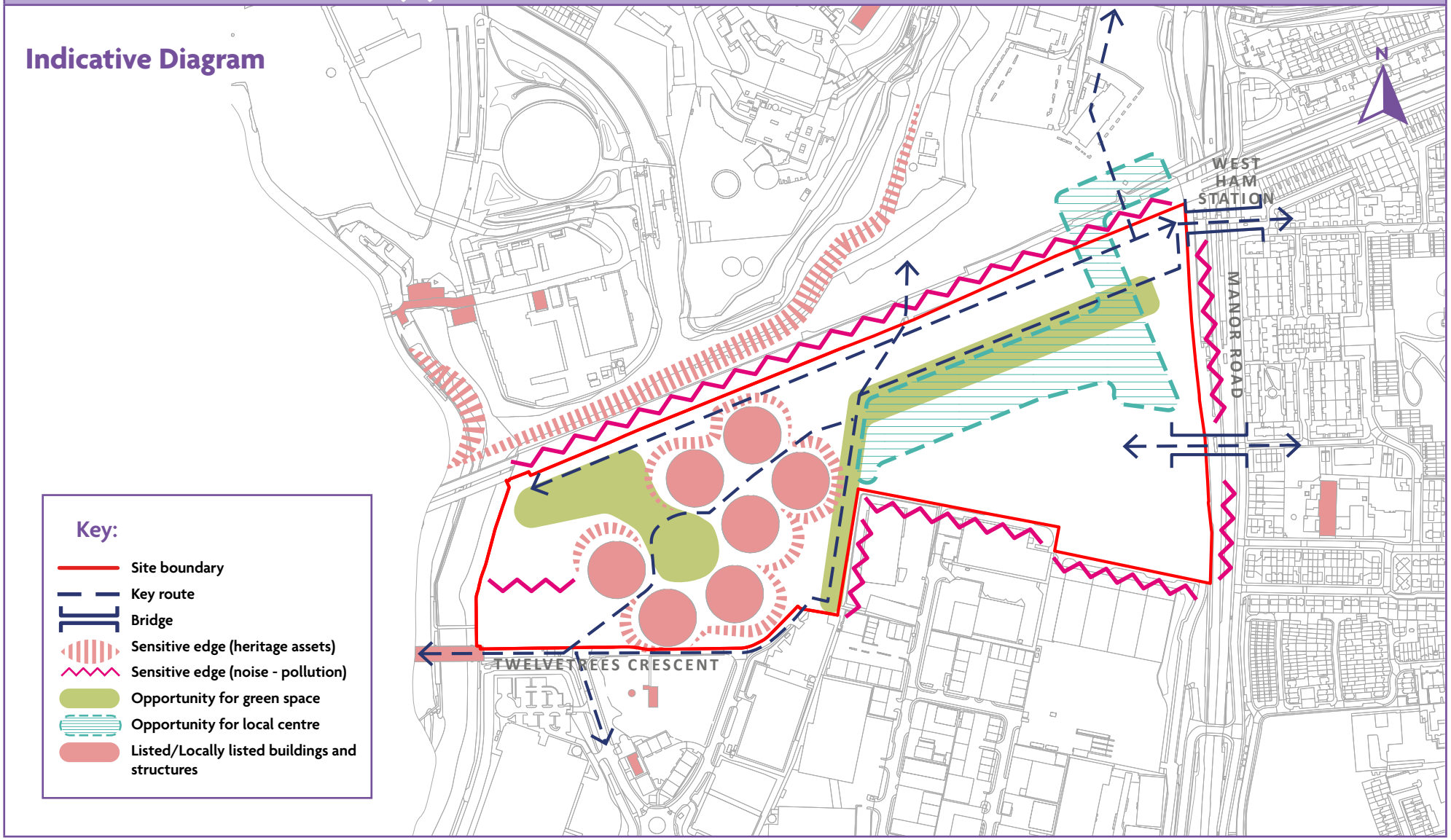
N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	
Heritage Designations	Ancillary Pump House To South East of Pumping Station (Grade II) Nos 116 to 130 (even) Abbey Lane (Grade II) C Station, with associated Valve House, Abbey Mills Pumping Station (Grade II) The Ironmongers Stone in Leather Gardens to the East of Abbey Road (Grade II) Tide Mill (known as the House Mill) (Grade I) Offices opposite Clock Mill (Custom House) (Grade II) Clock Mill and 3 drying kilns (Grade I) Paved Roadway extending from west side of House Mill to wall and gate on east side of clock mill (Grade II) The Still, 3 Mills Distillery (Locally Listed) Twelvetrees Crescent Bridge (Grade II) War Memorial (Grade II) Statue of Corbett Woodhall (Grade II) Dowgate Wharf P B Burgoyne and Company Limited Warehouse (Grade II) The Old London Gas Museum (Locally Listed). Canning Town / Newham Way Archaeological Priority Area (Tier 3)

N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	
Natural environment Designations	Former Bromley-by-Bow Gasworks Site of Importance for Nature Conservation. Adjacent to the River Thames and Mill Meads Site of Importance for Nature Conservation. In an area of deficiency of access to all types of parks, except regional and metropolitan parks. Tree Protection Orders Air Quality Management Area Lee Valley Regional Park
Existing uses	Former gasholders and associated infrastructure, scrubland and hardstanding and four residential dwellings in the north of the of the Bromley by Gasholder site. Residential-led mixed-use development at Twelvetrees Park (former Parcelforce Depot).



N7.SA2 Twelvetrees Park and former Bromley By Bow Gasworks

Indicative Diagram



N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks

Development principles

Residential development, employment uses, main town centre uses and social infrastructure including community facilities, health centre, education uses, and green space.

The type and quantity of main town centre uses should be consistent with a local centre designation and Local Plan Policy HS1.

Development should address the need for community facilities in the area by delivering new community facilities in Twelvetrees Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

The employment floorspace should be consistent with Local Plan Policy J1. The Gasholders portion of the site should prioritise industrial floorspace in the form of light industrial workspace suitable for micro-businesses and small and medium enterprises. There is potential for industrial floorspace to be tailored to specialist sectors including high tech media, low carbon and digital industries subject to robust market testing to demonstrate suitability.

Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9 – 21m (ca. 3 – 7 storeys) around the Gasholders and between 21 – 32m (ca. 7 – 10 storeys) in the rest of the site, with taller buildings of approximately 32m (ca. 10 storeys), 50m (ca. 16 storeys) and 100m (ca. 33 storeys) in defined locations to add wayfinding and with consideration given to marking the local centre. Massing should step down towards the Gasholders to sensitively integrate with the heritage assets. Buildings should set back from water spaces to avoid or minimise overshadowing.

The Twelvetrees Local Centre should be located in the Twelvetrees area of the site, in proximity to West Ham Station and provide ground floor active frontages. The health centre should be located in proximity to the Twelvetrees Local Centre and in an accessible and prominent part of the site.

Development should conserve and enhance the Three Mills Conservation Area, the listed Gasholders and the listed buildings in the proximity of the site and their settings. Development should recognise the role of the Gasholders as heritage and character assets and their potential contribution to place making, particularly gasholder 4 due to its enhanced listing. Height, scale and massing should conserve and enhance the character of heritage assets without detracting from important landmarks and key views, including the Grade II Abbey Mills Pumping Station, the Grade II Clock Mill and Grade I House Mill as set out in the adopted Three Mills and Conservation Area Appraisal Management Guidelines.

The design and layout of the site should minimise the impact of noise from the railway lines, bus infrastructure and Pressure Reduction System on residential amenity.

The layout of the site should protect the Site of Importance for Nature Conservation, including through the provision of a local park which should optimise existing green features by protecting and enhancing the condition of the Site of Importance for Nature Conservation.

N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks

Development proposals should create stronger ecological connections to and along the Lea and Channelsea valleys and Mill Meads Site of Importance for Nature Conservation on the other side of the Channelsea River.

The design and layout of the site should take into account the waterside setting and increase access to nature and the surrounding waterways.

The design and layout of the site should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity to West Ham Station, N7.SA1 Abbey Mills, the Twelvetrees Local Centre and the Manor Road neighbourhood. The layout of the site should enable the continuation of the Leaway Walk through the site along Crows Road and through to N7.SA1 Abbey Mills.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Manor Road and the design and layout of the site take account of the underground cable routes.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should address green space deficiency by providing a consolidated Local Park / Open Space with a minimum area of 2 hectares to service nearby residential neighbourhoods. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Neighbourhood Equipped Area of Play as well as well as a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Development should provide a new bridge connection to the entrance of West Ham Station and two footbridges across Manor Road. Development should contribute to active and public transport upgrades, including access to, and capacity at, West Ham Station.

Development should retain the Pressure Reduction System on the site.

Development on the Twelvetrees portion of the site should provide a secondary school.

Development should provide a health centre of a minimum of 1,500 sqm, designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.

Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development, where viable, in accordance with the requirements of Local Plan Policy W2 Part 8.

Phasing and implementation

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the existing underground cable routes on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.

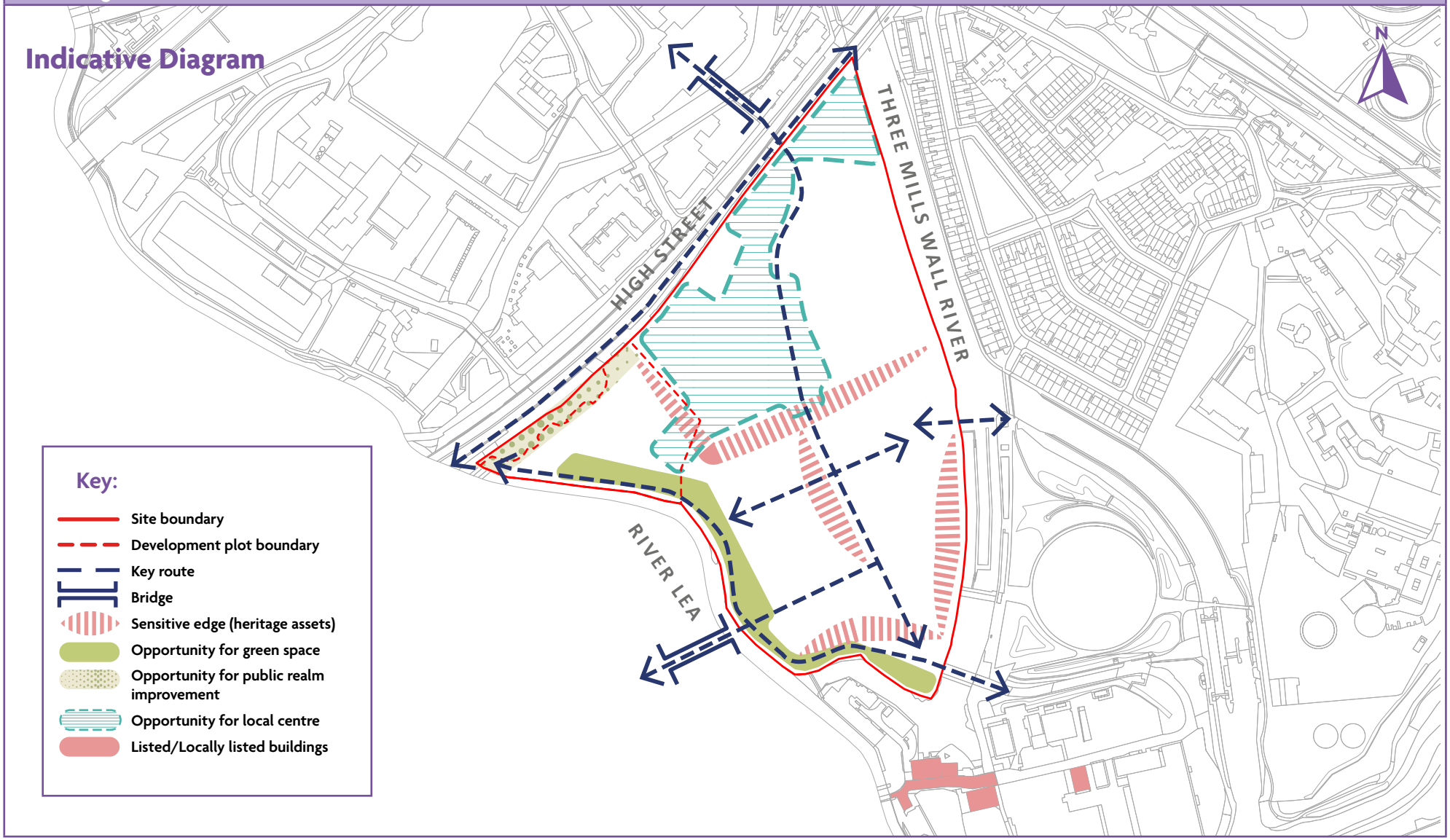
Short to long term.

N7.SA3 Sugar House Island	
Site address	Land to the south of High Street Stratford, east of the River Lea Navigation and west and north of the Three Mills Wall River
Neighbourhood	Three Mills
Site area	10 hectares
Public Transport Accessibility Level	2 – 5 2 – 6 (2031)
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Sugar House Lane Conservation Area Three Mills Conservation Area River Lea Archaeological Priority Area In the vicinity of: Lockkeeper's Cottage (Locally Listed) Bromley by Bow Gasholders (Grade II) Engine House at West Ham Pumping Station (Grade II) Abbey Mills Pumping Station (Grade II*) Stores Building at Abbey Mills to West of Pumping Station (Grade II) Offices (Former Superintendent's House) at Abbey Mills (Grade II) Gate Lodge at Abbey Mills (Grade II) Gates and Gatepiers at Entrance to Abbey Mills Pumping Station (Grade II) Bases of Pair of Former Chimney Stacks at Abbey Mills to North West and South East of Pumping Station (Grade II)

N7.SA3 Sugar House Island	
Heritage Designations	Ancillary Pump House To South East of Pumping Station (Grade II) Nos 116 to 130 (even) Abbey Lane (Grade II) C Station, with associated Valve House, Abbey Mills Pumping Station (Grade II) The Ironmongers Stone in Leather Gardens to the East of Abbey Road (Grade II) Tide Mill (known as the House Mill) (Grade I) Offices opposite Clock Mill (Custom House) (Grade II) Clock Mill and 3 drying kilns (Grade I) Paved Roadway extending from west side of House Mill to wall and gate on east side of clock mill (Grade II) The Still, 3 Mills Distillery (Locally Listed)
Natural environment Designations	In an area of deficiency of access to regional, district and pocket parks and of under provision to publicly accessible green space by head of population during the plan period. Adjacent to Lea Valley and Bow Back River Site Of Importance for Nature Conservation. Lee Valley Regional Park
Existing uses	Vacant land cleared for development. Recently completed development on the site provides residential, employment uses, a school and retail.

N7.SA3 Sugar House Island

Indicative Diagram



N7.SA3 Sugar House Island

Development principles

Residential development, main town centre uses and social infrastructure, including community facilities, and employment uses and green space.

Plot MU3 should be employment-led development with residential. The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace suitable for modern light industrial uses, including for creative industries, and business and flexible workspace. Development on the site should follow Local Plan Policy J3

The type and quantity of main town centre uses should be consistent with a local centre designation and Local Plan Policy HS1.

Development should address the need for community facilities in the area by delivering new community facilities in Sugar House Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Development should conserve and enhance both the Sugar House Lane and Three Mills Conservation Area and the listed buildings in the proximity of the site and their settings as set out in the adopted Three Mills Conservation Area Appraisal and Management Guidelines and Sugar House Lane Conservation Area Appraisal and Management Plan.

Building heights should generally range between 21 – 32m (ca. 7 – 10 storeys) with taller buildings of approximately 50m (ca. 16 storeys). Buildings should be set back from the water spaces to avoid or minimise overshadowing.

The design and layout of the site should respond to the site's environment and historic industrial legacy through canal and river frontages, robust yet adaptable buildings, intricate yards and passages and by weaving high-quality new buildings into the historic fabric. Development should improve the public realm on the Stratford High Street through improved frontages and green infrastructure. The design and layout of plot MU3 should complete the character of the rest of the site, following the same domestic scale, urban pattern and character and preserve the identity of the site as a whole.

The design of the site should take into account the waterside setting and increase access to the waterways and improve the waterside environment of the River Lea, Waterworks River and Bow Back River.

The design and layout of the site should establish a connected network of streets and spaces that connects into the wider street network and should create a street hierarchy. Routes through and to and from the site should improve access and connectivity across the waterways and provide a new bus route through the site. Development should improve walking and cycling conditions on the Stratford High Street and should include green infrastructure connectivity which enhances the Leaway Walk between Three Mills and the Queen Elizabeth Olympic Park.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on the Stratford High Street. The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

N7.SA3 Sugar House Island

Infrastructure requirements

Development should address existing green space deficiencies by providing a Pocket Park along the River Lea to address flood risk, considering a terraced river edge. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

New and improved vehicular access to the site will need to be provided, including new and enhanced bridges linking the peninsula to Bromley-by-Bow and to Three Mills, and to provide a bus route through the site.

Development should contribute to active and public transport upgrades, including access to and capacity at West Ham Station.

Phasing and implementation

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Short term.



N8 STRATFORD AND MARYLAND

Neighbourhood profile

4.39 Stratford and Maryland is the north west of the borough and is an important economic centre for East London. The neighbourhood is bounded by the A12 to the north, the River Lea to the west and the Stratford High Street and Greenway to the south. Part of the neighbourhood incorporates substantial areas of the Lee Valley Regional Park including the Lee Valley VeloPark and northern Olympic Parklands. Many railway tracks, the River Lea, the A112 and the Stratford High Street cut across the neighbourhood.

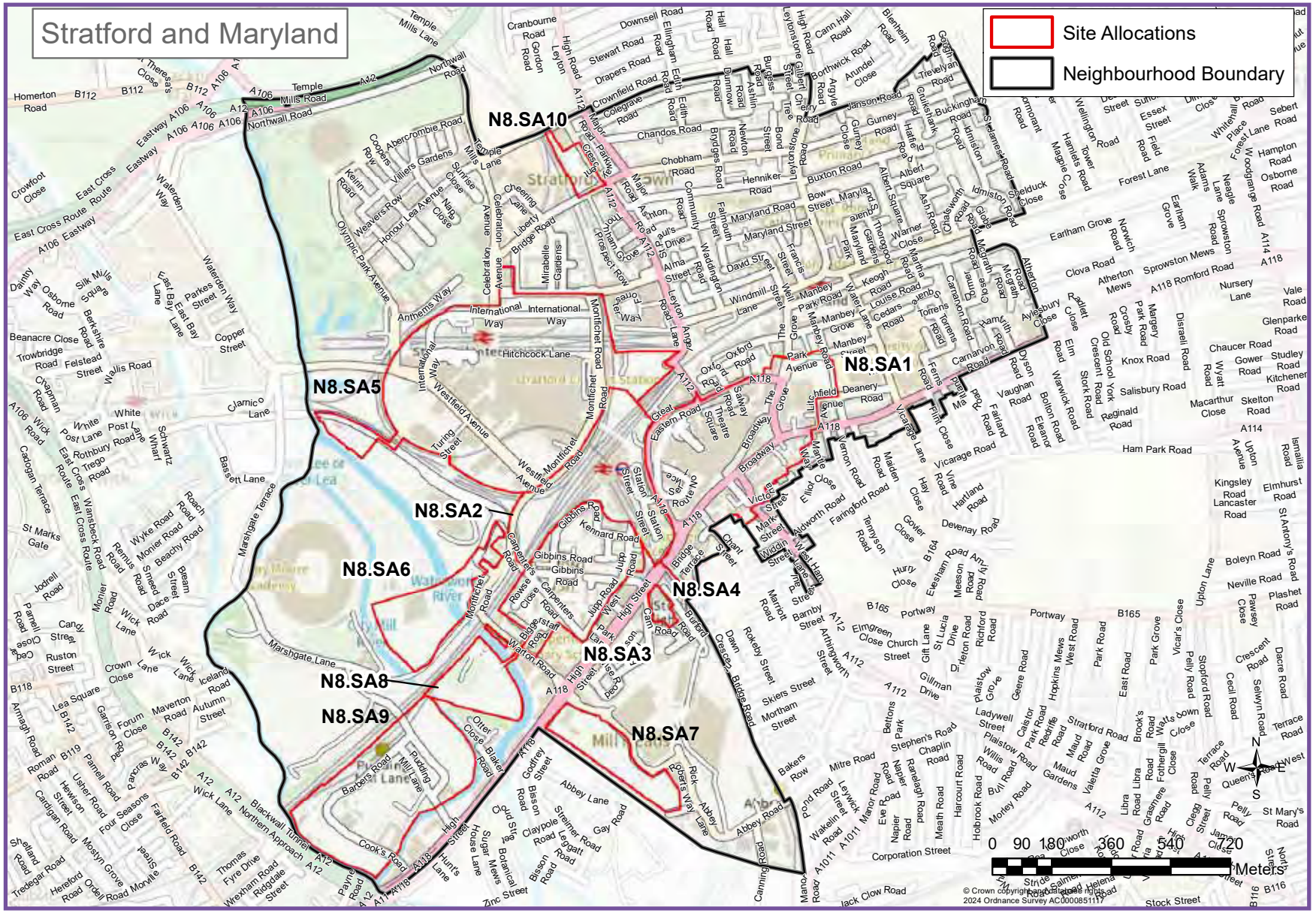
4.40 Stratford Town Centre is at the centre of the neighbourhood, with Westfield, the Stratford Centre and the Broadway providing a mix of shops, leisure facilities, a market, offices, education, food and drink and civic uses such as the courts. The London Plan 2021 identifies the town centre as having a potential to become an international town centre, recognising its potential to be a globally-renowned retail and leisure destination. Part of the town centre is a conservation area and contains a number of listed buildings including the Church of St John. Maryland Local Centre provides local shops and services and now benefits from connections via the Elizabeth line. The River Lea, London to Colchester Roman Road, Stratford Railworks and Stratford Archaeological Priority Areas are in the neighbourhood. The neighbourhood also contains the University Conservation Area and the listed buildings and locally listed buildings surrounding the University of East London on Romford Road.

4.41 Stratford and Maryland has a large number of community facilities, with the provision above the Newham average number of community facilities per km^2. Facilities include the library and youth zone and approximately eight community centres, 23 public houses and 17 places of worship. The neighbourhood is also home to cultural facilities such as the Theatre Royal Stratford and the East Bank which is home to education and cultural institutions, including University College London, University of the Arts' College of Fashion, the BBC, Sadler's Wells and the V and A. The east of the neighbourhood is home to the University of East London. Open space provision is dominated by the Queen Elizabeth Olympic Park but green infrastructure is otherwise fragmented across the neighbourhood.

4.42 The west of the neighbourhood is occupied by the Queen Elizabeth Olympic Park, the London stadium and the London Aquatics Centre. New residential and mixed-use neighbourhoods have been created, including East Village, Chobham Farm, Chobham Manor and International Quarter South. More established communities exist to the north of the Stratford High Street in the Carpenters Estate and in Maryland. However, due to the difference in scale, typologies and demographics of communities in the neighbourhood, as well as the location of major transport infrastructure and Westfield Shopping Centre, there is both a physical and perceived severance between these two parts of the neighbourhood.

4.43 Stratford has seen significant investment in large offices and is home to international businesses and major companies making the most of the neighbourhood's public transport connections, such as International Quarter South. There is also more localised office and businesses space in the east of the town centre as well as to the north of the centre which is home to a number of local employment locations supporting small businesses and workspaces.

4.44 The majority of the neighbourhood has excellent public transport accessibility levels but severance is caused by the neighbourhood's complex river, road network and transport infrastructure, particularly the railway line. Stratford Station is one of Britain's busiest stations and needs upgrading to increase capacity and to reduce congestion in the station.


Stratford and Maryland
Site Allocations
Neighbourhood Boundary
N8.SA1
N8.SA2
N8.SA3
N8.SA4
N8.SA5
N8.SA6
N8.SA7
N8.SA8
N8.SA9
N8.SA10
0 90 180 360 540 720
Meters
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N8 STRATFORD AND MARYLAND

Vision

Stratford and Maryland will be a safe, fair and lively neighbourhood with a mix of uses that recognise its unique and important role for both Newham and for London, and as an international destination. The neighbourhood will continue to benefit from a high level of growth that will deliver new housing, including through the restoration and redevelopment of the Carpenters Estate, and large numbers of jobs as well as shops, leisure, community and cultural facilities, employment uses and higher educational facilities for the neighbourhood's residents, visitors and workers. This growth will enable the evolution of Stratford Town Centre to an international town centre, and will be supported by significant improvements at Stratford Station, resulting in increased station capacity, and improved public transport access via the Elizabeth line at Maryland station. Existing and new Local Centres at Maryland, East Village, and Pudding Mill will complement the offer of the town centre.

The distinct areas of the neighbourhood will be brought together into a place with strong sense of community, place and character and through safe, accessible and easy to navigate public transport, walking and cycling routes. These new connections will run east to west and north to south and bring together the new and existing communities. Severance caused by the neighbourhood's road and transport infrastructure will also be reduced through new and improved bridge connections at the Stratford Station and Bridgewater Road, which will also improve access to the Queen Elizabeth Olympic Park and to the water. The character of the neighbourhood's heritage assets will be conserved and enhanced, including through the use of locally important buildings as cultural and civic venues.

Policy N8: Stratford and Maryland

The vision for Stratford and Maryland will be achieved by:

1. supporting a moderate uplift in density in 'enhance' areas where development enhances the character of the neighbourhood and consolidates the urban form;
2. supporting the transformation of N8.SA1 Stratford Central, N8.SA2 Stratford Station, S8.SA3 Greater Carpenters District, N8.SA4 Stratford High Street Bingo Hall, N8.SA5 Stratford Town Centre West, N8.SA6 Stratford Waterfront South, N8.SA7 Rick Roberts Way, N8.SA8 Bridgewater Road, N8.SA9 Pudding Mill and N8.SA10 Chobham Farm North, in accordance with the Stratford Central, Stratford High Street and Chobham Manor/East Village Tall Building Zones and Local Plan Policy D4 and having significant regard to the neighbourhood's heritage assets;
3. supporting development that conserves the significance of the neighbourhood's listed buildings and the Stratford St John's and University conservation areas and their settings, through sympathetic form, materials, detail, landscaping and public realm enhancements, and takes appropriate account of the St John's Conservation Area Appraisal and Management Plan and the University Conservation Area Appraisal Management Plan;
4. enhancing Stratford Town Centre and its significant regional role in meeting retail, leisure and community facility needs and future international role by:
   a. retaining and enhancing the level of comparison retail floorspace, supporting an increase in convenience retail floorspace and supporting development which delivers a quality and diverse retail offer;
   b. supporting the role of the centre as an area of 24-hour culture, leisure and tourism activity of regional importance, through an appropriate mix of leisure, tourism and visitor accommodation uses, and supporting new and improved cultural and higher education uses and public realm in the Cultural Quarter and at East Bank;
   c. supporting new and improved community facilities;
   d. retaining and supporting improvements to the Stratford indoor market;
   e. supporting improvements to the town centre's public realm through improved green infrastructure, the activation of the

existing public realm and the creation of new public spaces in sites N8.SA1 Stratford Central, N8.SA2 Stratford Station and N8.SA5 Stratford Town Centre West;

5. creating a new Local Centre at N8.SA9 Pudding Mill Lane and maintaining the role of Maryland Local Centre and East Village Local Centre as locations for small scale independent retail complementary to that of Stratford, by supporting a diverse mix of uses to serve the local catchment needs for retail, services, leisure and community uses and contribute to maintaining high quality public realm;
6. supporting new community facilities when in conformity with Local Plan Policy SI2;
7. supporting major and small scale office development in the Stratford Town Centre and the creation of an innovation quarter around Stratford High Street DLR Station through the delivery of affordable and cultural and creative workspaces;
8. supporting the refurbishment of Alice Billings House for artist space and studios;
9. protecting existing and supporting new small scale employment floorspace to increase local economic opportunities as part of the network of well-connected employment uses;
10. optimising and intensifying the Strategic Industrial Location and Local Industrial Locations for employment functions, particularly those servicing the CAZ and intensifying and delivering a cluster of light industrial uses with residential co-location as part of a mix of uses at Canning Road West Local Mixed Use Area;
11. improving conditions for walking, cycling and public transport by:
    a. increasing the capacity of Stratford Station and preventing development which would inhibit future station and interchange improvements;
    b. supporting the ongoing and further implementation of Low Traffic Neighbourhoods and new and improved modal filters;
    c. reducing the severance of the train tracks through new connections and bridges across the neighbourhood at N8.SA2 Stratford Station, N8.SA8 Bridgewater Road and N8.SA9 Pudding Mill;
    d. requiring and supporting new and improved connections across the River Lea at Bows Good Yard and to the A12 and supporting measures to reduce vehicular traffic;
    e. requiring and supporting new and improved walking and cycling routes to improve connections across the neighbourhood and between Stratford and Maryland and by supporting the provision of the Romford Road (Stratford to Ilford), Leyton Road (Stratford towards Leyton), Temple Mills Lane/Honour Lea Avenue (Olympic Park) and Leytonstone Road (Maryland towards Leytonstone Road) Strategic Cycling Corridors;
    f. requiring and supporting improved walking routes within, and linking to, the town centre and improved crossings, particularly on Broadway, Great Eastern Street, West Ham Lane, Romford Road, The Grove, Bridge Road, Stratford High Street and Angel Lane; and
    g. improving existing access points and creating new access points to the Greenway and supporting improvements to the Lee Navigation towpath.
12. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along the Stratford High Street, Leytonstone Road and the A112;
13. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity and improve access to the Queen Elizabeth Olympic Park, including through enhancements to the Greenway, ground plane planting, particularly on Olympic Park Avenue, Penny Brookes Street, Forest Lane and at Victory Park, the use of street trees, particularly at Victory Park and on Penny Brookes Street, Water Lane and Windmill Lane and through the use of Sustainable Urban Drainage Systems, particularly on Penny Brookes Street and Windmill Lane;
14. protecting and supporting enhancements to playing pitches and sports courts at Chobham Academy and the athletics provision at London Marathon Community Track and supporting the on-going development and enhancement of the Lee Valley VeloPark on the Queen Elizabeth Olympic Park as a world class cycling venue for

track, BMX, road and mountain biking and as a venue for major events;

15. providing education provision in the form of a new Special Educational Needs and Disabilities school at N8.SA7 Rick Roberts Way;
16. requiring new health care facilities at N8.SA3 Greater Carpenters District, N8.SA9 Pudding Mill Lane and N8.SA1 Stratford Central and supporting the expansion of facilities at the Sir Ludwig Guttmann health and wellbeing centre.

Sites

- N8.SA1 Stratford Central
- N8.SA2 Stratford Station
- N8.SA3 Greater Carpenters District
- N8.SA4 Stratford High Street Bingo Hall
- N8.SA5 Stratford Town Centre West
- N8.SA6 Stratford Waterfront South
- N8.SA7 Rick Roberts Way
- N8.SA8 Bridgewater Road
- N8.SA9 Pudding Mill
- N8.SA10 Chobham Farm North

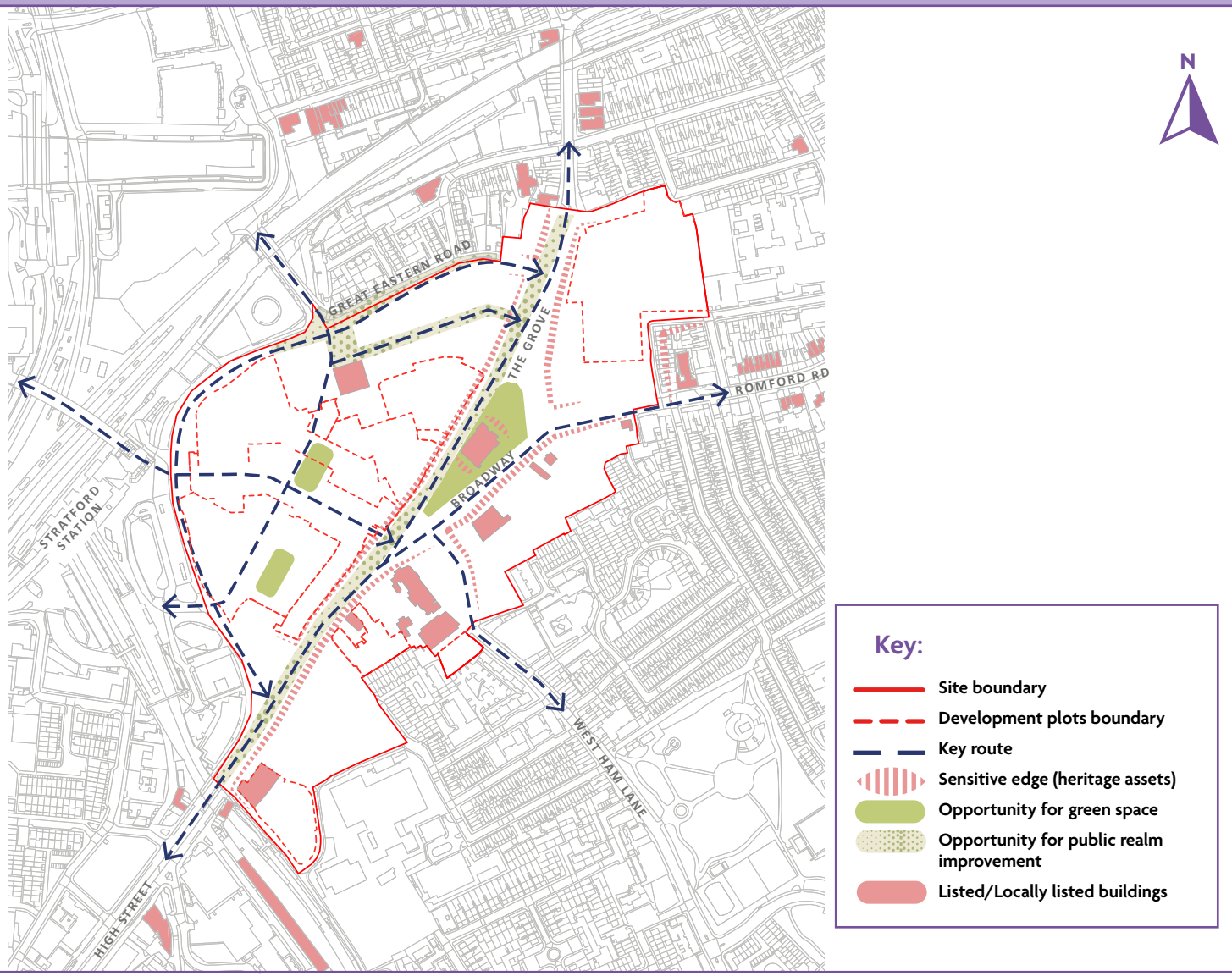


N8.SA1 Stratford Central	
Site address	Land at Great Eastern Road, Stratford High Street, the Grove and the Broadway including Stratford Centre and surrounds
Neighbourhood	Stratford and Maryland
Site area	21 hectares
Public Transport Accessibility Level	2 – 6
Flood Risk	The site is shown to be at risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 1% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	Stratford Archaeological Priority Area (Tier 2) London to Colchester Roman Road Archaeological Priority Area (Tier 2) Stratford St John's Conservation Area The Rex (Locally Listed) The Black Bull (Locally Listed) Former Stratford Town Hall (Grade II) Northern Block and courtyard walls of Alice Billings House (Grade II) (currently on Historic England's Heritage at Risk register) West Ham Court House (Grade II) (currently on the Heritage at Risk register) The Theatre Royal (Grade II*) Church of St John the Evangelist and railings (Grade II) King Edward VII Public House (Grade II) National Westminster Bank (Grade II) St John's House (Grade II) 30 Romford Road (Grade II)

N8.SA1 Stratford Central	
Heritage Designations	In the vicinity of: University Conservation Area and its listed and locally listed buildings including University House (Grade II*) 306 – 308 High Street (Locally Listed) Stratford Market Station (Locally Listed) Stratford Workshops (Locally Listed)
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to regional and pocket parks and part of the site (north eastern) is in an area of deficiency of access to small and district parks, and of under provision to publicly accessible green space by head of population during the plan period. Open space at St John's Churchyard Source Protection Zone 1
Existing uses	Stratford Shopping Centre, parking and road infrastructure, education, hotel, office, retail, leisure and food and drink uses. Stratford Cultural Quarter including cinema, youth zone and Theatre Royal. Stratford Old Town Hall, St John's Church and Stratford Magistrates Court. Supermarket, car parking and library.

N8.SA1 Stratford Central

Indicative Diagram



N8.SA1 Stratford Central

Development principles

Residential, main town centre uses and social infrastructure, including community facilities and health centre, and civic uses, employment uses, and green space.

The type and quantity of main town centre uses should support the transition of the Stratford Town Centre to an international centre, while continuing to respond to local needs, particularly at the Stratford Centre and be consistent with Local Plan policy HS1. Any redevelopment should retain or re-provide Stratford Indoor Market as well as provide improved and increased market storage.

Development in the Cultural Quarter should include leisure, educational and cultural uses and support its growth as a hub for cultural production.

Development should reconfigure and consolidate the road infrastructure and parking infrastructure surrounding the Stratford Centre and provide a mix of residential, employment uses and main town centre uses.

