

Draft Submission Local Plan

(Regulation 19)

June 2024

PUBLISHED VERSION

Table of Contents

Mayor’s Foreword.....	7
All about the Local Plan	8
What is a Local Plan?	8
What is this document?	8
How to be part of the discussion	8
Why do we need a Local Plan? Why refresh it?.....	9
What is the Local Plan’s relationship to other plans?.....	9
What other Information has informed the Local Plan?	10
What is the timetable to develop our Plan?	15
How to use this document.....	15
Introduction	17
Our People	17
Our Economy	18
Our Homes	18
Our Neighbourhoods	18
Our Environment	19
Vision.....	20
Objectives	21
Building a Fairer Newham.....	24
BFN1: Spatial strategy.....	25
BFN2: Co-designed masterplanning.....	32
BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing.....	37
BFN4: Developer contributions and infrastructure delivery	42
Design.....	46
D1: Design standards	48
D2: Public realm net gain	54
D3: Design-led site capacity optimisation.....	65
D4: Tall buildings.....	70
D5: Shopfronts and advertising	86
D6: Neighbourliness.....	90
D7: Conservation Areas and Areas of Townscape Value	98
D8: Archaeological Priority Areas	101
D9: Designated and non-designated heritage assets, ancient monuments and historic parks and gardens.....	106

High Streets.....	110
HS1: Newham’s Town Centres Network.....	111
HS2: Managing new and existing town and local centres	124
HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services	136
HS4: Markets and events/pop-up spaces	141
HS5: Visitor Evening and Night Time Economy.....	145
HS6: Health and wellbeing on the High Street	150
HS7: Delivery-led businesses	154
HS8: Visitor accommodation	157
Social Infrastructure.....	161
SI1: Existing community facilities and health facilities	163
SI2: New and re-provided community facilities and health facilities	168
SI3: Cultural facilities and sport and recreation facilities	178
SI4: Education and childcare facilities.....	182
SI5: Burial space and related facilities	189
Inclusive Economy.....	192
J1: Employment and growth	193
J2: New employment floorspace	204
J3: Protecting employment floorspace	209
J4: Delivering Community Wealth Building and Inclusive Growth	213
Homes	218
H1: Meeting housing needs	220
H2: Protecting and improving existing housing.....	223
H3: Affordable housing	227
H4: Housing mix	231
H5: Build to Rent housing	235
H6: Supported and specialist housing.....	238
H7: Specialist housing for older people	242
H8: Purpose-built student accommodation.....	245
H9: Houses in multiple occupation and large-scale purpose-built shared living.....	251
H10: Gypsy and Traveller accommodation.....	255
H11: Housing design quality	258
Green and Water Spaces	270
GWS1: Green spaces.....	272
GWS2: Water spaces.....	285
GWS3: Biodiversity, urban greening, and access to nature.....	291

GWS4: Trees and hedgerows	297
GWS5: Play and informal recreation for all ages	301
Climate Emergency	307
CE1: Environmental design and delivery	308
CE2: Zero Carbon development	312
CE3: Embodied Carbon and the circular economy	319
CE4: Overheating	323
CE5: Retrofit and the circular economy	327
CE6: Air quality	331
CE7: Managing flood risk	336
CE8: Sustainable drainage	341
Transport	347
T1: Strategic transport	348
T2: Local transport	351
T3: Transport behaviour change	356
T4: Servicing a development	364
T5: Airport	367
Waste and Utilities	371
W1: Waste management capacity	372
W2: New or improved waste sites	375
W3: Waste management in developments	378
W4: Utilities and Digital Connectivity Infrastructure	382
Neighbourhoods	386
Justification	387
Implementation	388
Evidence base	388
N1 North Woolwich	389
Neighbourhood profile	389
N1: North Woolwich	390
Sites	392
N2 Royal Victoria	398
Neighbourhood profile	398
N2: Royal Victoria	399
Sites	401
N3 Royal Albert North	418
Neighbourhood profile	418

N3 Royal Albert North.....	419
Sites.....	421
N4 Canning Town.....	425
Neighbourhood profile	425
N4: Canning Town.....	426
Sites.....	428
N5 Custom House	443
Neighbourhood profile	443
N5: Custom House	444
Sites.....	445
N6 Manor Road.....	455
Neighbourhood profile	455
N6 Manor Road.....	456
Sites.....	457
N7 Three Mills.....	458
Neighbourhood profile	458
N7 Three Mills.....	459
Sites.....	461
N8 Stratford and Maryland.....	473
Neighbourhood profile	473
N8 Stratford and Maryland.....	474
Sites.....	476
N9 West Ham	505
Neighbourhood profile	505
N9 West Ham	506
Sites.....	507
N10 Plaistow	510
Neighbourhood profile	510
N10 Plaistow	511
Sites.....	512
N11 Beckton.....	520
Neighbourhood profile	520
N11 Beckton.....	521
Sites.....	523
N12 East Ham South	531
Neighbourhood profile	531

N12 East Ham South	532
Sites.....	533
N13 East Ham.....	534
Neighbourhood profile	534
N13 East Ham policy	535
Sites.....	537
N14 Green Street	545
Neighbourhood profile	545
N14 Green Street	546
Sites.....	548
N15 Forest Gate	551
Neighbourhood profile	551
N15 Forest Gate	552
Sites.....	554
N16 Manor Park and Little Ilford	559
Neighbourhood profile	559
N16 Manor Park and Little Ilford	560
Sites.....	562
N17 Gallions Reach	563
Neighbourhood profile	563
N17: Gallions Reach	564
Sites.....	566
Glossary and Abbreviations	573
Monitoring Framework.....	590

Introduction

Mayor's Foreword

Since 2018, the Council has worked hard to make Newham a borough where the needs and wellbeing of residents are put first and to develop a borough that is inclusive for everyone.

The housing crisis was real for Newham residents long before the cost of living emergency. At the same time air pollution is worse in Newham than anywhere else in London. We also continue to have significant levels of poverty and inequality, with 52 per cent of children growing up in low income households. Alongside these challenges, Newham is becoming the place to work and invest. There are high levels of transport connectivity with Stratford the busiest station in the UK and home to the new Elizabeth Line. We are also home to innovation hubs like Here East and the Royal Docks, London's only Enterprise Zone. We also have a young, diverse and growing population: with 351,000 people living in Newham, we have one of the biggest populations in London and would be the 14th largest city in the country in terms of population. Nearly three quarters (72 per cent) of our residents are from Black, Asian and ethnically diverse communities. We also have the second youngest age profile of any borough in London, with over nine in ten aged under 65.

It is vital these opportunities are used to address our challenges and create improvements for all our residents and create a place where everyone can deliver their potential. The Council's new corporate plan, [Building a Fairer Newham](#), is our commitment to residents to do just that, against the backdrop of the wider challenges and uncertainty in the world around us. The Local Plan plays a key part in delivering these commitments. It outlines the important steps we are taking to improve and develop the built environment we live and work in, so that we build a fairer, greener and more equal borough.

This document is the submission version of our new Local Plan for Newham. It contains the vision, objectives, spatial strategy and planning policy framework which we consider will best address the challenges and make the most of opportunities which face Newham now, and in the future.

Everything we do as a council is designed to improve the lives of our residents; your view on this document is critical to ensuring the Local Plan delivers real benefits for all.

All about the Local Plan

What is a Local Plan?

The Local Plan is the key planning document which we will use to shape, plan and manage growth, regeneration and development across the borough to 2038. This is a 15 year period from the Regulation 18 Consultation and reflects the time period used within the evidence base.

The new Local Plan sets out a vision, objectives, spatial strategy and planning policy framework. We will use it to assess planning applications and guide our decisions on:

- the location, amount and type of development to be delivered in the borough;
- the standards that development should meet;
- what it should look like;
- what services and infrastructure are needed and where; and
- how all residents will benefit from the proposed levels of growth and development.

However, there are limitations on what can be controlled through the Local Plan. For example, some forms of development do not require planning permission, such as some changes to the use of a building or some alterations to a house. The planning system cannot specify who or which business occupies a development. Planning cannot require a landowner to develop or change the lawful use of the building or land. Planning also operates alongside, and should complement, other types of regulation, such as building control, licencing and environmental health legislation.

What is this document?

This document is the submission version of our new Local Plan for Newham. It contains the vision, objectives, spatial strategy and planning policy framework which we consider will best address the challenges and make the most of opportunities which face Newham now and in the future.

The submission Local Plan has been informed by the responses we received on our Issues and Options document, during the consultation held at the end of 2021, and on the draft Local Plan (Regulation 18), during the consultation held in January and February 2022.

It has also been informed by evidence base documents which have been researching specific aspects of the Plan and emerging council and regional strategies and area-specific guidance – including for Stratford and the Royal Docks. The document also responds to national and regional planning policy. More detail on the Local Plan's relationship to other plans is outlined below.

This document is the version of the Local Plan the Council intends to submit to the Planning Inspectorate for independent examination. Comments are still very much welcome on the Plan, however they must focus on whether or not the Plan meets the tests of soundness and/or meets all the relevant legislative requirements. More information about the tests of soundness and legal compliance, how to frame your comments and residents' and other stakeholders' role in the examination in public is provided in the Regulation 19 Consultation Guidance document, published alongside the Local Plan.

How to be part of the discussion

Comments are welcome on this document once formal consultation starts, following the Cabinet decision in June 2024. Responses at this stage should focus on whether or not the Plan meets the tests of soundness and/or all the relevant legislative requirements.

Consultation will commence on the 19th of July 2024 and end on the 6th of September 2024.

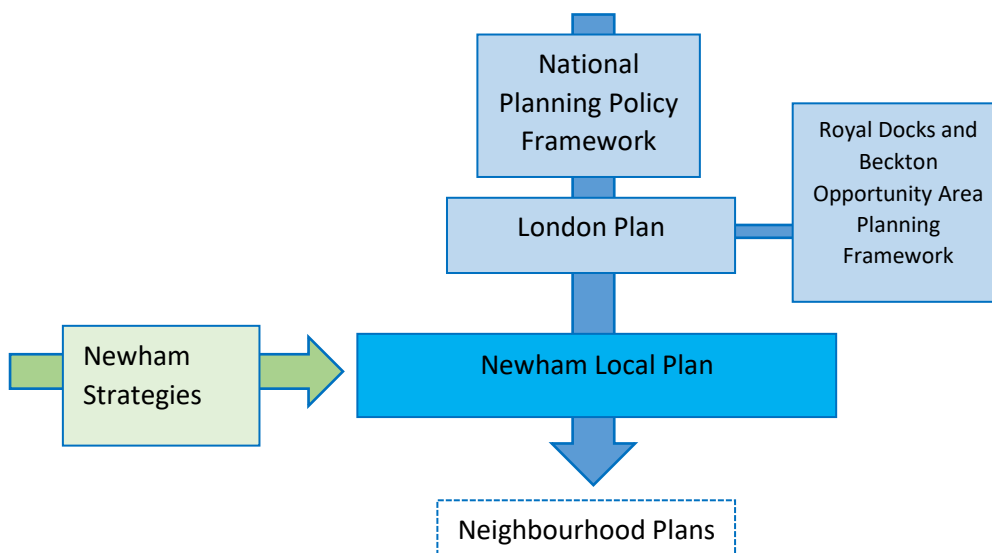
Why do we need a Local Plan? Why refresh it?

We are required to review our Local Plan every five years to make sure it meets our current needs and aspirations and responds to legislative updates and updates to other Plans (see below). Over the last few years we have all experienced disruption and uncertainty and many residents are currently facing increased hardships as a result of the cost of living crisis. We need a new Local Plan to ensure that our planning policies reflect our current needs, for homes, workspaces and social infrastructure; addresses our challenges as well as making the most of our opportunities. These include the land owned by the Council and the Mayor of London, being home to London's only Enterprise Zone, the new transport infrastructure in the borough and the youth and dynamism of our population and economy. All of which can be used to build a fairer Newham for all, deliver good growth, as required by the London Plan (2021), and ensure sustainable development, as required by the NPPF.

Finally, part of Newham currently falls within the boundary of the London Legacy Development Corporation (LLDC) Planning Authority. In this part of the borough the LLDC develops planning policy and makes decision on planning applications. The LLDC's planning powers are due to be handed back to Host Boroughs by the end of 2024. We are working with the LLDC, the Mayor of London and other Host Boroughs to plan proactively in advance of this transition, so that a Plan which covers the whole borough is under preparation at the point of transition. This Local Plan therefore covers the entirety of Newham.

This Local Plan will be adopted with a shorter than 15 year time period, reflecting the likely need to undertake a further refresh at the 5 year review point to address the new plan making requirements (see below) and updates to the London Plan.

What is the Local Plan's relationship to other plans?



The Local Plan must take into account the policies set out by national government in the National Planning Policy Framework (NPPF) and the policies set out by London's regional government in the London Plan (2021). As a starting point, our Local Plan is expected to be consistent with national

planning policies, such as those found within the NPPF, and to be in general conformity with the policies set out in the London Plan (2021).

Newham currently has no designated Neighbourhood Forums or Plan Areas, but if they were to be established in the future, any Neighbourhood Plan they were to create would have to be in general conformity with the strategic policies of the Local and London Plans and have regard to relevant national policies.

In May 2023 the Mayor of London published the Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) as London Plan Guidance. This means it provides additional guidance on how the London Plan (2021) should be interpreted and delivered in this part of the borough. We have also used the OAPF to help inform parts of the submission Local Plan.

During the development of this Local Plan, central government announced a series of national planning reforms, including, in May 2022, the publication of the Levelling Up and Regeneration Bill which is the Government's implementation of the 'Planning for the Future' White Paper published in 2020. The Bill included noteworthy changes to the planning system, including national development management policies, a change in how infrastructure and affordable housing are secured, increased protection for heritage assets and a greater role for design codes. There have been subsequent consultations on aspects of these reforms. Therefore, while the Bill received Royal Assent in October 2023, the implementation of many changes, in particular those related to plan making, remain uncertain. The Council is continuing to develop our Local Plan in accordance with the current guidance.

At the heart of the Local Plan refresh are the delivery of the Council's core strategies. These include:

- Building a Fairer Newham: Corporate Plan 2022 – 2026
- Building Newham's Creative Future (2022)
- The Newham Young People's Charter (2022)
- Towards a Better Newham: COVID-19 Recovery and Reorientation Strategy (2021)
- Tackling Racism, Inequality and Disproportionality (2021)
- Just Transition Plan (2024)
- 50 steps to a Healthier Newham (2024)
- Social Integration Strategy (2020)

What other Information has informed the Local Plan?

Engagement

We anticipate four public and stakeholder consultations will have been required before we adopt our Local Plan, of which this is the third. At each stage, residents, businesses and other stakeholders are able to provide feedback on the contents of the Plan. However, the role and focus of the consultation changes at each stage. Responses at this stage should focus on whether or not the Plan meets the tests of soundness and/or all of the relevant legislative requirements.

The responses we received on the first consultation and how the draft Local Plan responded to these comments is included in the Issues and Options Engagement Report. The responses we received on the second consultation and individual responses to each comment is included in the Draft Local Plan (Regulation 18) Consultation Report, both published alongside this document.

The responses you provide on this document will be analysed and responded to by the Council but will also be provided to the government-appointed independent Inspector(s) for their consideration as part of the examination. Through the examination process changes in response to these comments may be proposed. These changes will then be consulted on.