Employment uses should be consistent with Local Plan Policy J1 and prioritise office and light industrial spaces suitable for small and medium enterprises, creative and cultural industries and digital and technology sectors. The re-use of Morgan House for workspace should be explored and the refurbishment of Alice Billings House for workspace will be supported. Development on the site should follow Local Plan Policy J3.

Development of the car park to the rear of the Old Town Hall for housing will be supported.

Development on the Morrison's site should provide a consolidated supermarket, a health centre and residential.

Development should protect existing community facilities in accordance with Local Plan Policy SI1. Development should address the need for community facilities in the area by delivering new community facilities, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Within the Tall Building Zone, building heights should generally range between 9 – 21m (ca. 3-7 storeys) in proximity to the St John's Conservation Area and between 21 – 32m (ca. 7 – 10 storeys) in the rest of the site, with taller buildings of approximately 32m (ca. 10 storeys), 60m (ca. 20 storeys) and 100m (ca. 33 storeys) in defined locations. Massing should step down towards the conservation area to sensitively integrate with the heritage assets.

Development should conserve and enhance St John's Conservation Area, St John's Church and other listed buildings as well as the University Conservation Area and listed buildings in proximity to the site. Tall buildings in immediate proximity to the conservation area and other heritage assets should address and respond to their scale, grain and significance, as well the wider streetscape and local character. In responding to the existing character of the town centre and conservation area, the shoulder of proposed buildings should conserve and enhance the fine grain and townscape character of the continuous frontages

N8.SA1 Stratford Central

of three to four storeys and rooflines. This should contribute to enclosing the space and establishing a sense of place, without affecting the dominance of St John's Church, which should remain the focal point of the conservation area.

The key views set in Stratford St John's Conservation Area Appraisal and Management Plan should be protected to conserve and enhance the role of historic landmarks in the conservation area. Development should use a range of materials and detailing that complements the character of the conservation area to enhance its visual richness and quality. Tall buildings should provide a positive contribution to the skyline without harming the background of the protected linear view: King Henry VIII's Mound, Richmond to St Paul's Cathedral (9A).

Development which restores and bring backs into a viable use the Grade II listed West Ham Court House and Alice Billings House, which are currently on the Heritage at Risk Register, will be supported, in accordance with Local Plan Policy D9. Any development of The Rex should retain its façade.

The design and layout of sites should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy. The dominance of the road infrastructure should be reduced. The design and layout of the site should improve walking and cycling links, to and through Stratford Station, Stratford Centre and the Cultural Quarter, and provide new and improved public spaces, green spaces and public realm, particularly at Morgan House and on Great Eastern Road, the Stratford High Street, Broadway and The Grove. A route through the Stratford Centre should be maintained. Development should improve wayfinding and connectivity between the site's new green spaces and existing open spaces and support the delivery of the green link from West Ham Park to the Queen Elizabeth Olympic Park.

Design measures should minimise exposure to poor air quality particularly on the Stratford High Street, the Broadway, The Grove, Romford Road and Great Eastern Road in accordance with Local Plan Policy CE6.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

Infrastructure requirements

The redevelopment of the Morrison's site should provide a health centre with a minimum of 2500sqm, designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.

Development should address existing green space deficiency by providing a Pocket Park that could be provided at roof level if publicly accessible and improved public realm across the site, particularly around Morgan House and in the Cultural Quarter. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm and a Locally Equipped Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

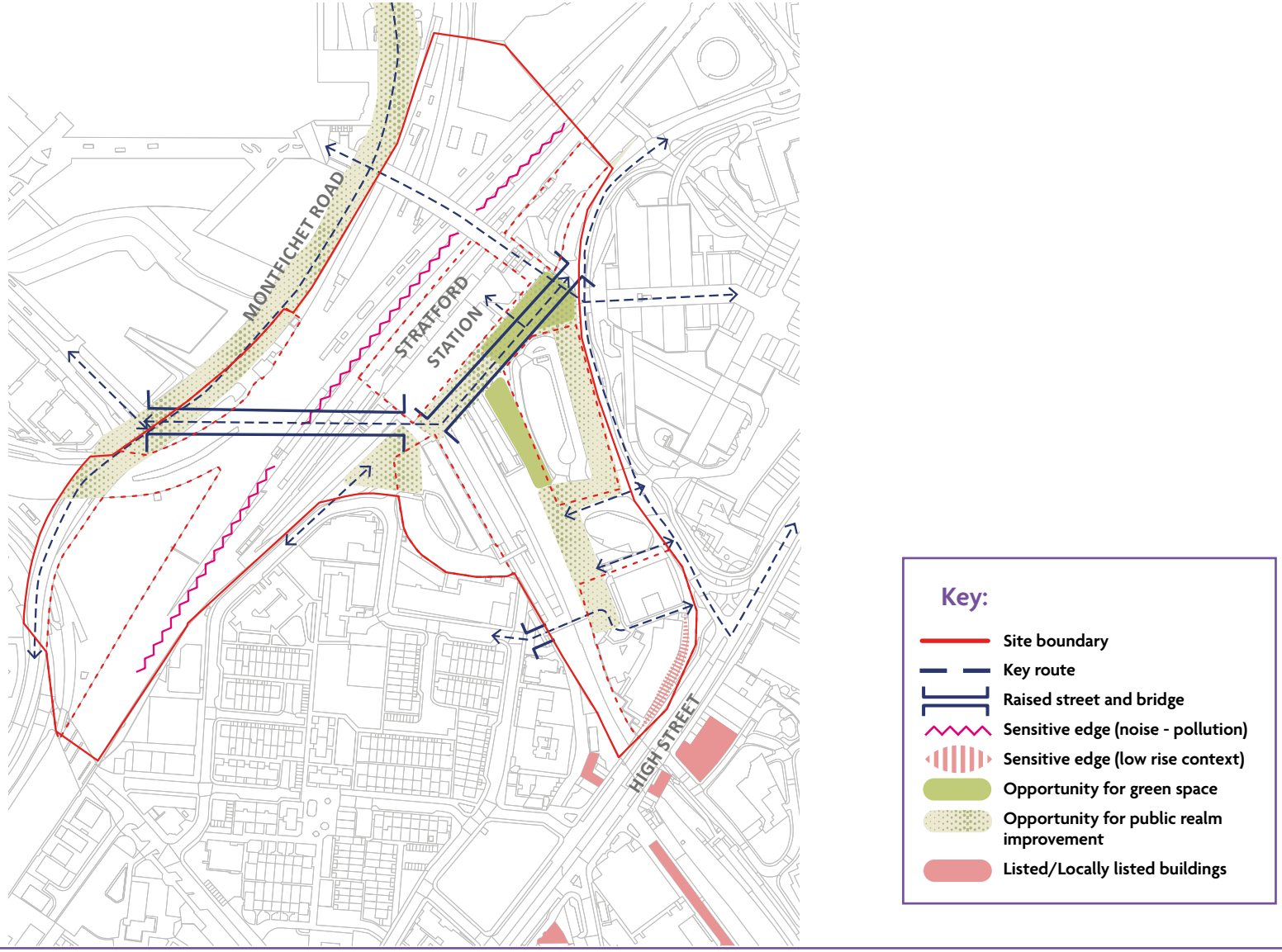
Medium to long term

N8.SA2 Stratford Station	
Site address	Stratford Station and surrounds including land bounded by Montfichet Road, Stratford bus station and Jubilee, Broadway and Bridge House.
Neighbourhood	Stratford and Maryland
Site area	11.7 hectares
Public Transport Accessibility Level	6
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zones 2 and 3 as well as being at pluvial flood risk in the 0.1% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	Stratford St John's Conservation Area Stratford Archaeological Priority Area (Tier 2) River Lea Archaeological Priority Area (Tier 3) London to Colchester Archaeological Priority Area (Tier 2) In the vicinity of: 306 – 308 High Street (Locally Listed) Stratford Market Station (Locally Listed) The Black Bull (Locally Listed) The Rex (Locally Listed) Former Stratford Town Hall (Grade II) Northern Block and courtyard walls of Alice Billings House (Grade II) West Ham Court House (Grade II) The Theatre Royal (Grade II*) Church of St John the Evangelist and railings (Grade II) King Edward VII Public House (Grade II) National Westminster Bank (Grade II) St John's House (Grade II)

N8.SA2 Stratford Station	
Natural environment Designations	Air Quality Management Area Air Quality Focus Area Source Protection Zone 1 In an area of deficiency of access to all parks except metropolitan parks, with some of the site within the catchment of West Ham district park (southern part of the site) and of under provision to publicly accessible green space by head of population during the plan period. Open space along the railway corridor
Existing uses	Stratford Station, tracks and depot, Stratford bus station, vacant land, school and office buildings.

N8.SA2 Stratford Station

Indicative Diagram



N8.SA2 Stratford Station

Development principles

Increased capacity at Stratford Station to be provided through the redevelopment of the ticket hall and new and improved station entrances from Montfichet Road and the Carpenters estate. The development of site allocation will provide residential, employment uses, main town centre uses and social infrastructure including, community facilities and education facilities, and green space.

Any redevelopment of Stratford bus station should retain the function of a consolidated bus station and meet TfL's future requirements.

Employment uses should be consistent with Local Plan Policy J1 and any provision of office floorspace and main town centre uses should be located within Stratford Town Centre. Development on the site should follow Local Plan Policy J3.

Main town centre uses should activate the new public spaces and support the transition of the Stratford Town Centre to an international centre, while continuing to respond to local needs and be consistent with Local Plan Policy HS1.

Development should address the need for community facilities in the area by delivering new community facilities in Stratford Town Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9 – 21m (ca. 3- 7 storeys) in proximity to the St John's Conservation Area and between 21 – 32m (ca. 7 – 10 storeys) in the rest of the site, with taller buildings of approximately 40m (ca. 13 storeys), 60m (ca. 20 storeys) and 100m (ca. 33 storeys) in defined locations, with consideration given to marking Stratford Station.

Development should conserve and enhance the St John's Conservation Area and its listed buildings and their settings. In responding to the existing character of the town centre and conservation area, the shoulder of proposed buildings in immediate proximity to the conservation area should conserve and enhance the fine grain and townscape character of the continuous frontages of three to four storeys and rooflines. This should contribute to enclosing the space and establishing a sense of place, without affecting the dominance of the St John's Church, which should remain the focal point of the conservation area.

The key views, as set out in the Stratford St John's Conservation Area Appraisal and Management Plan, should be protected to conserve and enhance the role of historic landmarks in the conservation area. Development should use a range of materials and detailing that complements the character of the conservation area to enhance its visual richness and quality.

Tall buildings should provide a positive contribution to the skyline without harming the background of the protected linear view: King Henry VIII's Mound, Richmond to St Paul's Cathedral (9A).

N8.SA2 Stratford Station

The design and layout of the site should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy. The design and layout of the site should create new and improved public realm and walking and cycling routes, including new public spaces and green spaces created through a new station square to the south of the ticket hall, and a new bridge from the station square to Montfichet Road and a new or improved Jupp Road Bridge for walking and cycling.

The provision of green space and other green infrastructure should improve connectivity to the Queen Elizabeth Olympic Park from the town centre and West Ham Park and the biodiversity value of the railway green corridor should be maintained where possible.

The design and layout of the site should also enable improved connections between the station across the Stratford High Street and Great Eastern Road through to N8.SA1 Stratford Central. Development should significantly improve the public realm and the environment for walking and cycling at Montfichet Road, including by reducing carriageways and repurposing residual space.

Active frontages should front the station square, Stratford High Street and Great Eastern Road.

The design and layout of the redevelopment of Stratford bus station should locate bus stops in the open but consolidated in a single off-highway location to facilitate easy and efficient interchange. Bus stands can be located under over-station development.

Design measures should minimise exposure to poor air quality, particularly on the Stratford High Street, Montfichet Road and Great Eastern Road in accordance with Local Plan Policy CE6.

The design and layout of the site should mitigate the impact of noise from the railway and transport operational uses.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

Infrastructure requirements

Increased station and interchange capacity through improved circulation, new ticket hall and new station entrances.

A bridge should be provided from the new station square to Monfichet Road.

Reconfiguration of Monfichet Road should enable the creation of a new station entrance, provided that the existing substation is relocated or re-provided.

A school should be re-provided as part of the redevelopment of Jubilee House and Broadway House in accordance with Local Plan Policy SI4.

Development should address green space deficiencies by providing a Pocket Park or a series of Pocket Parks as part of the new public spaces. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play in the form of playable public realm and a Locally Equipped Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.

Land should be safeguarded for double tracking the DLR route.

N8.SA2 Stratford Station

Phasing and implementation

Any masterplan for this site should take account of the phasing of the site's infrastructure requirements, in particular station upgrades and improvements, and not prejudice any infrastructure coming forward. This should take into consideration the role of the triangle site, bounded by Montfichet Road, in enabling the site's infrastructure improvements to be delivered across the rest of the site and the requirement for its use as a construction compound site to enable the comprehensive development of the site.

No development can take place on the Network Rail maintenance depot, London Underground operational areas or bus infrastructure including bus station until their functions are re-provided or re-located in line with transport stakeholders' requirements.

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Short to long term.



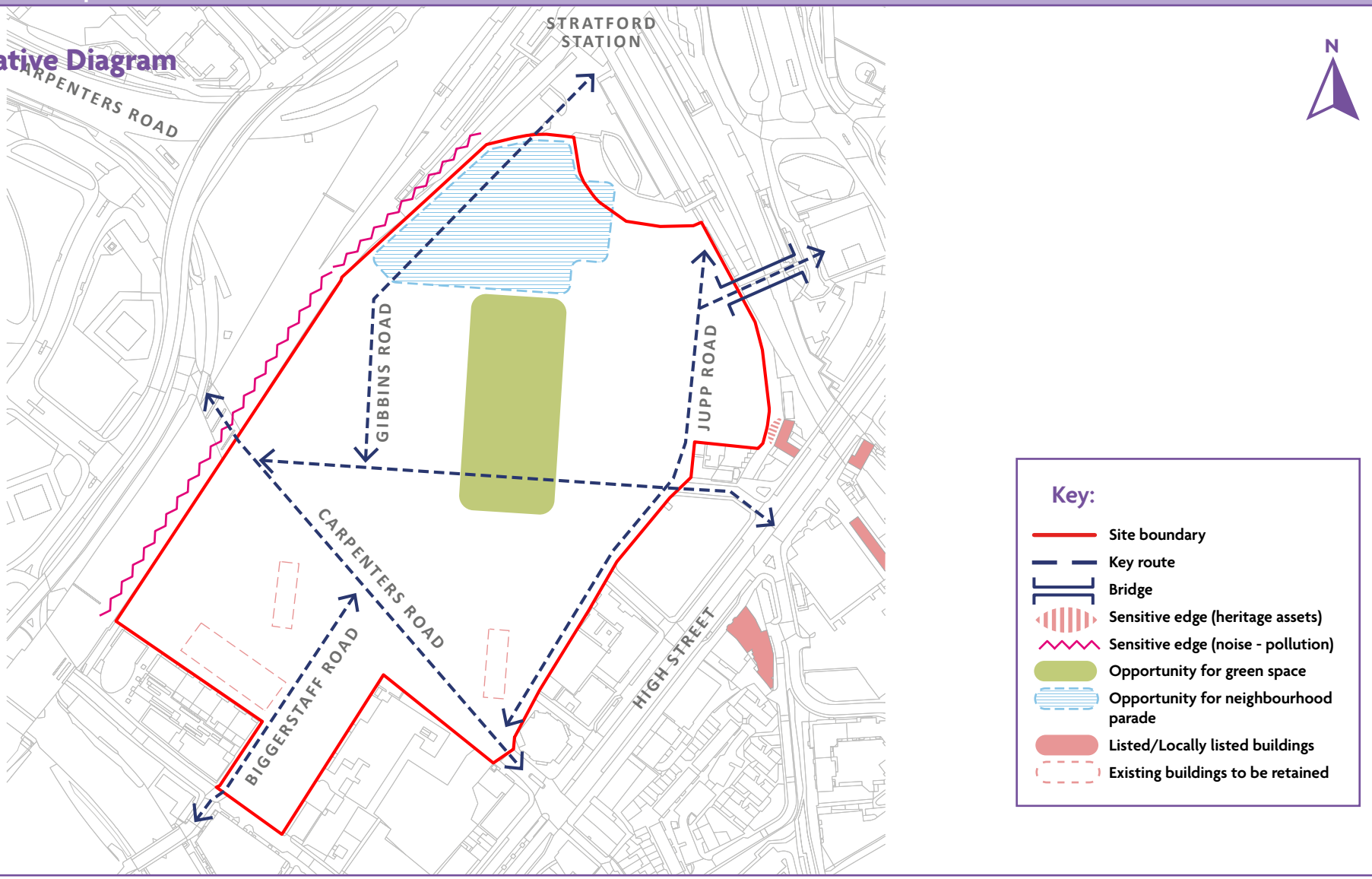
N8.SA3 Greater Carpenters District	
Site address	Land containing the Carpenters Estate
Neighbourhood	Stratford and Maryland
Site area	10.8 hectares
Public Transport Accessibility Level	2 – 6 3 – 6 (2031)
Flood Risk	The site is shown to be almost entirely within Flood Zone 3 as well as being at pluvial flood risk in the 0.1% AEP event and also being at risk if the Thames defences were to fail.
Heritage Designations	London to Colchester Roman Road Archaeological Priority Area (Tier 2) River Lea Archaeological Priority Area (Tier 3) 306 – 308 High Street (Locally Listed) In the vicinity of: Stratford Market Station (Locally Listed) The Log Cabin (Grade II) Stratford Workshops (Locally Listed) The Rex (Locally Listed) The Black Bull (Locally Listed) Former Stratford Town Hall (Grade II) Northern Block and courtyard walls of Alice Billings House (Grade II) West Ham Court House (Grade II) The Theatre Royal (Grade II*) Church of St John the Evangelist and railings (Grade II) King Edward VII Public House (Grade II) National Westminster Bank (Grade II) St John's House (Grade II)

N8.SA3 Greater Carpenters District	
Natural environment Designations	Air Quality Management Area Air Quality Focus Area Open space at Doran Walk amenity space and Dennison Point, Gibbons Road playground Source Protection Zone 3 In an area of deficiency of access to all parks except metropolitan parks and of under provision to publicly accessible green space by head of population during the plan period.
Existing uses	Residential, employment, community facilities, education, retail and green space.



N8.SA3 Greater Carpenters District

Indicative Diagram



N8.SA3 Greater Carpenters District

Development principles

Residential, including refurbishment, employment uses, main town centre uses and social infrastructure including education, health centre, community facilities, and green space.

The employment uses should be consistent with Local Plan Policy J1 and should prioritise the re-provision of existing employment uses. Development on the site should follow Local Plan Policy J3.

Existing open space should be re-provided and enhanced. Development should protect and enhance existing sports and recreation facilities in accordance with Local Plan Policy GWS1.

Main town centre uses should be focused by Stratford Station to create a new neighbourhood parade to service the needs of the local community, in line with Local Plan Policy HS1.

Development should protect existing community facilities in the area by re-providing the community facility floorspace, meeting the requirements of Local Plan Policy SI1. Development should address the need for community facilities in the area by delivering new community facilities at Carpenters Neighbourhood Parade, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9 – 21m (ca. 3 – 7 storeys) and between 21 – 32m (ca. 7 – 10 storeys) along the edges of the site, with taller buildings of approximately 50m (ca. 16 storeys), 60m (ca. 20 storeys) and 100m (ca.33 storeys) in defined locations, with consideration given to marking the neighbourhood parade in proximity to Stratford Station.

The design and layout of the site should establish a connected network of streets and spaces that knits into the existing street network and should create a street hierarchy. The design and layout of the site should create new east to west routes to create improved access to Stratford Station and improve north to south connections to and from the Queen Elizabeth Olympic Park and the Stratford High Street. Development should contribute to the improvement of the underpass at Carpenters Road for walking and cycling.

Development should conserve and enhance the St John's Conservation Area and its listed buildings and their settings. The key views set out in the Stratford St John's Conservation Area Appraisal and Management Plan should be protected to conserve and enhance the role of historic landmarks in the conservation area.

Design measures should minimise exposure to poor air quality, particularly on the Stratford High Street in accordance with Local Plan policy CE6.

The design and layout of the site should mitigate the impact of noise from the railway.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

N8.SA3 Greater Carpenters District

Infrastructure requirements

Development should provide floorspace for the Building Crafts College.

Development should provide a health centre designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.

Development should address green space deficiencies by re-providing and enhancing existing open space and play provision to function as a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play and a Locally Equipped Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.

Development should provide a new entrance to Stratford Station and a new or improved Jupp Road Bridge for walking and cycling.

Land should be safeguarded for double tracking the DLR route.

Phasing and implementation

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Short to medium term

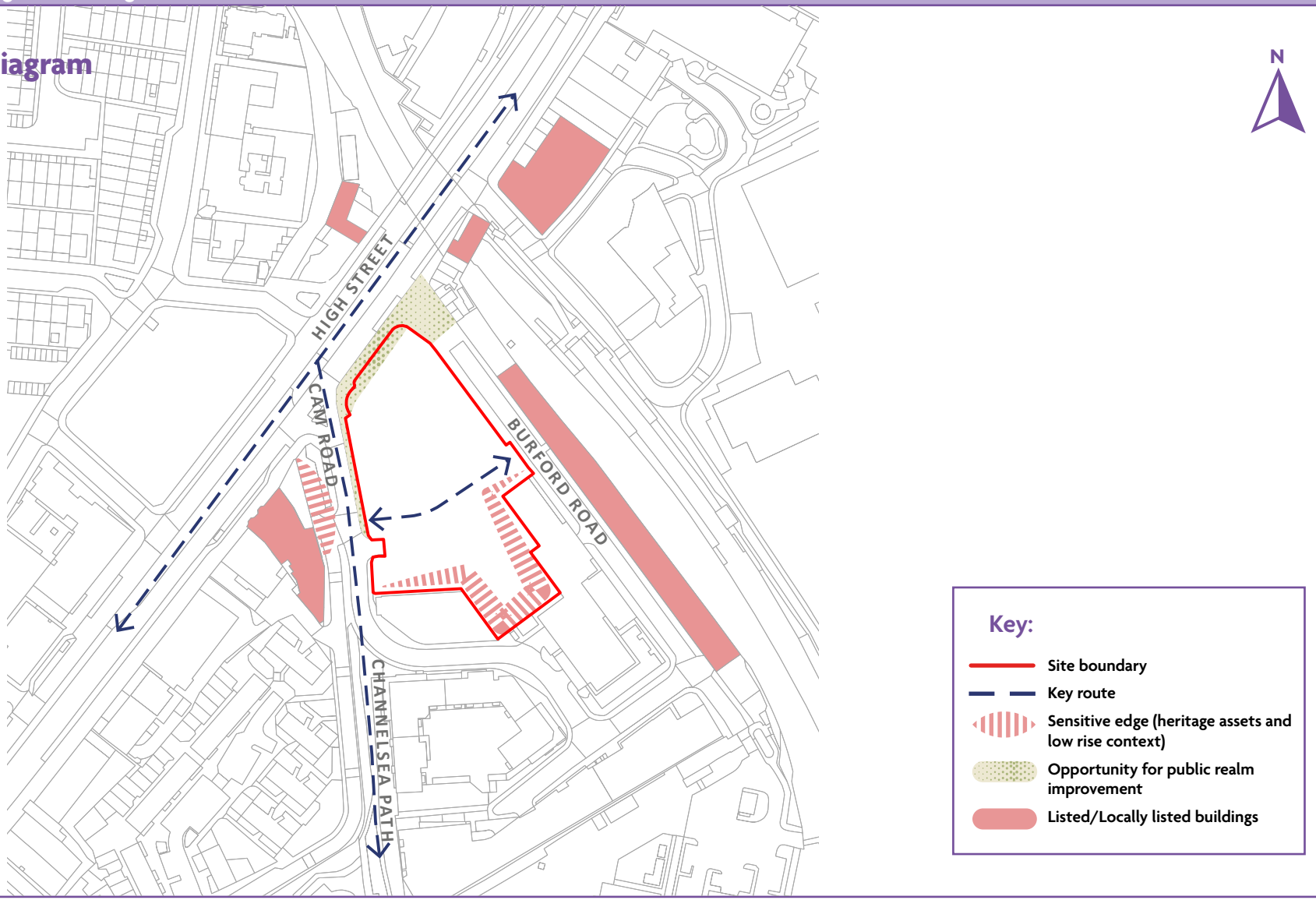


N8.SA4 Stratford High Street Bingo Hall	
Site address	341 – 351 High Street
Neighbourhood	Stratford and Maryland
Site area	0.63 hectares
Public Transport Accessibility Level	2 – 6
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 0.1% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Stratford workshops (Locally listed) Stratford market Station (Locally listed) The Rex (Locally listed) 306 – 308 High Street (Locally listed) The Log Cabin (Grade II) Stratford St John's Conservation Area
Natural environment Designations	Air Quality Management Air Quality Focus Area In an area of deficiency of access to all parks except metropolitan parks and of under provision to publicly accessible green space by head of population during the plan period. Source Protection Zone 3
Existing uses	Bingo Hall and car park.



N8.SA4 Stratford High Street Bingo Hall

Indicative Diagram



N8.SA4 Stratford High Street Bingo Hall

Development principles

Residential development with employment floorspace. The employment floorspace should be consistent with Local Plan Policy J1 and should provide space for light industrial uses and business workspaces and complement the offer at Stratford Workshops on Burford Road. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca. 3-7 storeys) with taller buildings of approximately 50m (ca. 16 storeys). Massing should step down towards the southern part of the site to sensitively integrate with the prevailing height of the site's context.

Development should conserve and enhance adjacent heritage assets and their settings and the Stratford St John's conservation area. The shoulder of proposed buildings in immediate proximity to the conservation area should conserve and enhance the fine grain and the townscape character of the continued frontages of three to four storeys and rooflines contributing to enclose the space and establish a sense of place, without affecting the dominance of the St John's Church, which should remain the focal point of the conservation area.

The key views set in Stratford St John's Conservation Area Appraisal and Management Plan should be protected to conserve and enhance the role of historic landmarks in the conservation area. Development should use a range of materials and detailing that complements the character of the conservation area to enhance its visual richness and quality.

The design and layout of the site should establish a connected network of streets and spaces that knits to the existing street network and should create a street hierarchy, enhancing north – south routes from the Stratford High Street and from Cam Road to Burford Road. Development should improve connectivity and access to the Channelsea Path and existing amenity green infrastructure to the south west of the site.

The design and layout of the site should improve the public realm and street scene along the Stratford High Street, Cam Road and Burford Road, including through the provision of green infrastructure to create a break along Stratford High Street and to provide a visual connection to the Channelsea path.

Design measures should minimise exposure to poor air quality, particularly on the Stratford High Street in accordance with Local Plan Policy CE6.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

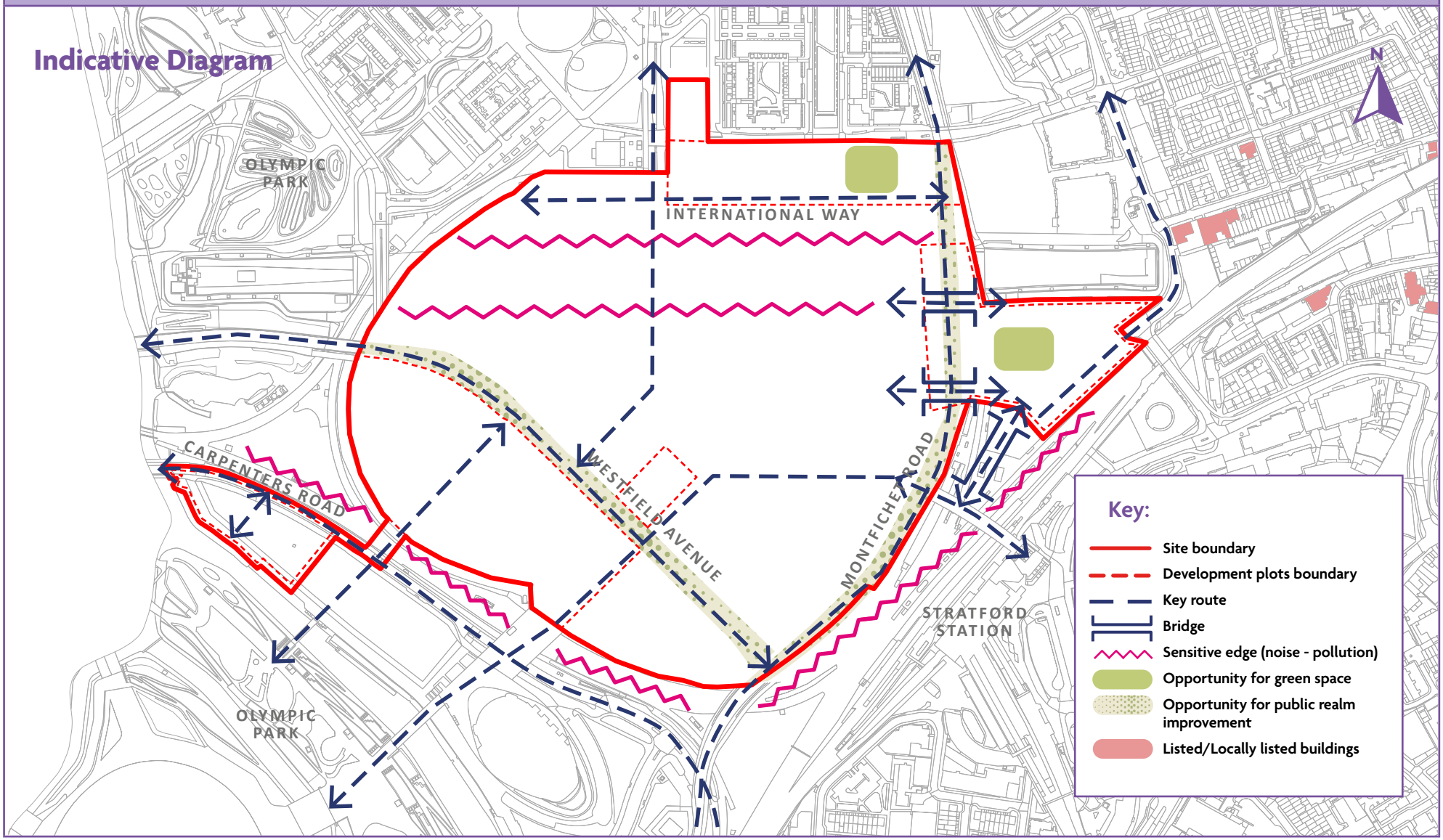
Phasing of the site should take account of the likely requirement for a water supply infrastructure upgrade through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Medium term

N8.SA5 Stratford Town Centre West	
Site address	Land at Westfield Stratford City, north of Stratford International Station, Chobham Farm South, International Quarter and Cherry Park
Neighbourhood	Stratford and Maryland
Site area	34.5 hectares
Public Transport Accessibility Level	2 – 6
Flood Risk	The site is shown to be at risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 1% and 0.1% AEP event.
Heritage Designations	Part Stratford Railworks Archaeological Priority Area (Tier 2)
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to all types of parks, except metropolitan parks and of under provision to publicly accessible green space by head of population during the plan period. Open space along the railway corridor and small amount of Queen Elizabeth Olympic Park. Source Protection Zone 1
Existing uses	Stratford International Station, Westfield shopping centre, Stratford City bus station, Stratford International bus station, coach and taxi provision, vacant land, office, retail and leisure uses.



N8.SA5 Stratford Town Centre West



N8.SA5 Stratford Town Centre West

Development principles

Residential, employment, other main town centre uses, particularly ground floor active frontages and social infrastructure including community facilities, and green space.

The type and quantity of main town centre uses should support the transition of the Stratford Town Centre to an international centre, while continuing to respond to local needs and be consistent with Local Plan HS1.

The employment uses should be consistent with Local Plan Policy J1 and prioritise office floorspace which can include major office use, office-related research and development and workspaces. Development on the site should follow Local Plan Policy J3.

Development to the east of Montfichet Road should be mixed-use including residential, office, other main town centre uses to form ground floor active frontages and green space.

Development at International Quarter North should be for residential, office, other main town centre uses to form ground floor active frontages, and green space and provide a transition to the residential area to the north of the site.

Development at International Quarter South and plot M7B on Westfield Avenue should be for residential, office and other main town centre uses to form ground floor active frontages.

Development at Stratford Waterfront North on Carpenters Road should be for residential and main town centre uses to form ground floor active frontages.

Development should protect existing community facilities in accordance with Local Plan Policy SI1. Development should address the need for community facilities in the area by delivering new community facilities, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Development should provide ground floor active frontages, particularly on sites fronting Carpenters Road, Westfield Avenue and International Way.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 60m (ca. 20 storeys) and 100m (ca. 33 storeys) to mark Stratford International and Westfield Avenue. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The design and layout of the site should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy. The design and layout of the site should improve walking and cycling connections, particularly north to the East Village, to the rest of the Stratford Town Centre in the east, from the land east of Montfichet Road across Monfichet Road and through to the London Aquatics Centre and from the west along Westfield Avenue to Queen Elizabeth Olympic Park. Existing and proposed connectivity routes in private ownership should maintain and enhance the format and appearance of public space and public realm.

N8.SA5 Stratford Town Centre West

Development should increase green infrastructure connectivity across the site, particularly around Westfield and should maintain the biodiversity value of the railway corridors.

The design and layout of the site should significantly improve the public realm and the environment for walking and cycling on Westfield Avenue and Montfichet Road, including through improved connections to and beyond Stratford Station, by reducing carriageways and repurposing residual space.

Design measures should minimise exposure to poor air quality across the site in accordance with Local Plan Policy CE6.

Design measures should be used to minimise exposure to noise across the site from the railways.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

Infrastructure requirements

Development should address existing green space deficiency by providing new green space by providing a series of Pocket Parks and a community garden at International Quarter North as part of the an extension to Mirabelle Gardens. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space provision development should provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm and a Neighbourhood Equipped Area of Play.

Development should provide a sports-lit Multi-Use Games Area unless delivered at N8.SA7 Rick Roberts Way. Play space should meet the requirements of Local Plan Policy GWS5.

Development to the east of Montfichet Road should provide bridges to provide access to the rest of the Stratford Town Centre.

Retention of bus stations and interchange functions.

Phasing and implementation

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Short to long term

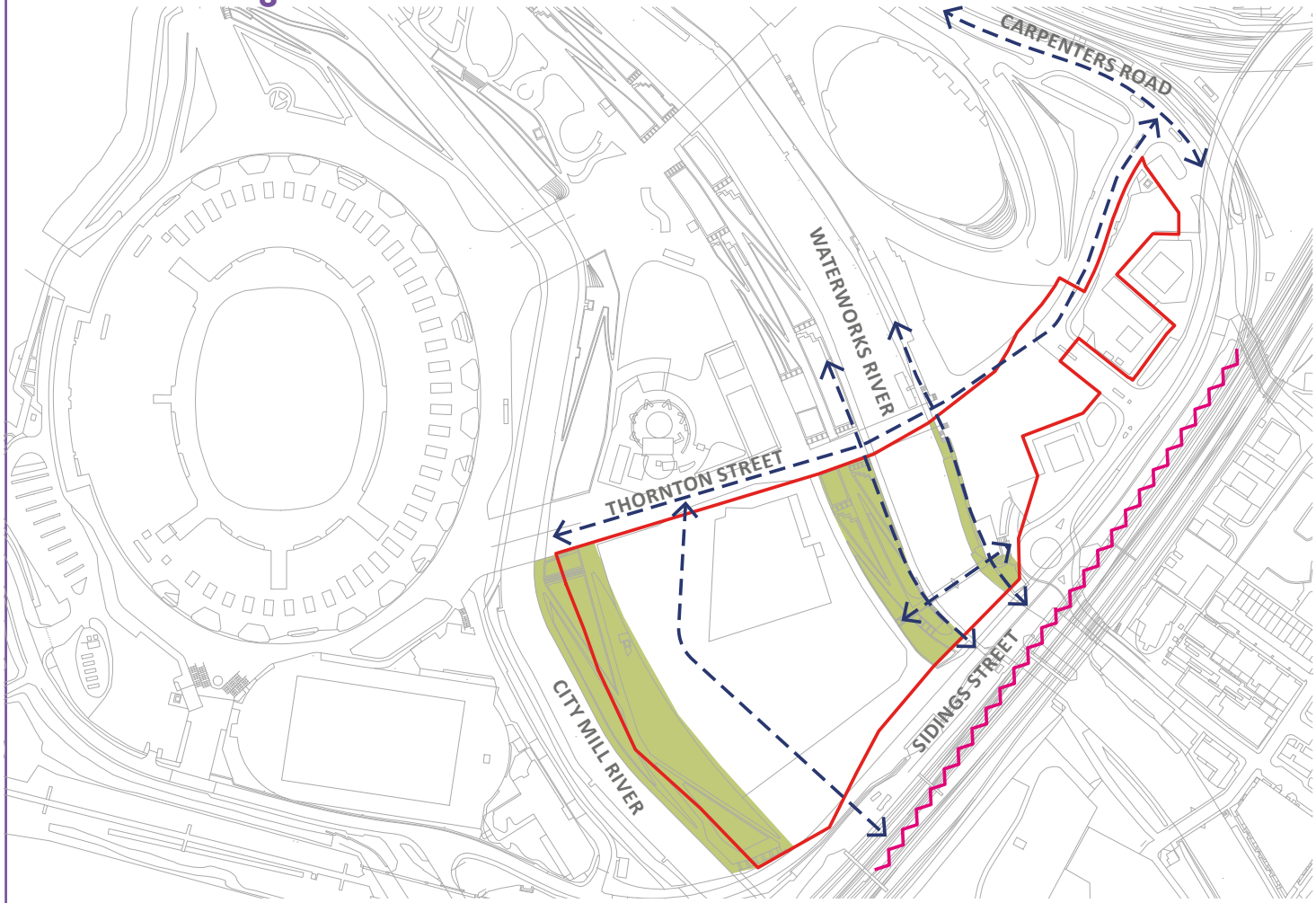


N8.SA6 Stratford Waterfront South	
Site address	Land to the south of the ArcelorMittal Orbit bounded by Pool Street and Loop Road
Neighbourhood	Stratford and Maryland
Site area	5.8 hectares
Public Transport Accessibility Level	1 – 6
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zones 2 and 3.
Heritage Designations	London to Colchester Roman Road Archaeological Priority Area (Tier 2) River Lea Archaeological Priority Area (Tier 3) Footbridge across Waterworks River (Locally Listed)
Utilities	Underground cable route
Natural environment Designations	Queen Elizabeth Olympic Park Metropolitan Open Land and Bow Backs River Site of Importance Nature Conservation Air Quality Management Area In an area of deficiency of access to all types of parks, except regional and metropolitan parks and of under provision to publicly accessible green space by head of population during the plan period. Source Protection Zone 2
Existing uses	Vacant land and UCL Campus, including academic buildings and student accommodation.



N8.SA6 Stratford Waterfront South

Indicative Diagram



N8.SA6 Stratford Waterfront South

Development principles

Higher education campus development for UCL East comprising academic floorspace, employment uses, small-scale retail and residential. The employment uses should be consistent with Local Plan Policy J1 and prioritise office and commercial research space associated with the higher academic campus. Development on the site should follow Local Plan Policy J3.

Where student housing is provided this should be directly linked to a higher education campus development in the borough in accordance with Local Plan policy H8.

Development should protect and maintain the openness of the Metropolitan Open Land in and adjacent to the site.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 60m (ca. 20 storeys). Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The design and layout of the site should establish a connected network of streets and spaces that connects to the wider street network and should create street hierarchy. Development should protect existing routes and provide further routes to and through the site from Thornton Street south to Sidings Street, and along and across the Waterworks River. Active ground floor frontages should be provided on key routes including frontages adjacent to the ArcelorMittal Orbit. Development should improve walking and cycling connections, particularly close to or underneath the railway lines and maintain and improve connectivity between existing green infrastructure on the City Mill River and the Waterworks River.

Development should reinforce the legibility of the street hierarchy, the waterside setting and open space character of Queen Elizabeth Olympic Park and enhance the setting of the ArcelorMittal Orbit and Queen Elizabeth Olympic Park.

The design and layout of the site should minimise the impact of noise from the railway line to the south of the site and should take account of the existing underground cable route through the site.

Design measures should minimise exposure to poor air quality.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should also provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Development in Pool Street should explore the potential to reduce the carriageway at Pool Street and to deliver a continuous two-way cycle path along Carpenters Road.

Phasing and implementation

Short term

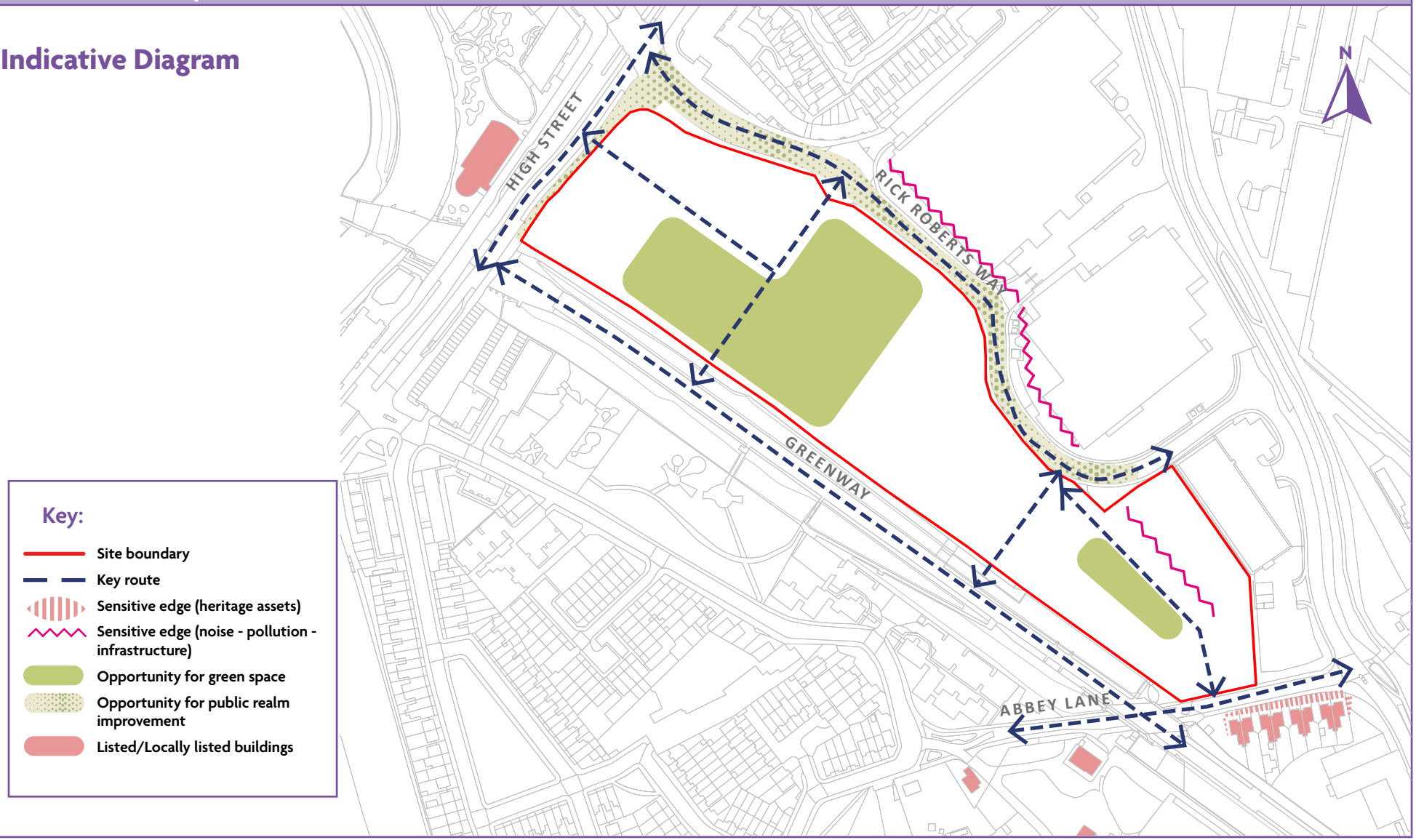
The potential impact of the existing underground cable on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.

N8.SA7 Rick Roberts Way	
Site address	Land between Rick Roberts Way to the north and Greenway to the south
Neighbourhood	Stratford and Maryland
Site area	4.3 hectares
Public Transport Accessibility Level	2 – 5 2 – 6 (2031)
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2 and Flood Zone 3, as well as being at pluvial flood risk in the 0.1% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Three Mills Conservation Area Sugar House Island Conservation Area 116 – 130 Abbey Lane (Grade II) Gate Lodge at Abbey Mills (Grade II) Former Superintendent House at Abbey Mills (Grade II) Chimney Stacks at Abbey Mills (Grade II) Abbey Mills Pumping Station (II*)
Utilities	Underground cable route
Natural environment Designations	Air Quality Management Area In an area of deficiency of access to all types of parks, except metropolitan and small parks and of under provision to publicly accessible green space by head of population during the plan period. Adjacent to Greenway Site of Importance for Nature Conservation and Metropolitan Open Land
Existing uses	Temporary community facility, vacant land, storage use and gasholder infrastructure.



N8.SA7 Rick Roberts Way

Indicative Diagram



N8.SA7 Rick Roberts Way

Development principles

Residential, employment uses, sports and recreation uses, education and green space.

The employment use should be consistent with Local Plan Policy J1 and should prioritise light industrial floorspace. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21 – 32m (ca. 7-10 storeys) with taller buildings of approximately 60m (ca.20 storeys) in the north of the site and 50m (ca. 16 storeys) in the rest of the site. Massing should step down towards the east to sensitively integrate with the low rise context of the listed cottages on Abbey Lane.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. The design and layout of the site should provide new and improved routes for walking and cycling including two routes either side of the school site to connect the Greenway and Rick Roberts Way. Improvements should also be made to provide a fully accessible connection between Abbey Lane and the Greenway and the stairs in the south eastern corner of the site.

Development should provide a consistent frontage onto the Stratford High Street and the junction should be safe and welcoming. Development should improve walking and cycling conditions and the public realm on Rick Roberts Way, the Stratford High Street and Abbey Lane. Development should reinforce the legibility of the existing street hierarchy through appropriate scale and massing on primary and secondary streets, creating frontages to frame Rick Roberts Way and the Stratford High Street.

Development should conserve and enhance the significance of the listed cottages to the south east of the site and the character of the Three Mills conservation area. Height, scale and massing should avoid impact on important landmarks and key views set out in the Three Mills Conservation Area Appraisal and Management Plan and the Sugar House Lane Conservation Area Appraisal and Management Plan.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality, particularly on Rick Roberts Way and the Stratford High Street.

The design and layout of the site should minimise the impact of noise from the Pressure Reduction System on residential amenity and take into account the underground cable route.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

N8.SA7 Rick Roberts Way

Infrastructure requirements

Development should address existing green space deficiencies by providing a Small Open Space with a minimum of 1.2 hectares and provide a sports-lit Multi-Use Games Area (unless this is delivered at N8.SA5 Stratford Town Centre West) on the publicly owned land. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play and a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Development should meet the need for school places by providing a Special Educational Needs and Disability school on the publicly owned land in accordance with Local Plan Policy SI4.

Development should deliver sports hall provision. Provision should meet the needs identified in the Built Leisure Needs Assessment (2025) and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3.

The Pressure Reduction Station, electricity mast and sub-station should be retained or re-provided on the site. The district heating network connection to the north west of the site should be retained.

Phasing and implementation

Phasing of the site should take account of the likely requirement for a water supply infrastructure upgrade through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the underground cable route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.

Short to medium term.

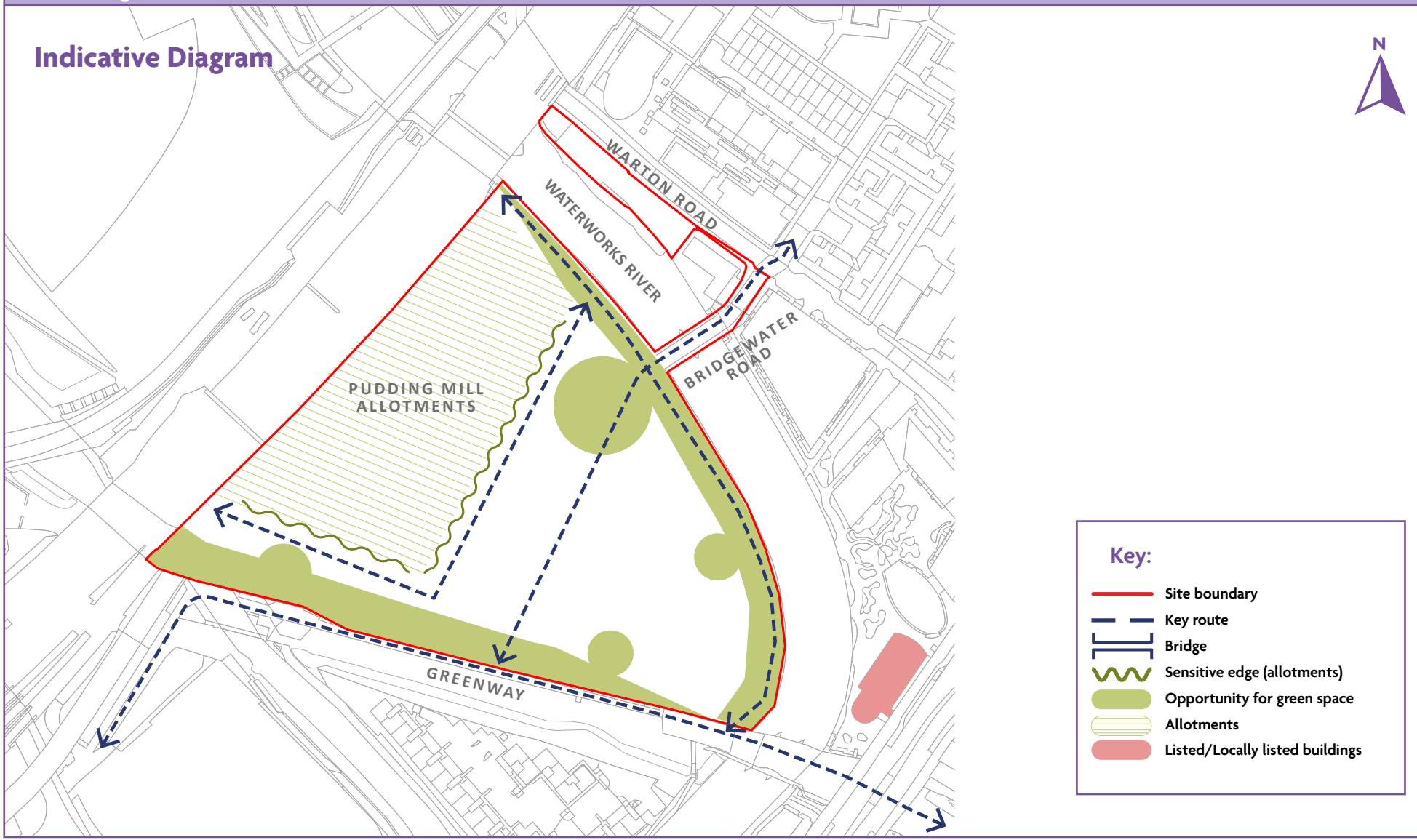


N8.SA8 Bridgewater Road	
Site address	Land at Bridgewater Road
Neighbourhood	Stratford and Maryland
Site area	4.01 hectares
Public Transport Accessibility Level	2 – 6
Flood Risk	This site is shown to be at minor surface water risk. Access and egress may be impacted in the 3.3%, 1% and 0.1% AEP surface water events. This site is also at high risk of reservoir flooding during the 'Wet Day' event. The site is at residual risk if the Thames were to breach its banks and defences were to fail. The risk posed by all these sources of flooding remain along the boundaries of the site, mainly affecting access and egress routes.
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Yardley's Building (Locally Listed)
Natural environment Designations	Partial Metropolitan Open Land Pudding Mill Allotments which are part of the Queen Elizabeth Olympic Park and Metropolitan Open Land Greenway Site of Importance for Nature Conservation and Metropolitan Open Land. Adjacent to Bow Back River Site of Importance for Nature Conservation In an area of deficiency of access to all types of Parks except Metropolitan and Small Parks and of under provision to publicly accessible green space by head of population during the plan period. Air Quality Management Area Source Protection Zone 3
Existing uses	Vacant land, open space, including allotments.



N8.SA8 Bridgewater Road

Indicative Diagram



N8.SA8 Bridgewater Road

Development principles

Residential and green space.

Development should protect and maintain the openness of the Metropolitan Open Land. The design and layout of the site should protect and retain the allotments and the existing open space, including access and functionality.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, informed by the Strategic Flood Risk Assessment Level 2 Report, as per Local Plan policy CE7.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 50m (ca. 16 storeys) in the east and south east of the site and 60m (ca. 20 storeys) to aid wayfinding. Massing should be sensitively designed to prevent overshadowing the allotments in the north of the site to protect their functionality. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The design and layout of the site should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy. Development should provide routes through the site from Warton Road across Bridgewater Road through to the Greenway and cycling and walking access across the Greenway to the Pudding Mill Local Centre and increase access to the waterways.

Development should reinforce the legibility of the street hierarchy and the waterside setting, creating frontages to frame the open space, including through new routes. The layout of the site should protect the Site of Importance for Nature Conservation and development should enhance green infrastructure on the Greenway and on the Waterworks River, with better connections provided to the Greenway and to and along the river.

Design measures should minimise exposure to poor air quality and noise from the railway.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should address existing green space deficiency by providing new green space in the form of a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. Development should also provide publicly accessible play space in the form of a Local Area for Play which should be playable public realm and a Local Equipment Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.

Development should provide an improved road, pedestrian and cycle bridge from Warton Road across Bridgewater Road.

Phasing and implementation

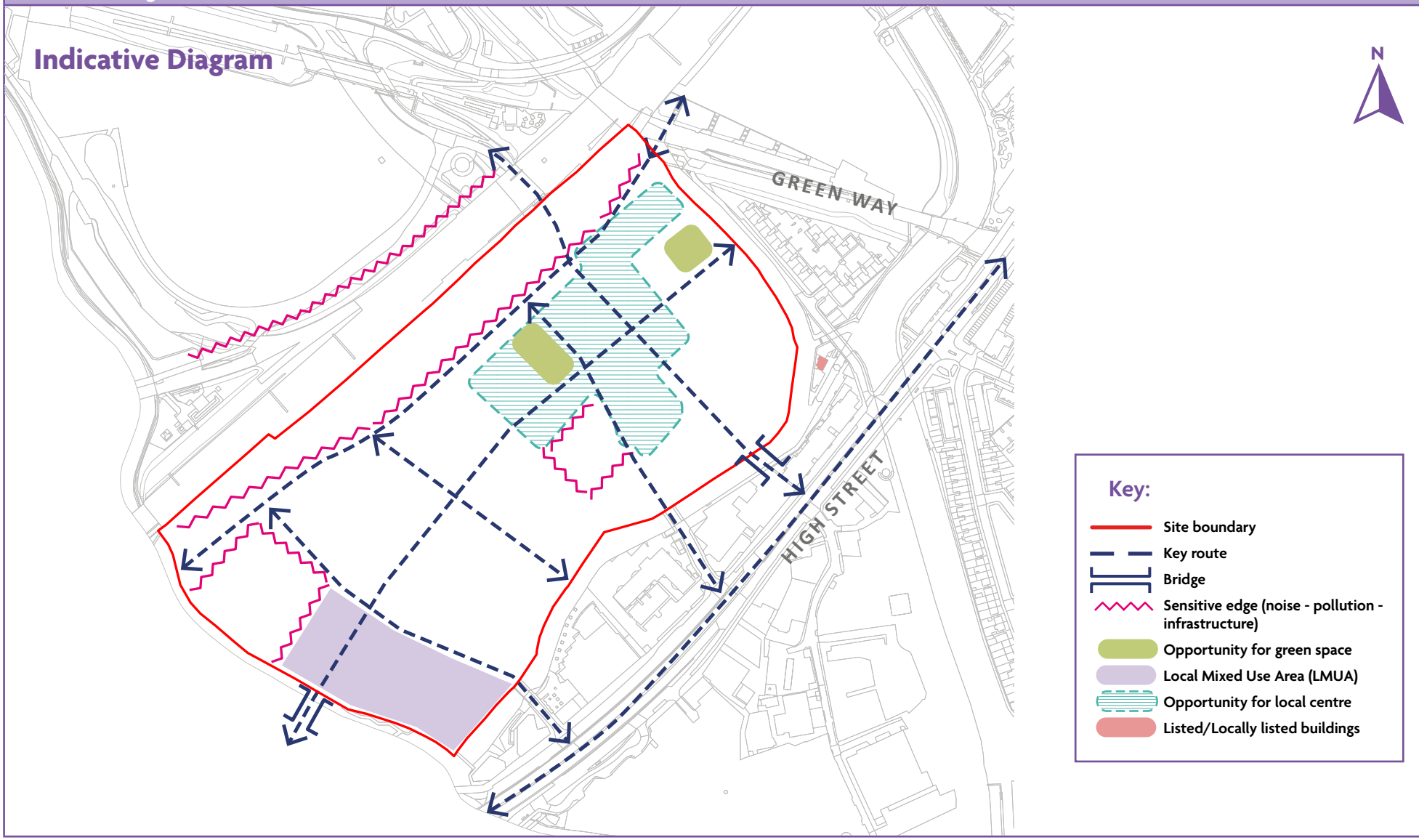
Short term.

N8.SA9 Pudding Mill	
Site address	Land to the south of Queen Elizabeth Olympic Park, bounded by the River Lea to the west, City Mill river to the east, Bow Back Creek to the south and the DLR line to the north
Neighbourhood	Stratford and Maryland
Site area	15.68 hectares
Public Transport Accessibility Level	1 – 5 1 – 6 (forecast by 2031)
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2 and Flood Zone 3 as well as being at pluvial flood risk in the 0.1% AEP event and also being at risk if the Thames were to breach its bank and defences were to fail.
Utilities	In proximity to Thames Water Sewage Pumping Station (within 20m) Electrical Substation Underground cable route
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In the vicinity of: Lockkeeper's Cottage (Locally Listed) Sugar House Lane Conservation Area
Natural environment Designations	Air Quality Management Area Adjacent to Bow Back Rivers Site of Importance for Nature Conservation. In an area of deficiency of access to all types of parks except metropolitan parks and of under provision to publicly accessible green space by head of population during the plan period.

Existing uses	Pudding Mill DLR Station, residential, industrial, employment, utilities infrastructure, vacant land and temporary leisure and hotel use. Waste management sites identified in the East London Waste Plan Evidence Base 2022 are located within the boundary of the allocation (Barbers Road Facility and Vulcans Wharf (City Oils Limited)).



N8.SA9 Pudding Mill



N8.SA9 Pudding Mill

Development principles

Residential, employment uses, main town centre uses and social infrastructure including community facilities and health centre, and green space.

The type and quantity of town centre uses should be consistent with a Local Centre designation and Local Plan policy HS1.

Development should address the need for community facilities in the area by delivering new community facilities in Pudding Mill Lane Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace, including co-location with residential as part of the development around the Pudding Mill DLR Station and at Legacy Wharf. Development to the west of Cooks Road should be consistent with the Local Mixed Use Area designation. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

It is understood that the waste use at Barbers Road (the Barbers Road Facility) has ceased to operate. Any application to redevelop the waste site must provide evidence that the maximum throughput of the Barbers Road waste site has been re-provided elsewhere within London. The maximum achievable throughput of the existing waste site needs to have been fully reprovided before redevelopment of the existing waste site at Barbers Road can take place, in accordance with London Plan 2021 Policy SI9.

The East London Waste Plan Evidence Base 2022 is being used to inform the update to East London's Joint Waste Plan. Development should take into consideration the recommendations of the update to the East London Joint Waste Plan, albeit noting that until its adoption London Plan 2021 Policy SI9 will be used to assess proposals for the re-development of waste sites.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 21-32m (ca. 7-10 storeys) with taller buildings of approximately 50m (ca. 16 storeys), 60m (ca. 20 storeys) and 100m (ca. 33 storeys) to add wayfinding, with consideration given to marking the Pudding Mill Local Centre. Buildings should be set back from water spaces to avoid or minimise overshadowing impact.

The surrounding heritage assets should be conserved and enhanced. Height, scale and massing should avoid impact on important landmarks and key views set in the Sugar House Lane Conservation Area Appraisal and Management Plan.

Development should establish a connected network of streets and spaces that connects to the wider street network and should create a street hierarchy and improve connections to the Pudding Mill DLR Station, the Greenway, to the Stratford High Street and to the waterways. The Local Centre should be located adjacent to

N8.SA9 Pudding Mill

Pudding Mill Lane DLR Station, with ground floor active frontages provided. The health centre should be located in the Pudding Mill Local Centre.

Design measures should minimise exposure to poor air quality, particularly on the Stratford High Street and A12 in accordance with Local Plan Policy CE6.

Development should reinforce the legibility of the street hierarchy and the waterside setting, creating frontages to frame the open space. Development should enhance the green infrastructure along the Bow Back Rivers Site of Importance for Nature Conservation between this site, the Greenway, Waterworks River and the River Lea.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8. The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

Consideration will need to be given to ensure development does not prejudice the operation of the safeguarded rail freight site to the west, particularly by mitigating the impact of noise. Design measures should ensure appropriate transition between employment uses and residential uses and ensure appropriate access to the employment uses via servicing arrangements.

Design measures and layout should minimise amenity impacts including odour, light, vibration and/or noise from Thames Water Sewage Pumping Station and the layout should take account of the underground cable routes.

Infrastructure requirements

Development should address existing green space deficiency by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play. Development should also provide play space in the form of a Local Area for Play which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Development should provide a health centre up to 2000sqm, designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.

The utilities infrastructure should remain on the site, with the design and layout of site taking their presence into consideration.

Bridges should be provided to create a new bus, walking and cycling connection from the Stratford High Street to Marshgate Lane.

Phasing and implementation

Phasing of the site should take account of the likely requirement for a water supply upgrade through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

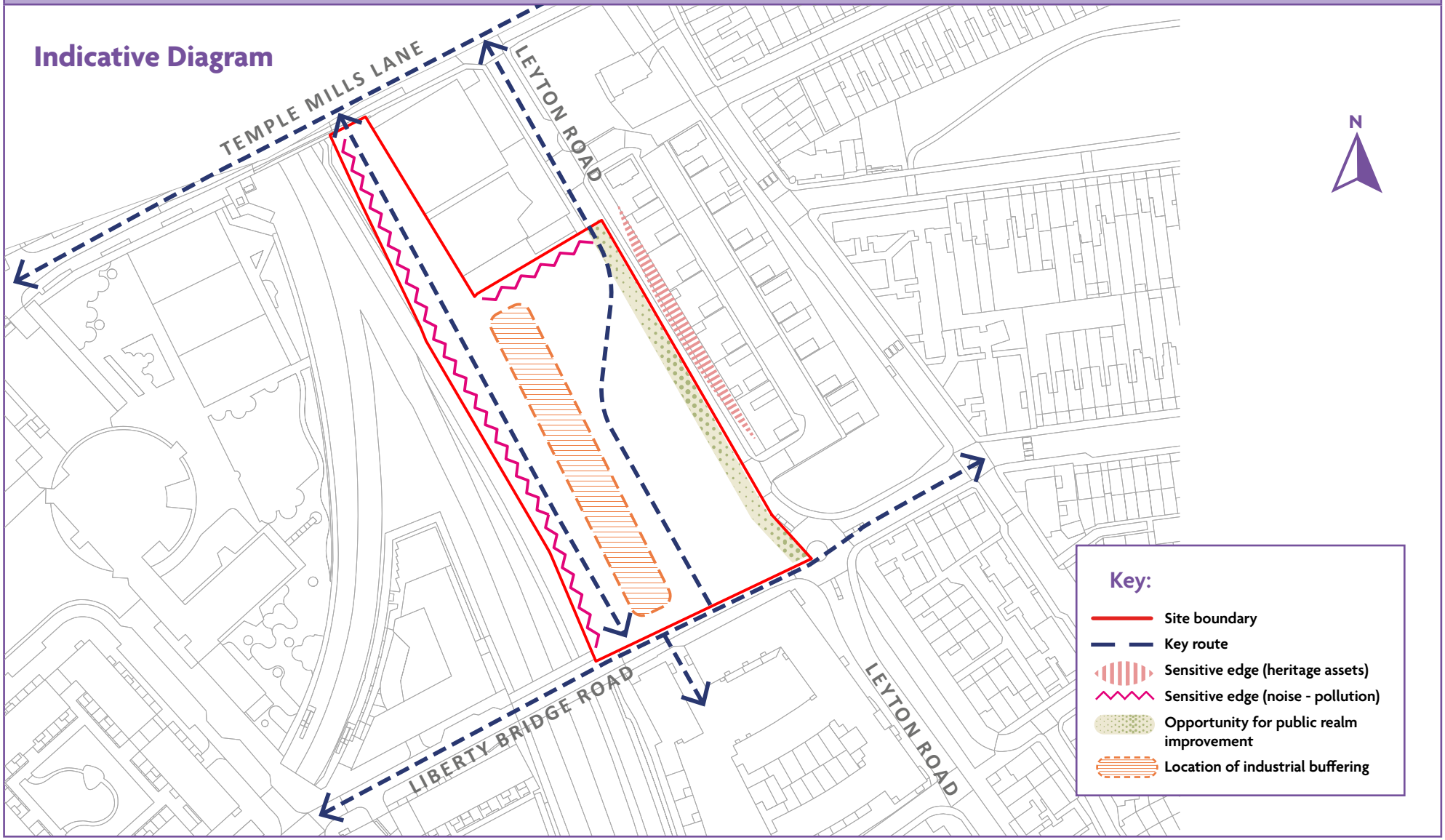
Impact from Thames Water Sewage Pumping Station, the electrical substation and the underground cable route on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water and National Grid.

Short to medium term.

N8.SA10 Chobham Farm North	
Site address	Land bounded by Liberty Bridge Road, Temple Mills, Leyton Road and the railway
Neighbourhood	Stratford and Maryland
Site area	1.35 hectares
Public Transport Accessibility Level	6
Flood Risk	The site is shown to be at minor fluvial risk from the River Lea as well as being at pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Stratford Railways Archaeological Priority Area (Tier 2) In the vicinity of: The Eagle Public House (locally listed)
Natural environment Designations	In an area of deficiency of access to District, Local and Pocket Parks and of under provision to publicly accessible green space by head of population during the plan period. Air Quality Management Zone Source Protection Zone 3
Existing uses	Employment uses including yard space.



N8.SA10 Chobham Farm North



N8.SA10 Chobham Farm North

Development principles

Residential and employment uses.

The employment uses should be consistent with Local Plan Policy J1 and should prioritise industrial floorspace. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building height should generally range between 9-21m (ca. 3-7 storeys) with taller buildings of approximately 40m (ca. 13 storeys) to the north of the site and a taller building of approximately 50m (ca. 16 storeys) provided to the south of the site. Massing should step down towards Leyton Road to sensitively integrate with the low rise context.

The design and layout of the site should establish a connected network of streets and spaces that knits to the existing street network and should create a street hierarchy. Development should provide a route through the site to the Queen Elizabeth Olympic Park green space and appropriate access to the employment uses. Development should provide a safe pedestrian crossing route over Liberty Bridge Road and improve connectivity to the wider Stratford and Maryland neighbourhood.

The design and layout of the site should minimise the impact of noise from the railway line to the west of the site on residential amenity. The location of the employment uses should provide a buffer to the railway line and the uses to the north.

Development should reinforce the legibility of the existing street hierarchy by creating continuous frontages and improved public realm and street scene on Leyton Road. Green infrastructure improvements should be used to address green space deficiencies and to improve green infrastructure connectivity between existing green infrastructure assets, including Drapers Field, Chandos Road and the Lea Valley Velopark.

Design measures should minimise exposure to poor air quality in accordance with Local Plan policy CE6.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7.

Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirement

In addition to the green infrastructure improvements, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Phasing of the site should take account of the likely requirement for a water supply infrastructure upgrade through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Short to medium term.

N9 WEST HAM

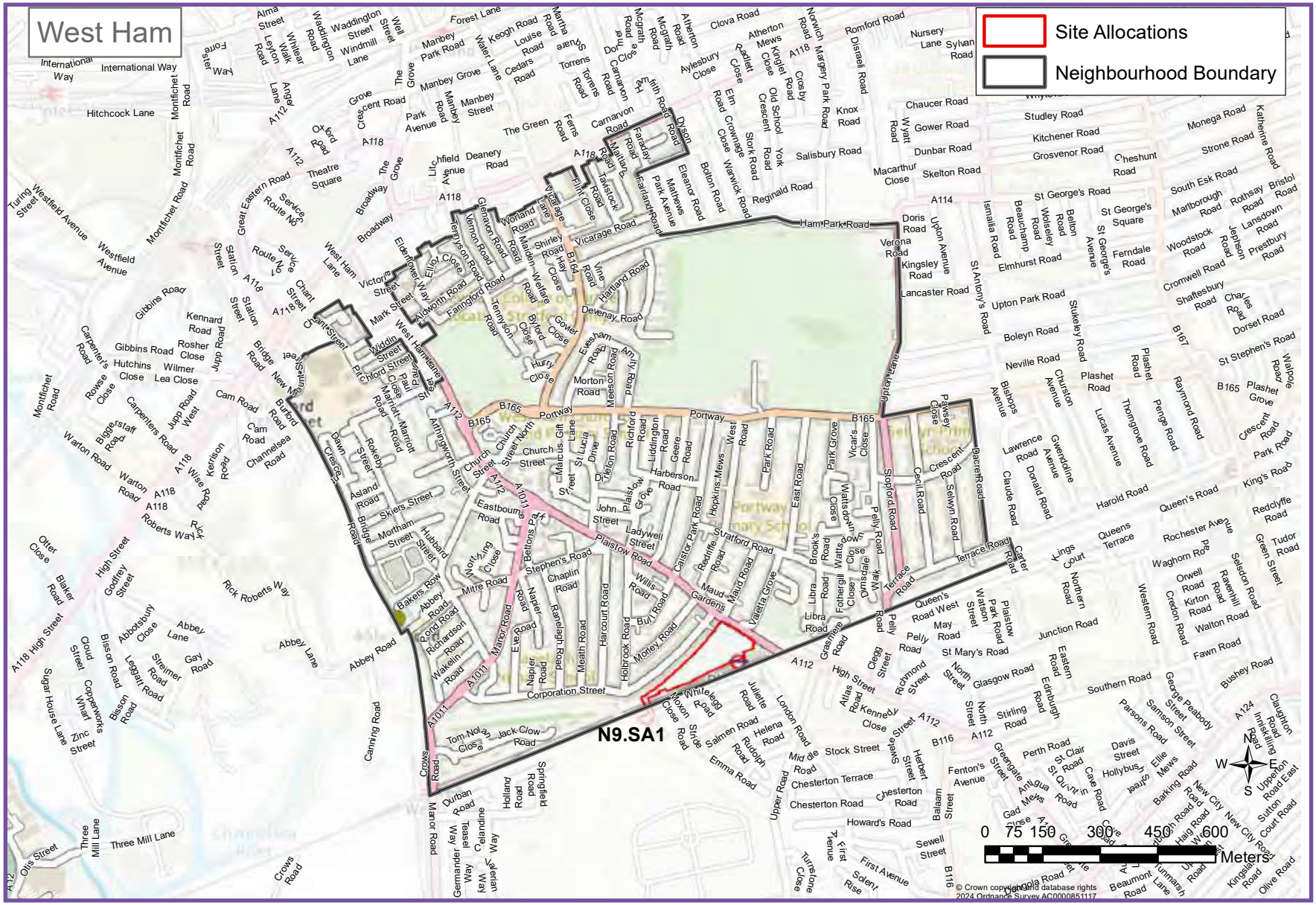
Neighbourhood profile

4.45 The West Ham neighbourhood is in the north west of the borough. It is bounded by Bridge Road to the west, Upton Lane to the east and the train tracks at Plaistow Station to the south. A section of the Greenway runs along the south of the neighbourhood. The A112, the Portway, Vicarage Lane and Upton Lane cut across the neighbourhood. The neighbourhood has varied public transport access, with the highest public transport accessibility in the west of the neighbourhood towards Stratford and Plaistow Station.

4.46 The predominant use in the neighbourhood is housing, with a mix of historic terrace housing and post-war typologies. West Ham Park is a historic park and garden and is the largest park in the borough. It contains a range of facilities including ornamental gardens, playground and sports facilities. Stratford Park also provides a range of facilities including tennis courts, a sensory garden, play area and the Newham Poetry House. Abbey Gardens is a community garden, built on the site of the Stratford Langthorne Abbey, a Scheduled Monument. Other heritage assets in the neighbourhood include Crockett's Leathercloth Works War Memorial, the Ironmongers' Stone in Leather Gardens, the Church of All Saints, Willow Cottage, and West Ham Park. West Ham and Upton Archaeological Priority Areas are in the neighbourhood.

4.47 The neighbourhood is has four local centres: Vicarage Lane – West Ham, Church Street – West Ham, Plaistow Road and Terrace Road and is home to Newham College and has 19 community facilities, including six community centres and 11 places of worship and the neighbourhood's shopping parades provide local shopping and services for residents. The neighbourhood has below the Newham average number of community facilities per km^2.




West Ham
Site Allocations
Neighbourhood Boundary
N9.SA1
0 75 150 300 450 600
Meters
N
S
E
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N9 WEST HAM

Vision

The West Ham neighbourhood will continue to be a high quality residential neighbourhood clustered around West Ham Park and Stratford Park. Growth in the neighbourhood will mainly be through incremental change, with development that will enhance the neighbourhood's existing character and conserve its heritage assets.

Sites around Plaistow Station will create more transformational change including the delivery of more local shops and services in Plaistow North Local Centre, and the neighbourhood will benefit from improved access to the Greenway as well as improved walking and cycling routes. The neighbourhood's other local centres at Vicarage Lane – West Ham, Church Street – West Ham, Plaistow Road and Terrace Road will meet the day-to-day needs of the local communities and have an improved public realm.