Evidence base

To make sure we have a suitable understanding of what we already have in the borough that may require protection, what we need to build and what the market trends are; we have commissioned and developed a series of evidence base documents, which use and analyse quantitative and qualitative data, site visits and expert input to provide us with this information.

During the production of the Local Plan, some 2021 Census demographic data has been released, but this data was not available when most of the evidence base documents were being developed. The Local Plan team used the latest available data at the point of developing the relevant evidence base documents. Growth projections in the submission Local Plan and supporting evidence base documents have been informed by the Greater London Authority's (GLA) Housing-led population projections which is informed by the London Plan (2021) housing target.

The following evidence base documents have been produced. Where new information has been made available and/or to address consultation comments provided on these documents, they have been updated.

Document	Details
Characterisation Study (2024)	A study to consider design, function and socio-economic makeup of the borough to: • Support the creation of the Local Plan's spatial strategy, including identifying neighbourhoods. • Develop borough wide design guidance. • Develop neighbourhood specific design principles. • Identify suitable locations of tall building zones. Further detail on the analysis supporting this process is available in a new Tall Building Zone Annex.
Strategic Housing Market Assessment (SHMA) and Gypsy and Traveller Accommodation Assessment (GTAA) (2022)	An assessment to identify the type of homes required by all residents (tenure and size) to ensure the delivery of homes which meet needs. The assessment includes a review of specialist housing needs, including for older residents, specialist housing, student housing and for Gypsy and Traveller pitches.
Retail and Leisure Study (2022)	An assessment of the supply and demand of land for retail and commercial leisure uses (such as restaurants and cinemas) and the function of the existing Town Centre network with recommendations provided on a town centre strategy which supports the delivery of the network of well-connected neighbourhoods objectives.

Employment Land Review (2022)	An assessment of the supply and demand of employment land and floor space and the function of existing employment designations with recommendations provided on an employment land use strategy in keeping with Newham's community wealth building objectives.
Climate Change Evidence Base (2022)	A study to consider and outline the most effective and deliverable measures to reduce carbon production from new buildings and construction work and through retrofitting, as well as how to address overheating.
Community Facilities Needs Assessment (2022)	An assessment of the current and future supply and demand of community facilities with recommendations on how to improve their delivery and meet the needs of Newham's residents and support the delivery the network of well-connected neighbourhoods objectives.
Waste Plan Evidence Base (2022)	An assessment of the availability of waste sites in the context of the London Plan (2021) waste targets, with recommendations on the most appropriate approach to planning for each of the relevant waste streams. LB Newham is part of the East London Waste Authority, together with LB Barking and Dagenham, LB Redbridge and LB Havering. This document was a joint procurement to support the development of an updated Joint Waste Plan.
Site Allocation and Housing Trajectory Methodology (2024)	A methodology note outlining the approach to: • Identifying and selecting site allocations. • Identifying suitable uses on sites. • Determining site capacities, including for small sites. • Determining site phasing. • Identifying further potential sources of housing supply.
Built Leisure Needs Assessment (2024)	An assessment of the current and future supply and demand of built sports facilities, such as leisure centres, gyms and swimming pools. It also undertakes an assessment of water related sports, Multi-Use Games Areas and Urban Sports provision. It then provides an assessment of options to meet this need.
Green and Water Infrastructure Strategy (2024)	A strategy to consider all green and water infrastructure in Newham to: • Assess the current and future supply and demand for different forms of open space. • Develop standards for the quantity and quality of open space. • Assess the quality of open space in the borough. • Identify options to deliver increases in the quantity and quality of open space. • Assess Newham's biodiversity and identify opportunities to improve it.
Metropolitan Open Land Review (2024)	A review of MOL/Green Belt designations to ensure that designations and their boundaries reflect the NPPF and London Plan policy requirements and Newham's strategic requirements for green infrastructure.

Sites of Importance for Nature Conservation Review (2024)	An assessment of the Sites of Importance for Nature Conservation (SINC) sites identified in the adopted Local Plan and of sites that could be added to Newham's inventory of SINC to identify: • Existing SINC where no changes are proposed. • Existing SINC where boundary changes are proposed. • Proposed SINC to be added to the list of SINC designated by Newham. • SINC designated in the 2018 Local Plan that should be de-designated. • Changes to the type of SINC.
Newham Burial Space Study (2024)	An assessment to consider the burial needs of Newham's residents and the suitability of sites within Newham for additional burial facilities, to meet these needs.
Playing Pitch Strategy (2024)	An assessment of the current and future supply and demand of playing pitches and recommendations on how to ensure there is sufficient provision over the Plan period.
Sustainable Transport Strategy (2024)	A strategy to assess whether there is sufficient capacity within the transport network to support the proposed level of growth in a sustainable way. It then identifies where strategic and local interventions are required to deliver sufficient capacity and provides recommendations on further interventions to enable shifts to more sustainable and active ways of travelling.
Housing Design Needs Study	A research study to understand the housing design needs of neurodivergent residents and residents with learning disabilities and the housing design preferences of residents on Newham's housing waiting list and to make recommendations on how new homes can meet these needs and preferences.
Strategic Integrated Water Management Strategy (2023)	A strategy developed with the GLA, Environment Agency, Natural England, Thames Water and neighbouring boroughs and covering an area around the Lower Lea. It outlines: • An understanding of water related risks in the sub-region under different growth and climate change scenarios. • Interventions and measures needed to ensure sustainable growth in response to identified water risks.
Local Integrated Water Management Strategy (2023)	A strategy developed with the GLA, Environment Agency and Thames Water, which covers the Royal Docks and Beckton Riverside Opportunity Area. It considers the constraints and opportunities for sustainably managing water supply, demand and drainage in the study area in the context of significant residential and commercial development anticipated over the coming decades.

Strategic Flood Risk Assessment Level 1 and Level 2 (2023) and Sequential and Exception Tests (2024)	Studies to provide an up-to-date Strategic Flood Risk Assessment of development in Newham, taking into account the most recent policy and legislation in the NPPF and the latest available information and data for current and future (including consideration of climate change) flood risk from all sources, and how these may be mitigated. The set of documents includes an overview report (level 1); a report with site specific assessments for development sites in the borough (level 2); and a report which considers the availability of land with lower flood risk to deliver required development (the sequential and exception tests).

Appraisals

As we develop the Local Plan, we are continuously assessing it to check how it, and possible alternative options, may impact existing social, economic and environmental factors within Newham. The Plan aims to be reducing and mitigating any potential negative effects in relation to these factors and seeking ways to deliver improvements and benefits. This assessment is contained within the Sustainability Appraisal.

Alongside the Sustainability Appraisal an Equalities Impact Assessment (EQIA), a Health Impact Assessment (HIA) and a Habitats Regulation Assessment (HRA) have also been produced and published as part of the Integrated Impact Assessment.

An EQIA is a way of measuring the potential impact (positive or negative) that the Local Plan may have on different groups protected by equalities legislation, so that any such impact can be addressed and mitigated, where necessary.

An HIA is a systematic approach to predicting the potential health and wellbeing impacts of the Local Plan. An HIA identifies actions that can enhance positive effects on health, reduce or eliminate negative effects, and reduce health and social inequalities.

An HRA considers the potential impact of the Local Plan on significant natural habitats.

During the last consultation, we also sought comments on these assessments. Comments received have been considered and updates have been made to the appraisal documents in response to these comments as well as to respond to the changes we have made to the Local Plan since the last consultation. The Integrated Impact Assessment provides a summary of these changes and the reflective process used to continuously assess and inform the Local Plan.

Viability

National policy requires us to assess the likely financial cost of delivering the policies and requirements in the Plan to make sure they are not so expensive that they prevent needed development from occurring. This is called a viability assessment. A viability assessment has been undertaken on this submission Local Plan which is published alongside the Local Plan.

What is the timetable to develop our Plan?

Milestone	Indicative date
First Engagement and Consultation	Autumn – Winter 2021
Preparing the Draft Local Plan	Winter – Summer 2022
Consultation on the Draft Local Plan (Regulation 18)	Winter 2023
Amendments to the Local Plan to create the Submission Local Plan	Spring 2023 – Spring 2024
Consultation on the Submission Local Plan *WE ARE HERE! (Regulation 19)	Summer 2024
Preparing the Local Plan Submission	Autumn – Winter 2024
Submission of the Local Plan to the Secretary of State	Winter – Spring 2025
Examination of the Local Plan, this includes: • Written questions and submissions • Hearings in public • Consultation on proposed modifications to the Plan	Spring – Autumn 2025
Adoption by the Council	Winter 2025

How to use this document

The Local Plan, together with the London Plan, make up the borough's development plan and will be used to make decisions on planning applications. The Plan must be read as a whole and all policies relevant to the proposal will be used to assess its compliance and acceptability. Under each policy is a list of additional policies in the Local Plan and London Plan (2021) (under the title Policy Links), which are likely to be relevant to proposals being assessed under the given policy. However this list is not definitive.

The contents of the Local Plan are:

Section 1: All about Newham

- An introduction to the borough and our key issues and opportunities.

Section 2: Vision and Objectives

- Our long-term vision for how we will build a fairer Newham and the objectives we need to meet to deliver this vision.

Section 3: Policies

- Outlines the policies that will be used to shape and manage growth, regeneration and development across the borough. These are organised into ten topic chapters.
- The ten topic chapters cover policies on building a fairer Newham, design, high streets, social infrastructure, inclusive economy, homes, green space and water space, climate, transport and waste and utilities.

- All policies in the Plan are considered strategic policies, with the exception of the following:
 - BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing
 - D5: Shopfronts and advertising
 - HS6: Health and wellbeing on the high street
 - T4: Servicing a development

Section 4: Neighbourhoods

- Outlines policies for each of our 17 neighbourhoods and the 45 site allocations within them.
- All neighbourhood policies and site allocations in the Plan are considered strategic policies.

Section 5: Appendices

- Glossary and abbreviations: A list of key terms and abbreviations used in the Local Plan and their definitions.
- Monitoring framework: A list of the monitoring indicators we will use to ensure the plan is successfully delivering our vision and objectives.

The policies and proposals set out in this document are also illustrated on a Policies Map.

We would very much welcome your comments on all of the sections of the document and the Policies Map. Responses at this stage should focus on whether or not the Plan meets the tests of soundness and/or all of the relevant legislative requirements.

Section 1: All about Newham

Introduction

Newham is an inner London borough situated between three rivers: the Lea to the west, Thames to the south and Roding to the east. Historically, the borough has been divided into two halves: residential neighbourhoods in the centre and north of the borough built around and along the historic routes connecting central London to Essex, and areas along its three rivers, home to mainly industrial uses and large-scale infrastructure.

Since the closure of the Royal Docks these former industrial areas are undergoing a significant transformation, making Newham a focal point for regeneration in London. Investment in homes, modern industrial workspaces, education, cultural and retail facilities are happening at a greater scale here than anywhere else in London.

Newham strategic location at the intersection of the London-Stansted-Cambridge-Peterborough Corridor, which is centred on enterprise and innovation within emerging sectors such as digital, media, life sciences, telecommunications and advanced manufacturing, and the Thames Estuary Creative and Cultural Industries Corridor adds to its significance. It contains three Opportunity Areas: the Olympic Legacy (which also includes parts of the other Host Boroughs) Poplar Riverside (which crosses the boundary with Tower Hamlets) and Royal Docks and Beckton, which is also the home of London's only Enterprise Zone and Europe's largest regeneration area.

Our borough is well served by public transport and now benefits from 5 new accessible Elizabeth Line stations at Stratford, Manor Park, Forest Gate, Maryland and Custom House. Of the 28 Transport for London stations in Newham, only 4 stations lack step free access.

Our People

Newham has a young, diverse and rapidly increasing population. It has grown rapidly over the last ten years with a 14 per cent increase in population between 2011 and 2021 to be London's third-largest borough by population. Its projected population in 2030 is anticipated to be 465,435. Newham is London's second most ethnically diverse borough with 42.3 per cent of residents identifying as Asian, Asian British or Asian Welsh, 17.4 per cent as Black, Black British, Black Welsh, Caribbean or African and 30.8 per cent as White, and with over 200 languages and dialects spoken. The majority (53.7 per cent) of Newham's residents were born abroad with the largest percentages coming from Bangladesh, India, Romania and Pakistan. Newham residents report a higher level of religious belief than the London average, with most identifying as Christian, Muslim, Hindu or Sikh. The average age of a Newham resident is 32.7 years of age and 34.5 per cent of our residents are under 24. The 2021 Census confirmed that 20 per cent of the population is under 15 years of age. However, the number of older residents is growing and by 2050, Newham is predicted to have the most residents aged over 50 in all north east London boroughs.

One of the key challenges for Newham is the level of poverty and inequality. While significant improvements have been made over the last five to ten years, over a quarter of Newham's wards are in the 20 per cent most deprived wards in the country, 72% of Newham residents live in neighbourhoods in the most deprived three deciles in England and Newham has the 2nd highest number of children under 16 in relative low income families in London . These challenges were exacerbated by COVID-19, with the biggest increase in claimant rates and highest number of people

furloughed in London. The Cost of Living Crisis is also being felt more keenly in Newham than in other parts of London, with the second highest fuel poverty rate in London, significantly higher rates of private renting and far lower average incomes than the rest of London.

Although life expectancy at birth in Newham is similar to the rest of England, healthy life expectancy is lower, through a susceptibility to long term illnesses, risk factors and exposures to harmful agents, like smoking or alcohol. In addition, Newham residents' rate of life satisfaction and sense that things they do in their lives are worthwhile are lower than their London and England counterparts. However, there are also positive signs to build on, with levels of happiness higher and anxiety lower in Newham than many other places within the city and country.

Our Economy

Newham contains around 13,940 registered businesses with 94 per cent of businesses employing fewer than nine people. The rate of business growth is at a significantly higher rate than London and the UK, however business closures are also slightly higher. Job numbers in the borough have risen rapidly over the decade averaging around 10,000 additional jobs each two-year period, achieving a 54 per cent increase since 2015. Public sector jobs remain a large proportion of the overall total (around 30 per cent), with significant job increases in sectors such as retail and business support.

While the level of growth and entrepreneurship in the borough is to be celebrated, significant challenges remain. Productivity remains low and is substantially below the UK average. Average pay in 2022 was £578.30/week (£30,072/year) compared to £645.80/week across London, with more than 30 per cent of our residents paid below the London Living wage, and this rises to over 50 per cent for ethnically diverse residents. Our residents are the most over-indebted in London. The borough has lower employment rates (by claimant count) for women (6.6 per cent) and youth unemployment (4.7 per cent) than the London averages (4.4 per cent for both women and young people). There are still 21% of residents with no qualifications (unchanged since 2011).

Our Homes

14,430 homes were built in Newham (including the area of the borough where the LLDC has planning powers) between 2017/18 and 2021/22, and the Council is delivering 2,000 council homes at social rent. Despite this significant increase in housing numbers, the median house price in Newham stands at £419,603 as of June 2023 (14 time annual earnings) and average private rents have increased by around 40 per cent between 2014 and 2019. Our average rents now represent 65 per cent of average wages compared to 30 per cent across the UK, a contributing factor as to why 49 per cent of Newham residents are in poverty after housing costs are taken into account. In 2019, Newham had the second highest rough sleeping population in London and this remains a significant challenge. The number of residents in temporary accommodation doubled from October 2022 to June 2023.