Policy N9: West Ham

The vision for West Ham will be achieved by:

1. supporting development in 'enhance' areas that enhances and responds to the local character and is sympathetic to the predominant terraced housing typology of parts of the neighbourhood through the use of high quality and complementary materials and detailing. Moderate uplifts in density will be supported where it enhances the local character, particularly where there is a mixed urban form;
2. supporting development that conserves the character of the neighbourhood's All Saints Church Area of Townscape Value, and the neighbourhood's other heritage assets and their settings, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. supporting the transformation of N9.SA1 Plaistow North in accordance with the Plaistow Station Tall Building Zone and Local Plan policy D4;
4. expanding Plaistow North Local Centre around Plaistow Station and supporting a diverse mix of uses and public realm enhancements in the neighbourhood's local centres to serve the local catchment needs for retail, services, community and leisure uses;
5. supporting new community facilities when in conformity with Local Plan Policy SI2;
6. supporting council operational uses and small scale light industrial units at Bridge Road Depot and light industrial and workspaces for small and medium enterprises and start-ups at the Ashburton Terrace Local Mixed Use Area;
7. improving conditions for walking, cycling and public transport by:
    a. improving existing access points and creating new access points to the Greenway including at N9.SA1 Plaistow North;
    b. improving the accessibility of Plaistow Station through step-free access;
    c. requiring and supporting new and improved walking and cycling routes to connect the neighbourhood's network of green and water spaces, including West Ham Park and Stratford Park, residential areas, public transport and the local centres and supporting the provision of the Romford Road (Stratford to Ilford), West Ham Lane/Plaistow Road (Stratford to Plaistow), Manor Road (Canning Town to West Ham and Stopford Road/Upton Lane/Disraeli Road (Plaistow to Forest Gate) Strategic Cycling Corridors;
    d. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
8. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through improvements to existing green infrastructure on Water Lane and Vicarage Lane, enhancements to the Greenway, the use of street trees, particularly on Upton Lane, Plashet Road, Terrance Road and Stopford Road and Sustainable Urban Drainage Systems, particularly on Vicarage Road and Upton Lane and in the neighbourhood's local centres;
9. protecting and supporting enhancements to playing pitches and sports courts at Sarah Bonnell School, School 21, John F Kennedy Special School, Stratford Park and West Ham Park;
10. improving air quality and reducing exposure to poor air quality, particularly along Manor Road, the A112, Portway and Upton Lane.

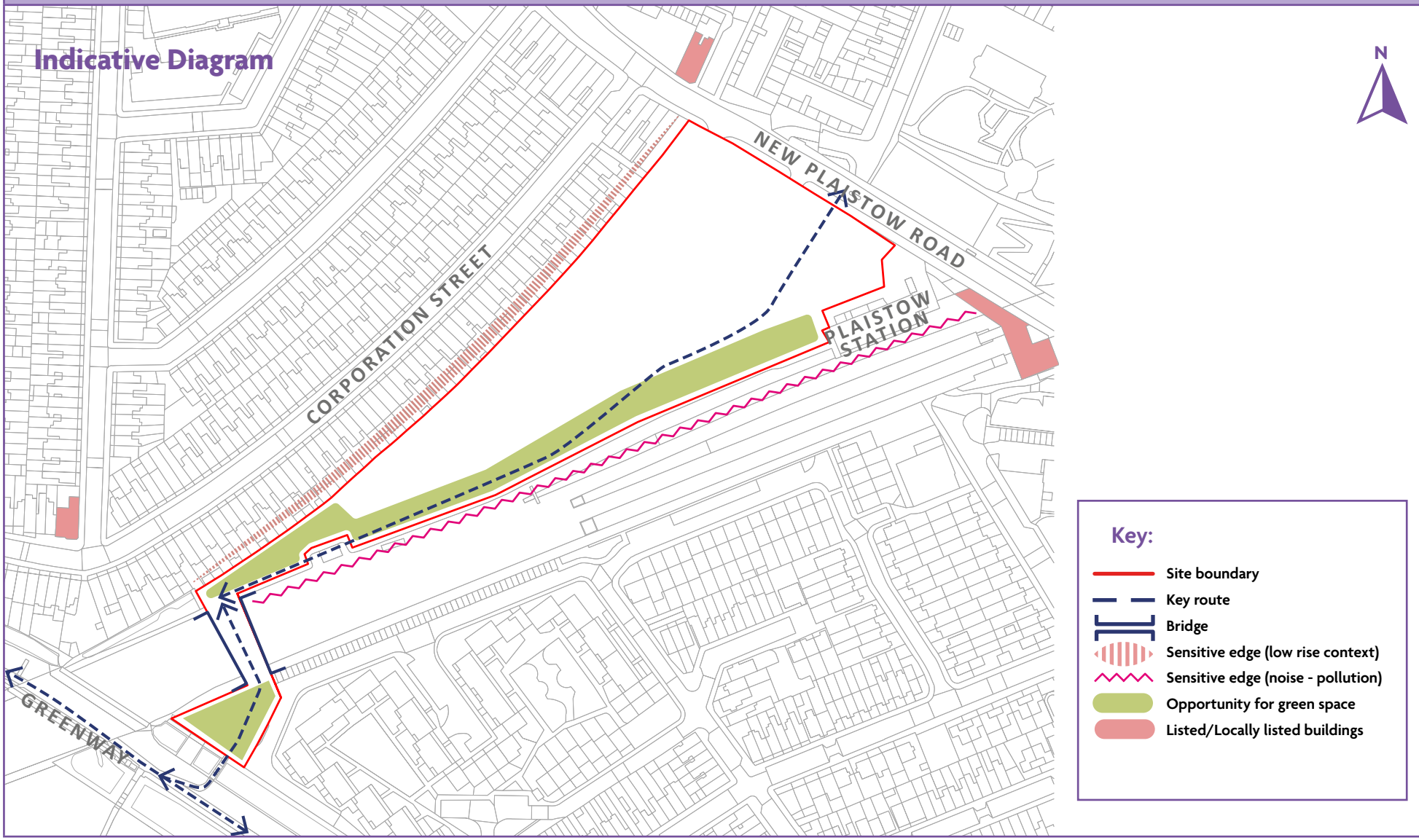
Sites

- N9.SA1 Plaistow North

N9.SA1 Plaistow North	
Site address	Plaistow Road, London E15 3EU
Neighbourhood	West Ham
Site area	1.8 hectares
Public Transport Accessibility Level	2 to 6a
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2 and Flood Zone 3, as well as being at pluvial flood risk in the 1% AEP +40% CC and the 0.1% AEP events and also being at risk if the Thames were to breach its bank and defences were to fail.
Heritage Designations	In the vicinity of: Plaistow Station (Locally-listed) The Railway Tavern (Locally-listed) Willow Lodge Cottage (Grade II)
Natural environment Designation	In an area of deficiency of access to all types of parks, except local parks. Adjacent to: District Line Railsides Green Corridors and Greenway SINC Air Quality Management Zone Epping Forest Mitigation Zone – 6.2km
Existing uses	Vacant site that was a former car showroom and servicing facility, as well as Plaistow Station railway tracks.



N9.SA1 Plaistow North



N9.SA1 Plaistow North

Development principles

Residential, main town centre uses and social infrastructure including community facilities, and green space.

The type and quantity of town centre uses should be consistent with the Plaistow North Local Centre designation and Local Plan Policy HS1.

Development should address the need for community facilities by delivering new community facilities in Plaistow North Local Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9 – 21 m (ca. 3-7 storeys) on the north western part of the site, 21-32 m (ca. 7-10 storeys) with taller buildings of approximately 60m (ca. 20 storeys) in proximity to Plaistow Station. Massing should step down towards Corporation Street to the north-west of the site to sensitively integrate with the low rise context.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. The design and layout should provide an east to west route toward the north of the site, following a pedestrian bridge over the rail tracks into the southern corner of the site.

The main town centre uses should be located on Plaistow Road as part of the Plaistow North Local Centre and provide ground-floor active frontages.

Green space and additional green infrastructure connectivity should improve connections between existing amenity green infrastructure assets particularly the Greenway SINC. Green space provision should be distributed across the site and should focus around the north and south entrances to the bridge. The green space should be well-overlooked.

Development should conserve and enhance the locally-listed Plaistow Station, the locally-listed Railway Tavern and Grade II Willow Lodge Cottage in proximity to the site and their settings.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Plaistow Road.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Design measures should minimise exposure to noise from the railway tracks.

N9.SA1 Plaistow North

Infrastructure requirements

Development should provide a walking and cycling route to provide access and connectivity to the Greenway through a bridge connection landing on Whitelegg Road.

Development should address green space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3. In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm.

Development should provide a sports-lit Multi-Use Games Area at the site, meeting the requirements of Local Plan Policy GWS5.

The site should make provision for a childcare facility in accordance with SI4 and subject to a needs based assessment at the time of delivery.

Phasing and implementation

Medium term.

Phasing of the site should take account of the likely requirement for water supply infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.



N10 PLAISTOW

Neighbourhood profile

4.48 Plaistow is one of the borough's central neighbourhoods. It is bounded by the train tracks at Plaistow Station to the north, Boundary Road to the east and Newham Way to the south. The Greenway runs through the centre of the neighbourhood and the A112 and Barking Road cut across the neighbourhood.

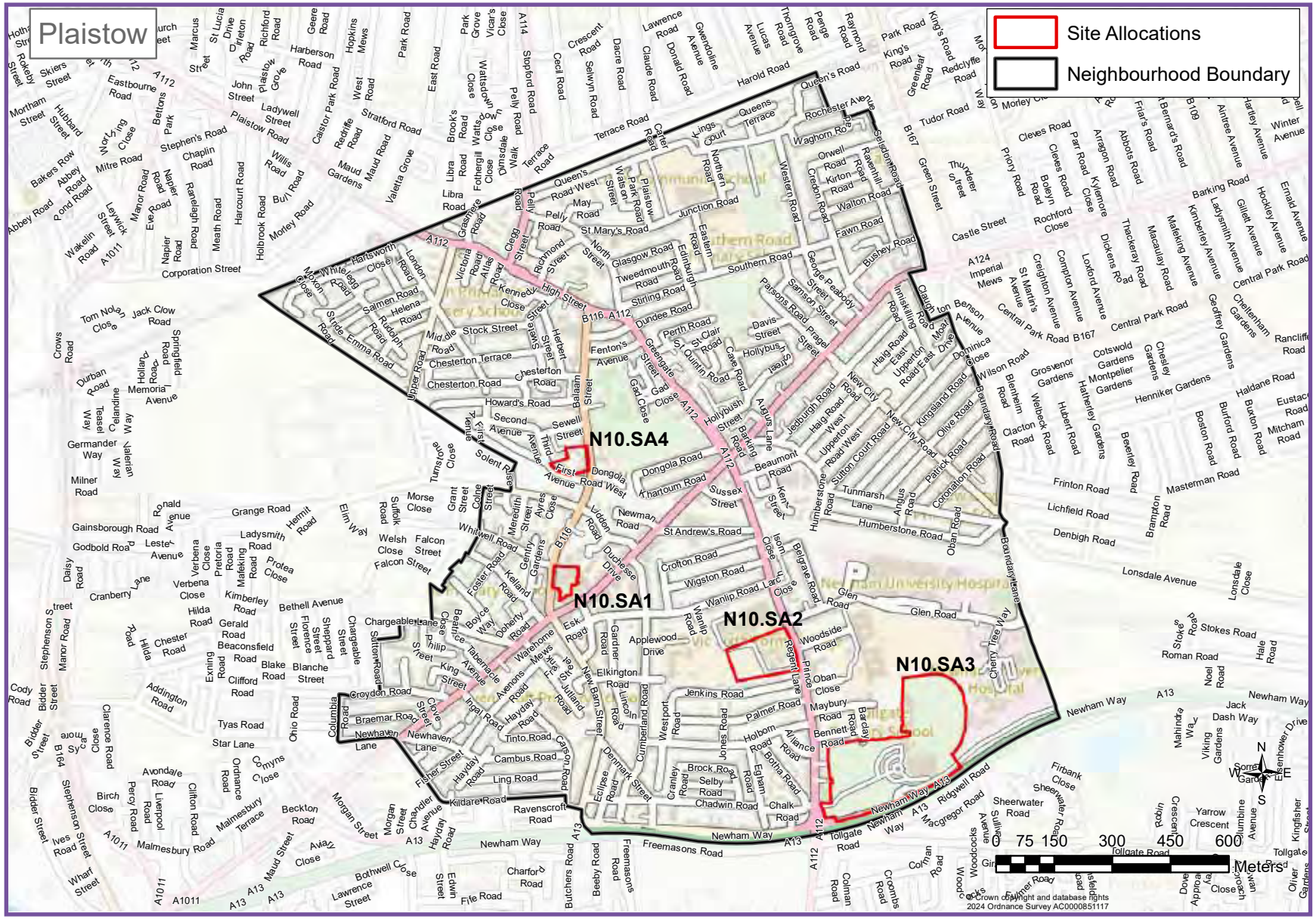
4.49 The neighbourhood has a mix of uses with a large amount of housing. Parts of the neighbourhood are well preserved historic terraces whilst other areas have a mixed character of terraces with blocks of flats. There are isolated tower blocks which do not align with the existing character of the neighbourhood. The two local centres on Barking Road, Abbey Arms and Greengate, provide local and independent shopping facilities and services.

4.50 The neighbourhood is home to a number of campuses, including Newham University Hospital, which provides key health services for Newham's residents, Newham Leisure Centre and Newham Sixth Form College. Plaistow's provision of community facilities is above Newham average number of community facilities per km^2, with a high density of places of worship and a number of cultural facilities. Heritage assets include the Memorial Baptist Church, Fairbairn Hall, the Church of St Andrew and clusters of listed and locally listed buildings on Barking Road and the A112. The Plaistow Archaeological Priority Area is in the neighbourhood.

4.51 The neighbourhood has limited greenspace provision which is centred on Plaistow Park and First Avenue Urban Wilderness, which is a small community garden located off First Avenue.

4.52 The neighbourhood includes a number of localised industrial and mixed-use employment areas which provide important premises and workspaces for local businesses and industries. The neighbourhood's main roads carry high levels of traffic and Newham Way causes severance to the south of the borough. The neighbourhood has good transport accessibility, with a small portion in the south east having poor access to public transport.




Plaistow
Site Allocations
Neighbourhood Boundary
N10.SA1
N10.SA2
N10.SA3
N10.SA4
0 75 150 300 450 600
Meters
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N10 PLAISTOW

Vision

Plaistow will continue to be a successful residential neighbourhood, supported by two thriving and varied local centres: Abbey Arms and Greengate. The neighbourhood will experience moderate levels of growth with new housing that enhances the neighbourhood's existing character and provides new and improved leisure and education facilities.

The neighbourhood will have safe, green and accessible walking and cycling connections, particularly along Barking Road and the A112, that will link the residential neighbourhoods to the local centres, public transport, Plaistow Park, Newham Leisure Centre, Newham University Hospital and education facilities and on, into the wider network of neighbourhoods. The level of vehicular traffic on the neighbourhood's main routes will be reduced and the severance caused by Newham Way will be reduced.

Policy N10: Plaistow

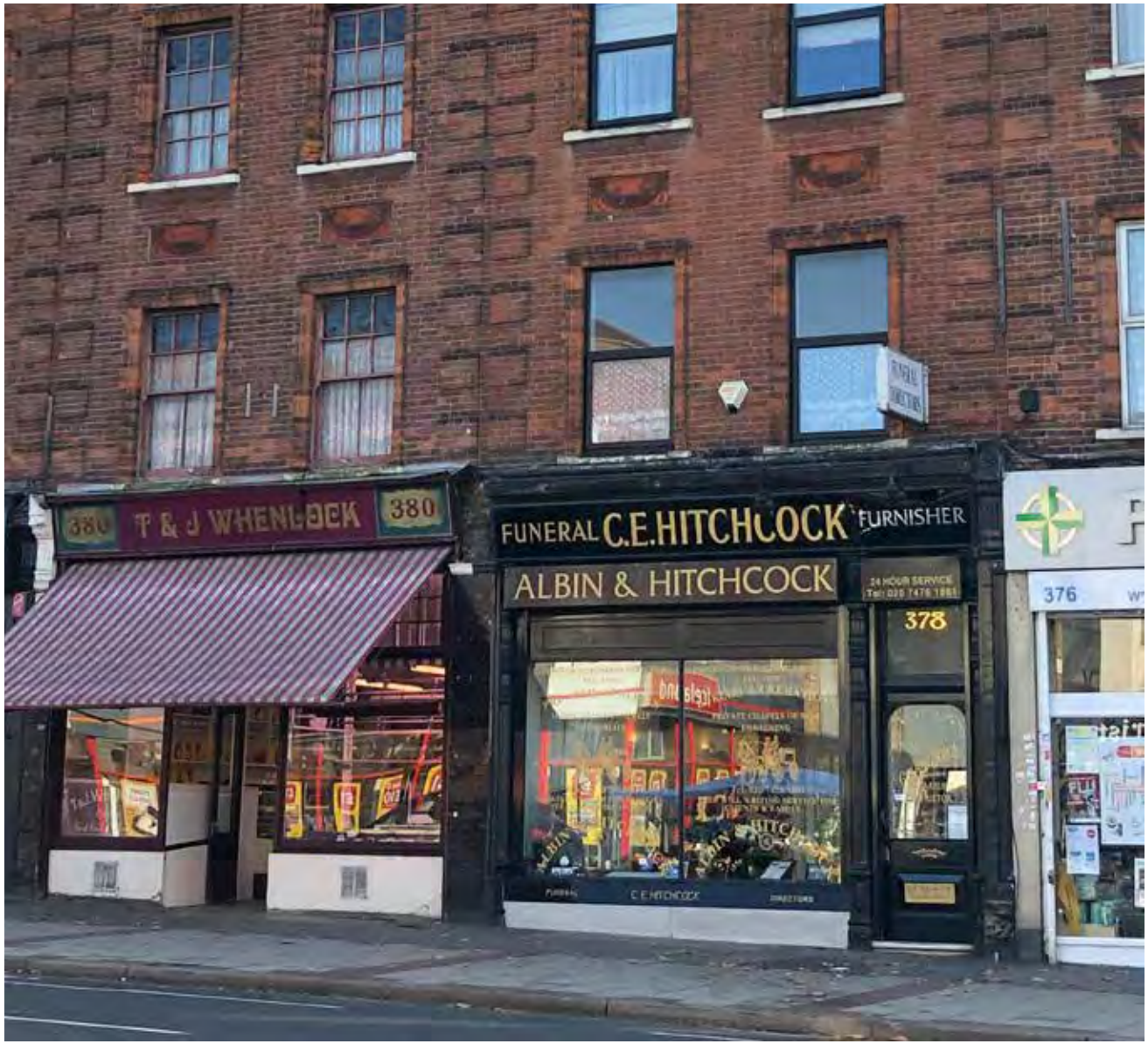
The vision for Plaistow will be achieved by:

1. supporting development in 'enhance' areas that enhances and responds to the local character and is sympathetic to the predominant terraced housing typology of parts of the neighbourhood and consolidates the existing character through the use of high quality and complementary materials and detailing. Moderate uplifts in density will be supported where it enhances the local character, particularly where there is a mixed urban form;
2. supporting development that conserves the character of the neighbourhood's listed buildings, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. supporting a diverse mix of uses and public realm enhancements in the Abbey Arms and Greengate Local Centres to serve local catchment needs for retail, services, community and leisure uses;
4. supporting the refurbishment of 31 – 35 Stock Street to provide affordable workspace;
5. improving conditions for walking, cycling and public transport by:
    a. requiring and supporting new and improved walking and cycling routes on Barking Road, the A112 and to connect Plaistow Park, residential areas, health, leisure and education facilities, public transport and the neighbourhood's local centres and to improve connections to Canning Town;
    b. supporting the provision of the Barking Road (Canning Town to Barking), West Ham Lane/ Plaistow Road (Stratford to Plaistow), Prince Regent Lane (Plaistow to Royal Docks), Green Street (Boleyn to Forest Gate) and Stopford Road/Upton Lane/Disraeli Road (Plaistow to Forest Gate) Strategic Cycling Corridors;
    c. requiring and supporting new crossings to reduce the severance caused by Newham Way and to improve connectivity to the wider network of neighbourhoods;
    d. supporting bus priority measures on Plaistow Road and Prince Regent Lane;
    e. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
    f. improving existing access points and creating new access points to the Greenway;
6. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through enhancements to the Greenway, the use of street trees, particularly on Pelley Road, Upper Road High Street, Greengate Street, Prince Regent Lane, along Barking Road and Newham Way, improving green infrastructure at Lister Gardens and the surrounding streetscape, Sustainable Urban Drainage Systems, particularly on Greengate Street, Prince Regent Lane and Barking Road, and ground plane planting, particularly on Upper Road and Prince Regent Lane, and in the neighbourhood's local centres;

7. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Areas and along the A112 and Balaam Street;
8. supporting improvements to, and expansion of, Newham University Hospital, in line with the NHS' changing care model, and the Balaam Street Surgery to deliver improved health facilities and services;
9. supporting improvements to, and the expansion of Newham Leisure Centre, including an indoor urban sports offer, which protects the quantity and quality of the open space on the site;
10. protecting and supporting enhancements to playing pitches and sports courts at Cumberland Community School, Lister Community School and Southern Road Playing Fields, Newham 6th Form College and Ravenscroft Primary School, and supporting enhancements to the PlayZone at Plaistow Park;
11. supporting the improved use of land to increase education provision and enable residential development at Newham 6th Form College.

Sites

- N10.SA1 Balaam Leisure Centre
- N10.SA2 Newham 6th Form College
- N10.SA3 Newham Leisure Centre
- N10.SA4 Balaam Street Health Complex

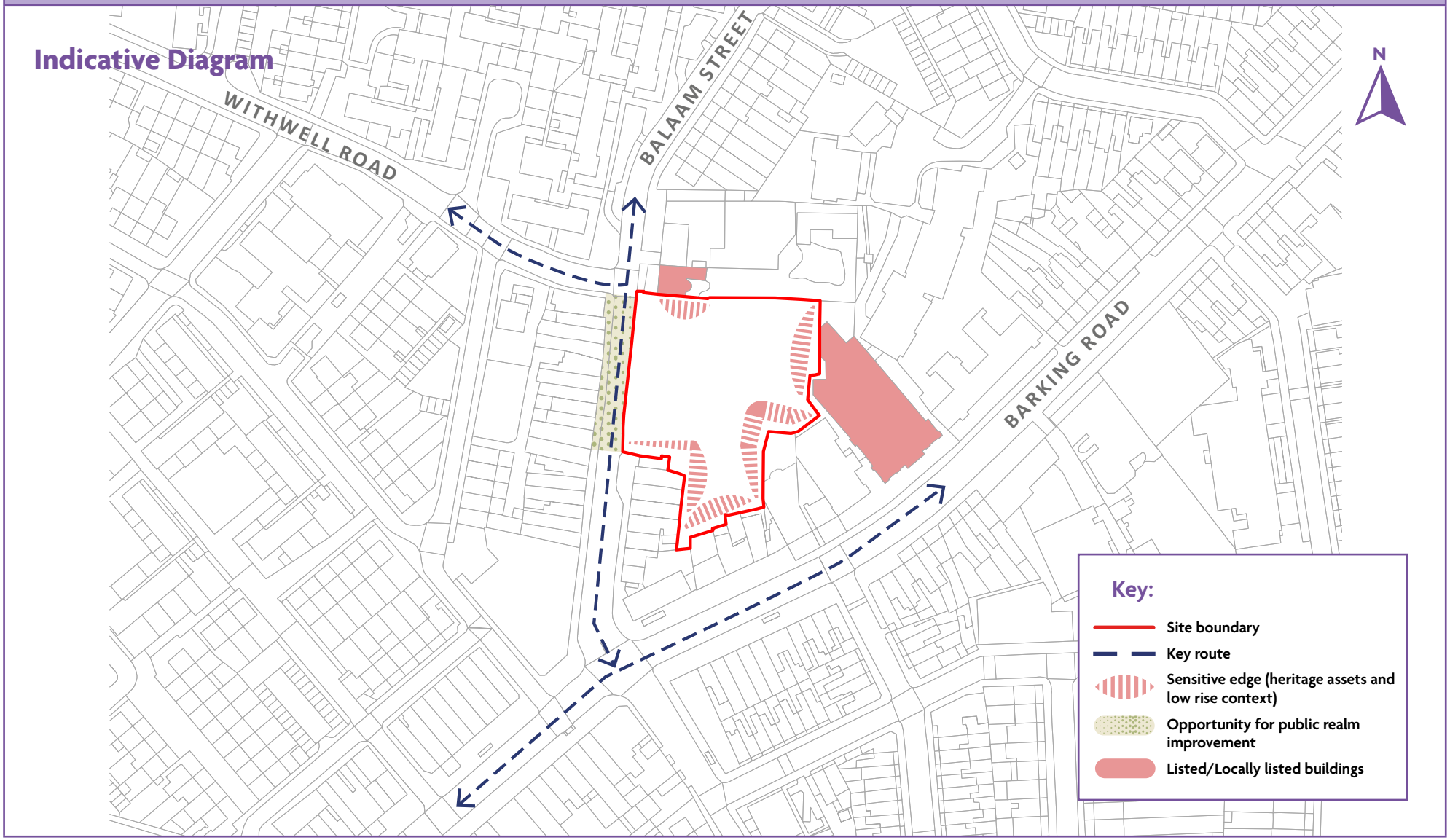


N10.SA1 Balaam Leisure Centre	
Site address	26 Balaam Street, London E13 8AQ
Neighbourhood	Plaistow
Site area	0.38 hectares
Public Transport Accessibility Level	4
Flood Risk	This site is shown to be at minor surface water risk. Access and egress may be impacted in the 3.3%, 1% and 0.1% AEP surface water events. This site is also at high risk of reservoir flooding during the 'Wet Day' event. This site is also at moderate risk of groundwater flooding.
Heritage Designations	Archaeological Priority Area (Tier 2) In the vicinity of: Memorial Baptist Church (Grade II) Number 42 and attached railing, Balaam Street (Grade II)
Natural environment Designation	In an area of deficiency of access to all types of Parks, except Local Parks. Air Quality Management Area Air Quality Focus Area Epping Forest Mitigation Zone – 6.2km
Existing uses	Vacant leisure centre and car park.



N10.SA1 Balaam Leisure Centre

Indicative Diagram



N10.SA1 Balaam Leisure Centre

Development principles

Residential.

Development proposals should ensure that flood risk is minimised and mitigated in accordance with a site-specific Flood Risk Assessment, informed by the Strategic Flood Risk Assessment Level 2 Report, as per Local Plan policy CE7.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the existing low rise context.

Development should reinforce the legibility of the existing street hierarchy through appropriate scale and massing on primary and secondary streets, repairing the frontages on Balaam Street and completing the urban block.

The building line should be setback from Balaam Street, retain the row of trees on Balaam Street and create overlooking to the public realm.

Development should be set back from the Memorial Baptist Church to improve the views from Balaam Street and Whitwell Road and should conserve and enhance the Grade II Memorial Baptist Church and Grade II 42 Balaam Street with attached railings in proximity to the site and their settings.

Green Infrastructure improvement should be focused on improving connectivity between existing amenity green infrastructure assets along Balaam Street in the wider area.

Design measures should minimise exposure to poor air quality in accordance with Policy CE6, particularly on Barking Road and Balaam Street.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should provide accessible play space in the form of a Local Area for Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

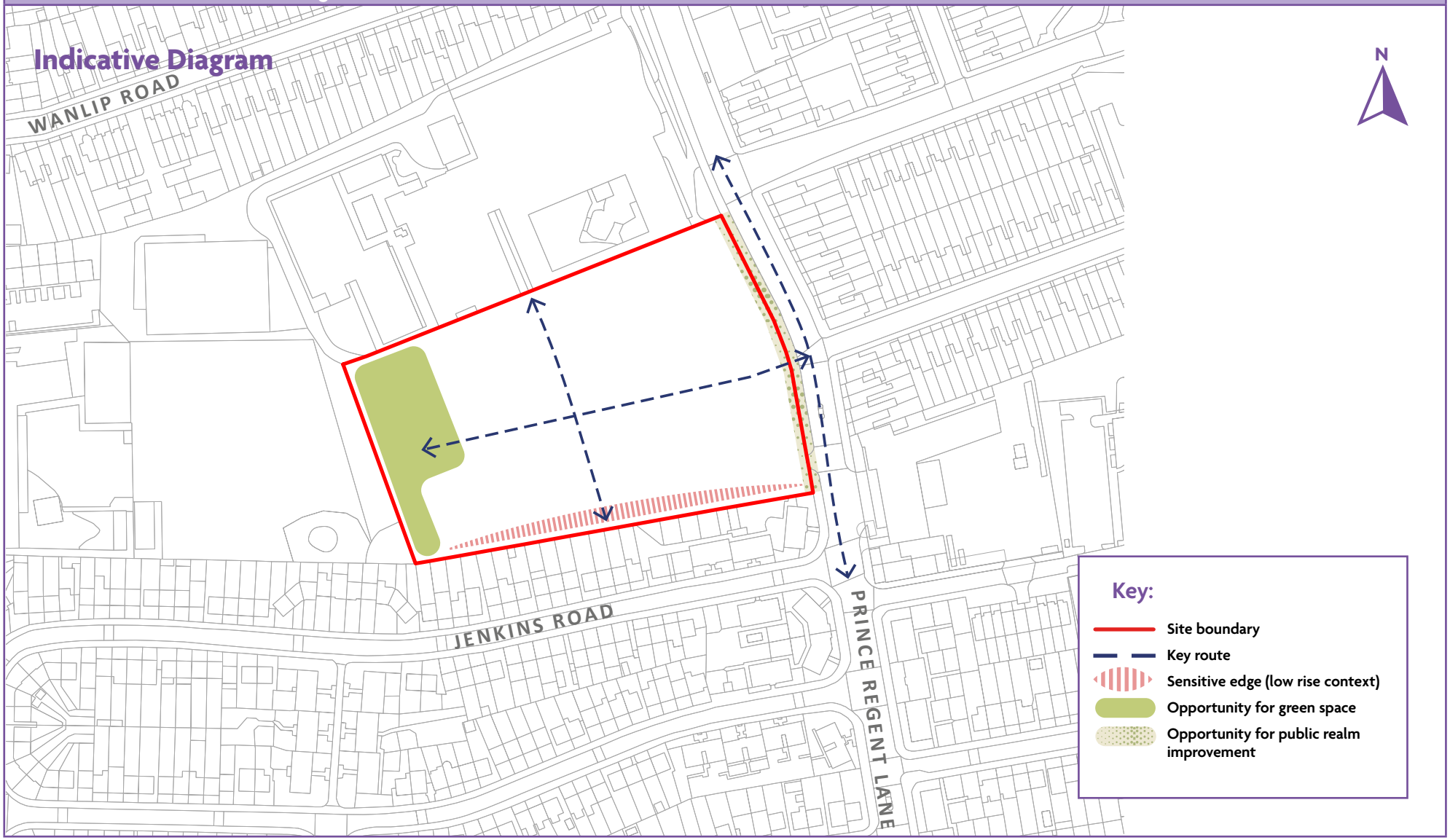
Long term

The site can only be released for housing when a new leisure centre has been provided in the Canning Town neighbourhood.

N10.SA2 Newham Sixth Form College	
Site address	Prince Regent Lane, Plaistow E13 8SG
Neighbourhood	Plaistow
Site area	1.6 hectares
Public Transport Accessibility Level	2 to 4
Flood Risk	The site is shown to be at significant risk of flooding in the surface water 1% AEP plus 40% climate change allowance event.
Heritage Designations	N/A
Natural environment Designation	In an area of deficiency of access to all types of parks, and of under provision to publicly accessible green space by head of population during the plan period. Air Quality Management Area
Existing uses	Education campus buildings, car park, and open space, including cricket pitch.



N10.SA2 Newham Sixth Form College



N10.SA2 Newham Sixth Form College

Development principles

Residential with green space.

Residential development should enable improvements in the wider education campus with any lost education floorspace re-provided in the education site as part of a masterplan approach.

Development should protect and enhance existing sports pitch in accordance with Local Plan Policy GWS1.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the existing low rise context.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Development should reinforce and enhance the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, creating frontages to frame and enclose the public realm and creating a residential active frontage on Prince Regent Lane.

Proposals should also improve green connectivity between existing amenity green infrastructure assets and greenspaces, including the proposed green link along Prince Regent Lane.

The layout of the site should protect the open space to the west of the site.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Prince Regent Lane.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should address green space deficiencies by enhancing the quality and accessibility of the existing open space on site and make it publicly accessible, or if not possible, for public use outside of school operating hours. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. Development should provide publicly accessible play space in the form of a Neighbourhood Equipped Area for Play.

Phasing and implementation

Medium term.

Residential development on this site can only take place once the delivery of intensified education uses has been delivered on the remaining built footprint of the college campus.

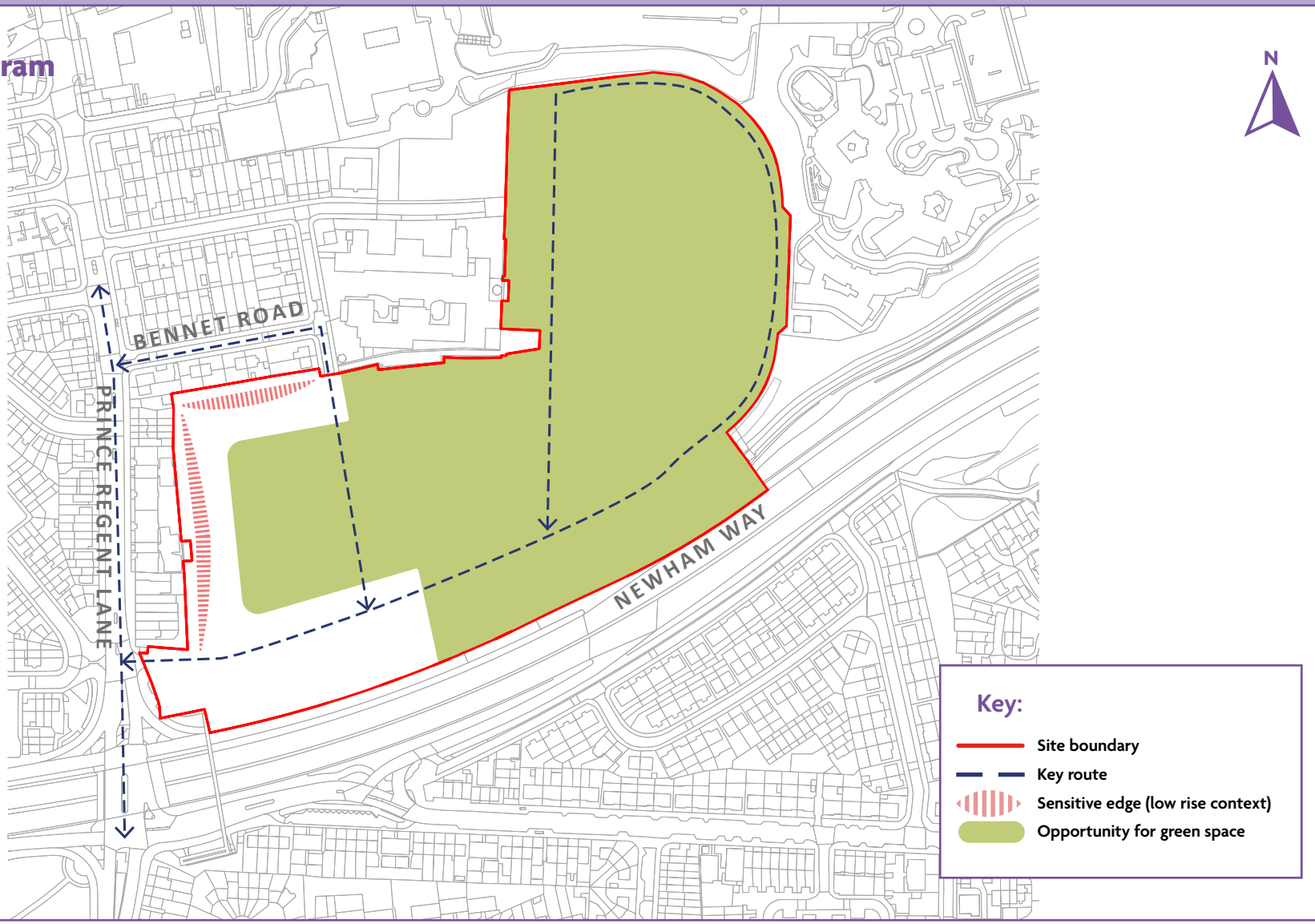
Phasing of the site should take account of the likely requirement for water supply infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N10.SA3 Newham Leisure Centre	
Site address	Newham Leisure Centre, 281 Prince Regent Lane E13 8SD
Neighbourhood	Plaistow
Site area	7.7 hectares
Public Transport Accessibility Level	2 to 3
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 2, is at risk of flooding during the 3.3%, 1% and 0.1% AEP surface water food events and is at risk of flooding if the Thames was to breach its bank and defences were to fail.
Heritage Designations	N/A
Natural environment Designation	In an area of deficiency of access to all types of parks and of under provision to publicly accessible green space by head of population during the plan period. Open space designation: Newham Leisure Centre Playing Fields Adjacent to Newham Way Footpath SINC Air Quality Management Area Air Quality Focus Area Partly within Epping Forest Mitigation Zone – 6.2km
Existing uses	Leisure centre including a swimming pool, outdoor and indoor athletics tracks, studios, a gymnasium, a mixed-use games area, a sports hall, playing pitches, an outdoor football stadium and a car park.



N10.SA3 Newham Leisure Centre

Indicative Diagram



N10.SA3 Newham Leisure Centre

Development principles

Reconfiguration of leisure centre, car park and green space to provide a new leisure centre, residential and the enhancement of the green space.

The reconfiguration of the green space should retain the existing quantity and functionality, including of the playing pitches, while improving the quality, range of functions and accessibility.

Development should protect and enhance existing sports and recreation facilities in accordance with Local Plan Policy SI1, SI3 and GWS1, and should be informed by the Built Leisure Needs Assessment (2025).

The leisure centre and residential should be located to the west of the site. The leisure centre should front Prince Regent Lane and residential should be located to the rear of Prince Regent Lane and Bennett Road.

Development should consolidate and reduce the amount of car parking.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the low rise context.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. The design and layout should provide a pedestrian route surrounding the perimeter of the site and a north to south route.

Development should reinforce and enhance the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, setting back from the terraces off Bennet Road and Prince Regent Lane and creating frontages to frame and enclose the open space/playing fields.

Development should improve the quality, functionality and accessibility of the existing open space. Green Infrastructure proposals should consider connectivity to adjoining greenspaces and other green infrastructure assets including the Newham Sixth Form College site, the Green Infrastructure corridor along the A13 and Canning Town Recreation Ground.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Newham Way and Prince Regent Lane .

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

N10.SA3 Newham Leisure Centre

Infrastructure requirements

Development should reprovide a leisure centre, including an indoor urban sports and recreation offer. Provision should meet the needs identified in the Built Leisure Needs Assessment (2025) and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3.

The site should make provision for a childcare facility in accordance with Local Plan Policy SI4, subject to a needs based assessment at the time of delivery.

Development should address green space deficiencies by reproviding the existing sports pitches alongside enhanced green space to provide a Local Park / Open Space with minimum size of 5 hectares to service nearby residential neighbourhoods. Green space provision should meet the requirements of Local Plan Policies GWS1, and GWS3. In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

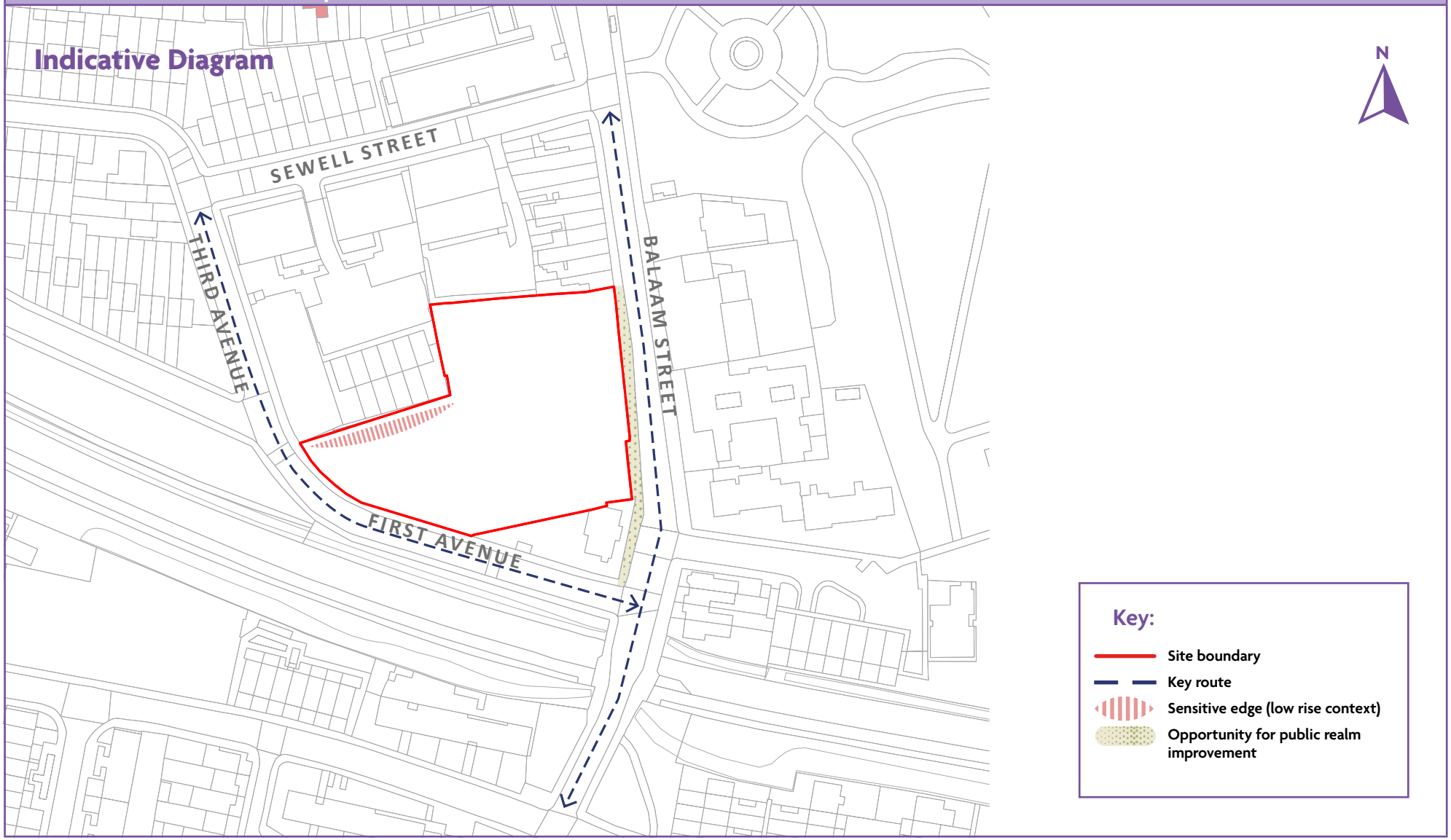
Long term.

Phasing of the site should take account of the likely requirement for water supply infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N10.SA4 Balaam Street Health Complex	
Site address	113 Balaam Street, E13 8AF
Neighbourhood	Plaistow
Site area	0.44 hectares
Public Transport Accessibility Level	3 to 5
Flood Risk	This site is shown to be at minor surface water risk. Access and egress may be impacted in the 3.3%, 1% and 0.1% AEP surface water events
Heritage Designations	Plaistow Archaeological Priority Area (Tier 2)
Natural environment Designation	In an area of deficiency of access to all types of parks, except Local Parks and of under provision to publicly accessible green space by head of population during the plan period. Adjacent to the Greenway SINC Several Tree Preservation Orders on-site Air Quality Management Area Air Quality Focus Area Epping Forest Mitigation Zone – 6.2km
Existing uses	Health centre complex



N10.SA4 Balaam Street Health Complex



N10.SA4 Balaam Street Health Complex

Development principles

Re-configuration and reprovision of the health centre with residential development. The re-configuration and reprovision of the health centre should be in accordance with Local Plan Policy SI1.

Development proposals should ensure that flood risk is minimised and mitigated in accordance with a site-specific Flood Risk Assessment, informed by the Strategic Flood Risk Assessment Level 2 Report, as per Local Plan policy CE7.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the low rise context. Development should avoid overlooking to existing properties on Third Avenue.

Development should reinforce the legibility of the existing street hierarchy through appropriate scale and massing on primary and secondary streets, repairing the frontages on Balaam Street and First Avenue, completing the urban block.

The design and layout should provide a pedestrian route across the eastern and southern boundary of the site. Green infrastructure improvements should be focused on improving green connectivity.

Design measures should minimise exposure to poor air quality in accordance with Policy CE6, particularly on Balaam Street.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should re-provide a health centre designed to meet NHS needs and standards and meet the requirements of Local Plan Policy SI2.

Development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Medium term.

N11 BECKTON

Neighbourhood profile

4.53 Beckton is one of the borough's central neighbourhoods. It is bounded by Newham Way to the north, Royal Docks Road to the east, Royal Albert Way to the south and Stansfield Road to the west. Woolwich Manor Way dissects the neighbourhood north to south in the east. Tollgate Road runs east to west in the north of the neighbourhood. The Capital Ring footpath runs through the neighbourhood via Beckton District Park, New Beckton Park and along East Ham Manor Way. The Greenway runs through the north east of the neighbourhood where it currently ends.

4.54 The neighbourhood is mixed-use in character. The residential character consists of low rise homes constructed in the late 1980s within a network of short streets and cul-de-sacs. This forms a series of communities around Savage Gardens, Winsor Terrace and Tollgate Road. The north-east of the neighbourhood is characterised by out of town retail parks with car parking and large warehouses to the south of the Greenway. This industrial land is designated as a Strategic Industrial Location and provides a range of large modern industrial uses with good access to the Strategic Road Network. Existing industrial premises include food and drink production, print and manufacturing within modern industrial estates with valuable yard space that meets occupier needs.

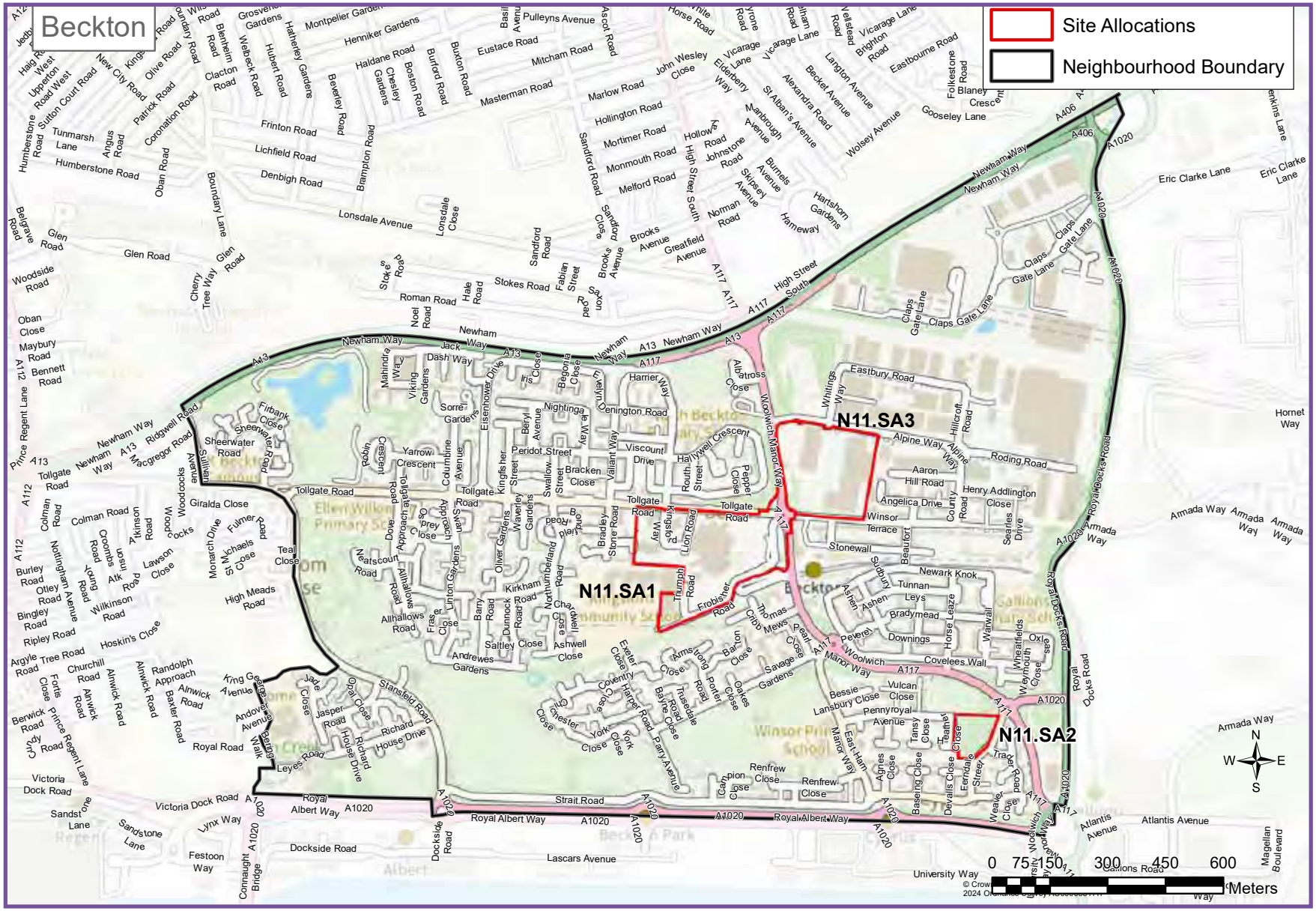
4.55 The neighbourhood has a network of parks and open spaces including Beckton District Park, New Beckton Park and Beckton Corridor. This network of open space will see investment and improvement through the Beckton Parks Masterplan. Many of these open spaces and Beckton Alps contain important natural habitats for biodiversity.

4.56 The neighbourhood has a limited number of heritage assets. The Second World War anti-aircraft emplacement in Beckton District Park is a Scheduled Monument, the pumping station is a locally listed building and there are a number of locally listed buildings on Winsor Terrace. The neighbourhood contains the Beckton WW2 Gun Emplacement, Canning Town/Newham Way, Woolwich Manor Way, Manor Park to North Woolwich Roman Road and Beckton Archaeological Priority Areas.

4.57 The purpose built East Beckton District Centre is central in the neighbourhood and is Newham's sixth largest town centre. The East Beckton District Centre provides a mix of convenience, comparison and leisure offer and consists of a supermarket, a small parade of shops, a hotel and car parking. The neighbourhood has a number of community facilities, many in the district centre, including places of worship, healthcare, gymnastics club, the youth zone, the Beckton Globe library and others across the neighbourhood, including the West Ham United Foundation. However, the neighbourhood's provision of community facilities is below the Newham average number of facilities per km^2.

4.58 The neighbourhood has low public transport access, with the highest levels of public transport accessibility being in the south west of the neighbourhood and in the east towards Beckton and Gallions Reach DLR Stations and Beckton bus station. The district centre and the neighbourhood's out of town retail parks are often visited by car. The large scale roads surrounding the neighbourhood are a barrier to pedestrians and cyclists in accessing surrounding neighbourhoods and further afield. These roads also carry high levels of traffic resulting in high levels of noise and poor air quality.




Beckton
Site Allocations
Neighbourhood Boundary
N11.SA1
N11.SA2
N11.SA3
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Meters

N11 BECKTON

Vision

Beckton will continue to be a successful neighbourhood with a mix of housing, improved green spaces, shops and community facilities. The neighbourhood will be less car dependent and it will be easier to access the neighbourhood's green spaces and the East Beckton District Centre by walking or cycling on safe, green and accessible routes. Growth in the neighbourhood will be delivered through incremental change that increases density and enhances the neighbourhood's existing character and through the transformation of the East Beckton District Centre to provide new housing alongside new shops and facilities, as well as N11.SA3 Alpine Way.

The neighbourhood's retail parks and industrial uses will be more efficiently used with intensified employment uses. The severance of Tollgate Road, Woolwich Manor Way, Newham Way, Royal Docks Road and Royal Albert Way and the neighbourhood's industrial and retail parks will be reduced and connections to the Royal Docks will be improved.

Policy N11: Beckton

The vision for Beckton will be achieved by:

1. supporting a moderate uplift in density in 'enhance' areas where development enhances the character of the neighbourhood and responds to the prevailing housing typologies, materials and detailing;
2. supporting development that creates a more logical street layout, improving through routes, way finding and feelings of safety. Entrances to developments should be located so as to improve overlooking;
3. supporting development that conserves the character of Winsor Terrace Area of Townscape Value, the neighbourhood's heritage assets and their settings, through sympathetic form, materials, detail, landscaping and public realm enhancements;
4. appropriate mitigation and buffering between residential and industrial uses;
5. supporting development that transforms the character of N11.SA1 East Beckton Town Centre and N11.SA3 Alpine Way in accordance with the Beckton Tall Building Zone and Local Plan Policy D4;
6. supporting the re-configuration and diversification of the East Beckton District Centre to improve its offer and function as a district centre to serve local catchment needs for retail, leisure, services and community uses, including by expanding the leisure offer, in accordance with N11.SA1 East Beckton Town Centre;
7. supporting new community facilities when in conformity with Local Plan Policy SI2;
8. supporting the intensification of existing retail and leisure parks for industrial, logistics and distribution and related functions;
9. improving conditions for walking, cycling and public transport by:
    a. requiring and supporting new crossings at Woolwich Manor Way, Royal Docks Road, Gallions Reach Roundabout and Newham Way to reduce severance of the surrounding road network and to improve connectivity to Canning Town, Royal Albert North and Gallions Reach neighbourhoods and town centres and between N11.SA1 East Beckton Town Centre and N11.SA3 Alpine Way;
    b. requiring and supporting new and improved walking and cycling routes, particularly on Tollgate Road, Woolwich Manor Way and Newham Way, which are safe, overlooked and easy to find and follow, which connect the neighbourhood's network of green and water spaces, residential areas, public transport and the Town Centre and to reduce the reliance on cars;
    c. supporting the provision of the High Street South (East Ham to North Woolwich) and Royal Docks Road (A406 to Gallions Reach) Strategic Cycling Corridors;
    d. improving Stansfield Road to enhance conditions for walking, cycling and public

transport and to improve links to Royal Albert DLR Station;

e. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;

f. improving existing access points and creating new access points to the Greenway;

10. supporting the implementation of the Beckton Parks Masterplan to ensure the neighbourhood's network of green and water spaces is safe and accessible to all and provides appropriate high quality sports, including a PlayZone, and community facilities, including at Will Thorne Pavilion, to residents and visitors;
11. protecting and supporting enhancements to playing pitches and sports courts at Beckton District Park South, New Beckton Park, the West Ham Foundation and Kingsford Community School and a sports-lit multi-use games area at Beckton District Park;
12. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and opportunities to increase biodiversity, including through enhancements to the Greenway, the use of street trees, ground plane planting and Sustainable Urban Drainage Systems, particularly on Newham Way and North Woolwich Way, and improving and increasing access to Sites of Importance for Nature Conservation;
13. mitigating the odour impacts of the sewage treatment works ahead of the occupation of developments in the vicinity through appropriate buffering and other design solutions;
14. mitigating the noise impact of the airport through appropriate design solutions, including considering the location of uses;
15. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along Newham Way, Tollgate Road, Stansfield Road, Woolwich Manor Way and Royal Docks Road;
16. requiring a new and improved health centre at N11.SA1 East Beckton Town Centre;
17. supporting the refurbishment of Beckton Community Centre to provide a local community hub.

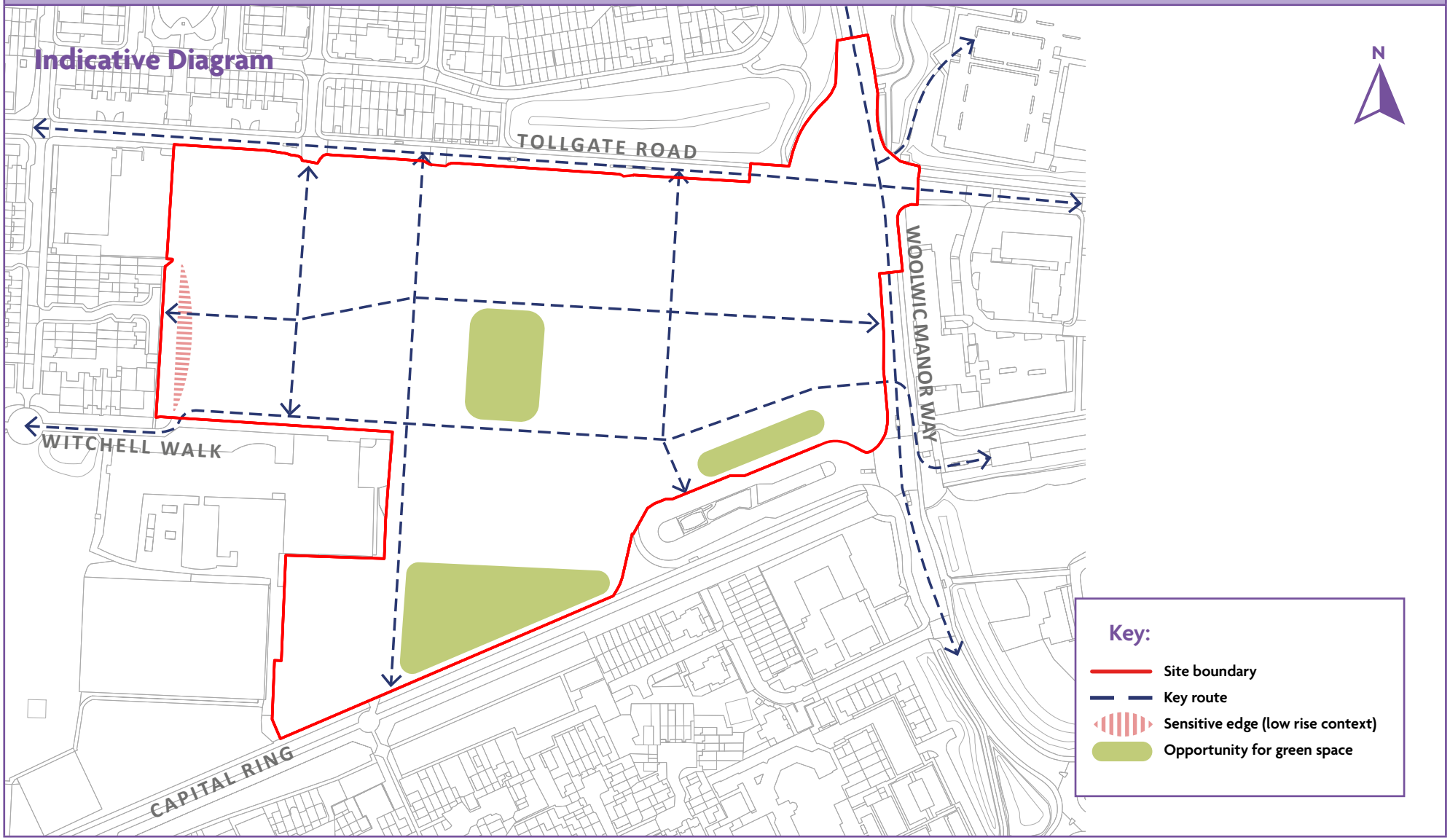
Sites

- N11.SA1 East Beckton Town Centre
- N11.SA2 Cyprus
- N11.SA3 Alpine Way

N11.SA1 East Beckton Town Centre	
Site address	Tollgate Road, Beckton, London E6 5LX
Neighbourhood	Gallions Reach
Site area	5.4 hectares
Public Transport Accessibility Level	2 to 4
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead transmission line route
Heritage Designations	Canning Town/Newham Way Archaeological Priority Area (Tier 2 and 3) In the vicinity of: Winsor Terrace Area of Townscape Value 2-100 Winsor Terrace (Locally-listed) Former Pumping Station (Locally-listed)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except District and Local Parks. Adjacent to Beckton Alp SINC Air Quality Management Area
Existing uses	Town centre uses including retail, a supermarket, a car park, and community facilities including a health centre, a faith facility, a library, a community centre and a gymnastics centre.



N11.SA1 East Beckton Town Centre



N11.SA1 East Beckton Town Centre

Development principles

Reconfiguration of part of East Beckton District Centre to provide residential, main town centre uses and social infrastructure, including community facilities, health centre, sports and recreation facilities, and green space. Sports and recreation facilities should include a leisure centre unless a new leisure centre for the area has already been delivered at N17.SA1.

The type and quantity of main town centre uses should be consistent with the East Beckton District Centre designation and Local Plan Policy HS1. Development should retain the overall quantity of retail floorspace in the form of small and medium units and a consolidated supermarket. Leisure and cultural uses should form part of the town centre offer and should support the development of a local evening and night-time economy consistent with policy HS5.

Development should protect existing community facilities by re-providing the community facility floorspace, meeting the requirements of Local Plan Policy SI1. Development should address the need for community facilities in the area by delivering new community facilities in East Beckton District Centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider the need for all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development should protect and enhance existing sports and recreation facilities in accordance with Local Plan Policy SI1 and SI3.

Development should consolidate and reduce the amount of car parking. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca. 3-7 storeys) in the northern part of the site with taller buildings of approximately 32m (ca. 10 storeys) and 40m (ca. 13 storeys) to add wayfinding and to mark the town centre. Massing should step down towards the south of the site to sensitively integrate with the prevailing height of the context.

The design and layout of the site should support the reconfiguration of the town centre and its extensive car parking to a more compact format with improved walking, cycling links, and public realm.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy, enhancing walking and cycling links north to south and east to west and to Beckton Bus Station, DLR Beckton Station and Beckton Corridor.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, framing a central public square and providing ground-floor active frontages, particularly on Woolwich Manor Way and Tollgate Road.

Proposals should develop green infrastructure connectivity to Alpine Way and Alpine Walk SINCs to the north and Beckton/New Beckton Parks to the south to deliver the green link on Woolwich Manor Way.

Development should conserve and enhance the Winsor Terrace Area of Townscape Value, the locally-listed 2-100 Winsor Terrace and the locally-listed Former Pumping Station in proximity to the site and their settings.

N11.SA1 East Beckton Town Centre

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Tollgate Road and Woolwich Manor Way.

The design and layout of the site should take account of the existing overhead transmission line route and risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should re-provide a health centre of 2000 sqm designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2.

Development should address green space deficiency by providing Pocket Parks and a central public square. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.

Development should deliver a new leisure centre in East Beckton District Centre. Provision should meet the needs identified in the Built Leisure Needs Assessment (2025) and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3. A new leisure centre at this site is not required if the built leisure provision for the area has already been delivered at N17.SA1.

Phasing and implementation

Medium to long term.

The site should provide a leisure centre unless a new leisure centre for the area has already been delivered at N17.SA1.

The phasing of the development should retain the functionality and vitality of the town centre and its retail offer.

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

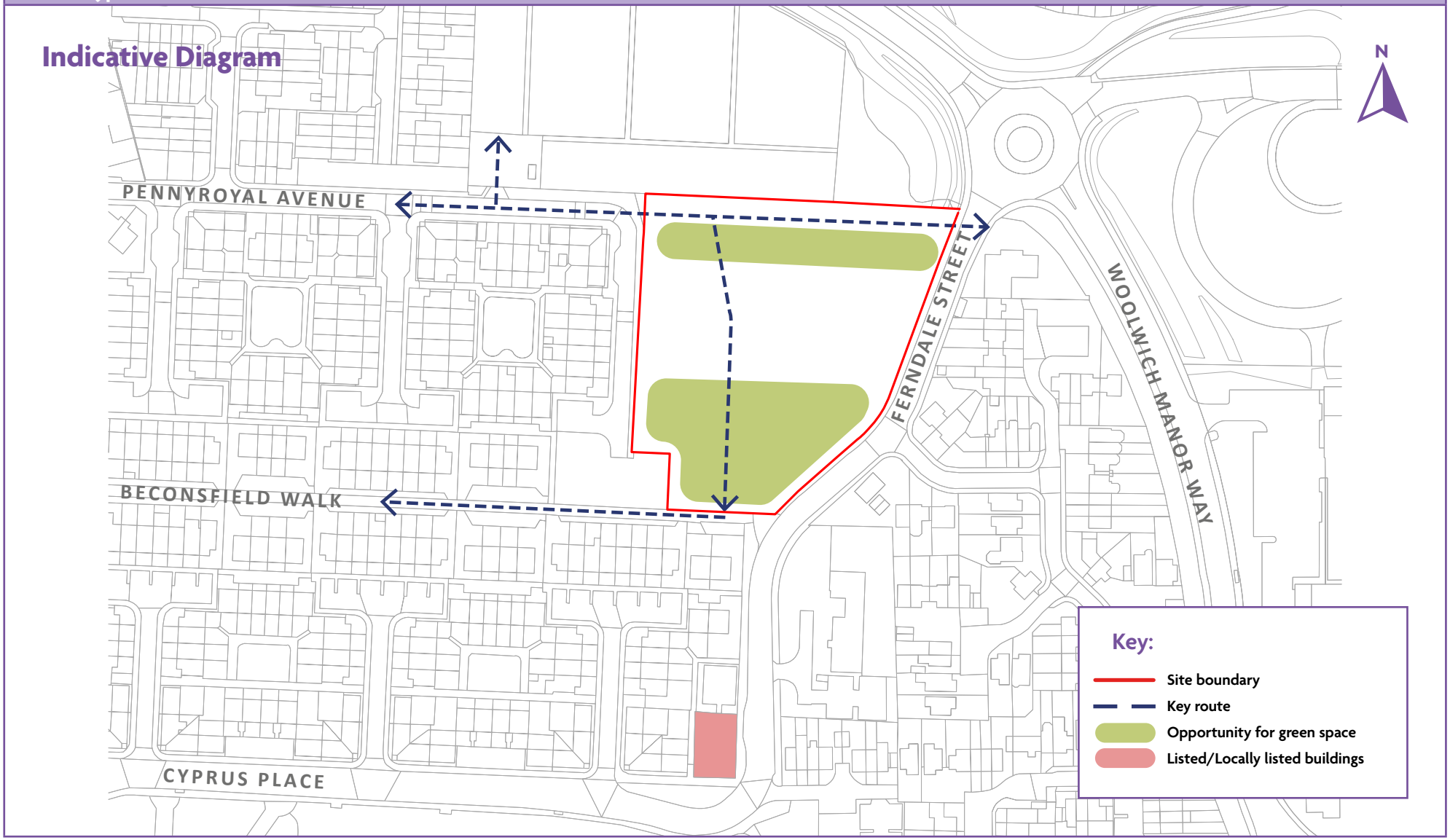
The potential impact of the existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.



N11.SA2 Cyprus	
Site address	Land at Ferndale Street, E6 6FS
Neighbourhood	Beckton
Site area	1.0 hectares
Public Transport Accessibility Level	3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3, as well as at high risk if the Thames were to breach its bank and defences were to fail during the 0.5% AEP 2115 epoch event. There is also some pluvial flood risk in the 0.1% AEP event.
Heritage Designations	Beckton Archaeological Priority Area (Tier 3)
Natural environment Designation	In an area of deficiency of access to all types of Parks. Air Quality Management Area
Existing uses	Vacant greenspace currently inaccessible to the public.



N11.SA2 Cyprus



N11.SA2 Cyprus

Development principles

Residential and green space provision.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Development on this site should comply with Local Plan Policy GWS1.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the low rise context.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy, in particular connecting Pennyroyal Avenue to Ferndale Street and providing north-south and east-west permeability through the site, with an overall increase in access to the adjacent allotments.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, creating continuous frontages to frame and enclose the public realm and creating an residential active frontage on Ferndale Street.

Green space provision should be located mostly toward the south of the site. The green space should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape.

Green space should enhance green infrastructure connectivity by connecting to and enhancing the allotments and/or woodland areas on Woolwich Manor Road.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Woolwich Manor Way.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

Infrastructure requirements

Development should address green space deficiencies by providing a Pocket Park. Green space provision should meet the requirements of Local Plan Policies GWS1 and GWS3. In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play. Play space should meet the requirements of Local Plan Policy GWS5.

Development should assess the capacity of Cyprus DLR Station and provide mitigation on potential impact on transport capacity.

Phasing and implementation

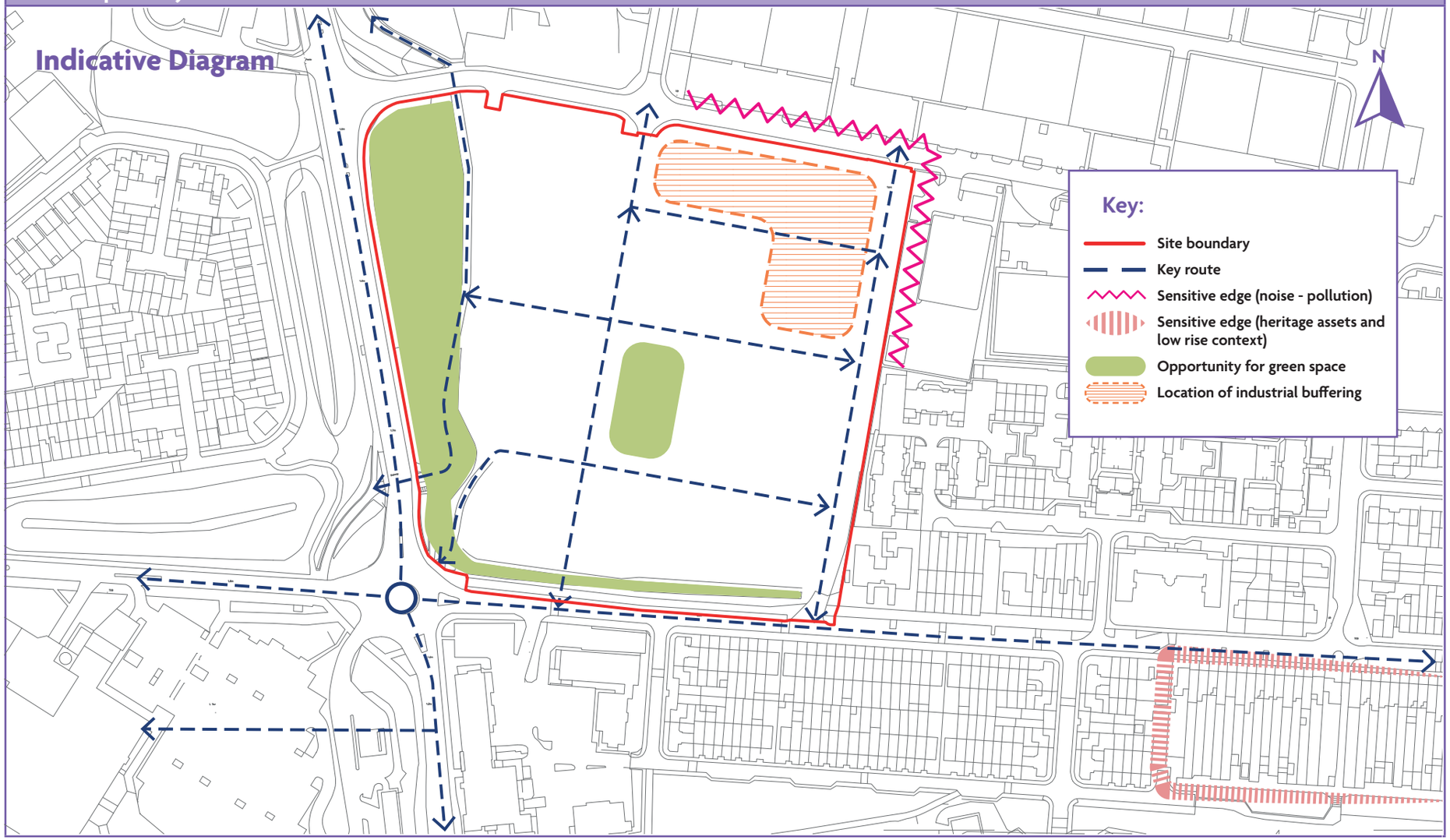
Long term.

Phasing of the site should take account of the likely requirement for water supply infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N11.SA3 Alpine Way	
Site address	Alpine Way, E6 6LA
Neighbourhood	Beckton
Site area	5.25 hectares
Public Transport Accessibility Level	1a to 4
Flood Zone	This site is shown to be at minor surface water risk. Access and egress may be impacted in the 3.3%, 1% and 0.1% AEP surface water events. The site is at residual risk if the Thames were to breach its banks and defences were to fail. The risk posed by all these sources of flooding remain along the boundaries of the site, mainly affecting access and egress routes.
Utilities	Existing on-site sewer.
Heritage Designations	Archaeological Priority Area (Tier 2 and 3) In the vicinity of: Winsor Terrace Area of Townscape Value 2-100 Winsor Terrace (Locally-listed) Former Pumping Station at Woolwich Manor Way (Locally-listed)
Natural environment Designation	Open space designation: Beckton Alp SINC The site is in an area of deficiency of access to Regional, Metropolitan, Local, Small and Pocket Parks apart from the southern part of the site which has access to a local park. Air Quality Management Area
Existing uses	Beckton Retail Park with large scale retail offering



N11.SA3 Alpine Way



N11.SA3 Alpine Way

Development principles

Residential, employment uses and green space.

The employment uses should be in consistent with Policy J1 and prioritise light industrial uses, warehouses and storage. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised and mitigated in accordance with a site-specific Flood Risk Assessment, informed by the Strategic Flood Risk Assessment Level 2 Report, as per Local Plan policy CE7.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca. 3-7 storeys) with taller buildings of approximately 32m (ca. 10 storeys) and 40m (ca. 13 storeys) to the west to add wayfinding and to mark the gateway to the site. Massing should step down towards the east-south of the site to sensitively integrate with the heritage assets.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy, enhancing walking and cycling links north to south to Beckton Alp and enhancing pedestrian connectivity to East Beckton Town Centre and residential uses across Woolwich Manor Road to its west and Winsor Terrace to its south. The layout should also future proof east-west routes knitting to the urban fabric to the east of the site.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, framing a central public space.

The industrial and employment floorspace should be located in the north-east of the site to provide a buffer to the Strategic Industrial Location. Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGVs and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the buffer building.

The layout of the site should protect the Alpine Walk SINC and Winsor Terrace landscape buffer.