Our Neighbourhoods

Newham is a hugely diverse borough made up of a variety of neighbourhoods each with their own identity and unique characteristics. These neighbourhoods developed at different times and are often centred on a historic high street or around the distinct industries which developed in Newham in the 19th and 20th centuries, including the docks.

Newham currently has six Town Centres, 13 Local Centres, and 12 Shopping Parades and this Local Plan designates further shopping areas, all of which play an important role in the economic and community life of the borough. In 2018, Newham's high streets hosted 52 per cent of retail jobs, 61

per cent of jobs in accommodation and food services, and 38 per cent of jobs in other service industries. Positively, 88 per cent of residents rate shopping facilities as good.

Most of our high streets fulfil a local service and amenity function, with the exception of Green Street, whose visitor economy of South Asian fashion and jewellery has international networks that extend beyond London and the UK, and Stratford Metropolitan Centre, which has the potential to become an international centre on a par with London's central town centres.

Newham has a thriving Voluntary and Community Sector, with over 260 organisations and a significant number of community facilities, including four leisure centres, ten libraries, five youth zones, numerous places of worship and community centres. However, these spaces are unevenly distributed. The largest numbers of community facilities do not always align with where most residents live.

Our Environment

There are 43 accessible parks and gardens in Newham and numerous green spaces totalling around 262 hectares of publicly accessible green space. The Council manages over 70 public parks and green spaces. Other public parks are managed by the City of London (West Ham Park), the LLDC (Queen Elizabeth Olympic Park) and the Greater London Authority (Thames Barrier Park). The borough also benefits from access to the Lee Valley Regional Park, created in 1966 and managed by the Lee Valley Regional Park Authority, significant parts of which lie within the borough.

In addition to the green space in the borough, the Royal Docks were once the largest enclosed docks in the world and is a 250-acre expanse of water with significant possibilities for leisure, nature, sports and spectacular outlooks.

Despite these important natural facilities, green space only covers 10 per cent of Newham (19 per cent including water spaces), compared with 39 per cent for London as a whole. Only 7 per cent of the borough is accessible green space and the borough has just 16 per cent tree cover which is the second lowest in London.

Newham's location in London, with a significant number of strategic roads (managed by Transport for London) passing through the borough means that Newham residents are exposed to higher particulate pollution than in any other London borough. Newham has the highest death rate attributable to air pollution in England.

To tackle this challenge, as well as to play our part in contributing to global environmental sustainability, Newham declared a Climate Emergency in September 2019, which recognised the need for proactive action to change behaviours and to encourage new ways of working, living, and moving around.

Sources

- The State of the Borough report 2021 (newham.info)
- 50 steps to a Healthier Borough 2024
- Newham Housing Delivery Strategy 2021
- Community Facilities Needs Assessment 2022
- Employment Land Review 2022
- Census 2021
- Planning London Datahub
- Green and Water Infrastructure Study 2024

Section 2: Vision and Objectives

Together the vision and objectives establish our ambition for Newham in 2038. They are underpinned by the pillars of the [Building a Fairer Newham Strategy \(2022\)](#). Which superseded [the Towards a Better Newham Strategy \(2021\)](#), which formed the basis of our Issues and Options document. Our new strategy builds on these objectives as well as our achievements over the last four years, with Building a Fairer Newham serving as the foundation for the objectives and policies in this Plan.

All developments in the borough are expected to align with and advance these objectives. To ensure this outcome, the spatial strategy, policies, neighbourhood policies and site allocations have been developed to work individually and collectively to realise the vision and objectives. Our monitoring framework will oversee the implementation of these policies and the achievement of our vision and objectives.

Vision

No other borough is being transformed at the pace and scale that Newham is experiencing, both currently and over the next 15 years. Our vision is for this transformation to build a fairer, healthier and happier borough where creativity, diversity, an inclusive economy and community spirit can flourish and where residents feel proud of where they live.

In some of our 17 neighbourhoods change will be radical. As City Hall makes its new home in Royal Victoria, the area around it and the wider Royal Docks, which were once isolated industrial sites, will become new connected, lively areas of our borough. They will be home to existing and future Newham residents as well as businesses engaged in the new green, digital and creative industries, amongst others. These new communities will be matched in scale and ambition by a new Town Centre, connected by a DLR extension, at Beckton Riverside/Gallions Reach. Here, a new city district will provide homes, social infrastructure, modern industrial jobs and access to nature and the Thames.

Along the River Lea, through Canning Town and Manor Road and Three Mills new bridges and walkways will link residents to natural spaces, stations and neighbouring boroughs. At Custom House, the Elizabeth Line will serve newly regenerated and restored estates built around social infrastructure and local shops. In Stratford improved connectivity and targeted development will ensure that the global ambitions of the Olympic legacy delivers lasting benefits for all of Newham.

In many more neighbourhoods, change will be smaller but no less important. These changes, such as at Forest Gate and East Ham, will appreciate and enhance our shared built and cultural heritage and diversity. Our Town Centres and Local High Streets will be cherished spaces to meet, shop locally and explore, where local businesses represent the variety of cultures present in Newham.

Developments across our neighbourhoods will create new green and well-designed genuinely affordable homes. New spaces where businesses can grow, including in the Beckton Riverside, Twelvetreets Park and Former Bromley-By-Bow Gasworks and Thameside West site allocations will create high quality and well-paying local jobs – ensuring wealth created in our community stays in our community.

New development, including at Custom House, Plaistow North and Pudding Mill Lane, will provide opportunities to complete our network of well-connected neighbourhoods, delivering the shops, social infrastructure and inclusive open and green spaces that will bring our neighbourhoods to life and provide spaces for us to meet.

This will be complemented by interventions which make Newham a safe and enjoyable place to move around. Encouraging and improving the accessibility of walking, cycling and public transport will be prioritised on clean, safe, green and attractive streets where all feel welcome.

This growth will not compromise our commitment to tackling the Climate Emergency. New development will be zero carbon and retrofitting existing buildings will be supported and accelerated. Our network of parks, open spaces, docks and riversides will be protected and expanded, allowing the natural environment to flourish, while also addressing the lack of access to open spaces in some neighbourhoods. Climate resilient and nature-filled neighbourhoods will help residents and local wildlife live safely and healthily in a changing environment.

Instrumental in delivering this vision will be collaboration to bring together residents, local organisations, the council and developers to build trust and understanding about what is needed and achievable in each of Newham's 17 neighbourhoods. Young people in particular will be welcomed and planned for, ensuring they retain an enduring stake in their future and the borough's.

Objectives

1. A healthier Newham and ageing well

- Improving physical and mental health and well-being will be prioritised, to ensure we reduce health inequalities through a health integrated approach to planning.
- Health will be promoted through the creation of healthy environments with clean air, no food deserts and no food swamps.
- The health, happiness and wellbeing of our residents will be measured to monitor the success of developments and the Local Plan.
- Accessible and age-friendly communities and environments will be created.
- The accessibility and quality of healthcare facilities and services will be improved to meet growing demands for healthcare as our population increases.

2. An inclusive economy to support people in these hard times

- All residents will have access to local job opportunities, education, training and skill development.
- Our local economy will be supported through improving the quantity, range and affordability of employment space.
- The delivery of London's first London Living Wage neighbourhood will be supported.
- Access to employment through sustainable transport infrastructure and active travel will be improved.
- Businesses and residents will have access to the utilities and digital infrastructure required to function in the new economy.

3. People-friendly neighbourhoods with green and clean streets

- A greener and cleaner future in Newham will be created, to tackle the Climate Emergency through zero carbon development, retrofitting existing buildings and building climate resilient neighbourhoods.

- Biodiversity and access to nature will be improved, to support plants, animals and residents to thrive.
- Well-designed, clean and litter-free network of well-connected neighbourhoods will be created, which encourage physical activity, active travel, green public transport and reduced car use, resulting in greener streets and public spaces.
- Provision of, and access to, high streets, social infrastructure, green and open spaces will be increased through the delivery of a network of well-connected neighbourhoods.
- Our unique and diverse heritage will be protected and celebrated, requiring new development to be well-designed and that old and new buildings are well integrated.

4. Safer Newham where no-one feels at risk of harm

- Crime and fear of crime will be reduced and safe spaces and streets will be created through better, more inclusive, design of the public realm, including green and open spaces.

5. Homes for residents

- The homes required to meet the diverse needs of our population, including a range of specialist housing options to provide care choices, greater independence and support, will be delivered.
- Housing quality across the borough will be improved.
- Delivery of family homes at social rent will be prioritised because that is our most pressing need.
- Housing design will recognise, celebrate and function well for Newham's diverse communities.

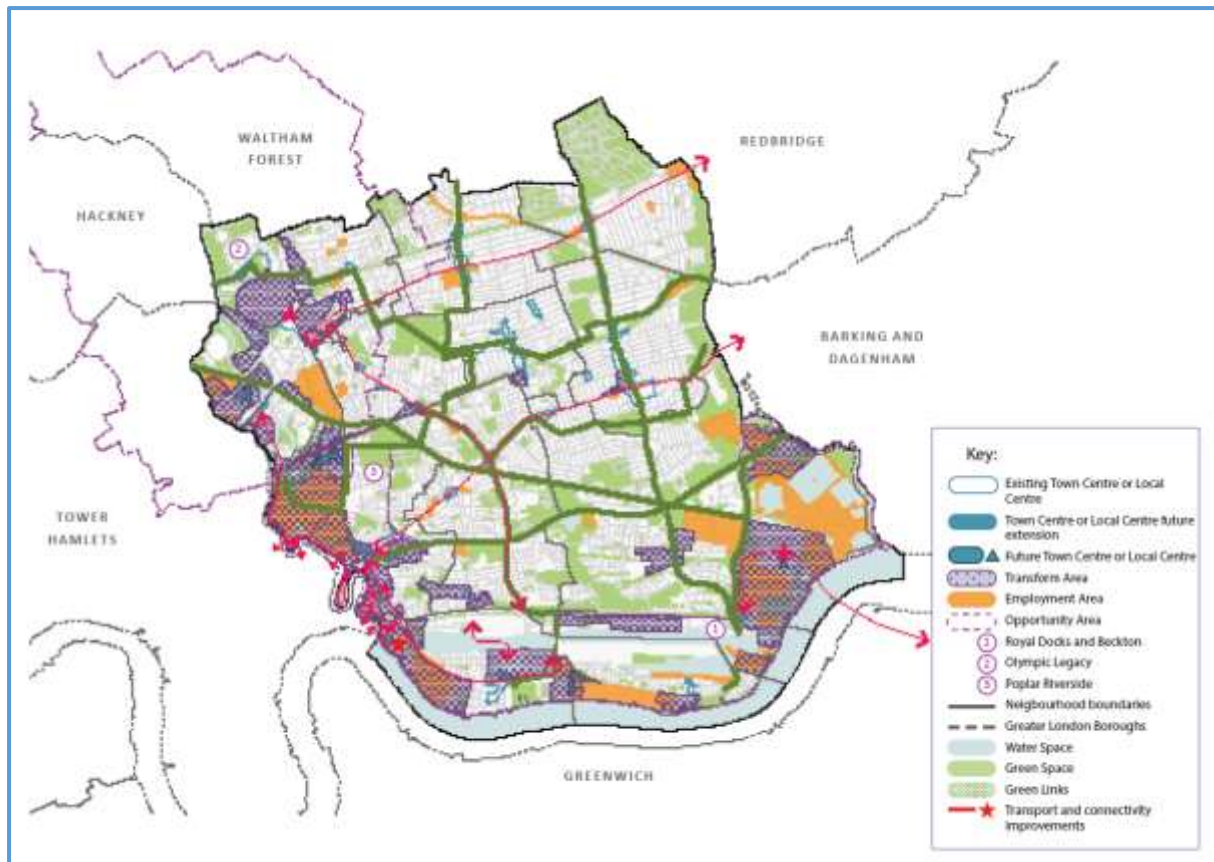
6. Supporting young people to have the best start in life and reach their potential

- Our public, play, study and creative spaces and social infrastructure will create high quality, safe, fun and welcoming spaces for all young people.
- The accessibility of public transport for young people will be improved.
- Existing, new and improved access to education and childcare provision will be protected and delivered.
- Skills and career development will be provided to support young people's long term employment prospects in growth sectors.

7. People powered Newham and widening participation in the life of the borough and the work that the Council does

- A more equal and affordable borough will be created, which reduces poverty and increases civic participation and inclusive opportunities for all.
- Sufficient physical, social, civic and digital infrastructure will be provided, as part of delivering inclusive growth which meets the needs of existing and future communities in Newham.
- Co-design principles will be embedded in delivering new development.
- Access to high streets, social infrastructure (to enable support networks), and open space will be improved through the delivery of a network of well-connected neighbourhoods, to create happier communities.
- New development will improve social integration.
- Cultural events, spaces and businesses will be supported.

KEY DIAGRAM



Building a Fairer Newham

The Newham Local Plan sets out the spatial strategy for Newham to 2038. The spatial strategy identifies the location, scale and uses of development that will come forward in Newham and demonstrates how this growth will meet the needs of Newham's current and future population. This includes the target, set by the London Plan (2021), to deliver at least 47,600 homes in Newham over the period 2019/20 to 2028/29. This target will deliver homes to meet both Newham and wider London's housing requirements. The Newham Local Plan also seeks to meet Newham's needs for:

- a requirement for 335,000sqm of industrial floorspace
- a minimum requirement for 90,000sqm of office floorspace
- 25,973sqm of retail floorspace

This level of change and development creates a unique opportunity, and it is crucial that the delivery of this growth is undertaken in a way which is fair and supports the delivery of the nine objectives set out in the Vision and Objectives as well as the London Plan's (2021) Good Growth principles.

The delivery of these objectives requires growth which is correctly located, overcoming Newham's existing spatial disparities; involves Newham residents in creating holistic and complementary developments; delivers healthy neighbourhoods, in-keeping with community wealth building¹ principles; and which is supported by sufficient social infrastructure, to create improved social interactions and a network of well-connected neighbourhoods.

This section contains the following policies:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing
- BFN4: Developer contributions and infrastructure delivery

¹ Community Wealth Building is an approach to economic regeneration, which focuses on enabling measures that support communities to create wealth and retain more of the benefits of economic growth emerging locally. Further information can be found in Newham's Community Wealth Building Strategy.