Development should conserve and enhance the Winsor Terrace Area of Townscape Value, the locally-listed 2-100 Winsor Terrace and the locally-listed Former Pumping Station at Woolwich Manor Way in proximity to the site and their setting.

Design measures should minimise exposure to odour from Beckton Sewage Treatment Works, ensure an air quality neutral approach and minimise exposure to poor air quality as per Local Plan Policy CE6, particularly on Woolwich Manor Way.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

The design and layout of the site should take account of the existing on-site sewer.

N11.SA3 Alpine Way

Infrastructure requirements

Development should address green space deficiency by delivering a Pocket Park / Small Open Space. Green space provision should meet the requirements of Local Plan Policies GWS1, GWS2 and GWS3.

In addition to the green space provision, development should provide publicly accessible play space in the form of a Locally Equipped Area for Play as well as play space in the form of a Local Area for Play, which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Medium to Long term.

The potential impact of the existing on-site sewer on design and layout should be taken into account at the pre-application stage through early engagement with Thames Water.

Phasing of the site should take account of the likely requirement for water supply infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

Any necessary mitigation to address odour impact from existing odorous uses in the vicinity, including the Beckton Sewage Treatment Works, should be completed ahead of the occupation of development.



N12 EAST HAM SOUTH

Neighbourhood profile

4.59 The East Ham South neighbourhood is south of the Green Street and East Ham neighbourhoods and is bounded by Newham Way to the south and the North Circular Road and the River Roding to the east. High Street South runs north to south in the centre of the neighbourhood and Barking Road runs east to west in the north east of the neighbourhood. The Greenway runs along the south of the neighbourhood providing an elevated walking and cycling route. There is also a small pedestrian route in the east of the neighbourhood along the River Roding, which then continues to the west of the North Circular Route.



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4.60 The neighbourhood is predominantly residential in character, consisting of terraced housing along gridded streets and low rise blocks of flats. The south east-corner of the neighbourhood is characterised by large modern distribution warehouses and depots on locally designated industrial sites. The neighbourhood also has a number of green spaces, including a number of playing fields, East Ham Jewish Cemetery, East Ham Nature Reserve and the Folkestone Road allotments. The Cuckhold Haven Nature Reserve is in the south east of the neighbourhood on the River Roding. The neighbourhood's two nature reserves are also important for their nature and biodiversity and the East Ham Nature Reserve was awarded a Green Flag Award in 2023. The neighbourhood falls within the Roding, Beam and Ingrebourne Catchment Partnership area which focuses on river and floodplain management, land management and investment in the Roding, Beam and Ingrebourne catchment areas.

4.61 The neighbourhood has a small number of listed buildings, including the Boleyn Public House and the Church of St Mary Magdalene. There are some locally listed buildings and Cheltenham Gardens, Henniker Gardens and Rancliffe Road are identified as an Area of Townscape Value. The neighbourhood contains the East Ham, Manor Park to North Woolwich Roman Road, Wall End and River Roding Archaeological Priority Areas.

4.62 The neighbourhood has two local centres: Boleyn on Barking Road and High Street South. Both provide a local retail and business offer with housing above the shops. Vicarage Lane – East Ham Neighbourhood Parade also provides a local retail offer. The neighbourhood has 22 community facilities, including a number of large school campuses, a number of community centres and places of worship. However, its provision is below the Newham average number of community facilities per km^2.

4.63 The neighbourhood has varied levels of public transport access, with the highest public transport accessibility levels on the northern section of High Street South and on Barking Road. The east and the south west of the neighbourhood towards Newham Way has poor public transport accessibility. The main roads in the neighbourhood carry high levels of traffic resulting in high levels of noise and poor air quality. Newham Way provides a barrier to the neighbourhoods to the south and the North Circular Road provides a barrier to the neighbourhoods in the east.


East Ham South
Neighbourhood Boundary
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Meters

N12 EAST HAM SOUTH

Vision

East Ham South will continue to be a green and residential neighbourhood, supported by two thriving, vibrant and diverse local centres: Boleyn and High Street South. The neighbourhood will benefit from incremental change, with new housing enhancing the neighbourhood's existing character. It will be easier to reach local shops and facilities, public transport and the neighbourhood's open spaces via a network of safe, green and accessible walking and cycling connections. The severance of Newham Way and Royal Docks Road will be reduced, along with a reduction in the level of vehicular traffic.

Policy N12: East Ham South

The vision for East Ham South will be achieved by:

1. supporting development in 'enhance' areas that enhances the neighbourhood's character, improves the legibility of the urban form and is sympathetic to, and respects the historical terrace character. Moderate uplifts in density will be supported, particularly in the east of the neighbourhood where there is a mixed-urban form or fragmented character and where development enhances the character of the neighbourhood and responds to the block structure of the consolidated urban fabric;
2. supporting development that conserves the historical value and character of the Cheltenham Gardens, Henniker Garden and Rancliffe Road Areas of Townscape Value and the neighbourhood's heritage assets, through sympathetic form, materials, detail, landscaping and public realm enhancements;
3. supporting a diverse mix of uses and public realm enhancements in the Boleyn and High Street South Local Centres to serve the local catchment needs for retail, services, leisure and community uses;
4. supporting new community facilities when in conformity with Local Plan Policy SI2;
5. optimising and intensifying industrial locations in the east of the neighbourhood to support demand for warehousing and distribution uses;
6. improving conditions for walking, cycling and public transport by:
    a. requiring and supporting new crossings at Newham Way and the North Circular to reduce severance and to improve connectivity to the wider network of neighbourhoods;
    b. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters and bus priority measures;
    c. improving existing access points and creating new access points to the Greenway;
    d. supporting the provision of the Barking Road (Canning Town to Barking), River Roding Corridor, High Street South (East Ham to North Woolwich) and Green Street (Boleyn to Forest Gate) Strategic Cycling Corridors;
7. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through improvements to the Greenway, the use of street trees, particularly on residential streets in the north west of the neighbourhood and through street trees, ground plane planting and Sustainable Urban Drainage Systems on High Street South, Newham Way and at the junction of Green Street and Barking Road;
8. protecting and supporting enhancements to playing pitches and sports courts at Brampton Manor Academy, Langdon Academy, Eko Pathways School, Brampton Park, Gooseley Playing Fields and Flanders Playing Field and supporting an urban sport offer and enhanced PlayZone at Gooseley Playing Fields;
9. maximising opportunities to access the water, including through new and improved walking and cycling routes to and along the River Roding, in partnership with London Boroughs of Redbridge and Barking and Dagenham, and to the Gallions Reach neighbourhood and supporting the restoration of the Back River;
10. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Areas and along High Street South, Lonsdale Avenue, Boundary Road and the North Circular Road.

Sites

- There are no site allocations in this neighbourhood.

N13 EAST HAM

Neighbourhood profile

4.64 The East Ham neighbourhood is located in the east of the borough. It is bounded by Woodgrange Park Cemetery and the railway line to the north and the North Circular Road to the east. The railway line that runs east to west and High Street North which runs north to south cut across the neighbourhood. Barking Road runs east to west in the south of the neighbourhood, intersecting with High Street North and High Street South.

4.65 The neighbourhood is predominantly residential in character, consisting of terraced housing along gridded streets. East Ham is a Major Town Centre and is the third largest town centre in Newham. The East Ham Major Centre runs north to south along High Street North and eastwards from the junction with Barking Road. The major centre provides well known national retail chains along with a market and independent and specialised shops and food and drink offer. It also has a strong representation of financial and business services but there remains an extremely high number of betting shops and hot food takeaways.

4.66 The neighbourhood has many listed buildings, with a concentration of listed buildings in the south of the neighbourhood on Barking Road and High Street South. These buildings are located in the East Ham Town Centre conservation area and include the Newham Town Hall and surrounding buildings. The East Ham, Manor Road to North Woolwich Roman Road, Newham Cemeteries and River Roding Archaeological Priority Areas are in the neighbourhood.

4.67 The neighbourhood also has a number of green spaces, including Central Park, Barking Road Recreation Ground, Plashet Park and Plashet Jewish Cemetery. Plashet Park and Central Park were awarded Green Flag awards in 2023. The green spaces on the eastern boundary of the neighbourhood are Metropolitan Open Land but not currently publicly accessible. Many of these green spaces are also important for their nature and biodiversity significance. The neighbourhood falls within the Roding, Beam and Ingrebourne Catchment Partnership area which focuses on river and floodplain management, land management, land management and investment in the Roding, Beam and Ingrebourne catchments.

4.68 High Street North provides a local retail offer as does Katherine Road. The neighbourhood has 43 community facilities, including a number of civic buildings, higher education facilities, community centres and 28 places of worship. The neighbourhood's provision of community facilities is above the Newham average number of community facilities per km^2.

4.69 The neighbourhood has varied levels of public transport access, with the highest public transport accessibility levels around East Ham Station. The east of the neighbourhood has poor public transport accessibility. The main roads in the neighbourhood carry high levels of traffic resulting in high levels of noise and poor air quality. However, there are plans to improve the public realm on High Street North, including improved space for pedestrians, increased street greening, improved access to the market and changes to bus services.



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East Ham
Site Allocations
Neighbourhood Boundary
N13.SA1
N13.SA2
N13.SA3
0 75 150 300 450 600
Meters
N
S
W
E

N13 EAST HAM

Vision

East Ham will have a successful and well-used major centre at its heart, with a growing variety of shops and facilities to serve the local community and visitors from the wider area. The East Ham Town Hall will become the council's first Data Campus, with education and employment facilities dedicated to the data and digital economy. The East Ham Major Centre's public realm will be improved to be welcoming, accessible and green and the level of traffic on the neighbourhood's main roads will be reduced. The neighbourhood's two thriving, vibrant and diverse local centres, Katherine Road South and High Street North, will complement the offer of the major centre.

The neighbourhood's heritage assets will be conserved and enhanced and growth in the neighbourhood will be delivered through the transformation of N13.SA1 East Ham Western Gateway and N13.SA2 East Ham Primark and through incremental change elsewhere in the neighbourhood which enhances the neighbourhood's existing character, including at N13.SA3 Former East Ham Gasworks.

The neighbourhood will have a network of legible, safe, green and accessible walking and cycling routes and public accessibility to the neighbourhood's green spaces will be increased, particularly along the edge of the River Roding.

Policy N13: East Ham

The vision for East Ham will be achieved by:

1. supporting development in 'enhance' areas that enhances the neighbourhood's character and is sympathetic to and respects the character of its historic terraced streets through form, detailing and materials. Moderate uplift in density will be supported, particularly in areas of mixed-urban form or fragmented character, where it enhances the character of the area and follows the block structure of the consolidated urban fabric;
2. supporting development that transforms N13.SA1 East Ham Western Gateway and N13.SA2 East Ham Primark whilst contributing to the character of the East Ham Major Centre;
3. supporting development that conserves the character of the East Ham conservation area and the neighbourhood's heritage assets, through sympathetic form, materials, detail, landscaping and public realm enhancements;
4. supporting tall buildings in accordance with the East Ham Tall Building Zone and Local Plan Policy D4, having significant regard to the neighbourhood's heritage assets;
5. supporting the role of East Ham Major Centre in servicing the retail, leisure, civic, community and service needs of the borough and protecting its specialised character, by supporting a diverse mix of uses and:
    a. protecting and enhancing the role of the reconfigured East Ham Market hall and the street market and supporting the animation of the town centre through temporary and permanent markets and cultural events and activities;
    b. supporting an enhanced retail and leisure offer within the Primary Shopping Area, including a new small to medium food store to meet local need and an uplift in leisure floorspace to support development of a local evening and night-time economy;
    c. improving the public realm on High Street North through improvement in the quality of pavements, including widening, green infrastructure and activation through well designed and placed furniture and street lighting and improved conditions for walking and cycling;
6. maintaining the role of the Katherine Road South and High Street North Local Centres by supporting a diverse mix of uses to serve the local catchment needs for retail, services, leisure and community uses;
7. supporting new community facilities when in conformity with Local Plan Policy SI2;
8. protecting existing and delivering new small scale employment floorspace to increase local economic opportunities as part of the network of well-connected employment uses, particularly smaller flexible industrial spaces and workshops with ancillary offices for small and medium enterprises and micro businesses;

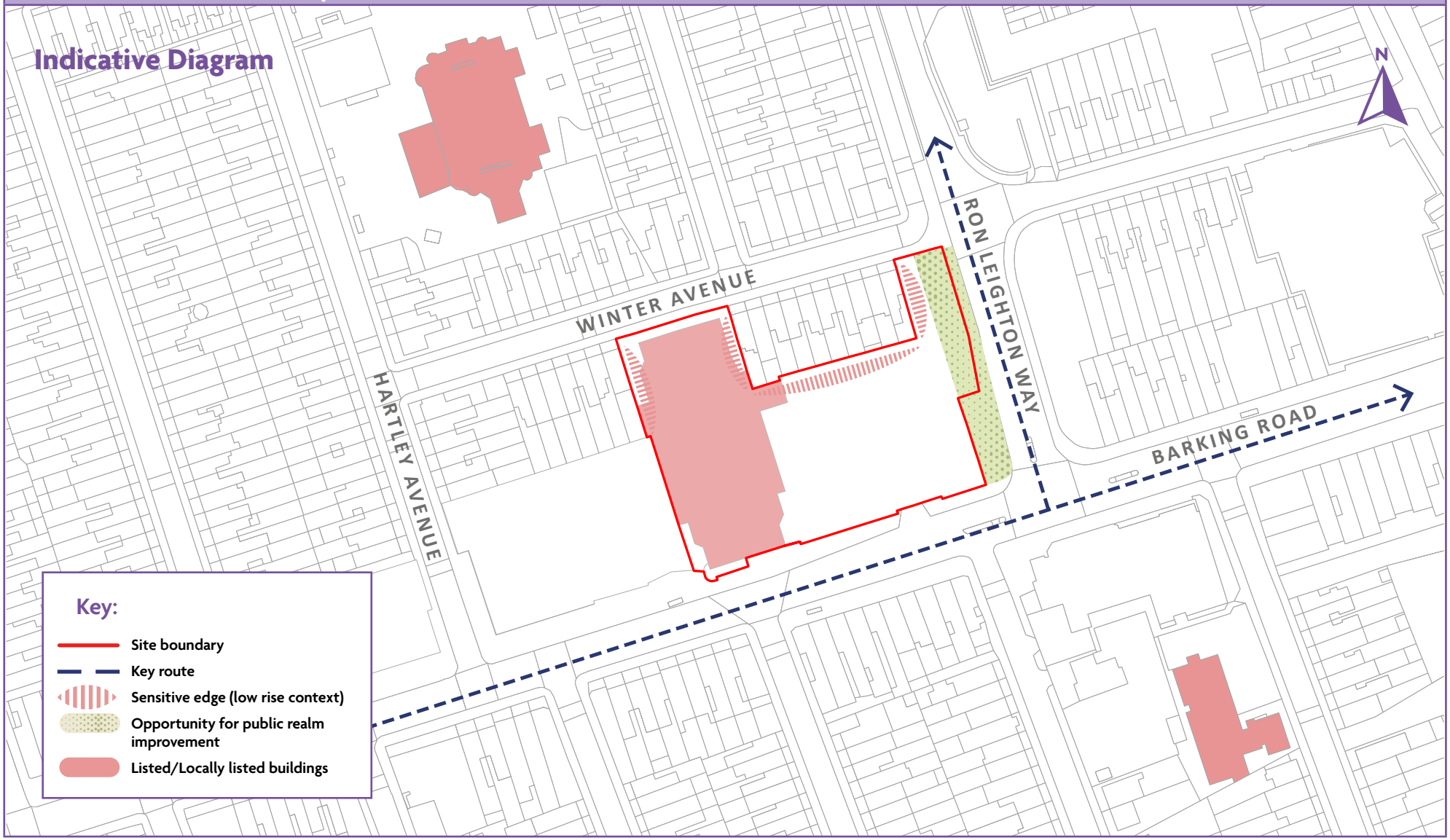
9. improving conditions for walking, cycling and public transport by:
    a. supporting bus priority measures on Barking Road, Ron Leighton Way, High Street North and High Street South;
    b. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
    c. supporting the provision of the Barking Road (Canning Town to Barking), River Roding Corridor, High Street North (Manor Park to East Ham) and High Street South (East Ham to North Woolwich) Strategic Cycling Corridors;
    d. requiring and supporting improved walking routes within and linking to the major centre and improved crossings, particularly on north to south on High Street North;
10. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through improvements to Central Park to improve biodiversity and the use of street trees particularly on High Street North, High Street South, East Avenue, North Field Road, Shelly Avenue, and Park Avenue and the use of Sustainable Urban Drainage Systems, particularly on High Street North and Church Road/ First Avenue;
11. securing public access to green and water spaces currently inaccessible to the public, particularly through walking and cycling routes along the River Roding in partnership with the London Boroughs of Redbridge and Barking and Dagenham and at N13.SA3 Former East Ham Gasworks and supporting the restoration of the Back River;
12. protecting and supporting enhancements to playing pitches and sports courts at Central Park, Plashet School, Plashet Park and Lady Trowers Trust Playing Field and N13.SA3 Former East Ham Gasworks and supporting a PlayZone at Central Park;
13. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along the North Circular Road, Ron Leighton Way, High Street South and High Street North.

Sites

- N13.SA1 East Ham Western Gateway
- N13.SA2 East Ham Primark
- N13.SA3 Former East Ham Gasworks

N13.SA1 East Ham Western Gateway	
Site address	281 - 311 Barking Road
Neighbourhood	East Ham
Site area	0.55 hectares
Public Transport Accessibility Level	3-6
Flood Risk	No significant flood risk
Heritage Designations	281 Barking Road (Locally Listed) East Ham Archaeological Priority Area (Tier 2) In the vicinity of: East Ham Town Centre Conservation Area Hartley Primary School (Locally Listed) Fellowship House (Grade II) Denmark Arms Public House (Grade II) East Ham Police Station (Grade II) Newham Council Office (Grade II*) East Ham Library (Grade II) Technical College (Grade II) Former to 1 to 11 Nelson Street (Locally Listed) 385 – 445 Barking Road (Locally Listed)
Natural environment Designations	Air Quality Management Area Air Quality Focus Area In an area of deficiency of access to all types of parks, except local parks and of under provision to publicly accessible green space by head of population during the plan period.
Existing uses	Community facilities, car park, residential and ground floor retail uses.

N13.SA1 East Ham Western Gateway



N13.SA1 East Ham Western Gateway

Development principles

Residential, sports and recreation facilities and community facilities.

Development should protect the existing community facility by re-providing the community facility floorspace, meeting the requirements of Local Plan Policy SI1. Development should protect and enhance existing sports and recreation facilities in accordance with Local Plan Policies SI1 and SI3.

Development proposals should ensure that flood risk is minimised and mitigated and should consider whether site uses or location or more recent flood risk information will require a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise buildings below 21m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the low rise context. Massing should step down towards Winter Avenue to sensitively integrate with the low rise context and should respond to the locally listed building.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, maintaining the existing building line on Barking Road, and repairing the consolidated frontage and character of terraced housing on Winter Avenue. Development should give careful consideration to building location and building form to avoid impact on adjacent existing buildings.

Development of 281 Barking Road should retain the façade of the locally listed building. Development should conserve and enhance nearby heritage assets and their settings.

Public realm improvements should be made on the eastern boundary of the site fronting Ron Leighton Way and green infrastructure improvements should be used to address green space deficiencies and improve connectivity to existing amenity green infrastructure assets such as Priory Park and Central Park and the green link on High Street North and High Street South.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Barking Road and Ron Leighton Way.

If required by site uses, location or more recent flood information, the design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

The site should make provision for a childcare facility in accordance with SI4, subject to a needs based assessment at the time of delivery.

In addition to the green infrastructure improvements, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

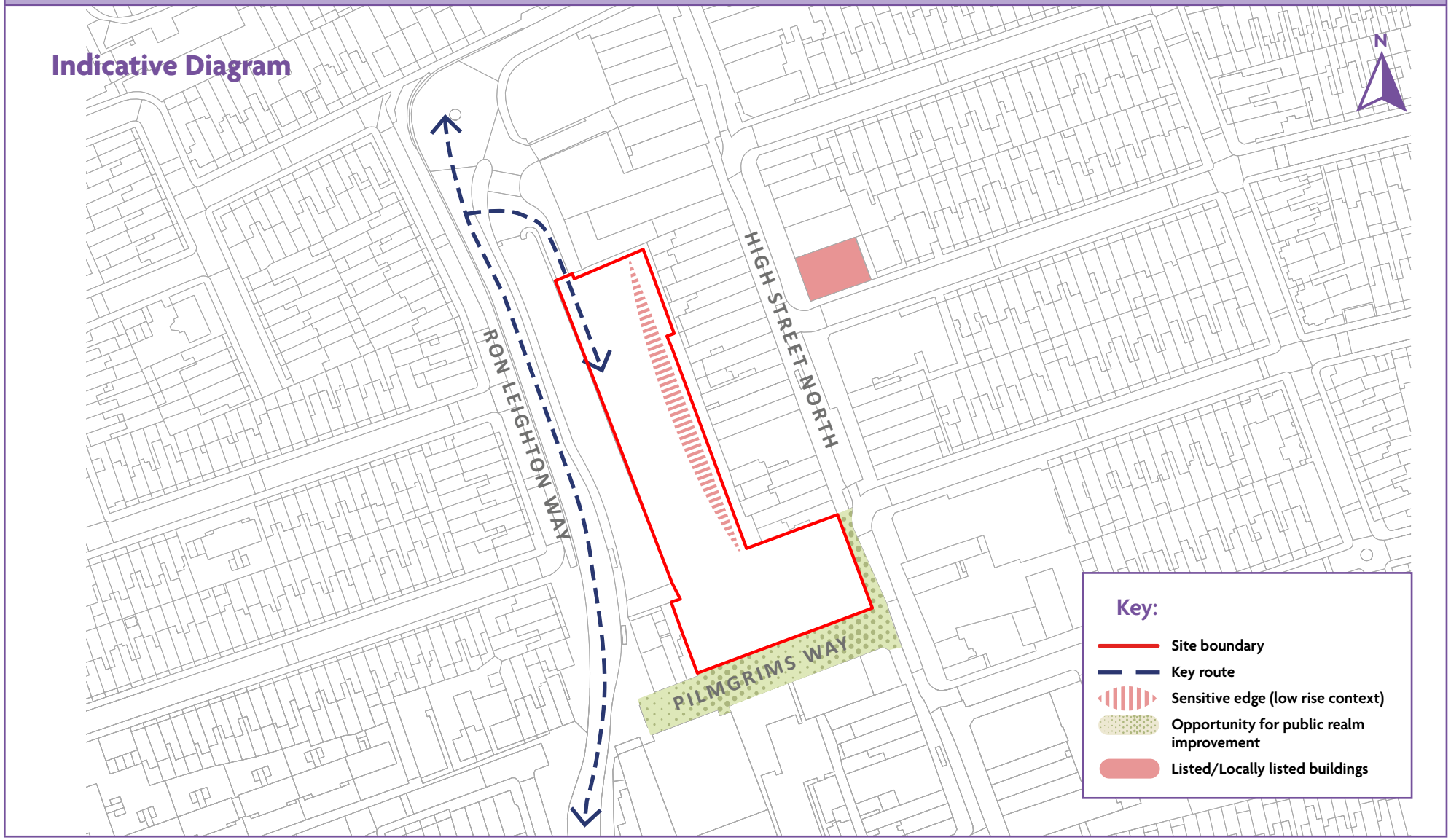
Long term

N13.SA2 East Ham Primark	
Site address	51 High Street North
Neighbourhood	East Ham
Site area	0.50 hectares
Public Transport Accessibility Level	6
Flood Risk	No significant flood risk
Heritage Designations	East Ham Archaeological Priority Area (Tier 2) Manor Park to North Woolwich Roman Road Archaeological Priority Area (Tier 2) In the vicinity of: East Ham Town Centre Conservation Area Former Burtons Building (Locally Listed) Hartley Primary School (Locally Listed) Fellowship House (Grade II) Denmark Arms Public House (Grade II) East Ham Police Station (Grade II) Newham Council Office (Grade II*) East Ham Library (Grade II) Technical College (Grade II) Former to 1 to 11 Nelson Street (Locally Listed) 385 – 445 Barking Road (Locally Listed) 281 Barking Road (Locally Listed)
Natural environment Designations	In an area of deficiency of access to all types of parks, except local parks and of under provision to publicly accessible green space by head of population during the plan period. Air Quality Management Area Air Quality Focus Area
Existing uses	Retail store and servicing yard.



N13.SA2 East Ham Primark

Indicative Diagram



N13.SA2 East Ham Primark

Development principles

Residential, retail and social infrastructure, including community facilities.

A reduction in the quantity of retail floorspace will be supported in accordance with Local Plan Policy HS2, provided that it does not impact the vitality and viability of the East Ham Major Centre nor its functionality and the reduction will not compromise the functionality, accessibility and viability of the individual unit, which should still meet the needs of future occupiers.

Development should address the need for community facilities in the area by delivering new community facilities unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised and mitigated and should consider whether site uses or location or more recent flood risk information will require a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. The opportunity to include the adjacent car park as part of the comprehensive development of the site should be explored.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development, which sensitively integrate with the scale and massing of the existing urban fabric. Development to the rear of the High Street North should be set back from existing buildings and should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, by following the existing building line on High Street North.

The design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. The design and layout of the site should enable appropriate servicing of the retail floorspace.

Development should provide a ground floor quality shopfront and improved green public realm on High Street North and Pilgrims Way. Green infrastructure improvements should be used to address green space deficiencies and improve green infrastructure connectivity along High Street North and High Street South between Central Park and Plashet Park. The provision of a pocket park on Pilgrims Way should be explored.

Development should conserve and enhance the East Ham Town Centre Conservation Area and the listed buildings in the proximity of the site and their settings.

Design measures should minimise exposure to poor air quality in accordance with Local Plan policy CE6, particularly on Ron Leighton Road and High Street North.

If required by site uses, location or more recent flood information, the design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

N13.SA2 East Ham Primark

Infrastructure requirements

In addition to the green infrastructure improvements, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Medium term.

At the time of application, confirmation should be provided on the suitable exploration to include the adjacent Council car park as part the comprehensive development of the site.



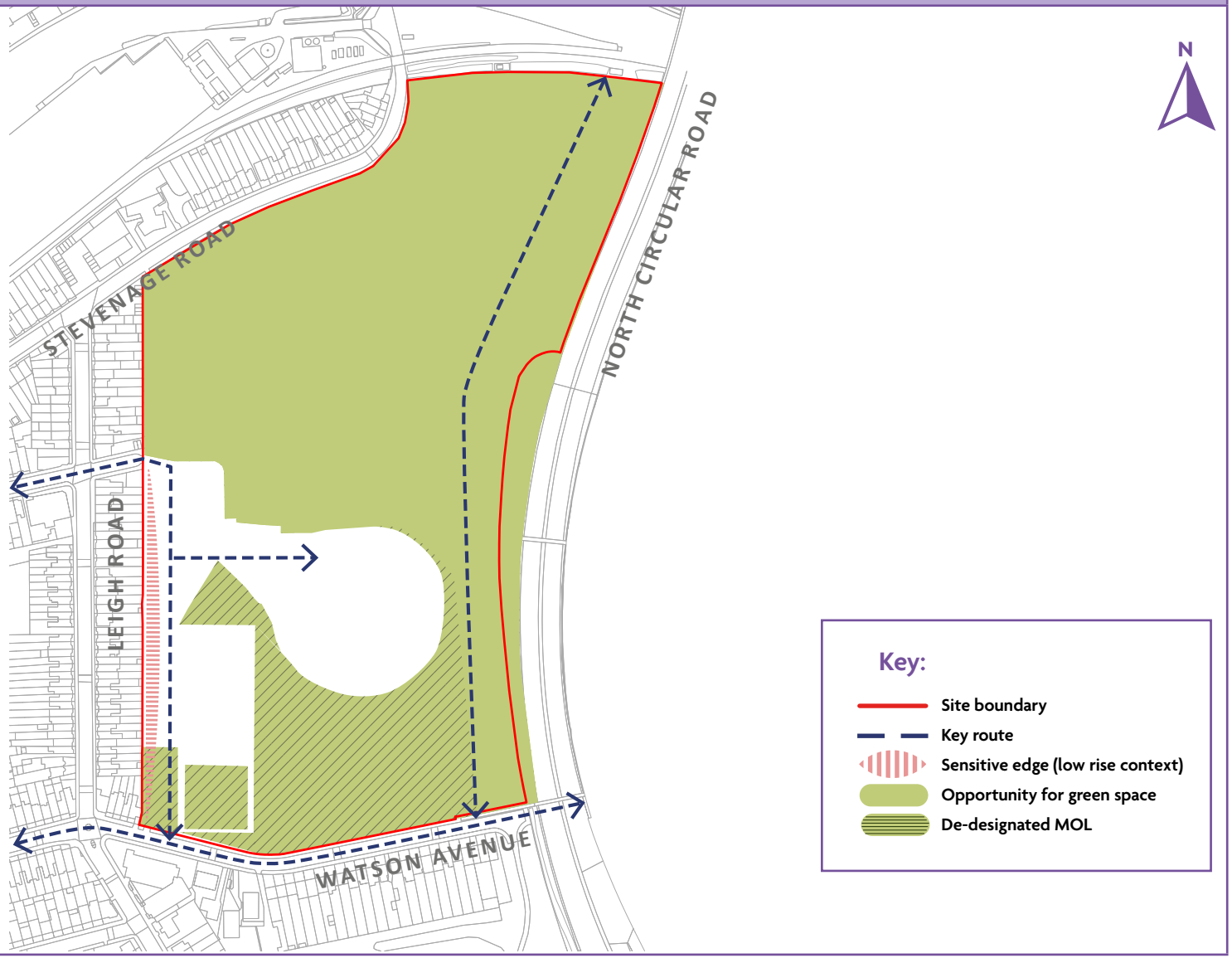
N13.SA3 Former East Ham Gasworks	
Site address	Former East Ham Sports Ground Leigh Road.
Neighbourhood	East Ham
Site area	10.3 hectares
Public Transport Accessibility Level	0 – 3
Flood Risk	The site is shown to be at significant risk of flooding in Flood Zone 3 and Flood Zone 2, as well as being at pluvial flood risk in the 1% and 0.1% AEP events and also being at risk if the Thames were to breach its bank and defences were to fail. Following publication of the Strategic Flood Risk Assessment (SFRA), the Environment Agency has undertaken further flood risk modelling of the River Roding. This updated modelling must be used to inform any site-specific Flood Risk Assessment for the site.
Utilities	Overhead Transmission Line Route
Heritage Designations	River Roding Archaeological Priority Area (Tier 3)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except the southern half of the site which is within the catchment for Barking Road Recreation Ground Local Park and of under provision to publicly accessible green space by head of population ing the plan period. Metropolitan Open Land and Former Leigh Road Sports Ground Sites of Importance for Nature Conservation Air Quality Management Area Source Protection Zone 2

N13.SA3 Former East Ham Gasworks	
Existing uses	Former gasholders and associated infrastructure and open space currently inaccessible to the public, which includes disused playing pitch.



N13.SA3 Former East Ham Gasworks

Indicative Diagram



N13.SA3 Former East Ham Gasworks

Development principles

Residential, green space and community facility.

Part of this site lies within designated Metropolitan Open Land (MOL). Newham's MOL Review (2026) demonstrated exceptional circumstances to release a limited area of MOL at this location. Development must be limited to the minimum necessary to remediate the site and take place on the part of the site outside of the retained Metropolitan Open Land. Development of this site is contingent on delivering measurable improvements to the quality, accessibility and ecological value of the retained MOL (6.7ha).

Development must protect the openness of the retained Metropolitan Open Land (MOL), enhance the site's role in providing a continuous chain of green space along Newham's eastern boundary and explore the restoration of the Back River (in accordance with Local Plan Policy GWS2).

Development must enhance green space with a strong emphasis on:

- improving public access across the retained Metropolitan Open Land (MOL)
- strengthening connectivity and legibility within the wider green infrastructure network
- re-providing and enhancing the Site of Importance for Nature Conservation (SINC) and maximising greening and Biodiversity Net Gain in accordance with Local Plan Policy GWS3.
- retaining the maximum feasible quantity of designated green space in accordance with Local Plan Policy GWS1.
- protecting, enhancing and bringing into public use the disused sports pitches in the Metropolitan Open Land in accordance with Local Plan Policy GWS1.

Development should address the need for community facilities by delivering a new community facility with a local neighbourhood appeal (smaller than 1,000 sqm Gross Internal Area), unless it can be demonstrated that the needs of the community have already been met. Development should consider of all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.

Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.
Mid-rise residential buildings below 21m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the scale and massing of the existing urban fabric. Massing should step down towards the east of the site to sensitively integrate with the existing two storey terraces on Leigh Road.

The design and layout of the site should establish a connected network of streets and spaces and that connects into the existing street network and should create a street hierarchy. Routes to, from and through the site should improve access and connectivity to and along the River Roding and through the site from Southend Road through to Watson Avenue. The community facility should be located where there are good connections to the existing street network and in proximity to the open space.

The layout of the site should protect the Site of Importance for Nature Conservation.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6.

N13.SA3 Former East Ham Gasworks

The design and layout of the site should take into consideration the electricity pylons on the eastern boundary of the site and the existing overhead transmission line route, and minimise the impact of noise from any required Pressure Reduction System on residential amenity.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development must address existing green space deficiency by maximising public access to the retained 6.7ha of Metropolitan Open Land.

The site is in an area of:

- deficiency of access to all types of parks, except the southern half of the site which is within the catchment for Barking Road Recreation Ground (Local Park)
- under provision to publicly accessible open green space by head of population
- under provision to NEAP, LEAP and LAP play facilities
- under provision of allotments

To address the exceptional circumstances required for the release of Metropolitan Open Land (MOL) at this site, and to remedy the open space deficiencies identified above, development must deliver green space provision that includes a consolidated Local Park / Open Space which is a minimum of 2 ha, alongside other green spaces that maximise access to the retained MOL (6.7ha), retains the maximum on-site designated green space, and together meet the requirements of Local Plan Policies GWS1 and GWS3.

In addition to the open space provision, development should provide publicly accessible play space, including, including a Neighbourhood Equipped Area of Play (NEAP), a Locally Equipped Area for Play (LEAP) and also provide play space in the form of a Local Area for Play (LAP) which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Development should retain the gas governor on site.

Phasing and implementation

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the overhead transmission line on design and layout should be taken into account at the pre-application stage through early engagement with National Grid.

Medium to long term



N14 GREEN STREET

Neighbourhood profile

4.70 The Green Street neighbourhood is one of the borough's central neighbourhoods. The south of the neighbourhood is dissected by the railway line that runs east to west and the centre of the neighbourhood is dissected by Green Street north to south and by Plashet Road and Plashet Grove east to west.

4.71 Green Street District Centre is at the heart of the neighbourhood. The district centre provides a specialised, South-Asian clothing and jewellery retail offer with a regional draw. Within this, and Queen's Market is a successful historic market which provides a distinctive and cultural mix of affordable foods, textiles, clothing and other products and services catering to the needs of the local community as well as those who travel to visit the market, driving footfall and spend in the wider Green Street town centre. The neighbourhood has been associated with the textile retail and jewellery industry since the 1980s and the corner of Green Street and Plashet Grove is home to a cluster of specialist jewellery makers and traders. However, public realm in the district centre, particularly at Queen's Market, Upton Park Station and St Stephen's parade needs to be improved, with some projects already underway. The neighbourhood has above the Newham average number of community facilities per km^2, with its 37 community facilities offering including a number of community centres, the library and places of worship.

4.72 The neighbourhood is predominantly residential in character, consisting of terraced housing along streets laid out in a grid pattern. Priory Park is in the south east of the neighbourhood whilst the west of the neighbourhood is in close proximity to West Ham Park and Plashet Park. Priory Park also has important natural habitats and biodiversity. However, the neighbourhood is significantly deficient in publicly accessible green space of all types, including sites important for nature and biodiversity. Heritage assets in the neighbourhood include a number of listed buildings, such as the Church of St Anthony and monastery, the Red House and the Duke of Fife public house. The Green Street, Upton and Plashet Archaeological Priority Areas are in the neighbourhood.

4.73 The neighbourhood has moderate public transport access, serviced by Upton Park Station. However, the accessibility of Upton Park Station needs to be improved and better links are needed from the station to the wider neighbourhood. The main roads in the neighbourhood carry high levels of traffic resulting in high levels of noise and poor air quality. The environment for pedestrians and cyclists needs to be improved by the creation of new cycling infrastructure.



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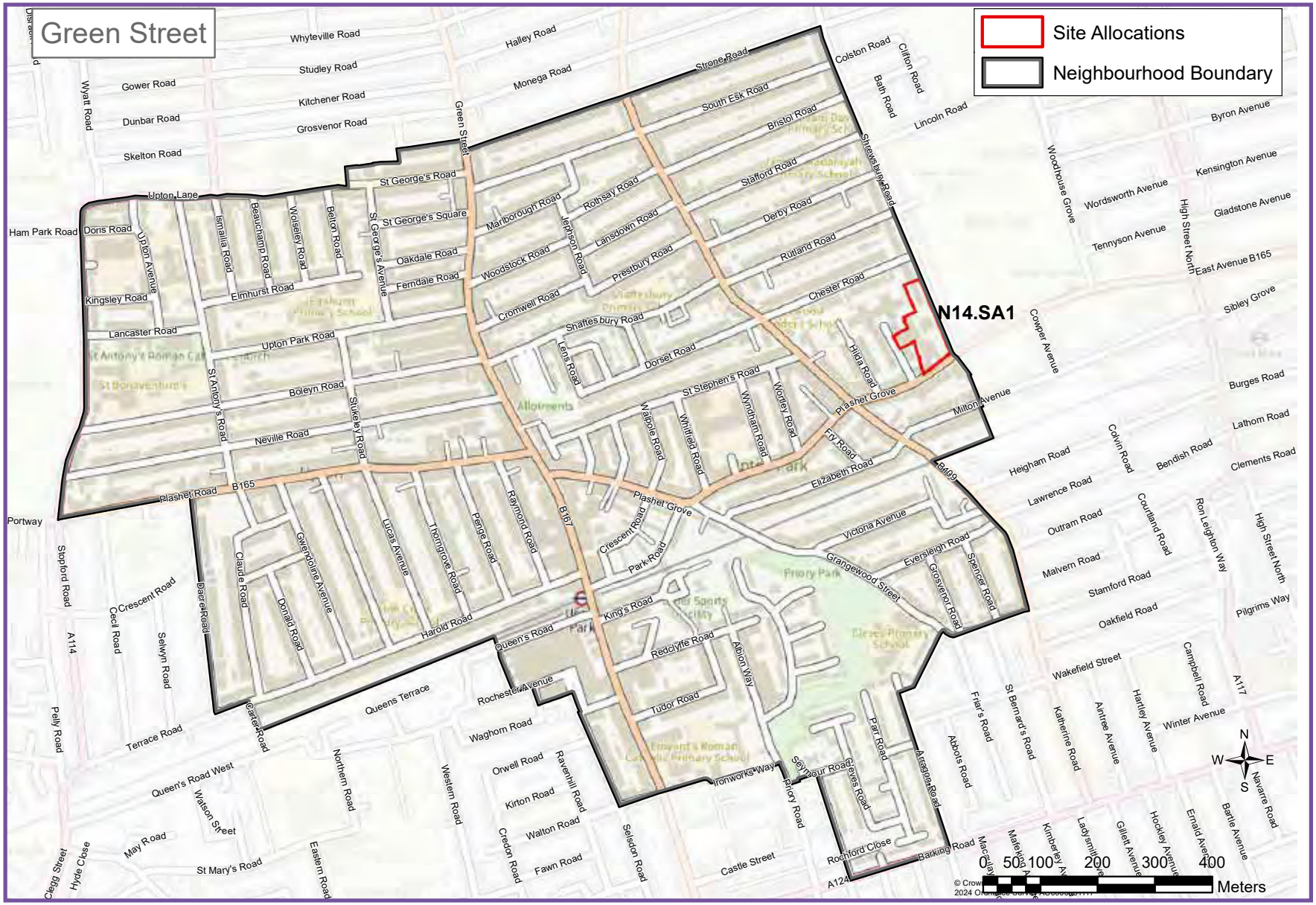

Green Street
Site Allocations
Neighbourhood Boundary
N14.SA1
Whyteville Road
Halley Road
Gower Road
Studley Road
Monega Road
Kitchener Road
Dunbar Road
Grosvenor Road
Skelton Road
Wyatt Road
Green Street
Strone Road
Colston Road
Clifton Road
Bath Road
Lincoln Road
South Esk Road
Bristol Road
Byron Avenue
Kensington Avenue
Gladstone Avenue
East Avenue B165
Sibley Grove
Burges Road
Lathom Road
Clements Road
Woodhouse Grove
Wordsworth Avenue
Tennyson Avenue
High Street North
Shrewsbury Road
Stafford Road
Derby Road
Rutland Road
Chester Road
Cowper Avenue
Milton Avenue
Plashet Grove
Hilda Road
St George's Road
St George's Square
St George's Avenue
Upton Lane
Ham Park Road
Doris Road
Upton Avenue
Kingsley Road
Ismailia Road
Beauchamp Road
Wolseley Road
Belton Road
Oakdale Road
Ferndale Road
Elmhurst Road
Lancaster Road
Upton Park Road
Boleyn Road
Neville Road
St Antony's Road
Stukeley Road
Marlborough Road
Woodstock Road
Cromwell Road
Jephson Road
Rothsay Road
Lansdown Road
Prestbury Road
Shaftesbury Road
Lens Road
Dorset Road
St Stephen's Road
Walpole Road
Whitfield Road
Wyndham Road
Wortley Road
TV Road
Elizabeth Road
B165
B167
B169
Plashet Road
Portway
Stopford Road
A114
Crescent Road
Cecil Road
Selwyn Road
Baker Road
Claude Road
Gwendoline Avenue
Donald Road
Lucas Avenue
Thorngrove Road
Penge Road
Raymond Road
Harold Road
Crescent Road
Park Road
King's Road
Queen's Road
Victoria Avenue
Grangewood Street
Eversleigh Road
Grosvenor Road
Spencer Road
Redcliffe Road
Albion Way
Tudor Road
Rochester Avenue
Queens Terrace
Waghorn Road
Terrace Road
Petty Road
Queen's Road West
Watson Street
May Road
Clegg Street
Hyde Close
St Mary's Road
Northern Road
Eastern Road
Western Road
Orwell Road
Ravenhill Road
Kirton Road
Walton Road
Credon Road
Fawn Road
Selsdon Road
Castle Street
Ironworks Way
Seymour Road
Barclay Road
Parr Road
Gayers Road
Abbotts Road
Arragon Road
Rochford Close
Barking Road
A124
Holmes Place
Heigham Road
Lawrence Road
Outram Road
Malvern Road
Stamford Road
Oakfield Road
Colvin Road
Bendish Road
Courtland Road
Ron Leighton Way
High Street North
Pilgrims Way
Wakefield Street
Campbell Road
Winter Avenue
A117
Friar's Road
St Bernard's Road
Katherine Road
Alnutree Avenue
Hartley Avenue
Navarre Road
Battle Avenue
Ernald Avenue
Hookley Avenue
Gillett Avenue
Labysmith Avenue
Kimberley Avenue
Mafeking Avenue
Macaulay Road
Priory Park
Sports Facility
Allotments
N
S
E
W
0 50 100 200 300 400
Meters

N14 GREEN STREET

Vision

Green Street will continue to be a unique and vibrant neighbourhood. Green Street District Centre will have high quality public realm and will continue to provide independent and specialised shopping while increasing its leisure offer to support a growing evening economy. Queen's Market will be retained and improved as a specialised low-cost food and goods market, and its retail offer will be supported by workspace and community facilities, including a new health centre. The offer of the district centre will be complemented by two thriving, vibrant and diverse local centres: Katherine Road Central and Plashet Road.

The neighbourhood will benefit from incremental change, with new housing enhancing the neighbourhood's existing character, including at N14.SA1 Shrewsbury Road health complex. The district centre's public realm and walking and cycling environment will be improved to be clean, accessible, welcoming and safe through new cycling infrastructure, better wayfinding, increased green infrastructure and quality street furniture.

The level of traffic on the neighbourhood's main roads will be reduced and the neighbourhood will have safe, green and accessible walking and cycling routes to connect the district centre and the neighbourhood's network of green spaces. The accessibility of Upton Park Station will be improved by step-free access.

Policy N14: Green Street

The vision for Green Street will be achieved by:

1. supporting development in 'enhance' areas that enhances the neighbourhood's character and is sympathetic to the character of its historic terraced streets through form, detailing and materials. Moderate uplifts in density will be supported, particularly in areas of mixed-urban form or fragmented character, where development enhances the local character and follows the block structure of the consolidated urban fabric;
2. supporting development that conserves the character of the neighbourhood's heritage assets through sympathetic form, materials, detail landscaping and public realm enhancements;
3. supporting the role of Green Street District Centre and its unique character and specialised shopping function in serving the local catchment needs for retail, leisure, services and community uses by supporting a diverse mix of uses and by:
    a. retaining specialised comparison retailing floorspace that underpins the centre's vibrancy and identity;
    b. supporting an enhanced convenience retail and leisure offer within the Primary Shopping Area, including a small to medium food store to meet local need and significant uplift in leisure floorspace to support development of a local evening and night-time economy;
    c. improving the public realm in the district centre through improvements to the quality of pavements, including widening, increasing green infrastructure and activating the public realm through well designed and placed street furniture and street lighting and public art;
4. protecting and enhancing the role of Queen's Market as an affordable, culturally significant, diverse, covered market with adjoining small shops by:
    a. requiring development impacting the market to demonstrate how it protects and contributes to the social and economic value of the market, in accordance with Policies BFN3 and HS4;
    b. requiring improvements to the public realm and market facilities;
    c. supporting the provision of cultural and pop-up activities during the day and into the evening and night-time;
    d. supporting a range of uses including retail, employment uses, community facilities and a childcare facility;
    e. exploring opportunities for delivering additional housing in line with Policy HS2 Part 5, the Green Street Tall Building Zone and Local Plan policy D4, whilst safeguarding the visibility and character of the market, and
    f. supporting the conversion of 412 – 416 and 420 Green Street to provide a cultural and wellbeing community space;

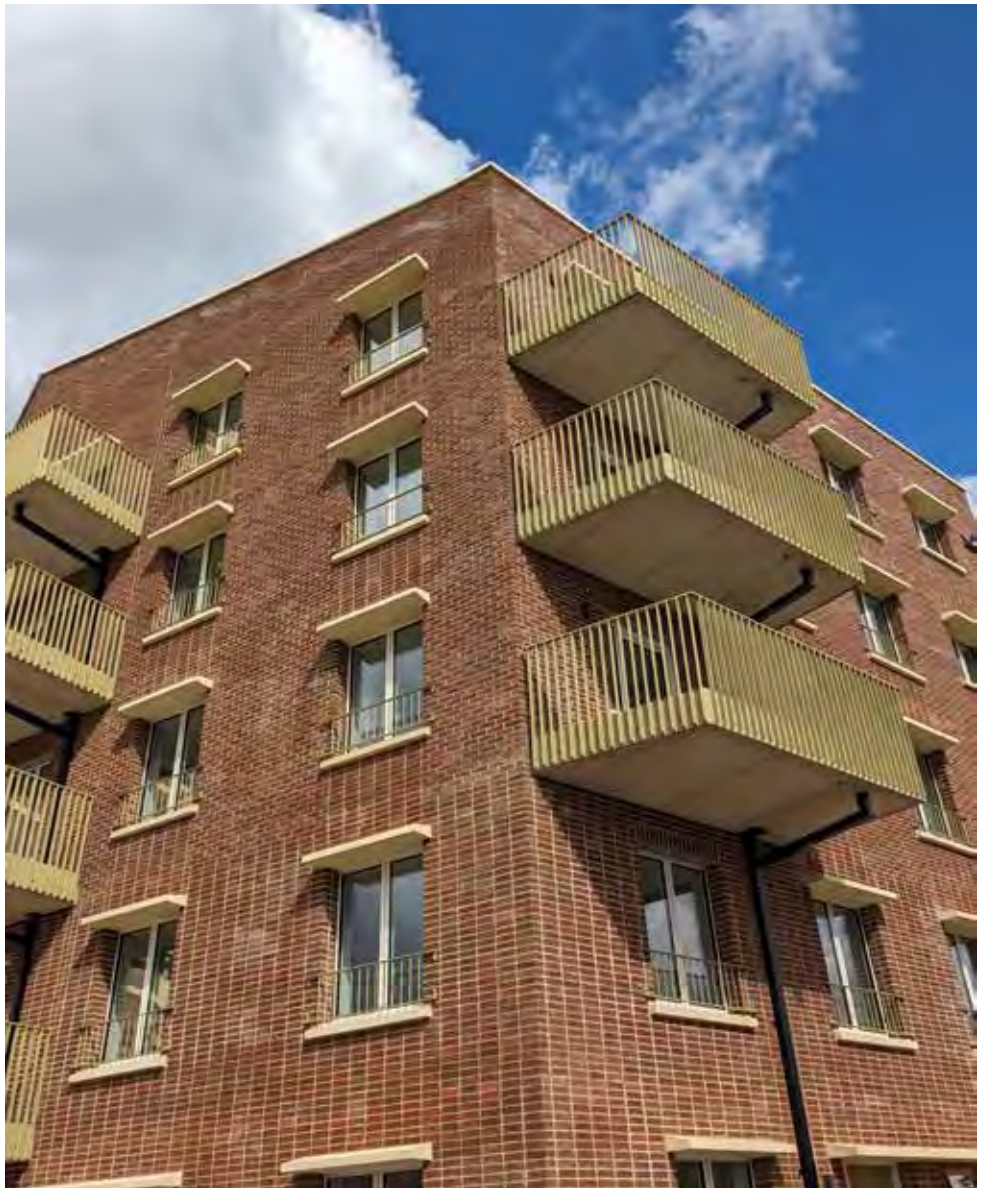
5. supporting a diverse mix of uses and public realm enhancements in the Katherine Road Central and Plashet Road Local Centres to serve the local catchment needs for retail, services, leisure and community uses;
6. supporting new community facilities when in conformity with Local Plan Policy SI2;
7. improving conditions for walking, cycling and public transport by:
    a. improving the accessibility and step-free access of Upton Park Station and wayfinding to Queen's Market, the district centre and the wider neighbourhood;
    b. supporting bus priority measures on Green Street, Plashet Road and Plashet Grove;
    c. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
    d. requiring and supporting new and improved walking and cycling routes to connect the neighbourhood's network of green and water spaces, residential areas, public transport and the district centre and by supporting the provision of the Barking Road (Canning Town to Barking), Plashet Grove (Upton Park to East Ham) and Green Street (Boleyn to Forest Gate) Strategic Cycling Corridors;
    e. requiring and supporting improved walking routes within and linking to the town centre and improved crossings, particularly on Green Street and Plashet Grove;
8. retaining existing mature trees, maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through the use of street trees, particularly on Upton Lane, Plashet Road, Neville Road, Green Street, Plashet Grove, Grangewood Road, Katherine Road and Milton Avenue and Sustainable Urban Drainage Systems, particularly on Upton Lane, Plashet Road, Green Street, Katherine Road and Milton Avenue;
9. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along Green Street, Katherine Road, Plashet Grove and Plashet Road and Upton Lane;
10. providing a new health centre at Queen's Market and providing a new and improved health centre at N14.SA1 Shrewsbury Road health complex;
11. protecting and supporting enhancements to playing pitches and sports courts at Saint Bonaventure's School and Stratford School Academy.

Sites

- N14.SA1 Shrewsbury Road health complex

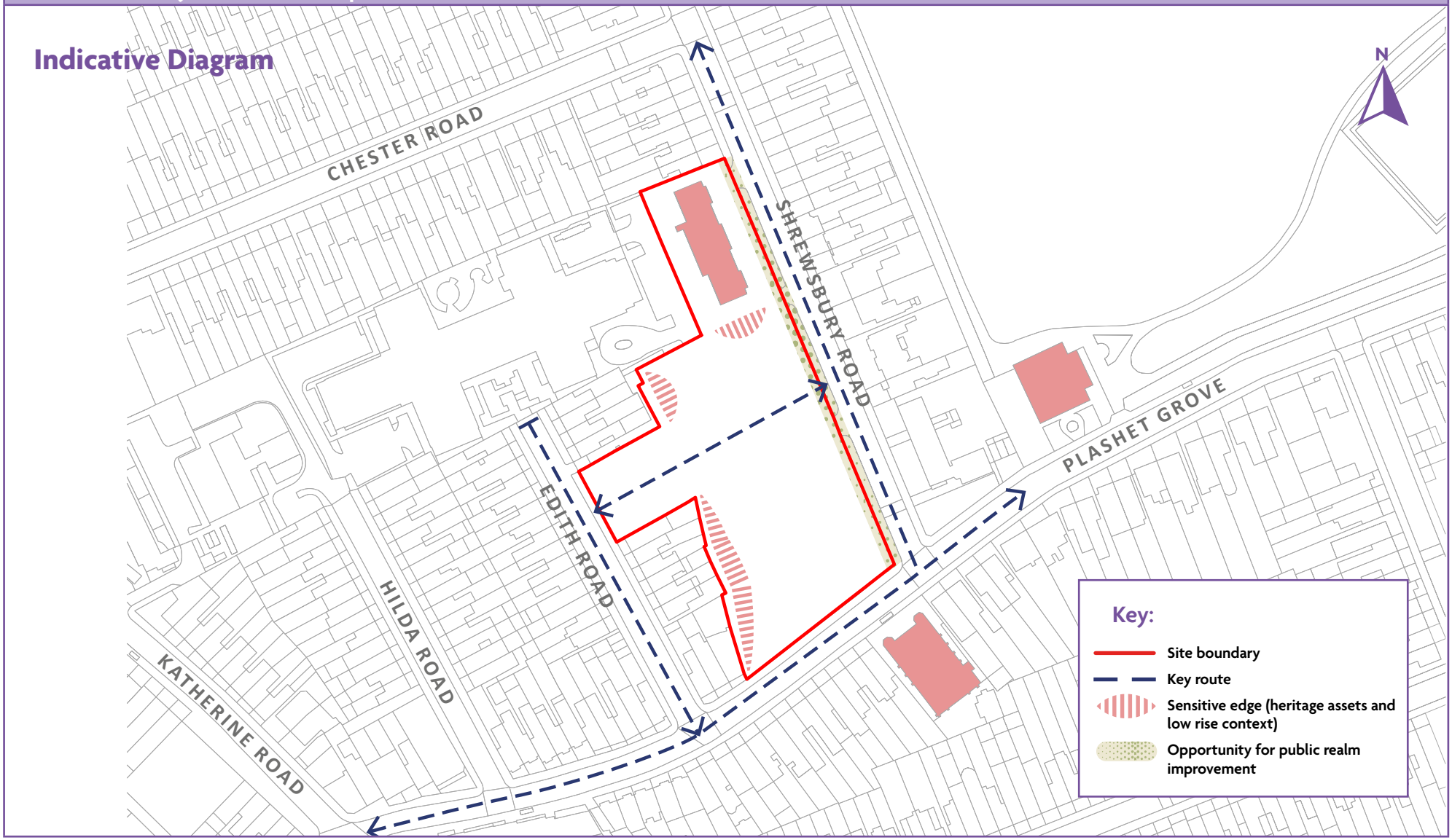


N14.SA1 Shrewsbury Road Health Complex	
Site address	Shrewsbury Road, E7 8QP
Neighbourhood	Green Street
Site area	0.73 hectares
Public Transport Accessibility Level	3 to 4 4 to 5 (2031)
Flood Risk	No significant flood risk
Heritage Designations	Plashet Archaeological Priority Area (Tier 2) East Ham Memorial Hospital (Locally-listed) In the vicinity of: East Ham Baptist Church (Locally-listed) Passmore Edwards Library (Grade II)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except Local Parks and of under provision to publicly accessible green space by head of population during the plan period. Air Quality Management Area Epping Forest Mitigation Zone – 6.2km
Existing uses	Health centre and hospital complex



N14.SA1 Shrewsbury Road Health Complex

Indicative Diagram



N14.SA1 Shrewsbury Road Health Complex

Development principles

Re-configuration and reprovision of the health complex with residential development. The re-configuration and reprovision of the health complex floorspace should be in accordance with Local Plan Policy SI1.

Development proposals should ensure that flood risk is minimised and mitigated and should consider whether site uses or location or more recent flood risk information will require a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the scale and massing of the existing urban fabric.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on primary and secondary streets, repairing the frontage along Shrewsbury Road and Plashet Road.

The design and layout should enhance the pedestrian routes on Shrewsbury Road, Plashet Grove, and Edith Road, improving permeability and avoiding cul-de-sacs and dead ends.

Developments should be setback from the terraces on Edith Road.

Green infrastructure improvements should deliver greened public realm proposals and support the delivery of green links between Plashet Park and existing amenity green infrastructure assets.

Development should conserve and enhance the locally-listed East Ham Memorial Hospital in the site, and the locally-listed East Ham Baptist Church and the Grade II Passmore Edwards Library in proximity to the site and their settings. The locally-listed East Ham Memorial Hospital should be retained as part of any redevelopment.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Plashet Grove.

If required by site uses, location or more recent flood information, the design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should reprovide a health centre designed to meet NHS needs and standards, subject to a needs based assessment at the time of delivery, and meet the requirements of Local Plan Policy SI2.

Development should provide publicly accessible play space in the form of a Local Area of Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Medium term

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N15 FOREST GATE

Neighbourhood profile

4.74 The Forest Gate neighbourhood is in the north of the borough. It is bordered by Wanstead Flats to the north and West Ham Park and Green Street to the south. Two train lines, Romford Road, Woodgrange Road and Upton Lane cut across the neighbourhood. West Ham cemetery and Forest Lane Park are in the north west of the neighbourhood and the Forest Gate Community Garden is located on Sprowston Road. Forest Lane Park was awarded a Green Flag Award in 2023. Parts of the neighbourhood south of the railway tracks are relatively under-provided with greenspace.

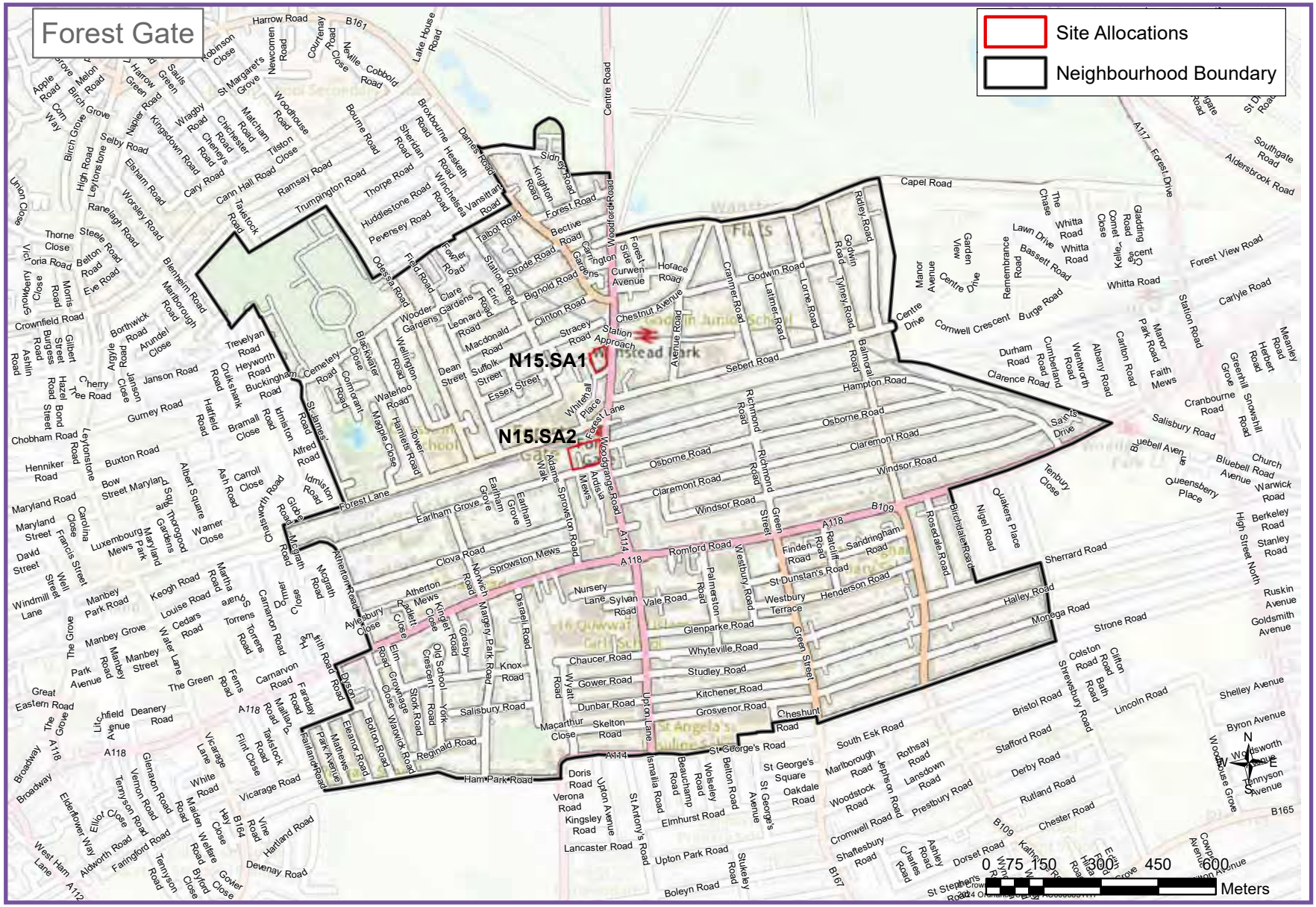
4.75 The neighbourhood is predominantly residential, with large amounts of terraced housing. The Woodgrange Estate Conservation Area is located around Hampton Road, Osborne Road, Claremont Road and Windsor Road and is characterised by double-fronted Victorian houses. The neighbourhood has a number of listed buildings. An Area of Townscape Value has been identified south of Forest Lane and west of Woodgrange Road. Parts of Serbert Road are also identified as an Area of Townscape Value. The neighbourhood is also in the Newham Cemeteries and London to Colchester Roman Road Archaeological Priority Areas.

4.76 The Forest Gate District Centre runs north to south on Woodgrange Road to Upton Lane and is also designated as a conservation area. The district centre is mostly made up of independent shops and businesses and has a limited evening offer. Woodgrange market operates on a weekly basis. The neighbourhood's community facility offer includes places of worship alongside the Youth Zone, Gate library and Durning Hall, which is due to be redeveloped alongside new housing. The neighbourhood has approximately 44 community facilities, with 30 of those being places of worship. The neighbourhood's provision of community facilities is above the Newham average number of community facilities per km^2.

4.77 The Nursery Lane Local Industrial Location is west of the district centre and is home to Hovis. Employment uses are also located in the neighbourhood's railway arches.

4.78 The neighbourhood has moderate public transport access with the highest public transport accessibility levels around Wanstead Park and Forest Gate Stations. The neighbourhood is now serviced by the Elizabeth line. Wanstead Park requires improvements to have step-free access. Public realm improvements have been made around the station but there are opportunities to improve the public realm to increase the amount of green infrastructure and to improve conditions for pedestrians and cyclists. The main roads in the neighbourhood carry high levels of traffic resulting in high levels of noise and poor air quality. However, the Odessa Low Traffic Neighbourhood has been made permanent following a successful trial that saw a significant decrease in traffic volumes and a significant increase in cycling trips and improvements in air quality.




Forest Gate
Site Allocations
Neighbourhood Boundary
N15.SA1
N15.SA2
0 75 150 300 450 600
Meters

N15 FOREST GATE

Vision

Forest Gate will continue to be a residential neighbourhood with a viable, vibrant, clean and safe district centre. The neighbourhood will benefit from improved public transport connections via the Elizabeth line and incremental change with new development enhancing the neighbourhood's existing character.

Forest Gate District Centre will retain its independent retail offer and will benefit from growth in leisure uses supporting the early evening and evening economy. The district centre's public realm will be improved through greening, wayfinding and better street furniture.

The neighbourhood will have a network of safe, green and accessible walking and cycling routes that provide access to the district centre, public transport and the neighbourhood's network of green spaces and community facilities. Routes to the wider network of neighbourhoods and their green spaces, particularly Stratford and Maryland, West Ham, Green Street and Manor Park and Little Ilford, will also be improved. The level of traffic, noise and pollution on the neighbourhood's main routes will be reduced and the junction at Romford Road with Upton Lane and Woodgrange Road will be pedestrian and cyclist friendly and have an improved public realm.

Policy N15: Forest Gate

The vision for Forest Gate will be achieved by:

1. supporting development in 'enhance' areas that enhances and responds to the local character and is sympathetic to the predominant historical terraced housing typology through similar scale and typologies. Moderate uplifts in density will be supported where it enhances the local character, particularly in parts of the neighbourhood that have a fragmented urban form;
2. supporting development that conserves the character of the Woodgrange Estate and Forest Gate Town Centre Conservation Areas, the Forest Gate and Serbert Road Areas of Townscape Value and the neighbourhood's heritage assets through sympathetic form, materials, detail landscaping and public realm enhancements;
3. supporting the partial transformation of the character of N15.SA2 Woodgrange Road West in accordance with the Forest Gate Tall Building Zone and Local Plan Policy D4, whilst enhancing the character of the conservation area;
4. supporting the role of Forest Gate District Centre by supporting a diverse mix of uses to serve the local catchment needs for retail, leisure, services and community uses and its specialist and heritage character and by:
    a. supporting an enhanced retail and leisure offer within its Primary Shopping Area, including a new small to medium sized food store to meet local need and new leisure floorspace to support development of a local evening and night-time economy;
    b. supporting temporary or pop-up uses such as street markets and protecting and enhancing the role of Woodgrange Market;
    c. improving the public realm through improving cleanliness and conditions for walking and cycling, the quality of pavements, including widening, green infrastructure and activation through well designed and placed furniture, wayfinding, public art and street lighting, particularly on Woodgrange Road and Upton Lane;
5. protecting the neighbourhood's existing cluster of employment sites and supporting new economic opportunities and industrial uses, particularly in the arches and with a focus on space for start-ups and small and medium industries;
6. improving conditions for walking, cycling and public transport by:
    a. requiring and supporting new and improved walking and cycling routes to connect the neighbourhood's network of green and water spaces, parks in the surrounding neighbourhoods, public transport and the district centre, and by supporting the provision of the Romford Road (Stratford to Ilford) Stopford Road/Upton Lane/ Disraeli Road (Plaistow to Forest Gate) and Woodgrange Road Strategic Cycling Corridors;
    b. reconfiguring of the junction of Romford Road with Upton Lane and Woodgrange Road to reduce the impact of vehicular traffic;

c. requiring and supporting new or improved crossings on Romford Road to improve connectivity to the rest of the neighbourhood;
d. supporting the ongoing and further implementation of Low Traffic Neighbourhoods and new and improved modal filters;
e. improving the accessibility of Wanstead Park Station through step-free access;
f. requiring and supporting improved walking routes within and linking to the town centre and improved crossings, particularly on Woodgrange Road;

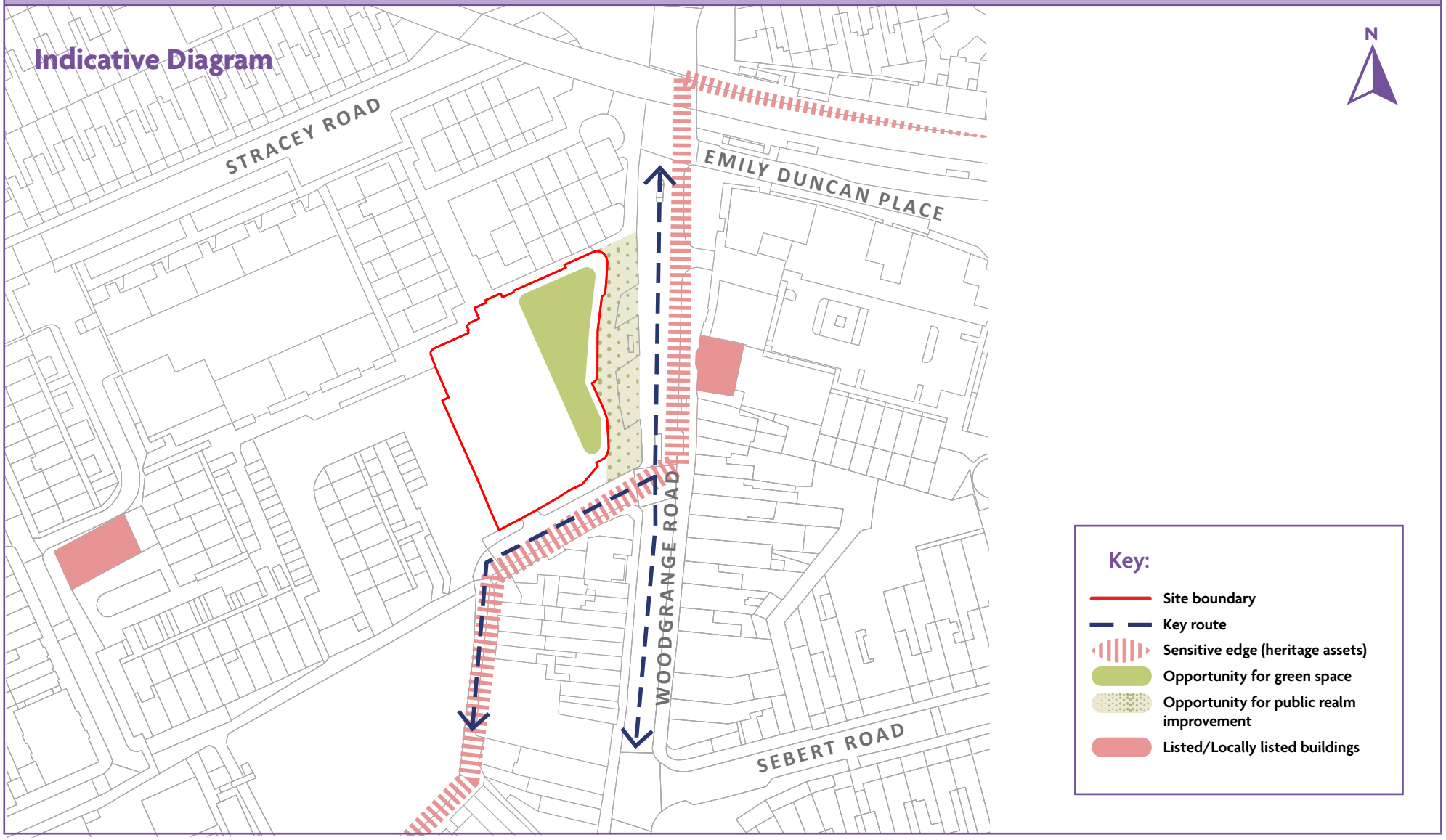
7. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, including through the use of street trees, particularly on Capel Road, Woodford Road, Upton Lane, Woodgrange Road, improved public realm and green infrastructure around Forest Gate Youth Zone and through Sustainable Urban Drainage Systems, particularly on Capel Road, Woodgrange Road and Upton Lane;
8. improving air quality and reducing exposure to poor air quality, particularly along Woodgrange Road, Upton Lane and Romford Road;
9. protecting and supporting enhancements to playing pitches at Forest Gate Community School and Old Spotted Dog Ground;
10. providing a new and improved health centre at N15.SA1 Lord Lister health centre.

Sites

- N15.SA1 Lord Lister Health Centre
- N15.SA2 Woodgrange Road West

N15.SA1 Lord Lister Health Centre	
Site address	121 Woodgrange Road, E7 0EP
Neighbourhood	Forest Gate
Site area	0.19 hectares
Public Transport Accessibility Level	3 4 (2031)
Flood Risk	No significant flood risk
Heritage Designations	In the vicinity of: Forest Gate Town Centre Conservation Area Former Eagle and Child Public House (Locally-listed)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except District Parks and of under provision to publicly accessible green space by head of population during the plan period. Epping Forest Mitigation Zone – 3km Air Quality Management Area Source Protection Zone 2
Existing uses	Lord Lister Health Centre.

N15.SA1 Lord Lister Health Centre



N15.SA1 Lord Lister Health Centre

Development principles

Re-configuration and reprovision of the health centre with residential development and green space. The re-configuration and reprovision of the health centre should be in accordance with Local Plan Policy SI1.

Development proposals should ensure that flood risk is minimised and mitigated and should consider whether site uses or location or more recent flood risk information will require a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Mid-rise residential buildings below 21 m (ca. 7 storeys) are the most appropriate form of development which sensitively integrate with the scale and massing of the existing urban fabric.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on existing primary and secondary streets, repairing the frontage along Woodgrange Road and Brooking Road.

Development should conserve and enhance the Forest Gate Town Centre Conservation Area and the locally-listed Former Eagle and Child Public House in proximity to the site and their settings in accordance with the Forest Gate Town Centre Conservation Area Character Appraisal and Management Proposals. Development should be sensitive to the townscape character, echoing the rhythm and the materiality of the historic context, creating residential and community facility active frontages and enclosing the space to enhance the human scale of the streetscape.

Proposals should improve green infrastructure connectivity through supporting the delivery of the green link from West Ham Park to Wanstead Flats along Woodgrange Road.

Design measures should minimise exposure to poor air quality in accordance with Local Plan Policy CE6, particularly on Woodgrange Road.

If required by site uses, location or more recent flood information, the design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

Development should re-provide a health centre designed to meet NHS needs and standards, subject to a needs based assessment by the time of delivery, and meet the requirements of Local Plan Policy SI2.

Development should address green space deficiencies by providing publicly accessible play space in the form of a Locally Equipped Area for Play and Local Area for Play which should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Medium-term.

N15.SA2 Woodgrange Road West	
Site address	51-73 Woodgrange Road, Forest Gate E7 0EL
Neighbourhood	Forest Gate
Site area	0.5 hectares
Public Transport Accessibility Level	4 to 5
Flood Risk	No significant flood risk
Heritage Designations	Forest Gate Town Centre Conservation Area In the vicinity of: Woodgrange Estate Conservation Area Forest Gate Railway Station (Locally-listed) Clock and Drinking Fountain (Locally-listed) 'The Preacher' Statue (Grade II)
Natural environment Designations	In an area of deficiency of access to all types of Parks, except Regional Parks and of under provision to publicly accessible green space by head of population during the plan period. Epping Forest Mitigation Zone – 3km Air Quality Management Area Source Protection Zone 1
Existing uses	Retail and community facilities with residential and postal sorting office at the rear.