BFN1: Spatial strategy

1. Development will be directed to all of Newham's 17 neighbourhoods to distribute the benefits of growth, achieve Community Wealth Building outcomes and create a network of successful and well-connected neighbourhoods. This will be achieved through
 - a. directing significant levels of growth to:
 - i. the six neighbourhoods in the Royal Docks and Beckton Riverside Opportunity Area, which have the potential to deliver 36,000 new homes and 55,000 new jobs up to 2041, unlocked by an extension to the DLR and the delivery of two new DLR stations; and
 - ii. the N6 Manor Road and N7 Three Mills neighbourhoods alongside the River Lea, which form part of the cross boundary Poplar Riverside Opportunity Area, which has a potential to deliver 9,000 new homes and 3,000 new jobs by 2041, supported and connected by a series of new bridges; and
 - iii. the N8 Stratford and Maryland neighbourhood, supported by a redesigned Stratford Station.
 - b. supporting incremental change in the N9 West Ham, N10 Plaistow, N11 Beckton, N12 East Ham South, N13 East Ham, N14 Green Street, N15 Forest Gate and N16 Manor Park and Little Ilford neighbourhoods through the enhancement of each neighbourhoods' character and the delivery of site allocations.
2. Development will make the best use of land, optimise sites and deliver sustainable development by:
 - a. applying a design-led approach which responds to the site's surrounding character and context; and
 - b. supporting tall buildings in the borough's Tall Building Zones; and
 - c. conserving and enhancing the borough's heritage assets and settings; and
 - d. delivering zero carbon, climate resilient and nature-friendly developments.
3. Development will create new jobs and deliver a modern, greener and inclusive economy by:
 - a. protecting and intensifying the borough's Strategic Industrial Locations and Local Industrial Locations for a diverse range of industrial and storage, logistics and distribution and related uses; and
 - b. directing employment-led development to the borough's Local Mixed-Use Areas to deliver light industrial, small-scale office and workspace; and
 - c. protecting and supporting low-cost workspace in the borough's Micro Business Opportunity Areas; and
 - d. directing major office floorspace to Stratford Metropolitan Centre and smaller-scale offices to the Major and District Centres; and
 - e. requiring new employment floorspace on identified site allocations; and
 - f. supporting the location of industrial uses on out-of-centre retail and leisure parks; and
 - g. supporting new workspaces in locations which complete a gap in the network of well-connected employment uses.

4. Development will meet the retail and leisure needs of residents, workers and visitors by:
 - a. Directing main town centre uses to the borough's network of Metropolitan, Major, District and Local Centres and supporting their diversification and in some cases expansion; and
 - b. creating a new District Centre on N17.SA1 Beckton Riverside site allocation; and
 - c. creating new Local Centres on N2.SA3 Connaught Riverside, N2.SA4 Thameside West, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks, N7.SA3 Sugar House Island and N8.SA9 Pudding Mill; and
 - d. creating expanded Local Centres on N1.SA2 Rymill Street, N2.SA1 Silvertown Quays and N9.SA1 Plaistow North; and
 - e. protecting and expanding the borough's network of Neighbourhood Parades to ensure the delivery of a network of well-connected neighbourhoods.
5. Development will protect and enhance existing parks and social infrastructure and support the creation of new parks and social infrastructure by requiring the delivery of:
 - a. new or re-provided community facilities on suitable site allocations in areas with a deficiency in access to community facilities and by directing additional community facilities to the borough's network of town centres and accessible, neighbourly locations to deliver a network of well-connected neighbourhoods; and
 - b. new schools on N2.SA1 Silvertown Quays, N2.SA3 Connaught Riverside, N2.SA4 Thameside West, N4.SA4 Royal Road, N8.SA7 Rick Roberts Way and N17.SA1 Beckton Riverside site allocations; and
 - c. new health centres on N1.SA2 Rymill Street, N2.SA4 Thameside West, N5.SA1 Custom House – Land surrounding Freemasons Road, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks, N8.SA1 Stratford Central, N8.SA9 Pudding Mill and N17.SA1 Beckton Riverside site allocations and in the N14 Green Street Neighbourhood, subject to a needs based assessment at the time of delivery; and
 - d. re-provided health centres on N10.SA4 Balaam Street Surgery Complex, N11.SA1 East Beckton Town Centre, N14.SA2 Shrewsbury Road Health Complex and N15.SA1 Lord Lister Health Centre site allocations; and
 - e. new open space on the majority of site allocations, with new Local Parks of at least 2ha required on the N2.SA1 Silvertown Quays, N2.SA4 Thameside West, N4.SA4 Limmo, N7.SA1 Abbey Mills, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and N17.SA1 Beckton Riverside site allocations, the creation of public access to the Metropolitan Open Land at the N13.SA3 Former East Ham Gas Works site allocation and the enhancement of the open space at N10.SA3 Newham Leisure Centre to create a new Local Park; and
 - f. the re-provision of playing pitches at N13.SA3 Former East Ham Gas Works site allocation and the Lady Trowers Trust Playing Field, through bringing them back into public use; and
 - g. new playspace or playable public realm on the majority of site allocations; and
 - h. development that supports the vision of the Lee Valley Regional Park Authority's Development Framework (Area 1); and
 - i. a new leisure centre on N11.SA1 Beckton Town Centre or N17.SA1 Beckton Riverside, a new sports facility at N8.SA7 Rick Roberts Way, a new leisure centre in the N4 Canning Town neighbourhood and an upgraded and redeveloped Newham Leisure Centre (as part of site allocation N10.SA3).

6. Development must contribute to improving strategic and local connections and increasing active travel through improved local walking and cycling connections; the implementation of Low Traffic Neighbourhoods; new bridges over the River Lea, docks and other barriers; the extension of the Leaway Walk, Thames Path and Capital Ring; and by reducing the dominance of the borough's road infrastructure to improve air quality and to enable better walking and cycling.
7. Development must protect and support improvements to the borough's strategic and utilities infrastructure while mitigating any negative impacts.
8. Meanwhile (temporary) development must contribute to delivering the Plan's vision and objectives, through:
 - a. activating sites with uses which meet local needs and secure long-term social value by building on existing community initiatives and supporting job-creation for, and training of, the local community; and
 - b. delivering an environmentally sustainable development which complies with the relevant design, amenity and transport policies; and
 - c. not prejudicing the future long term development of a site.

Justification

This policy identifies where development and change will occur across the borough to deliver the Plan's vision and objectives. Newham is home to three Opportunity Areas: Royal Docks and Beckton Riverside and the Poplar Riverside and Olympic Legacy cross boundary Opportunity Areas. Opportunity Areas are designated in the London Plan (2021) as key locations with potential for new homes, jobs and infrastructure of all types. These Opportunity Areas are linked to existing or potential public transport improvements and the realisation of the levels of growth outlined are dependent on the delivery of these transport improvements. These areas of the borough will therefore see the majority of growth in Newham. However, growth and development will also occur in other neighbourhoods, where land is available for development and/or intensification and where the Characterisation Study (2024) has identified it as being suitable for growth and change. Growth in these neighbourhoods will provide locations for homes and employment as well as providing much needed social infrastructure, such as health centres and community facilities.

The Characterisation Study also helped identify a series of distinct neighbourhoods each of which has a separate policy to guide growth at a more local and detailed scale. These 17 neighbourhood policies are in Section 4 of the Local Plan and provide further guidance on the delivery of this spatial strategy within each of the borough's neighbourhoods.

To deliver Newham's regional economic role as a key location for industrial land, the Plan seeks to consolidate and optimise our remaining industrial sites to deliver modern, intensified, high quality workspaces and ensure they are suitably buffered from residential areas by lighter industrial and workshop uses. In addition, to deliver our green economy, a network of well-connected neighbourhoods and Community Wealth Building objectives we require variety in the types and locations of workspace. This includes promoting the role of the Stratford Town Centre as an important office cluster in the borough and protecting and enabling smaller clusters of workspace which can offer low cost and affordable workspace.

A key objective underpinning this spatial strategy is the delivery of a network of well-connected neighbourhoods, often within a 15 minute walk or cycle: ensuring all residents live within easy walking distance (often defined as a 15 minute walk) of shops, workplaces, community facilities, parks and civic amenities and that there are sufficient facilities to meet the needs of an increasing population. 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. The strategy is not intended to create isolated and self-sustaining areas but to enable access to services and facilities for everybody within a series of well-connected neighbourhoods. The objective is for residents to be able to more easily access a range of different facilities and services, whether that is within the neighbourhood they live in or within the wider network of neighbourhoods. It also supports the delivery of a just transition to resilient, connected and green neighbourhoods across the borough.

This policy sets out how we will deliver this objective, through directing the delivery of key land uses, including social infrastructure, in needed locations, and in doing so overcome the borough's current uneven distribution of many of these key neighbourhood elements that residents tell us are needed to live happy and healthy lives in Newham. To ensure that everyone in the borough lives in a network of well-connected neighbourhoods, while protecting and enhancing our town centres, we will be supporting the expansion of many of our existing centres and parades and creating new centres and parades.

The borough's quantity of publicly accessible open space for each person is low, and many areas lack good places for children to play. Despite this overarching deficit, significant areas of the Lee Valley Regional Park lie within the Three Mills, Canning Town and Custom House and Stratford and Maryland neighbourhoods. The strategy therefore seeks to make the most of our existing green assets, including the Lee Valley Regional Park, while reducing our spatial and absolute deficits.

Meanwhile or temporary uses can deliver a number of benefits which support the delivery of the Plan's vision and objectives. This includes the activation of sites or phases of sites awaiting development and of vacant units in high streets; the ability to test new forms of development in advance of permanent development; and as opportunities for co-production in the design and delivery of a site. The realisation of these benefits must also be delivered alongside and balanced against the need to deliver high quality, environmentally sustainable development which complements the spatial strategy.

Implementation

BFN1.1	Further guidance on the delivery of growth and development in each of the borough's 17 neighbourhoods is included in section 4 of the Plan. The six neighbourhoods which form the Royal Docks and Beckton Riverside Opportunity Area are N1 North Woolwich, N2 Royal Victoria, N3 Royal Albert North, N4 Canning Town, N5 Custom House and N17 Gallions Reach. Sites where a significant level of growth is anticipated or which are required to deliver the Neighbourhood visions are designated as site allocations (section 4). Development on these sites, must comply with the site specific development and design principles outlined in the Plan's site allocations. The Council will work with partners and use the range of tools at its disposal to support the implementation of this policy and the delivery of these strategic sites.

	Development on other sites, known as ‘windfall sites’ will also make a significant contribution to meeting our housing and employment needs. These will be supported where they meet the policy requirements in the Plan.
BFN1.2	New developments should optimise the use of available land by responding to the site’s context, the design policies and the guidance in the Characterisation Study (2024) to deliver well-designed development of an appropriate scale and size. Of equal importance for making the best use of land and delivering sustainable development is the requirement for development to be net zero, designed to mitigate the impacts of a changing climate and deliver spaces for biodiversity. Further guidance is provided in the Climate Emergency and Green and Water Spaces chapters of the Local Plan.
BFN1.3	Development should deliver the spatial strategy by ensuring that employment floorspace is provided in supported locations and is of an appropriate scale and nature. Further guidance is provided in the Neighbourhoods section and Inclusive Economy chapter of the Local Plan and the Employment Land Review (2022).
BFN1.4	Development should support the delivery of a network of well-connected neighbourhoods and enhance the vitality and viability of our network of town and local centres and neighbourhood parades by ensuring main town centre uses are provided in supported locations and is of an appropriate scale. Further guidance is provided in the Neighbourhoods section and High Streets chapter of the Local Plan and the Retail and Leisure Study (2022).
BFN1.5	Further information regarding infrastructure requirements on site allocations is provided in the Neighbourhoods section of the Local Plan. The types of community facilities which should be delivered under part 5a are buildings and spaces which provide community meeting places of the types included in the Community Facilities Needs Assessment (2022). These include education facilities with shared space, community centres, youth zones, social clubs, libraries, public halls and exhibition halls, public houses, public toilets, places of worship, music venues, cinemas, theatres, galleries, museums (Use class F and Sui generis - 2020). Applicants should refer to the Community Facilities Needs Assessment (2022) for details of the community facilities required in their neighbourhood. The need for new social infrastructure which are either sports facilities, schools and early years childcare facilities, healthcare facilities or parks, open spaces and playspace are allocated for separately (see parts 5b, 5c, 5e, 5f and 5g) and are supported by their own evidence base documents. Further guidance is provided in the Neighbourhoods section and Social Infrastructure chapter of the Local Plan All development is expected to support the delivery of social infrastructure through the mechanisms outlined in policy BFN4. Newham will consult the Lee Valley Regional Park Authority (LVRPA) on planning applications which it considers could affect the Park. Under the terms of the Lee Valley Regional Park Act (1966), the LVRPA can refer any decisions by Newham to the Secretary of State if it is considered by the LVRPA that the decision taken materially conflicts with the proposals of the Authority for the development of the Park.
BFN1.6	The Council is implementing a transformative series of transport and infrastructure schemes to improve local connections and make walking and cycling easier and safer.

	Further detail on these schemes is provided in the Neighbourhoods chapter and the Sustainable Transport Strategy (2024). Developments in close proximity to these transport interventions are expected to ensure their proposal supports the implementation of these schemes and all developments are expected to support their wider delivery through the mechanisms outlined in policy BFN4.
BFN1.7	Newham is home to a significant number of strategic utilities and infrastructure facilities – including Beckton Sewage Treatment Works, transport depots, wharves and pylons. Development in close proximity to strategic utilities and infrastructure must ensure the new development does not impact on its long term function and that the design of any new development mitigates any potential noise, dust, odour, light and other pollution from these existing strategic facilities on the users of new development, in line with the agent of change principle. The Council will continue to work with utilities providers and other public sector bodies to reduce the impact of these facilities and ensure improvements, including their decarbonisation and expansions, are supported, as required.
BFN1.8	Meanwhile uses should normally last for 5 years or fewer, reflecting the Local Plan review period. Applications for temporary development of longer lengths of time will need to comply with the Plan’s spatial strategy, in particular policies which support the vitality and viability of town centres and employment designations. It will rarely be justifiable to grant a second temporary permission (except in cases where changing circumstances provide a clear rationale). Appropriate meanwhile uses are those which meet local needs, identified through consultation and co-design and/or market testing but could include homes (where the relevant policies in the Homes chapter are complied with), pocket parks, community gardens, spaces for nature, including habitat creation, community facilities, pop up shops or markets, affordable workspace or makerspace. For larger sites, meanwhile projects can help to engage on the permanent use of the site and test strategies for elements of the wider masterplan design such as wayfinding, lighting and local identity. Spaces can also be used as nurseries for plants which will be used in the final landscaping of the site. Meanwhile uses must also comply with the Plan’s commitment to tackling the climate emergency, meet BREEAM excellent and consider how temporary new builds can reduce their environmental footprint via Modern Methods of Construction and the potential for reuse of temporary new builds in other locations. Developments using Modern Methods of Construction should accord with the requirements of Local Plan Policy CE3. Newham’s Climate Change Evidence Base (2022) provides further information on the environmental impact of a range of modern construction methods. Meanwhile uses must also not result in any unacceptable highways or transport impacts, be neighbourly and meet design requirements outlined in D1.4. An application for meanwhile uses should either be supported by a Meanwhile Use Strategy (if required under policy BFN2.4) or, if not on a phased site, by a statement outlining the likely future permanent use of the site and how any proposed meanwhile use aligns with, and will not prejudice, future development on the site. Meanwhile uses, including those outlined with a Meanwhile Use Strategy, will be subject to their own planning applications.