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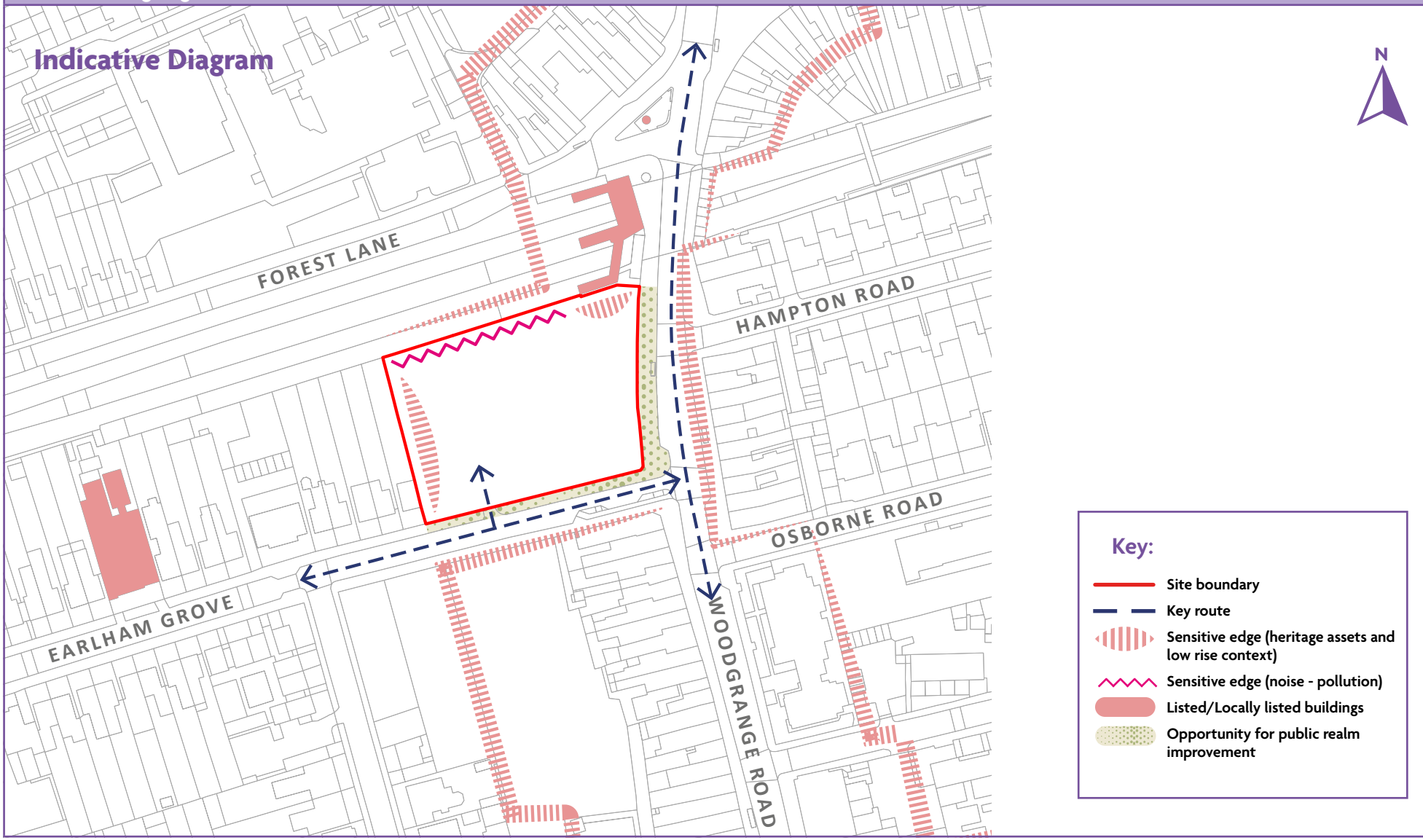
N15.SA2 Woodgrange Road West



N15.SA2 Woodgrange Road West

Development principles

Residential with main town centre uses and social infrastructure including retail floorspace and reprovision of community facility, and employment uses.

The type and quantity of main town centre uses should be consistent with the Forest Gate District Centre designation and Local Plan Policy HS1. The retail floorspace should deliver a small to medium sized food store.

Development should protect the existing community facilities by re-providing the community facility floor space, meeting the requirements of Local Plan Policy SI1.

The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace for light industrial uses. Development on the site should follow Local Plan Policy J3.

Development proposals should ensure that flood risk is minimised and mitigated and should consider whether site uses or location or more recent flood risk information will require a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

Building heights should generally range between 9-21m (ca. 3-7 storeys) with a taller building of approximately 32m (ca. 10 storeys). Massing should step down towards the railway tracks and the rear of the site on Earlham Grove to sensitively integrate with the low rise context.

Development should conserve and enhance the locally-listed Forest Gate Railway Station, locally-listed Clock and Drinking Fountain and the Grade II 'The Preacher' Statue in proximity to the site and their settings.

Development should respond to the grain, detailed design and material of the conservation area to enhance its Victorian character and maintain a cohesive quality. The podium that the tall building sits on should enhance the continued frontage on the street.

Height, scale and massing should conserve and enhance the character of the historic assets without detracting from important landmarks and key views set in the Forest Gate Conservation Area Appraisal and Management Plan, and Woodgrange Conservation Area Appraisal and Management Plan.

Development should reinforce the legibility of the street hierarchy through appropriate scale and massing on existing primary and secondary streets, providing ground floor active frontages on Woodgrange Road and Earlham Grove and proving enclosure and overlooking to the private amenity spaces to the rear of the site.

The building line should also be setback on Earlham Grove to respect the existing building line.

Proposals should deliver green infrastructure improvements with enhanced greened public realm and support the delivery of the green link from West Ham Park to Wanstead Flats, along Woodgrange Road.

Design measures should minimise exposure to poor air quality as per Local Plan Policy CE6, particularly on Woodgrange Road.

N15.SA2 Woodgrange Road West

If required by site uses, location or more recent flood information, the design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Design measures should minimise exposure to noise from the railway tracks and Forest Gate Station.

Infrastructure requirements

Development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm. Play space should meet the requirements of Local Plan Policy GWS5.

Phasing and implementation

Short to long term



N16 MANOR PARK AND LITTLE ILFORD

Neighbourhood profile

4.79 The Manor Park and Little Ilford neighbourhood is in the north east of the borough. It is bordered by the London Borough of Redbridge to the north and east. The neighbourhood is dissected by two train lines; in the north of the neighbourhood the train line runs east to west and in the south of the neighbourhood the train line runs south east to west. Romford Road runs through the neighbourhood east to west and the north circular runs north to south along the eastern boundary of the neighbourhood. High Street North runs south from the junction at Romford Road.

4.80 The neighbourhood has a clear identity, mainly formed of streets of terraced housing which are easy to navigate. There are also areas of post-war maisonettes and tower blocks in the east of the neighbourhood. Durham Road Conservation Area is in the west and the neighbourhood has a number of listed buildings. The streets to the north of Manor Park Cemetery are identified as an Area of Townscape Value, as are the buildings at the junction of High Street North and Romford Road. The neighbourhood is also in a number of Archaeological Priority Areas, including the Newham Cemeteries, Wanstead Flats, Manor Park to North Woolwich Roman Road, London to Colchester Roman Road, River Roding and Little Ilford.

4.81 The neighbourhood has reasonable level of greenspace provision, including the City of London Cemetery and Crematorium, Manor Park Cemetery and Crematorium (which adjoins the Wanstead Flats SSSI), Woodgrange Park Cemetery, Little Ilford Park and Barrington Playing Fields. Many of these green spaces are important for biodiversity and nature and the City of London Cemetery is a designated historic park and garden. The Manor Park community garden is one of the newest community gardens in the borough and is located on Manor Park Road. The neighbourhood falls within the Roding, Beam and Ingrebourne Catchment Partnership area which focuses on river and floodplain management, land management and investment in the Roding, Beam and Ingrebourne catchments.

4.82 The Manor Park Local Centre is located on Station Road to the south of Manor Park Station. The local centre provides local independent shops and facilities. There are additional shops, local facilities and businesses on Romford Road and High Street North. Jack Cornwell Street Neighbourhood Parade and Church Road – Little Ilford Neighbourhood Parade are in the east and south of the neighbourhood and provide important local conveniences in a part of the borough which does not have easy access to other shopping facilities. The neighbourhood has approximately 36 community facilities, including the library, youth zone, community centres and 24 places of worship. The neighbourhood's provision of community facilities is above the Newham average number of community facilities per km^2.

4.83 The neighbourhood has a number of local employment designations supporting a range of small scale local industrial functions, which are important to supporting access to jobs and workspaces within this location.

4.84 The neighbourhood has varied levels of public transport access, with the highest public transport accessibility levels around Manor Park Station, which is now serviced by the Elizabeth line and Woodgrange Park. Woodgrange Park requires improvements to provide step-free access. Some parts of the neighbourhood, particularly to the north and east, have poor public transport accessibility. Public realm improvements have been made around the station but there are further opportunities to improve the public realm to increase the amount of green infrastructure and to improve conditions for pedestrians and cyclists, particularly at the junction of Station Road, Romford Road and High Street North. The main roads in the neighbourhood carry high levels of traffic resulting in high levels of noise and poor air quality.




Manor Park and Little Ilford
Neighbourhood Boundary
0 75 150 300 450 600
Meters
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N16 MANOR PARK AND LITTLE ILFORD

Vision

Manor Park and Little Ilford will evolve into a residential neighbourhood with an increasingly united and clear identity. This will occur through incremental change, with new development enhancing the existing character. The neighbourhood will benefit from improved public transport connections via the Elizabeth line. The Manor Park Local Centre and its shopping and food and drink offer will be diversified to provide a variety of uses and its public realm will be improved through greening, wayfinding and better street furniture. Little Ilford will also benefit from improvements to its shops, community facilities and public realm.

The neighbourhood will have a network of easy to use, safe, green and accessible walking and cycling routes which improve north-south connectivity and that provide access to the Manor Park Local Centre, public transport, the River Roding, green spaces and community facilities. Routes to the wider network of neighbourhoods and their green spaces, particularly Forest Gate, East Ham and Ilford, in neighbouring Redbridge, will also be improved.

The level of traffic, noise and pollution on the neighbourhood's main routes will be reduced and the junction at Romford Road with Station Road and High Street North will be pedestrian and cyclist friendly and have an improved public realm.

Policy N16: Manor Park and Little Ilford

The vision for Manor Park and Little Ilford will be achieved by:

1. supporting development that conserves the character of the Durham Road Conservation Area, the Manor Park and Wanstead Flats Areas of Townscape Value and the neighbourhood's heritage assets through sympathetic form, materials, detailing landscaping and public realm enhancements;
2. supporting development in 'enhance' areas that enhances and responds to the local character and is sympathetic to the predominant historical terraced housing typology in the majority of the neighbourhood through similar scale and typologies. Moderate uplifts in density will be supported where development enhances the character of the area, particularly in parts of the neighbourhood that have a mixed urban form or fragmented character, where a range of typologies suitable to the site's context will be supported;
3. supporting the role of the Manor Park Local Centre in serving the local catchment needs for retail, leisure services and community uses by supporting a diverse mix of uses and by:
    a. supporting an enhanced retail and leisure offer within its Primary Shopping Area, including a new small to medium food store to meet local need;
    b. supporting temporary or pop-up uses such as street markets;
    c. improving the local centre's public realm to improve cleanliness and the quality of pavements, including widening where possible, maximising green infrastructure and street greening and activation through well designed and placed street lighting, furniture, wayfinding and public art, particularly on Station Road and Romford Road;
4. supporting public realm improvements to Jack Cornwell Neighbourhood Parade and the adjacent areas to maintain it as a viable and vibrant shopping parade;
5. supporting the creation of new employment uses and intensifying existing uses at Kudhail Industrial Estate Local Industrial Location, Aldersbrook Local Mixed Use Area and Grantham Road Local Industrial Location;
6. improving conditions for walking, cycling and public transport by:
    a. requiring and supporting new and improved walking and cycling routes to connect the neighbourhood's network of green and water spaces, residential areas, public transport and the Local Centre particularly on Romford Road, Station Road and High Street North, and supporting the provision of the Romford Road (Stratford to Ilford), River Roding Corridor and Green Street (Boleyn to Forest Gate) Strategic Cycling Corridors;

   b. reducing the impact of vehicular traffic through the reconfiguration of the junction at Romford Road with Station Road and High Street North;
   c. supporting the on-going and further implementation of Low Traffic Neighbourhoods and new and improved modal filters;
   d. requiring and supporting new crossings to reduce the severance caused by railway tracks, Romford Road, Little Ilford Lane and the North Circular Road and to improve connectivity to the wider network of neighbourhoods and green and water spaces, including the River Roding;
   e. improving accessibility of Woodgrange Park Station through step-free access;
7. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links and the opportunities to increase biodiversity, particularly through improving the quality of existing green spaces at City of London Cemetery and Manor Park to improve biodiversity, the use of street trees, particularly on Station Road, Forest View Road and High Street North, as well as improvements to existing ground plane planting on Station Road;
8. securing public access to green and water spaces currently inaccessible to the public, particularly through walking and cycling routes adjacent to the River Roding, with improved connectivity along the valley at Millais Avenue, in partnership with the London Boroughs of Redbridge and Barking and Dagenham;
9. supporting the implementation of the Ilford Garden Junction scheme under the flyover in Redbridge to provide safe and accessible routes to Ilford, public transport and the River Roding and to improve air quality;
10. improving air quality and reducing exposure to poor air quality, particularly along Station Road and the North Circular Road;
11. supporting the delivery of the new Manor Park Community Fitness Centre, protecting and supporting enhancements to playing pitches and sports courts at Barrington Playing Fields, Little Ilford School and Little Ilford Park and supporting an urban sport offer at Barrington Playing Fields and an urban sport offer and Playzone at Little Ilford Park; and
12. supporting the refurbishment of the Jack Cornwell Centre to provide a local community hub.

Sites

- There are no site allocations in this neighbourhood.



N17 GALLIONS REACH

Neighbourhood profile

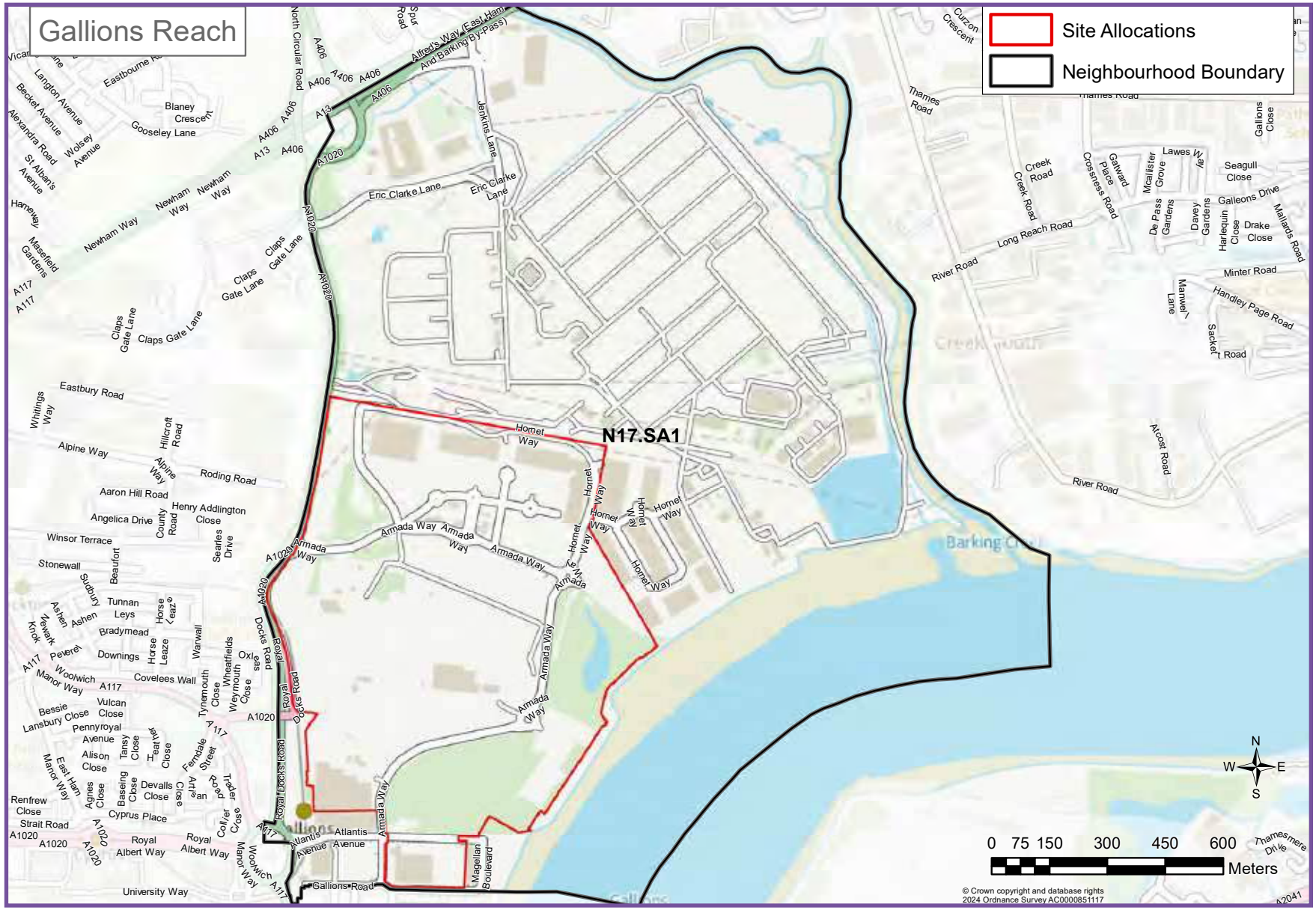
4.85 The Gallions Reach neighbourhood is located in south east of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by the A13 to the north, the River Roding to the east and Royal Docks Road to the west.

4.86 The north of the neighbourhood is occupied by large-scale infrastructure, including the Beckton Sewage Treatment Works which is the largest sewage treatment works in Europe. Gallions Reach Retail Park, with its extensive car parking, is located to the south of this infrastructure, along with the Strategic Industrial Location, the former Beckton Gas Works and the DLR depot. The industrial land plays an important role serving London's industrial needs particularly for warehousing, due to its good links to the strategic road network. Housing is being developed around Gallions Reach DLR station, including the formation of a new local centre with local shops and facilities. Given its industrial character and current population, the neighbourhood has few community facilities and has below the Newham average number of community facilities per km^2, with PowerLeague playing pitches providing sports and leisure facilities for the neighbourhood.

4.87 The neighbourhood contains large areas of open land that attract birds and other wildlife, meaning it has various sites that are protected for their nature and biodiversity significance, including along the River Roding and the Beckton Creekside Nature Reserve. Open space in the north of the neighbourhood is designated as Metropolitan Open Land, but much of this has limited public access. The Barking Creek Barrier, located where the River Roding meets the River Thames, is a landmark along the riverside and provides flood protection. The neighbourhood falls within the Roding, Beam and Ingrebourne Catchment Partnership area which focuses on river and floodplain management, land management and investment in the Roding, Beam and Ingrebourne catchments. Beckton and Beckton Sewage Works Archaeological Priority Areas are in the neighbourhood.

4.88 The neighbourhood has very limited access to public transport, with a moderate level of public transport access to the south west of the neighbourhood near Gallions Reach DLR station. The council, Greater London Authority, Transport for London, Homes England, St William, ABRDN, the Thamesmead Waterfront Joint Venture and the Royal Borough of Greenwich are proposing to extend the DLR through the neighbourhood and deliver a new DLR station at Beckton Riverside. The DLR would continue over the river to another new DLR station at Thamesmead Central in the Royal Borough of Greenwich. The neighbourhood has limited connectivity to the wider network of neighbourhoods, particularly to Beckton and Royal Albert North, and a poor quality network of pedestrian and cycling routes, with the Greenway ending before it reaches the neighbourhood.




Gallions Reach
Site Allocations
Neighbourhood Boundary
N17.SA1
Eastbourne Road
Blaney Crescent
Gooseley Lane
Langton Avenue
Becket Avenue
Alexandra Road
Wolsey Avenue
St Alban's Avenue
Hamelwy
Masefield Gardens
Newham Way
North Circular Road
A406
A13
A1020
A117
Alfred's Way (East Ham And Barking By-Pass)
Jenkins Lane
Eric Clarke Lane
Claps Gate Lane
Claps Gate Lane
Eastbury Road
Whitings Way
Alpine Way
Hillcroft Road
Roding Road
Aaron Hill Road
Angelica Drive
Henry Addlington Close
County Road
Winsor Terrace
Searles Drive
Stonewall
Beaufort
Sudbury
Tunnan Leys
Horse Leaze
Ashen
Bradymead
Warwall
Wheatfields
Oxlease
Pevere
Downings
Woolwich Manor Way
Covelees Wall
Tynemouth Close
Weymouth Close
Vulcan Close
Bessie Lansbury Close
Pennyroyal Avenue
Tansy Close
Heath Close
Alison Close
East Ham Manor Way
Agnes Close
Baseing Close
Devalls Close
Fendale Street
Arthan Road
Trader Close
Renfrew Close
Strait Road
Cyprus Place
Royal Albert Way
Collver Cross
Woolwich Manor Way
University Way
Gallions Road
Atlantis Avenue
Magellan Boulevard
Armada Way
Hornet Way
Docks Road
Royal Docks Road
Thames Road
Curzon Crescent
Creek Road
Crossness Road
Gatward Place
Mcallister Grove
Lawes Way
Seagull Close
Gallons Close
Galleons Drive
De Pass Gardens
Davey Gardens
Harlequin Close
Drake Close
Mallards Road
Long Reach Road
River Road
Minter Road
Manwell Lane
Handley Page Road
Sacket Road
Alcost Road
Barking Creek
Thamesmere Drive
N
W
E
S
0 75 150 300 450 600
Meters
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N17: GALLIONS REACH

Vision

Gallions Reach will be transformed into a new neighbourhood through phased development supported by the delivery of an extended DLR line and new DLR station and complementary transport measures at N17.SA1 Beckton Riverside. The new neighbourhood will include a large number of homes, new and intensified employment uses and the creation of a new town centre and a new neighbourhood parade. The neighbourhood's riverside location will be optimised, through improved access and landscaping along both the River Thames and the River Roding. The neighbourhood will benefit from new green spaces and improved access to existing green spaces and nature. New development will benefit from new and improved public transport connections and a network of safe, green and accessible walking and cycling routes leading to destinations across the neighbourhood and to the wider network of neighbourhoods.

To align with the delivery of a new DLR station and complementary transport measures a new town centre will be created. This will consolidate and diversify the existing retail offer alongside the creation of a local scale evening and night time economy. The neighbourhood will be supported by new community facilities and schools. The sewage works will be retained and any environmental impacts will be mitigated through appropriate buffering and design responses. The remaining industrial land will be intensified and continue to attract industrial, utilities, storage and distribution uses utilising the good accessibility to the strategic road network.

Policy N17: Beckton Riverside

The vision for Gallions Reach will be achieved through the extension of the DLR and the creation of a new DLR station at Beckton Riverside and complementary transport infrastructure along with improved capacity at Gallions Reach station, to enable an uplift in housing density and the creation of a new town centre and by:

1. supporting the creation of a new neighbourhood character through the phased transformation of N17.SA1 Beckton Riverside, in accordance with the Gallions Reach Tall Building Zone and Local Plan Policy D4;
2. encouraging development to integrate and reflect the historic uses of the site such as the former gasholders and Victorian river piers, as features of the neighbourhood's character;
3. reducing any physical, townscape, landscape and perceived barriers to enable seamless integration between sites;
4. appropriate mitigation and buffering between residential and industrial uses;
5. the phased reconfiguration of the existing Gallions Reach Shopping Park offer to create a new town centre in line with Policies HS1 and HS2 by:
    a. requiring significantly reduced car parking, a high-quality and animated public realm, town square, and quality walking and cycling links to public transport and the wider neighbourhood;
    b. supporting a diverse mix of main town centre uses, including offices, as well as temporary and pop-up uses such as markets, by retaining the overall quantity of comparison retail floorspace and creating and expanded offer to meet catchment needs and demonstrated market demand for retail, leisure, services workspace and community uses;
6. requiring a new neighbourhood parade and supporting the role of the Albert Basin Local Centre to meet local catchment needs for retail, leisure, services and community uses;
7. optimising and intensifying the Strategic Industrial Location and supporting demand for warehousing and distribution, utilities and transport needs;
8. requiring developments in the Royal Docks Enterprise Zone that deliver new employment floor space to support the London Living Wage designation;
9. supporting the extension of the DLR depot;
10. improving conditions for walking, cycling and public transport by:
    a. radically reducing existing car parking capacity and the dominance of road infrastructure across the neighbourhood;

b. mitigating any severance caused by new train tracks, including through the provision of new bridges for walking and cycling;
c. supporting the provision of a Thames Clipper Pier;
d. improving Armada Way, Gallions Road and Atlantis Avenue to enhance conditions for walking, cycling and public transport and to improve links to Gallions Reach station;
e. providing new crossings at Royal Docks Road, Gallions Reach Roundabout, Alfred's Way and across the River Roding (including the Lower Roding Crossing) to reduce severance and to improve connectivity to Beckton and the wider network of neighbourhoods and to neighbouring boroughs;
f. extending the Greenway to provide improved walking and cycling links through the neighbourhood and across to Beckton and extending the Thames Path through the neighbourhood along both the River Thames and the River Roding to provide connectivity at Barking Creek;
g. supporting the provision of the Royal Docks Road (A406 to Gallions Reach) and River Roding Strategic Cycling Corridors;
h. requiring and supporting new or improved walking and cycling routes to maximise physical and visual access to the water;
i. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;

11. securing public access to green and water spaces and nature that are currently inaccessible to the public, including opportunities for water-related and water-dependent activities;
12. retaining existing mature trees and maximising the provision of new green space, green infrastructure and green links, including through new parks and an active, landscaped edge along the water at N17.SA1 Beckton Riverside and the use of street trees on Alfred's Way and opportunities to increase biodiversity and improve existing Sites of Importance for Nature Conservation, particularly along Royal Docks Road and the River Roding in partnership with London Boroughs of Redbridge and Barking and Dagenham;
13. mitigating the odour impacts of the sewage treatment works ahead of the occupation of developments in the vicinity ahead of the occupation of developments in the vicinity through appropriate buffering and other design solutions;
14. mitigating the noise impacts of the DLR depot through appropriate buffering and other design solutions and mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses;
15. improving air quality and reducing exposure to poor air quality, particularly along Alfred's Way and Royal Docks Road;
16. providing a new electricity substation;
17. supporting new community facilities when in conformity with Local Plan Policy SI2, including a leisure centre and faith facilities;
18. protecting and supporting enhancements to playing pitches at Powerleague and requiring an urban sport offer and sports-lit multi-use games area at N17.SA1 Beckton Riverside;
19. providing education provision in the form of a secondary school and primary school in close proximity to Atlantis Avenue and Armada Way;
20. requiring a new health centre at N17.SA1 Beckton Riverside;
21. requiring development within this neighbourhood to address airport height constraints and engagement in line with Local Plan Policy T5 Part 6.

Sites

- N17.SA1 Beckton Riverside

N17.SA1 Beckton Riverside	
Site address	Gallions Reach Shopping Park and Beckton Gas Works, Beckton, E6
Neighbourhood	Gallions Reach
Site area	84.66 hectares
Public Transport Accessibility Level	0 – 3
Flood Risk	The site is shown to be at significant risk of flooding, the site is in Flood Zone 3 and Flood Zone 2, as well as at high risk if the Thames were to breach its bank and defences were to fail. There is also significant pluvial flood risk in the 0.1% AEP event.
Utilities	Overhead Transmission Line route On-site sewer
Heritage Designations	Beckton Archaeological Priority Area (Tier 3) Royal Docks Archaeological Priority Area (Tier 3) In the vicinity of: Gallions Hotel (Grade II* listed) The Royal Standard (Locally listed) Pumping Station Gallions Roundabout, Royal Albert Way, Beckton, London, Newham, E6 6FZ (Locally listed) The Ferndale Public House (Locally listed) 2-100 Winsor Terrace, Beckton, London (Locally listed)
Natural environment Designations	In an area of deficiency of access to all parks. Sites of Importance for Nature Conservation (SINCs) and is adjacent to the River Thames and tidal tributaries SINC. Air Quality Management Area
Existing uses	The site contains remnants of the former Beckton gas works, the Gallions Reach shopping park and associated car parking and the Beckton DLR depot, which sits to the south of the former Beckon Gas works site, within retained Strategic Industrial Land. The site contains a range of industrial uses in the south west corner of the site also designated as a Strategic Industrial Location. The site also contains larger areas of open space adjacent to the River Thames and the A1020, including areas designated as SINC, which includes an attenuation pond serving Gallions Reach.

N17.SA1 Beckton Riverside

Indicative Diagram



N17.SA1 Beckton Riverside

Development principles

Residential development, employment uses, green space, main town centre uses and social infrastructure, including community facilities, education uses, sports and recreation facilities and a health centre.

The scale and nature of development on this site is contingent on the proposed changes to transport infrastructure on this site, including a new DLR station and track crossing the river in accordance with Local Plan PolicyT1 Part 1(c).

Applications for the development of this site, and their phasing, should consider and relate to the range of potential transport infrastructure changes on this site, in line with the principles outlined below.

Development should be phased to maximise transport connectivity and capacity:

- Transformative development activity should only occur in the southern section of the site within easy walking distance of Gallions Reach DLR station, which can be reached via a pleasant and safe route.
- In line with Policy HS1, development of main town centre uses at Gallions Reach Shopping Park should help deliver significant phased reduction in car parking and support complementary transport measures ahead of the DLR station completion.
- Where proposals do not contribute to the sustainable modal shift of the site, these will be assessed as asset management applications in accordance with Local Plan Policy HS3.
- The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace, in particular transport and utilities infrastructure and large scale industrial uses with a focus on logistics and warehousing and clean, green and low carbon industries Employment uses outside of the Strategic Industrial Locations should be for light industrial uses.
- A neighbourhood parade should be provided at a point between the location of the proposed new district centre and Albert Basin Local Centre, in line with the requirements in Local plan Policy HS1 Part 1.
- Development should address the need for community facilities in the area by delivering community facilities in the new neighbourhood parade, unless it can be demonstrated that the needs of the community have already been met. Development should consider all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.
- The primary school and associated early years' provision should be located in the southern part of the site, in close proximity to the new developments to the south of site.
- Development should deliver the Local Park, the continuation of the Thames Path through the site, an enhanced route to Gallions Reach DLR station and the extension of the Greenway into the site at the earliest opportunity.

Following funding commitment[48] to the DLR extension, in line with the wider masterplan and delivery of transport, development should deliver:

- Transformative activity of the remainder of the site in line with transport delivery.
- A new town centre should be delivered, starting from the indicative boundary mapped on the policies map, consistent with a district centre designation. There is an opportunity to provide the quantity and scale of uses consistent with a major centre, if supported by the findings of up-to-date and robust Marketing Strategy and Impact Assessment, in line with the requirements in Local Plan Policies HS1 and HS2.
- The phased development of the new town centre shall be supported by information of how early phases of the town centre will be

[48] Government confirmed funding to the scheme through the Autumn Budget in 2025; TfL with partners are working towards the Transport Works Act Order to enable the delivery of the DLR by early 2030s.

N17.SA1 Beckton Riverside

sited and managed alongside the existing Shopping Park and the delivery of the new DLR station and track.

- The employment uses should be consistent with Local Plan Policy J1 and prioritise industrial floorspace in the Strategic Industrial Locations, in particular transport and utilities infrastructure and large scale industrial uses with a focus on logistics and warehousing and clean, green and low carbon industries. Smaller-scale office uses should be prioritised in the new district centre.
- Development should address the need for community facilities in the area by delivering new community uses in the new town centre, unless it can be demonstrated that the needs of the community have already been met. Development should consider all types of community facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. Any provision of community facilities should meet the requirements of Local Plan Policies SI2 and SI3.
- The health centre and sports and recreation uses should be located in the most accessible part of the site, within the town centre. The secondary school should be located in close proximity to the new town centre and public transport.

All development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2025).

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. The masterplan must demonstrate that the proposed development is designed with suitable flexibility to accommodate the full range of transport options under consideration by Transport for London at the time of application and is phased to ensure sufficient transport infrastructure will be in place to support the development as it is occupied.

In the southern part of the site, building heights should generally range between 21-32m (ca.7-10 storeys) with taller elements of approximately 40m (ca. 13 storeys) in limited locations in the areas closest to Gallions Reach DLR station and the riverside, with consideration given to marking the neighbourhood parade.

In the northern part of the site, unlocked by the DLR extension and transport connectivity, building heights should generally range between 21-32m (ca.7-10 storeys) with taller elements of approximately 50m (ca. 16 storeys) in limited locations at the new town centre and DLR station.

Buildings should set back from water spaces to avoid or minimise overshadowing impact.

A buffer of well-designed suitable scaled employment uses, or suitable main town centre uses within the town centre boundary, should be provided between residential and other more vulnerable uses, including public spaces, and the Strategic Industrial Location both within and adjacent to the site allocation. The design and layout of the site should consider public realm enhancements and avoid habitable rooms and amenity spaces facing industrial uses. Separate HGV and pedestrian access should be designed to avoid conflicts between different uses, particularly where servicing the buffer building.

The new town centre should be designed to significantly increase accessibility by public transport and walking and cycle routes in order to reduce car dependency and parking. The new town centre should provide active frontages and quality public realm, including a new public square.

N17.SA1 Beckton Riverside

Proposals should preserve the green link between the river and green infrastructure along Royal Docks Road. Links from the site to the Sites of Importance for Nature Conservation to the north of Atlantis Avenue and to the north of Armada Way should be developed.

Design and layout of the site should establish a connected network of streets and spaces that connects to the existing street network and should create a street hierarchy. Routes through, and to and from, the site should improve access and connectivity to the existing residential neighbourhoods within Beckton, the new residential neighbourhood at Gallions Reach, Gallions Reach DLR Station and the banks of the River Thames.

Development should enable the continuation of the Thames Path through the site, the extension of the Greenway into the site and should aid connectivity between the Greenway and the River Thames.

Development should ensure legibility and connectivity across the new rail line.

Design measures should minimise exposure to odour from Beckton Sewage Treatment Works and poor air quality on Royal Docks Road.

The layout of the site should take account of the noise contours across the site from London City Airport and design measures should minimise exposure from the airport.

The design and layout of the site should take account of risk of flooding from all sources and meet the requirements of Local Plan Policy CE7. Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.

The design and layout of the site should take account of the existing on-site sewer and overhead transmission line route.

Infrastructure requirements

Development should support and enable the delivery of a new DLR route and station at Beckton Riverside, through participating in a joint stakeholder approach with landowners, infrastructure providers and authorities, and improved capacity at Gallions Reach DLR.

Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development, where viable, in accordance with the requirements of Local Plan Policy W2 Part 8.

In line with the wider masterplan and delivery with transport, development should:

- Provide a new primary school, with early year's childcare provision of the scale required to meet projected need for school places in accordance with Local Plan Policy SI4.
- Address existing green space deficiency by providing a consolidated Local Park / Open Space of a minimum of 2 hectares and Pocket Parks to service nearby residential neighbourhoods. The green space provision should prioritise the provision of community growing opportunities. In addition to the green space provision, development should provide publicly accessible play space in the form of a Local Area for Play a Locally Equipped Area for Play and a Neighbourhood Equipped Area of Play.
- Provide a sports-lit MUGA, meeting the requirements of Local Plan Policy GWS5.

N17.SA1 Beckton Riverside

Following funding commitment to the DLR extension development should deliver:

- A new leisure centre in the district centre. Provision should meet the needs identified in the Built Leisure Needs Assessment (2025) and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3. A new leisure centre at this site is not required if the built leisure provision for the area has already been delivered at N11.SA1;
- A secondary school of the scale required to meet projected need for school places in accordance with Local Plan Policy SI4. Open space for the secondary school can be split between the core school site requirements and hard outdoor PE provision, which should be provided on the school site, and soft outdoor PE provision which can be met in another part of the allocation but within a 10 minute walk of the school. Both the hard and soft outdoor PE provision should be accessible to the wider community;
- Health centre designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2; and
- safeguarded space for River Pier Landing Facilities and a River Pier.

Phasing and implementation

Short to long term.

Phasing of the site should reflect the development and design principles above and respond to the proposed changes to transport infrastructure.

Phasing of the site should take account of the likely requirement for water supply and wastewater infrastructure upgrades through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

The potential impact of the existing overhead transmission line route on design and layout should be taken into account at the pre-application stage through early engagement with National Grid. Impact from the existing on-site sewer on design and layout should be taken into account in pre-application stage through early engagement with Thames Water.

Any necessary mitigation to address odour impact from existing odorous uses in the vicinity, including the Beckton Sewage Treatment Works, should be completed ahead of the occupation of development.