Evidence base

- Characterisation Study, Maccreeanor Lavington with New Practice, Avis and Young, GHPA (2024)
- Strategic Housing Market Assessment and Gypsy and Traveller Accommodation Assessment, Opinion Research Services (2022)
- Retail and Leisure Assessment, Urban Shape Planning Consultants (2022)
- Employment Land Review, Stantec (2022)
- Community Facilities Needs Assessment, Publica (2022)
- Site Allocation and Housing Trajectory Methodology, LB Newham (2024)
- Built Leisure Needs Assessment, Strategic Leisure Limited (2024)
- Green and Water Spaces Infrastructure Strategy, Jon Sheaff and Associates with London Wildlife Trust (2024)
- Playing Pitch Strategy, KKP (2024)
- The Lee Valley Regional Park Development Framework, The Lee Valley Regional Park Authority (2010)
- Sustainable Transport Strategy, Systra (2024)

Policy Links

Local Plan:

- J1: Employment and growth
- J2: New employment floorspace
- T1: Strategic transport
- SI2: New and re-provided community facilities and health care facilities
- SI3: Cultural facilities and sport and recreation facilities
- SI4: Education and childcare facilities
- HS1: Newham's Town Centres Network
- HS2: Managing new and existing Town and Local Centres
- D3: Design-led residential site capacity optimisation
- D4: Tall buildings
- D6: Neighbourliness
- D8: Conservation Areas and Areas of Townscape Value
- D10: Designated and non-designated buildings, ancient monuments and historic parks and gardens
- H1: Meeting housing needs
- GWS1: Green spaces
- GWS2: Water spaces
- W4: Utilities and digital connectivity infrastructure
- Section 4: Neighbourhoods

London Plan 2021:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG4 Delivering the homes Londoners need

- GG5 Growing a good economy
- SD1 Opportunity Areas

BFN2: Co-designed masterplanning

1. Sites should be designed and developed comprehensively. Piecemeal delivery will be resisted, particularly where it would prejudice the realisation of the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles or where the timing of delivery would be unsupported by infrastructure.
2. All major applications and applications on site allocations must undertake co-designed site masterplanning, through engagement with different stakeholders. This masterplanning must consider all of the following:
 - a. how the required land uses and infrastructure provision on the site will be delivered;
 - b. relevant neighbourhood and/or site allocation design principles;
 - c. integration of the scheme with its wider surroundings, including any effects on the historic environment;
 - d. delivery of key walking and cycling connections within the site and to and from key local facilities;
 - e. layout of the site to ensure neighbourliness; and
 - f. how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and appropriate mitigation for environmental harm made.
3. All masterplans should demonstrate how the site will support the delivery of all of the following objectives:
 - a. increased opportunities for social interaction;
 - b. mixed, inclusive and stable communities;
 - c. environments which support good physical and mental health;
 - d. spaces young people can thrive in;
 - e. zero carbon, climate resilient neighbourhoods;
 - f. Inclusive design, with buildings and public spaces whose use and design reflects and meets the needs of Newham's diverse population; and
 - g. Community Wealth Building.
4. All phased sites, where parts of the site will remain vacant or underused for more than three years, must submit a Meanwhile Use Strategy which will outline how vacant and underused plots will be activated.
5. All developments on site allocations are expected to undertake post occupancy surveys and share the results with the Council.

Planning obligations

- The implementation of Meanwhile Use Strategies for phased sites, where parts of the site will remain vacant or underused for more than three years.
- Post-occupancy surveys for all developments on site allocations.

Justification

Masterplanning and co-design are two crucial tools to ensure the delivery of Newham's key objectives. Significant levels of development in Newham are occurring on site allocations, which when complete will form whole new neighbourhoods and parts of the borough. Such sites must be well planned to deliver multiple mutually supporting objectives on the site itself, as well as create benefits for the wider area. Of equal importance are the smaller, more incremental changes, in well-established neighbourhoods, where masterplanning is necessary to ensure the best use of land and neighbourliness.

New development in Newham must meet the needs of Newham's residents. The policies in this Plan ensure this by requiring developments deliver on our key objectives – all of which can be influenced by the design, use and management of any scale of new developments. However, each part of the borough is different and the detailed requirements of local communities will change with time. Co-design, at the earliest opportunity, will therefore complement these policies, giving residents a genuine opportunity to shape the development of their neighbourhoods and applicants a vital resource to help understand the neighbourhood they are building in and create somewhere special and valued.

Post occupancy surveys provide an invaluable source of information on the occupancy of new developments, as well as the design and function of the development. This will help shape the Council's service delivery and infrastructure planning, as well as to help guide future policy and approaches to design.

Implementation

BFN2.1	Developments of all scales should be designed and developed comprehensively. Masterplanning enables this by establishing an agreed site or scheme design which considers an optimum approach to address all the factors outlined in part 2. For small sites (developments of under 0.25 ha), it is expected that when multiple small sites form part of an applicant's pipeline and are due to be developed in close proximity to each other and within a similar timeframe, these should be considered comprehensively. Submission documents should demonstrate a coherent design, amenity and delivery strategy. This is particularly the case when undertaking multiple infills on a single housing estate. For major applications and site allocations, compliance with this part of the policy will, in part, be demonstrated by a successful masterplan which delivers against the criteria in parts 2 and 3. Where relevant, sites should be supported by a realistic phasing plan.
BFN2.2	It is expected that co-designed masterplanning should take place in advance of, and alongside, pre-application discussions. Early engagement with local communities in the creation of the site brief is strongly encouraged for all developments, as proportionate to the scale and type of development and its potential impacts (positive or negative). Such engagement should also complement work being undertaken on any Social Value

	and Health Impact Assessment (for more information see policy BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing). Newham considers that the most effective and inclusive method to undertake this engagement is by using a co-design process through which the masterplan can be developed and key aspects of the scheme can be designed. Participants in the process should include landowners, developers, residents in the surrounding area, local community organisations, local businesses, prospective users or managers of any social or community infrastructure provision and relevant statutory consultees. An engagement strategy should be submitted outlining how engagement has and will be carried out. This should identify which specific groups have and will be engaged, including a focus on engaging young people and a range of residents as diverse as the local population across all protected characteristics, and how they will be engaged. The strategy should be underpinned by the engagement principles contained within Newham's Statement of Community Involvement, be fully accessible, and include offline and online activities, the use of existing local events, innovative and fun activities and allow for long term engagement. A review of Newham's Statement of Community Involvement will be undertaken to provide more details regarding a definition of co-production in the context of masterplanning and best practice examples. For developments proposing meanwhile uses and for major development, the use of exploratory walks or participatory site assessments as part of the engagement with local community is strongly encouraged. To be most effective, these should seek to provide a range of opportunities targeted at different sections of the community that may have particular knowledge and concerns about the area (e.g. women and girls focus group or disability walking tour), alongside mixed group engagement. The masterplan must consider and provide a strategy for how the required land uses and infrastructure will be delivered across the whole allocation or site, as well as appropriate phasing to ensure infrastructure is provided as it will be needed. For complex sites with the need for transport improvements or new transport provision, the applicant should evidence how an integrated approach to the delivery of transport infrastructure has been considered and outline the arrangements in place to ensure its timely delivery to benefit the existing and future population. The masterplan must demonstrate compliance with the relevant neighbourhood vision, neighbourhood policy, site allocation development principles and/or site allocation design principles provided in section 4. It should also evidence how the site's existing natural features, including trees, green spaces and water spaces have been incorporated into the design while appropriate mitigation for environmental factors such as noise, odour, air quality and flood risk have been incorporated, paying particular consideration to those land uses and users most vulnerable to these factors. Finally, the masterplan must demonstrate that the layout will optimise quality of life for residents in the new development, as well as those living alongside it, while protecting the economic function of any new and existing employment uses. The considerations listed in the policy are applicable to developments containing all land uses. Developments must consider all aspects listed in the policy and apply them, alongside any site or use specific constraints, taking into account the context of the site and its surroundings, both current and planned.

BFN2.3	Delivering opportunities for social interaction can include well-designed communal amenity spaces and internal circulation space, as well as larger interventions such as the provision of community facilities or community growing spaces. Mixed, inclusive and stable communities will be achieved when an appropriate mix of tenures and sizes of home are provided (including specialist housing, where appropriate), enabling Newham's diverse community to live in suitable, long-term and secure housing in locations across the borough. Ensuring that developments meet the needs of, and do not exclude or displace existing, and especially disadvantaged, local communities is also key to achieving this objective. Incorporating active travel, active design and healthy streets principles, as well as providing green and tranquil spaces and well-designed homes all benefit physical and mental wellbeing. Recent engagement with young people in Newham has highlighted that young people often feel unsafe and unwelcome in public spaces in Newham. Masterplans must therefore demonstrate how the needs of children and young people will be met in and around the development. Masterplans should consider how a changing climate will be managed within their development, such as through layouts to reduce overheating, provisions of cool zones, sustainable urban drainage systems and/or flood prevention measures. Newham is the most diverse borough in London, our buildings and public spaces must be designed to accommodate variation in family and social lives as well as considering different groups' feelings of safety and welcome. This could include larger homes for multigenerational living, variation and flexibility in the design of private amenity space and internal home layouts, facilities in the public realm for different types of games, festivals or socialising and the use of design features which incorporate global design practices and aesthetics. Finally, the masterplan must demonstrate how the scheme will deliver Community Wealth Benefits, such as creating spaces for local businesses, complementing, not undermining the vitality and viability of local retail and community facilities, and creating opportunities for community ownership and management. Further guidance can be found in the Borough Wide Design Principles chapter of the Characterisation Study. Specific interventions to deliver these objectives must be informed by the co-design process and respond to local needs. The masterplan document should evidence how these objectives have been delivered. The objectives listed in the policy are applicable to developments containing all land uses. Developments must consider all aspects listed in the policy and apply them, alongside any site or use specific constraints, taking into account the context of the site and its surroundings, both current and planned.
BFN2.4	As part of a phasing plan, applicants should identify parts of the site which will remain vacant or which will be underused for more than three years as the development is

	delivered. Underused parts of the site include those where existing uses may be continuing but which do not use the entirety of any existing buildings or plots. The Meanwhile Uses Strategy should aim to activate the site, establish connections with the wider community and build the identity of new developments and neighbourhoods. Appropriate meanwhile uses should be identified through co-design approaches so they reflect local needs, but could include homes (where the relevant policies in the Homes chapter are complied with), pocket parks, community garden, spaces for nature, including habitat creation, community facilities, pop up shops or markets, affordable workspace or makerspace. Meanwhile projects can help to engage on the permanent use of the site and test strategies for elements of the wider masterplan design such as wayfinding, lighting and local identity. Spaces can also be used as nurseries for plants which will be used in the final landscaping of the site. The provision of meanwhile uses on the site should not prejudice the delivery of the final scheme, including the need to secure land for remediation or preparatory works. The Meanwhile Strategy should be provided on submission of the planning application. Meanwhile uses will be subject to their own planning processes and must comply with Local Plan Policy BFN1.8.
BFN2.5	Surveys should be completed more than 12 months and less than 24 months after full occupancy of the phase. It is expected that the survey should be conducted by an independent third party and have a response rate of at least 40 per cent to ensure sufficient data quality and anonymity. The Council will develop a series of standard questions which can be supplemented should the developer or management company so wish.

Evidence base

- Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)

Policy Links

Local Plan:

- BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing
- CE7: Managing flood risk
- J4: Delivering Community Wealth Building and inclusive growth
- T1: Strategic transport
- T2: Local transport
- CE1: Environmental design and delivery
- CE2: Zero Carbon development
- HS1: Newham's Town Centres Network
- D1: Design standards
- D2: Public realm net gain
- D3: Design-led residential site capacity optimisation

- D6: Neighbourliness
- GWS1: Green spaces
- GWS2: Water spaces
- GWS3: Biodiversity, urban greening, and access to nature
- GWS5: Play and informal recreation for all ages
- Section 4: Neighbourhoods

London Plan 2021:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- D3 Optimising site capacity through the design-led approach
- D5 Inclusive design

BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing

1. All developments in Newham should maximise social value and to make a positive contribution to the health and wellbeing of our communities.
2. Major development, and proposals where potential health or social value issues are likely to arise, must undertake a screening assessment as early as possible in the development process, to determine whether a Social Value and Health Impact Assessment (SV-HIA) is required.
3. Where the screening assessment identifies that a SV-HIA is required, then:
 - a. the scope of the SV-HIA must be agreed with the Council's Planning and Public Health departments before it is undertaken by the applicant; and
 - b. applicants will be required to prepare a proportionate SV-HIA as early as possible in the development process. This is to allow the scheme to deliver the maximum potential social and health gains and to mitigate any potential negative impacts.

Justification

Newham has adopted a number of strategies which seek to put health, happiness and wellbeing at the heart of the work the council do. Newham's Health and Wellbeing Strategy (2024) sets out 50 steps to improve health and wellbeing over the next three years. The COVID-19 recovery action plan, '[Towards a Better Newham](#)' is focused around 8 pillars of recovery which set out how the council will focus its attention as it emerges from the pandemic. Pillar 1 places health at the heart of the action plan: 'Our measures of success will be the health, happiness and wellbeing of our residents, rather than growth, productivity and land value'. The Council's [Community Wealth Building Strategy](#) seeks to tackle the injustices Newham's residents' face by focusing on poverty in the borough, as well as addressing the racial and gendered disparities that exists. In addition, it sets out how Community Wealth Building principals will be implemented as a key mechanism for responding to the climate emergency. The [Social Integration Strategy](#) introduces how Newham Council will approach issues of

equality and how we can help achieved better links between residents to improve quality of life for all.

All development in Newham should be maximising social value throughout the lifetime of the development. The Public Services (Social Value) Act 2012 introduced a duty on local authorities to have regard for economic, social and environmental wellbeing in connection with Public Service contracts. Authorities must consider how what is proposed to be procured might improve the economic, social and environmental wellbeing of the relevant area, and how, in conducting the process of procurement, it might act with a view to securing such improvement. Social value is the delivery of positive social, economic and environmental impacts, which come from the actions of organisations. In particular, this means the effect on the local economy and the health and wellbeing of local residents. It is important to ensure that potential positive benefits are maximised from the development taking place in Newham. This can mean utilising local supply chains so money spent on developments stays in the local economy; and taking steps to recruit local people for the construction of development and in any resulting employment use.

A Health Impact Assessment (HIA) is a useful tool that helps to ensure that health and wellbeing is being properly considered in proposals. Newham's SV-HIA combines a traditional HIA with additional criteria specifically looking at the social value. There is a clear cross over between the delivery of social value and the criteria addressed in a HIA. It is for this reason Newham is bringing together the two measures in one assessment tool.

SV-HIA is a practical tool for the Council and applicants to judge the potential the social value and health effects of a development. SV-HIA will be used to assess the positive aspects of a proposal and the negative effects on different population groups. It is particularly focused on looking at how disadvantaged groups may be affected, to minimise the risks of widening inequalities.

A SV-HIA will give valuable information not only about potential effects on social value and health, but also how to manage them. It therefore provides the opportunity to amend the design of a proposed development to protect and improve social value and health. Changing a proposal as a result of a SV-HIA means that not only is its implementation more likely to promote social value and health, but it is also less likely to cause detriment to social value or ill-health in the community, with the consequential benefits for individuals and the wider economy.

Implementation

BFN3:1	Please see Newham's Social Value-Health Impact Assessment Guidance Note for support on when and how SV-HIAs should be prepared, the screening assessment and the SV-HIA checklist. The SV-HIA combines: • Social Value self-assessment: an approach used to judge the potential social value which can be added through the delivery of the proposal. • Health Impact Assessment (HIA): The World Health Organisation define a HIA as being "a practical approach used to judge the potential health effects of a policy, programme or project on a population, particularly on vulnerable or disadvantaged groups" with the view that any recommendations made should aim to maximise the proposal's health benefits while minimising any negative health effects.

BFN3:2	The following developments will be expected to submit a Health and Social Value Impact screening assessment: i. Major development ii. Loss, gain or reconfiguration of social infrastructure floorspace iii. New takeaways, water pipe smoking and other kinds of smoking leisure activities, gambling premises and payday loan shops iv. Loss, gain or reconfiguration of publicly accessible green space There may be other types of development, outside of those identified above, which Planning and Public Health officers consider may require a SV-HIA. Development will need to complete a SV-HIA screening assessment. The screening assessment will be submitted at pre-application stage. Through this process the need for a more detailed SV-HIA may be identified. The Screening Assessment will be reviewed by Newham's Public Health and Planning Teams. Any changes made as a result of the screening process should be recorded and an updated version submitted with any future planning application. Please see Newham's Social Value-Health Impact Assessment Guidance Note for support on the screening assessment.
BFN3:3	SV-HIAs can be done at any stage in the process of developing a planning application, but are best done at the earliest stage possible. The assessment should help to identify the potential positive and negative health impacts of the emerging development. The scope of any SV-HIA must be agreed with Newham's Public Health and Planning departments. The assessment must be proportionate to the size of the development and must look at issues of social value and health in the round. A SV- Applicants are encouraged to complete the SV-HIA checklist at the earliest possible stage of the development (e.g. at initial design stage or pre-application), so that the consideration of social value and health and wellbeing can meaningfully influence a development. Please see Newham's Social Value-Health Impact Assessment Guidance Note for the SV-HIA checklist and support on how to undertake the assessment. Applicants are encouraged to think carefully about how their scheme can benefit the community over the lifetime of the development and adopt measures to achieve this. For example, employment generating developments could review their recruitment policies to ensure they are inclusive and/or promote flexible and accessible work placements to help people into work who might otherwise find it difficult for a number of reasons, such as learning difficulties, their ex-offender status or mental health issues. Please see Newham's Social Value-Health Impact Assessment Guidance Note for support on the SV-HIA and to see the SV-HIA checklist. The following will be required as a minimum for development involving the loss, reconfiguration or reduction of a community facility or health facility:

	• Details how to maximise the proposal's positive health and social effects and minimising its negative health and social effects. • Engagement with all the relevant bodies / organisations involved in the provision of services. • Evidence to demonstrate who uses the facility or former users (where the facility has declined or closed), including a description with regard to, but not limited to, protected characteristics (age, gender reassignment, being married or in a civil partnership, being pregnant or on maternity leave, disability, race including colour, nationality, ethnic or national origin, religion or belief, sex, sexual orientation). • How the needs of the existing users, potential users (where the facility is not currently in use) or future users have been considered before making the proposals to the facility. Why the change to the facility is needed and how this best meets the needs of those using the service, potential users (where the facility is not currently in use) or future users of the premises/site or neighbourhood – subject to the planning application) which could reasonably be accommodated from the existing premises/site. The following will also be required as a minimum for development involving the loss, reconfiguration or reduction of a cultural facility or sport or recreation facility: • details that the impact of the proposal on the existing network of cultural and leisure facilities in Newham is not significant; and • details that the impact of any changes to the mix of cultural/sport or recreation uses being proposed on existing users and occupiers does not result in a deficit in the local area or borough; and • information demonstrating the affordability of any reconfigured facility. The following will also be required as a minimum for development of new or re-provided cultural and sport or recreation facilities (including modernisation and/or expansion): • details demonstrating that the effect of the proposal on the existing network of cultural and leisure facilities in Newham will meet needs and add to choice and mix of cultural/leisure uses in the local area or borough; and • details of the affordability of any new facility; and • details that the proposal will reflect local cultural heritage; and • details as to how the proposal will ensure it is welcoming, accessible and inclusive, especially to Newham's young people, for example through commitment to participation in Newham's emerging Cultural Passport Scheme. Details should be provided of consultation with public (including details of the number and protected characteristics of those engaged) and community service providers, including Newham Council, to establish their needs and accommodation requirements.

Evidence base

- <https://www.newham.gov.uk/50steps>, Newham (2024)
- [50 Steps Evidence base](#), Newham (2020)

- 50 Steps Evidence base, Newham (2024)

Policy Links

Local Plan:

- SI1: Existing community facilities and health care facilities
- SI2: New and re-provided community facilities and health care facilities
- SI3: Cultural facilities and sport and recreation facilities
- HS6: Health and wellbeing on the high streets
- J4: Delivering Community Wealth Building and Inclusive Growth

London Plan 2021:

- GG3 Creating a healthy city

BFN4: Developer contributions and infrastructure delivery

1. Development will be required to:
 - a. pay the Community Infrastructure Levy charges applicable to their land use and location; and
 - b. as necessary, enter into Section 106 agreements to provide affordable housing and any other requirements to mitigate impacts arising.
2. Where a site is not proposing to meet all policy requirements or related obligations on viability grounds, applicants must:
 - a. explore all available options (including review mechanisms, flexible trigger points or phased payment of contributions) to reduce the viability gap and secure much needed contributions; and
 - b. submit a financial viability assessment. This assessment will be made public and subject to independent scrutiny at the applicant's cost.
3. Where substantiated financial viability constraints remain, applicants should deliver the maximum viable level of obligations and it is expected that the Plan's objectives will be prioritised as follows:
 - a. affordable and family housing
 - b. local access to employment and training
 - c. delivery of required infrastructure.
4. Applications for developments at, or over, 250 units/hectare density or for major developments on site allocations will be required to demonstrate there is sufficient infrastructure to support the proposed scale of development, through the provision of an Infrastructure Sufficiency Statement.
5. Vacant Building Credit is not expected to apply in Newham due to the potential it has to adversely affect our ability to meet our affordable housing need. In the exceptional circumstances it may be considered applicable, schemes must submit a financial viability assessment and must demonstrate:
 - a. the site would otherwise not come forward for any form of redevelopment over the Plan period; and
 - b. there are no extant or recently expired permissions on the site; and
 - c. no part of any building on the site has been in continuous use for any six months during the last five years; and
 - d. the building has not been vacated solely for the purpose of redevelopment; and
 - e. the building has been marketed for at least 24 months prior to the point of application.

Justification

In order to ensure that the policies of the Local Plan are delivered in a way that achieves sustainable development, we will seek justified contributions from developers to fund affordable housing, local job access schemes, improvements to infrastructure and the environment. There are two main types of contribution: the Community Infrastructure Levy (CIL) and planning obligations (section 106 agreements). The levy applies a standard charge to most new developments, specified in the charging schedule and will be used to fund infrastructure needed to support the future growth of the Borough. Planning obligations are used to address the impacts of development and are secured during the planning application process.

As outlined in the Plan’s vision, objectives and spatial strategy, building a fairer Newham relies on development which meets Newham’s needs and the delivery of infrastructure which can support the level of anticipated growth and ensure current and future residents have access to appropriate facilities. We will work collaboratively with our partners to deliver the infrastructure necessary to support the growth and development identified within the Local Plan using contributions secured alongside other sources of available funding.

The Infrastructure Delivery Plan identifies the types of infrastructure required to support the anticipated growth in the borough. The Infrastructure Delivery Plan will be updated in consultation with both internal and external stakeholders, including other service areas and infrastructure providers.

Each year, we will publish an Infrastructure Funding Statement setting out how much CIL and section 106 income has been collected, how it has been spent and future spending priorities

Development coming forward on site allocations or at greater densities than anticipated through plan making are required to undertake additional assessments to ensure there is sufficient infrastructure to support the scale of development. As outlined in the Design chapter, a density of 250 units/ha or greater, is considered higher density in Newham.

The purpose of the Vacant Building Credit is to incentivise development on brownfield land. The nature of the land available in Newham and the housing market means that it is not considered that such an incentive is required. Newham has a local housing need of over 60 per cent genuinely affordable housing and as such should be optimising all opportunities to deliver genuinely affordable homes. For these reasons, the Affordable Housing and Viability Supplementary Planning Guidance (Greater London Authority, 2017) concludes that the application of Vacant Building Credit is unlikely to be suitable in London.

Implementation

BFN4:1	In order to comply with Part 1, contributions must be made in accordance with both the borough-wide Community Infrastructure Levy charging schedule, or any subsequent adopted version or successor regime for infrastructure funding; and the Mayor of London’s Community Infrastructure Levy charging schedule, or any subsequent adopted version or successor regime for infrastructure funding. Section 106 planning obligations will be sought for affordable housing and additional contributions where they are: • necessary to make the development acceptable in planning terms; and • directly related to the development; and • fairly and reasonably related in scale and kind to the development. Obligations will vary depending on the nature and scale of a development, its location and impacts. They may be sought financially or ‘in kind’ – where the developer builds or directly delivers the obligation. The planning obligations associated with different policies are included within the appropriate policy. Financial obligations may be subject to index linked uplifts. Obligations and conditions may be subject to monitoring fees in line with the Community Infrastructure Levy regulations.
BFN4:2	Applicants are expected to deliver all policy requirements and related obligations outlined in the Plan. In exceptional cases, a shortfall of contributions towards the provision of infrastructure or affordable housing (including, but is not limited to,

	schemes which do not deliver the 60% affordable housing requirement) may be justified on viability grounds. In line with Government guidance, the amount paid for land is not considered to be an exceptional reason to justify provision of site-specific viability. In such circumstances, applicants will need to provide clear and robust evidence, as early as possible in the planning process, through a detailed financial viability appraisal to justify any deviation from the policies set out in this Plan. The Council will work with applicants to consider available phasing and review options to improve the viability of schemes to secure further contributions. Financial viability appraisals will be expected to comply with the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance or subsequent guidance and will need to demonstrate that: • the policy requirements set out in the Local Plan combined with site specific circumstances would render the development unviable; and • the wider benefits of the scheme would outweigh the loss of contributions; and • the potential opportunities to defer, reduce or phase contributions have been fully explored; and • the maximum viable level of obligations is being provided by the scheme. The viability appraisal will be independently assessed at the applicant's expense.
BFN4:3	This viability hierarchy is provided to guide applicants and decision makers in the exceptional circumstances where proven viability constraints prevent the delivery of all policy requirements. Newham's policy priority is the provision of more social rent homes due to the needs of Newham residents for genuinely affordable, long-term, secure, rented accommodation. Where necessary to deliver the provision of infrastructure required as part of a site allocation, or where its provision is considered necessary by internal, regional or national consultees or partner bodies, an alternative prioritisation may be considered more appropriate and/or additional sources of funding to enable the delivery of the required infrastructure may, where possible, be identified by the Council. The Council will also support the exploration of additional sources of funding to enable the delivery of the required infrastructure.
BFN4:4	The Infrastructure Sufficiency Assessment should consider all of the following: • The capacity, availability and accessibility of the existing infrastructure provision within the area of the development, using any relevant thresholds provided in relevant evidence base documents. • The commitments and anticipated projects outlined in the Infrastructure Delivery Plan, implemented planning permissions, other parts of this Plan and any more up to date infrastructure providers' service strategies and commitments. • The role of the development's land uses and financial and in-kind contributions to support reductions in existing gaps and address needs arising from the development. • The role of phasing to ensure infrastructure is provided alongside growth. The assessment should indicate where any gaps may still exist in delivering key infrastructure and make recommendations on how they can be overcome. Where additional required infrastructure cannot be delivered, the scale of the development should be reconsidered to reflect the capacity of current or future planned supporting infrastructure.

BFN4:5	Significant evidence will be required to demonstrate why Vacant Building Credit is needed to bring forward a development. If a scheme qualifies for Vacant Building Credit, it cannot also claim Community Infrastructure Levy relief through the vacancy test.

Evidence base

- Affordable Housing and Viability Supplementary Planning Guidance, Greater London Authority (2017)
- Infrastructure Delivery Plan, LB Newham (2024)
- Community Facilities Needs Assessment, Publica (2022)
- Built Leisure Needs Assessment, Strategic Leisure Limited (2024)
- Green and Water Spaces Infrastructure Strategy, Jon Sheaff and Associates with London Wildlife Trust (2024)
- Playing Pitch Strategy, KKP (2024)
- Sustainable Transport Strategy, Systra (2024)

Policy Links

Local Plan:

- J4: Delivering Community Wealth Building and inclusive growth
- T1: Strategic transport
- T2: Local transport
- T3: Transport behaviour change
- W4: Utilities and digital connectivity infrastructure
- H3: Affordable housing
- H4: Housing mix

London Plan 2021:

- DF1 Delivery of the Plan and Planning Obligations

Design

The design process is key to delivering successful, people-focused places. Importantly, good urban design comprises the delivery of several components. It considers what buildings and the spaces around them look and feel like, and how usable, accessible and pleasant they are. A well-designed development will be inviting and easy to move through, with clearly defined public and private areas and easily identified functions for the different parts of the development. Good quality design will create development that feels safe and welcoming at all times of day and night, and will enhance the look, feel and functionality of the wider neighbourhood.

In order to deliver on a vision of cohesive, engaged, sustainable, happy and healthy communities, the design policies emphasise that all these aspects of design must be addressed throughout the whole process of design, from the development of the brief to post-delivery maintenance, and carried through into credible plans for implementation and management.

Recent and current planning activities continue to significantly shape the borough on both strategic and smaller sites. Over the last ten years Newham's population has grown by 30 per cent, and in the next ten years Newham will account for 30 per cent of London's population growth. It is therefore vital that such significant growth is supported by well-designed and high quality buildings and neighbourhoods. The policies in this chapter have sought to embed best practice approaches and lessons learned from development activity over the past decade.

While continuing investment has helped improve the overall opportunities for increases in the quality of life in the borough, inequality continues to be a significant problem. The design process for the built environment can play an important role in addressing components of the Council's Community Wealth Building and social integration agendas, through two key objectives. First, through an emphasis on achieving public realm net gain, which means developments must look beyond their boundaries and help enhance the quality of the public realm in the neighbourhood. Second, through setting design criteria tackling issues of accessibility and inclusivity, perceptions of safety and high density, and promoting integrated developments that avoid creating perceived or actual gated communities.

The design policies have built on, and should be read alongside, the Newham Characterisation Study (2024), which has identified what makes Newham special – its physical and social characteristics and potential for positive change. The Study provides further design guidance to help applicants to respond to, and integrate their development with, the character of local places. In some contexts the guidance promotes protecting and enhancing existing urban forms and the heritage or social values local people associate with these, while in others the character can evolve further or be more holistically transformed by masterplanned development.

Newham also continues its historic trend of being welcoming to diverse cultures, with 72.5 per cent of the population being from Black, Asian and other non-White-British ethnic backgrounds, and over 100 languages being spoken. We wish to promote design solutions that support our resident's cultural needs and enable social integration, particularly focusing on delivering high quality, diverse public realm (see also Chapter 8: Green and Water Space) and on residential standards (see also Chapter 7: Homes).

This section contains the following policies:

- D1: Design standards

- D2: Public realm net gain
- D3: Design-led site capacity optimisation
- D4: Tall buildings
- D5: Shopfronts and advertising
- D6: Neighbourliness
- D7: Conservation Areas and Areas of Townscape Value
- D8: Archaeological Priority Areas
- D9: Designated and non-designated buildings, ancient monuments and historic parks and gardens

D1: Design standards

1. All developments should have regard to the Newham Characterisation Study (2024) and any further, relevant Council-led design guidance and/or code and apply all of the following qualities of good design where applicable:
 - a. Create welcoming buildings and spaces that are well integrated socially, ecologically and physically into their neighbourhoods. Avoid creating isolated and disconnected places that are not easy to move through and around.
 - b. Be of an appropriate scale, height, mass and form for its site, context and neighbourhood.
 - c. In public realm and communal spaces, ensure clear sight lines and visual permeability to help feelings of safety, legibility and wayfinding.
 - d. Be of human scale, with the relationship between streets and buildings supporting a comfortable pedestrian microclimate (in line with policies D2 and D4) and a positive, sociable threshold between public realm and private spaces.
 - e. Integrate natural features and 'living-building elements' throughout the built environment (in line with Local Plan Policy GWS3).
 - f. Promote a sense of enclosure and definition that supports the role of the public and communal space(s).
 - g. Provide natural surveillance for public and communal spaces through overlooking from neighbouring buildings and/or activities taking place within the space.
 - h. Design facades with a coherent rhythm of vertical elements (entrances, windows, balconies, building breaks) and clearly identifiable horizontal elements (bottom, middle and top).
 - i. Integrate mechanical and electrical plant into the form and design of the building, or screened and integrated into the landscaping.
 - j. Use high quality detailing and materials which are robust, help create a sense of place and ownership, reflects the intended function of the development and complements and enhances local context and character. Highway facing lower levels should be designed with a finer level of architectural detailing.
2. All developments should enhance the existing positive elements of local character and carefully consider opportunities to improve less successful urban forms, movement barriers and other local challenges.
3. Safety and security features of buildings should be well integrated into the overall design, and complement and not impede delivery of quality public and communal spaces. Major developments should achieve Secured by Design accreditation for the physical security of buildings (Silver award).
4. Temporary buildings that are likely to be used for three years or more (including years already in use) should be designed to a high standard, with particular attention to enabling accessibility, promoting active travel, providing high quality landscaping, and mitigating amenity impacts. The structure and materials should be designed for disassembly and reuse to support green and circular economy principles. The extension of a temporary permission will only be permissible in exceptional circumstances and where the quality of design and materials used is maintained over the extended timeframe.
5. The quality of design should be clearly demonstrated at application stage. Major developments fitting the terms of reference of the Newham Design Review Panel should be assessed by the

panel and any community and/or youth design review panel appointed by the Local Planning Authority.

Planning Obligations:

- Retention of architect, or architect oversight, to project completion will be secured where it is important to preserve the vision of the original masterplanned design quality in phased developments.

Justification:

Good quality design, alongside comprehensive development and masterplanning, will help achieve successful human scale place-making that delivers new, distinctive, yet integrated and well-connected places. Research² shows that the cost of good design is minimal compared to the financial and other benefits that can be achieved through its delivery.

This policy imbeds the key principles of good design to make sure that they are addressed by every application, as proportionate to the development proposed. A wide range of best practice guidance and design research is available and has helped inform the policy. To complement these and help apply the key placemaking principles in the Newham context, the Characterisation Study (2024) provides additional information about what makes Newham's built environment special, its challenges and opportunities, and way in which design can contribute to protect, improve or redefine places in a way that creates inclusive, happy, healthy and sustainable network of well-connected neighbourhoods.

Design should not be 'off-the-shelf' but respond to an analysis of the local context so that it has the best impact and is sensitive to the positives and negatives of local character (natural, physical, social and cultural) and addresses the specific constraints and opportunities of the site. It should resolve and not repeat past mistakes. It should accentuate and integrate with high quality elements of the surrounding context without simply replicating it. This process must include consideration of aspects of sensitivity, including historic or heritage value as well as social value, and capacity for change and innovation as set out in Local Plan Policy D3.

The basic principles of good design are applicable as much to proposals for meanwhile uses, as more permanent ones. This is because temporary developments often prevail, and therefore have a significant impact on local townscapes and the realisation of wider community objectives.

It will also be important to establish a locally-responsive design by engaging early and repeatedly with local residents, participating in design review processes, and incorporating technical and financial details as suitable for the type of development and planning application. Loss of design quality through variation of design details after planning permission is granted must be avoided, including by considering early on the impacts of building method choices, and through provision for continuity of oversight of the project architect where relevant.

² Bartlett School of Planning (2002), [the Value of Good Design](#); RIBA (2011), [Good Design - it all adds up](#)

Implementation:

D1.1	Applicants should explain and justify their response to the components of good design set out in this policy within the Design and Access Statement where applicable (or pre-app documentation). The Design and Access Statement should demonstrate a thorough understanding of local character and how this has been imbedded in the design brief (design principles) for the site. The design guidance listed below should be a starting point in identifying aspects to address in scheme design. However, more detailed site based analysis, including public engagement and engagement with relevant Council services as relevant to the proposal (and highlighted through policies of this Plan), will also be important. Employment-led developments are also expected to demonstrate how all design standards have been optimised in the context of the site and its surrounding current context and planned neighbourhood change. Developments should be designed with regard to design guidance prepared by the Council, the Greater London Authority or other public sector partners. Currently this includes: • Newham Characterisation Study (2024) – borough wide design principles, neighbourhood principles, and sites recommendations. • Conservation Area Appraisal and Management Plans. • For proposals including residential development: Greater London Authority (2023), Good Quality Homes for All Londoners London Plan Guidance – small site design codes, optimising site capacity: a design-led approach, Housing design standards (external design). • For proposals within the Royal Docks and Beckton Riverside Opportunity Area (designated by the London Plan 2021), Royal Docks and Beckton Riverside Opportunity Area Planning Framework (2023) and associated documents. • National Design Guide (2019) • National Model Design Code (2021) Further guidance in relation to the sub-parts of this policy are provided below, and complement the provisions of the above. <u>Social, ecological and physical integration:</u> Avoiding the creation of isolated or segregated communities is imperative. Design can aid social interaction and integration by addressing public realm safety concerns; ensuring positive public/private space relationships; and providing well located and designed non-residential uses and communal and public spaces that help facilitate social interaction. This also means developments should demonstrate: • Understanding of the character of the wider neighbourhood, starting with the detailed assessment of the Newham Characterisation Study (2024) and undertaking further site analysis and public engagement as set out above. • Assessment of the needs of different local people and application of inclusive design guidance such as (but not limited to):

	○ LLDC, Inclusive Design Standards (2019). ○ The British Standards Institution, PAS 6463:2022 Design for the mind – Neurodiversity and the built environment. Guide. ○ The British Standards Institution, BS 8300-1:2018, Design of an accessible and inclusive built environment Part 1: external environment. • Where the scale of the site permits, provision of connectivity and permeability through the site that enhances the functioning of the neighbourhood (in line with Local Plan Policy D2) while retaining secure access to communal and private facilities for residents of the development is expected. The use of gates (including timed gates), walls/fences, bollards and other hard barriers in the public realm will generally not be supported. Exceptions may apply for security reasons in the case of parks and sites requiring hostile vehicle mitigation measures, and these should be integrated into the design of the scheme in line with guidance set out in Local Plan Policies D2 and/or GWS1. • Where it aligns with the spatial strategy of this Plan, the provision of non-residential uses that respond to wider neighbourhood aspirations and need will be required. The location of non-residential uses and public spaces should be carefully chosen to ensure they are legible and inviting to the wider neighbourhood. In line with Local Plan Policy HS1.4 and the Characterisation Study (2024) section 9.2.1 ‘Provide Local Uses That Support 15-Minute Neighbourhoods’ recommendations, non-residential uses should be clustered together and supported by adequate public realm to create hubs of local activity. <u>Mechanical and electrical plant:</u> Mechanical and electrical plant (excluding solar panels) should be satisfactorily integrated into the form and design of the building. Where excavation takes place, such plant should be located below ground. If separated from the main building, it should be enclosed and integrated with the landscaping scheme to protect the appearance of the building and the street scene, and avoid being overbearing on neighbouring uses, with careful attention to not generate extensive inactive frontages at ground level. Where combustion flues are necessary, having regard to Local Plan Policy CE2, these should terminate above the roof height of the tallest building in the development to ensure maximum dispersion of pollutants. <u>Extensions and outbuildings:</u> Extensions should be subservient to and complement the scale and massing of the host building, and preserve amenity, in accordance with Local Plan Policy D6. Key features of façade detailing should be retained and continued, with the potential for innovation where the quality of design, materials and amenity is to a high standard. <u>Site-specific design codes:</u> Where the scope of the proposed scheme submitted to the Council is limited to the principle of development (i.e. – Outline parts of an applications, Permission-in-Principle Applications, or principle only pre-applications), the basic considerations of design in terms of masterplanning criteria must be addressed and safeguarded. An applicant may reasonably submit a design code for the site to fulfil this requirement where it:

	• Addresses the basic design requirements in relation to the proposed parameter plans, including being co-designed with local communities in line with Local Plan Policy BFN2. • Follows the process of the National Model Design Code (2021). • Is in line with the design guidance prepared by the Council, the Greater London Authority or other public sector partners (as set out above).
D1.2	The Newham Characterisation Study (2024) has identified parts of the borough where the built environment is of a lesser quality, and areas with successful urban forms – see Chapters 3 (Functional Character), 7 (Opportunities for Change) and the relevant neighbourhood(s) in Chapter 8 (Neighbourhood Design Principles). This means that a detailed consideration of local context is required by new development proposals, with a careful scrutiny of elements that should be integrated and elements of context that should be improved (and not exacerbated or ignored).
D1.3	When developing the scheme’s design, careful consideration should be given to security features so that they do not onerously impact on opportunities for creating quality public realm, including seating, shelter and greenery which contribute to the promotion of healthy, active lifestyles and social integration. Where anti-terrorism features are required, they should be considered from the outset as part of the wider landscape design and follow the latest design guidance published by the National Protective Security Authority (formerly the Centre for the Protection of National Infrastructure). Secured by Design accreditation for the physical security features for buildings will be expected for all major developments (i.e. over 10 residential units and/or 1000sqm of non-residential uses). Developments should aim to achieve Silver Award level. Early engagement with the Metropolitan Police Service is encouraged to ensure the proposal can meet this level of accreditation.
D1.4	Temporary buildings may display a transient materiality, but the quality of the overall design should remain of a high standard. The Design and Access Statement should provide information on the lifespan of materials used, including maintenance considerations, accounting for the possibility that the temporary use may persist for longer than three years. This detail will also need to be provided in support of applications to extend temporary permissions, including where the original permission pre-dates this Plan or where cumulatively the development would persist for longer than three years. This is to ensure that the quality of development is suitable for the intended duration. An end-of-life action plan should be submitted to indicate the disassembly technique required and potential options for reuse of materials or the entire structure. The end-of-life action plan should demonstrate that there is a reasonably good chance for reuse of materials and/or structure by addressing the following sections of the Circular Economy Supplementary Guidance (2022) of the London Plan (2021): • A Circular Economy design approach statement (part 2.5); and • A Bill of Materials (part 4.7)

	Reflecting the short lifespan of the development, partnerships/agreements with other businesses or organisations to support reuse following decommissioning of the temporary building will be strongly supported.
D1.5	Proposals not accompanied by adequately detailed drawings or design codes coordinated with parameter plans will not be supported. Developments must ensure commitment to maintaining the quality of the development through future phases and detailed delivery. Loss of quality through variations, non-material amendments or approval of detail applications will be strongly resisted, having regard to the importance of preserving good design in order to create successful people-focused place-making that communities can trust will be delivered for and with them. The Newham Design Review Panel will generally review proposals for major new development that meets at least one of the following selection criteria: • Development of 0.5 hectares or more. • Development involving 50 or more new homes. • Development of 1,000 m² floor space or more. • Significant public realm schemes. • Major infrastructure schemes such as bridges or tunnels. • Development with a significant impact on a town centre. • Development in a historically/environmentally sensitive area (e.g. the setting of conservation areas or other heritage assets, or affecting SINCs, or along waterways). • Development with a particular importance to an area or community. The design review process (including co-designing with communities) is most effective when it starts at an early stage in the planning process (RIBA project planning level 0-1), to identify and challenge strategic design assumptions, before design proposals become too fixed. The Newham Design Review Panel will need to be satisfied that the design options presented highlight the process of assessing and imbedding the views of the community regarding local needs/challenges, as expressed through early engagement and/or the community panel review. As and when a community and/or youth design review panel is established by the Council, all major proposals will also need to be reviewed by this panel before progressing to the Newham Design Review Panel (where relevant).

Evidence base

- Newham Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)
- [Building for a Healthy Life](#), Birkbeck et al (2020)
- [Green Infrastructure Planning and Design Guide](#), Natural England (2023)
- [Active Design Guidance](#), Sports England (2023)
- Inclusive Design Standards, LLDC (2019)

- [The principles of inclusive design. \(They include you.\)](#), Design Council (2006),

Policy links

Local Plan:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- D3: Design-led site capacity optimisation
- H11: Housing design quality
- CE5: Retrofit and the circular economy
- T4: Servicing a development
- GWS3: Biodiversity, urban greening, and access to nature

London Plan 2021:

- D4: Delivering good design
- D5: Inclusive design
- D11: Safety, security and resilience to emergency

D2: Public realm net gain

1. All new and refurbished public realm should be designed, managed and maintained to fulfil all of the below criteria:
 - a. Reflect and complement the built, archaeological and natural character, and the history and culture of the site's immediate context and wider neighbourhood.
 - b. Be inclusive, accessible, multi-functional, welcoming and interesting, promoting active travel and fostering community ownership and social integration.
 - c. Support comfortable pedestrian movement of people through space, and be scaled appropriately to support any additional proposed landscaping and activation.
 - d. Promote a feeling of safety through good design for all times of day and night. Surveillance solutions, such as CCTV, should be included only where necessary.
 - e. Contribute to good local environmental standards, including by delivering biodiversity net gain and addressing urban cooling and flood risk.
2. All new-build developments and developments for a change of use that are either on sites with a street-facing boundary of at least 25m, or that are major residential developments, should make positive qualitative contributions to the public realm through the following:
 - a. creating well considered access points and routes through the site, based on an understanding of how the public realm in an area functions and how the access, layout, uses, scale and massing of the development can positively integrate with or enhance existing and foreseeable movement patterns; and
 - b. including in the site design process the context of existing and planned highways and public rights of way network directly adjacent the site, so it can be assessed and adapted together, through application of the Active Travel Zone Assessment

- (TfL) and London Plan (2021) Policy D8 and any relevant local design guidance and code; and
- c. maximising green infrastructure within or abutting the public realm, including street trees; and
 - d. in areas of deficiency of access to children's play space, major developments that generate an over-5s child yield at ten or above are strongly encouraged to deliver part of their formal playspace requirements within the public realm, and/or provide additional formal or informal playspace in the public realm that is over and above the floorspace requirements set out in Local Plan Policy H11 and/or the site allocation; and
 - e. in areas with high footfall such as major routes, public transport nodes and town and local centres, provision of public art and wayfinding installations are encouraged. The art/wayfinding installations should be designed to optimise safe, comfortable access to them during the day and at night.
3. All major developments referable to the Mayor of London are required to make a proportionate contribution towards public realm enhancement and maintenance beyond the site, as informed by an Active Travel Zone Assessment (TfL).
 4. Non-referable major developments and minor residential developments of five or more gross new build units are also encouraged to make improvements to the wider public realm network within their neighbourhood.
 5. A Public Realm Management Plan should be submitted for all applications providing qualitative and quantitative public realm net gains on privately owned land. This will be implemented through legal agreement for major developments. The management plan should address:
 - a. the timescale and phasing for completion of the public realm relative to the delivery of the overall site; and
 - b. all maintenance and management requirements of the public realm; and
 - c. for new or retained public spaces in private ownership, how the function of the space is optimised in response to the full range of activities and user types, at different times of the day and night and different times of the year, implementing the principles of the Public London Charter.

Planning Obligations

- Development contributions will be secured from relevant developments towards the enhancement of the public realm. When enhancements of the public realm are to be delivered on-site, delivery timeframe(s) may be tied to the phasing of the overall development.
- Financial contributions towards maintenance of public realm enhancements on Highways land will be calculated in line with the Newham Highways the Net Present Value methodology – typically with a whole life cycle of 60 years for roads and 120 years for bridges and other highway structures. The maintenance obligation is calculated as follows:

$$\text{COMMUTED SUM} = M_p / (1 + D/100)^t$$

M_p = the periodic maintenance cost

D = the Discount Rate (effective annual interest rate) %

t = the design life of the development roads / structures.

- Security and safety contributions identified as a requirement via consultation with the Newham Community Safety Team and/or the Metropolitan Police Service and where linked to the nature of the development may be required.

Justification

Public realm is a common resource, but its quality can vary significantly between streets and neighbourhoods. For many people public realm is a key affordable space for social interaction and leisure and is therefore essential for health and wellbeing. Given the geographic spread of land available for development and in line with Community Wealth Building aspirations we want public realm investment to go beyond the boundaries of development sites and reach further into established neighbourhoods. By helping improve the public environment more widely, more people should feel comfortable, safe and included, broadening access to what their neighbourhoods have to offer.

The public realm has multiple roles. People rightly expect to be able to move freely and easily within an extended area, and the quality of public routes and public spaces should support a range of movement needs and options. This is a key issue in the borough, with physical barriers and urban structures designed for vehicle movements and industrial uses contributing to the creation of confusing or threatening environments and harsh 'edges'. Public spaces and streets should provide logical, clear, pleasant, safe and interesting connections between places for use by pedestrians and cyclists with a range of abilities, to encourage these more active and sociable travel modes. This will also require the relationship of such spaces to vehicle travel to be well managed, ensuring that car parking and road traffic does not dominate.

Within a sizeable, ethnically diverse and young borough such as Newham, it is also reasonable to expect a diverse range of public spaces that people can use in their day-to-day lives. Ease of access for all, features of interest and flexibility of use, including playability, de-cluttering of unnecessary street furniture and provision of seating, shade and shelter will be important design considerations.

Play space and green space are referenced in this policy because the way these are integrated into the site layout and their detailed design can make the difference between spaces feeling communal rather than publicly accessible, even in instances where wider access is intended as part of the scheme.

Well placed and designed green spaces will also add to sustainability (including flood risk mitigation) and health benefits (see also Chapter 8: Green and Water Spaces). However, Newham has less green space than neighbouring boroughs (and 30% of it is of poor or fair quality), while experiencing higher population growth projections. While policies in Chapter 8 and site allocations in Chapter 12 seek to retain the current level of access to green space per capita, this policy is complementary, by promoting greening of streets and squares, as well as the private and communal open spaces facing onto the public realm. This approach will also provide biodiversity benefits by joining up habitats across the Borough.

Incidental social and play spaces should also be designed in. Independent mobility is vital for the physical, social and mental development and health of young people. It is also intrinsically connected to equality and the everyday freedoms to access and occupy public space. In Newham, the quality of public realm close to home is even more important when our young people feel excluded due to affordability and distance barriers, compounded by low access to green space and playspace.

The Green and Water Infrastructure Study (2023) has identified that Newham has a significant shortfall in publicly accessible playgrounds compared with a rate of provision based on the ‘Guidance for Outdoor Sport and Play’ standard (which would equate to 91 Ha). Some of this shortfall can be addressed by creating additional provision on existing greenspace and some through the creation of new playgrounds in new developments. While requirements set out in the Green and Water Spaces chapter and site allocations in Section 4: Neighbourhoods seek to retain the current rate of provision, this policy encourages the creation of additional playspace in the public realm to help address the shortfall compared to the Fields in Trust standard.

Safety and security considerations are vitally important for local people, and designers must look to understand the range of experiences shaping the perception of safety of local people and community groups, alongside designing in security measures to deter crime. Where safety is not well-considered and proactively and sensitively implemented, the end design can deter people from using the public realm, public transport and particular buildings, as well as affecting how comfortable they feel in their own homes and places of work. Some groups are particularly affected, such as women and girls, older people and people with a disability.

Art can contribute significantly to the quality of the environment, particularly where it enhances a sense of place and local identity and is a form of community infrastructure. Public art includes temporary installations and non-physical works such as soundscapes. Where appropriate, artworks can be incorporated into street furniture or other landscaping features so that a variety of community needs can be met. Artworks may provide shelter from the weather, include sensory elements and provide play opportunities.

Implementation

ALL	For the purposes of this policy, public realm is defined as including: • The network of highways and public rights of way, whether on land that is publicly or privately owned, and including planned commitments. For the purposes of quantitative net gain, the carriageway space of highways is excluded. • The network of green space that are or will be publicly accessible, whether on land that is publicly or privately owned – where green space (existing or proposed) are part of the site, Local Plan Policies D2 and GWS1 are complementary and must be considered together. • The network of open or covered/indoor spaces that are, or will be, publicly accessible, whether on land that is publicly or privately owned. This includes: public squares, commercial or community premise forecourts, bus stops, and station concourses. • Highways facing frontages and curtilage of listed and locally listed buildings.

	A public space is the part of the public realm intended to have more varied functions, beyond facilitating movement and connectivity– e.g. green spaces, squares, playspace, street markets. Where new green spaces are proposed that meet the size requirements set in site allocations or that meet locally identified deficiencies (see Green and Water Infrastructure Strategy), these will count towards fulfilling quantitative public realm net gain requirements of the site. Where new streets are proposed, space should be prioritised for active travel in line with Low Traffic Neighbourhood and child-friendly design principles, and should connect to and be a legible part of the wider hierarchy of streets. The carriageway and on-street car parking will not be considered towards quantitative public realm net gain. Pavements should be at least 3m wide and otherwise optimised for pedestrian comfort.
D2.1	Qualitative measures that enhance the function of existing public realm also count towards public realm net gain, and should help integrate existing and new communities. <u>Public realm character</u> The public realm in various parts of Newham reflects the character of the time they were constructed, and a number of areas in Newham have a long history of human activity dating back to Roman times (e.g. Romford Road route). Interventions should be sensitive to local character, including archaeology, while enhancing functionality and appearance. The Newham Characterisation Study (2024) provides further guidance on the character of major routes through the borough – see Chapter 3 (Functional Character) and relevant neighbourhood(s) in Chapter 8 (Neighbourhood Design Principles). <u>Public realm functions</u> Good public realm facilitates the inclusive movement of people, and it should be designed to be interesting, welcoming and provide opportunities for social interaction for a multitude of groups. In the context of this policy, emphasis is placed on pavements and pedestrian movement, and on cyclist movement, as well as the network of green spaces and other public spaces such as squares. Supporting active design through public realm interventions should be achieved by applying the principles of Healthy Streets (TfL), as indicated through the Active Travel Zone Assessment for the development proposed. Additional guidance that applies to both residential, mixed use and non-residential developments may be found in Sports England’s ‘Active Design: Creating Active Environments Through Planning and Design’ (2023). <u>Public realm scale</u> When public realm is intended to cater a range of functions beyond just the movement of people – such as rest, play, outdoor events, public transport access – the space should be appropriately scaled and integrated into the wider movement network to

	allow for ease of access, legibility, inclusivity and comfortable enjoyment of the additional landscaped feature(s). Design solutions should: • Integrate movement desire lines and a sufficient movement 'lane' width (at least 2 meters, and preferably more), which should be kept free of obstructions. Together with, • Sufficient space for the comfortable functioning of each additional type of public realm activation proposed, and adequate consideration of the interrelationships between activity types to allow for either clustering or appropriate transitions between these functions. The Characterisation Study (2024) Chapter 9 Borough Wide Design Principles for foster ownership of the public realm highlight the importance of public square and green spaces of various scales within neighbourhoods. Developments which contribute to enhancement of existing squares in the borough, or creation of new ones (including through activation where the size of existing public realm allows) will be supported. <u>Public realm safety and inclusivity</u> The arrangement of buildings and other features within a development should be organised so that inclusivity and safety are promoted from the outset of the design process. Design can have a significant impact of creating environments that discourage crime and help people to feel safe. Design solutions should be optimised first and foremost before any additional security interventions are considered. Features of good design that promote safety and comfort include: imbedding the knowledge gained through local engagement (particularly with focus on under-represented groups such as women, young people, and people with disabilities); designing for multi-group activation (i.e. welcoming to and usable by a range of different demographics); good permeability and connectivity (i.e. creating choice of routes, while avoiding unnecessary connections such as back alleys); clear sight lines along key routes; adequate enclosure and natural surveillance from neighbouring buildings; and good quality context-sensitive lighting. The British Standards Institute's BS 5489-1:2020 'Code of practice for the design of road lighting – Part 1 Lighting of roads and public amenity areas' should be considered. Lighting uniformity, coverage and consistency for longer distances should be balanced with the need to mitigate light pollution in line with Local Plan Policy D6. Inclusive design guidance that can be used in the development of the scheme, in addition to those referred to under Local Plan Policy D1, include: • Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport (2021), which provides detailed guidance of public realm design for inclusive access for people with physical disabilities. • PAS 6463:2022 Design for the mind – Neurodiversity and the built environment. Guide, British Standards (2022), which provides principles and guidance for public realm design for inclusive access for people who are neurodivergent.

	• Handbook for Creating Places that Work for Women and Girls, LLDC (2024), which provides principles and guidance for public realm design to create inclusive environments for women and girls. • Making London Child-Friendly guidance, Greater London Authority (2021), which sets out design processes that lead to inclusive, high quality formal and informal playspace. Early engagement with London Borough of Newham Community Safety Team and the Metropolitan Police Service in relation to major schemes will identify known safety concerns in relation to the site, and any need for security infrastructure. Where CCTV is proposed, a Data Protection Impact Assessment should be undertaken and form part of the site's Public Realm Management Plan (see Part 5 of this policy). <u>Public realm environment and microclimate</u> The presence of greenery should be optimised in line with Local Plan Policies under Chapter 8: Green and Water Spaces. The creation or enhancement of green corridors along streets, in line with the recommendations of the Green and Water Infrastructure Study (2024), is strongly encouraged. In addition to green infrastructure solutions, and especially where site constraints limit the ability to introduce planting on parts of the site's public realm, the choice of materials used should respond to environmental and microclimate conditions. This should include the consideration of thermal mass (minimising cumulative impact on heat island effects), permeability (to mitigate flood risk and surface water flooding in line with Local Plan Policy CE8), and air pollution sequestration, alongside durability and maintenance requirements.
D2.2	The policy application will apply in the following circumstances: • All major developments for mixed use or non-residential uses, on sites of any size where at least one highway-facing side is 25m or longer, or on corner sites of any size where one highway-facing side is 20m or longer. • All major residential developments (at least 10 homes), irrespective of the size and location of the site (i.e. including backland sites) • Minor developments for any type of use/mixed use on sites above 0.25ha where at least one highway-facing side is 25m or longer, and it is proportionate to do so. In designing on-site public realm interventions, each of the design features below should be prioritised as relevant to the context of the site: • Greening (including through Sustainable Urban Drainage Systems): should be optimised everywhere. See also Local Plan Policies in Green and Water Space and Neighbourhoods section (and site allocations), as relevant to the proposed scheme. • Public secure short-stay cycle parking: should respond to local demand and primarily be directed to town and local centres and along other sections of major roads. See also Local Plan Policies T2 and T3.

	• Seating and shelter: should be addressed in line with Healthy Streets principle and the Active Travel Zone Assessment for the development proposed. • Play equipment or features, including play streets: should be directed to green spaces, within low traffic neighbourhoods, and public spaces/squares in town and local centres. Publicly accessible play space should be in a part of the public realm on site that is visible and easily accessible from the wider neighbourhood public realm. It should be designed to be welcoming, and avoid creating a feeling that the play space is intended only for the new residents. See further design criteria and guidance set out in Local Plan Policy GWS5. • Art installations (including murals): should be directed to town and local centres, along other sections of major roads that demonstrate high footfall, and in the setting of cultural or physical heritage (including known archaeological assets). Opportunities for public art in open spaces should be considered at an early stage to ensure that it is satisfactorily integrated into the design of development and applicants should work with artists and consult the local community at an early stage of design. Where possible, artists should be local to or have a connection to Newham or to East London. These should be designed and positioned so as not to obstruct pedestrian or cycle movements, and to make a positive contribution to the character of the local area, including recognition of local cultural or built heritage assets. Where works of public art are sited in the public realm, their appropriate maintenance must be secured in perpetuity. • Creative/interactive public lighting: should be prioritised in town and local centres, along major roads with high footfall (including underpasses and bridges), along public rights of way (including along waterways) and in the setting of cultural or physical heritage where it would protect and enhance its significance. The interactive/creative lighting should ensure it complements and broadly retains lighting uniformity, coverage and consistency for longer distances/routes. The following set of guidance documents (or their subsequent updates) may be used to support the design of public realm interventions, alongside feedback received via representative consultation with local communities. These are in addition to the use of the guidance set out in Part 1 of this policy, Local Plan Policy D1.1 and Local Plan Policies GWS1-4. As and when any conflicts arise from the set of guidance, priority should be given to addressing inclusivity and accessibility (which includes consideration of feeling safe), while also recognising and balancing the different, sometimes conflicting needs of a range of people. Engagement with local focus groups on these matters may help identify the optimal solutions. Learning from post-occupation surveys on previous phases (or from comparable sites) may also provide valuable information for optimising design.

	Guidance document	When could it be useful	Description
	Expanding London's Public Realm Design Guide , Greater London Authority (2020)	For all developments providing public realm net gains.	Provides principles and case studies for the integration of the public realm across a range of space types/functions. Advice on clutter, materials and maintenance.
	Active Design Guidance , Sports England (2023)	For all developments providing public realm net gains.	Provides principles of landscaping and site layout that can support people to lead more active lives.
	Streets for All: Advice for Highway and Public Realm Works in Historic Places , Historic England (2018)	For public realm interventions in the setting of heritage assets or within their curtilage. This broad guidance should be supplemented by any available locally specific guidance such as a Conservation Area Appraisal and Management Plan.	Guidance for implementing highways and other public realm works in sensitive historic locations.
	Royal Docks Design Guides for Wayfinding, Lighting, Landscaping, Accessibility and Inclusivity, Royal Docks Team (2020).	For developments in the Royal Docks area – North Woolwich, Royal Victoria, and Royal Albert North neighbourhoods.	Locally-specific design considerations, and identification of local opportunities for art interventions.
	Approach to Street Art Projects , London Borough of Newham (2023)	For developments incorporating art installations.	Guidance for council-led/managed projects that is recommended be adopted by all applicants. Sets out preferred methods of co-design with residents and criteria to demonstrate that the proposal reflects resident aspirations and cultural identity.
	Public Realm Design Guide for Hostile Vehicle Mitigation , National Protective Security Authority	When the site includes a use that requires hostile vehicle mitigation.	Guidance on successfully integrating Hostile Vehicle Mitigation features into a comprehensive landscaping

	(formerly the Centre for the Protection of National Infrastructure)(2023)		strategy for the wider public realm.
D2.3 and D2.4	Step by step guidance on undertaking an Active Travel Zone Assessment is published by TfL, here. Interventions which promote active travel will be prioritised, including safety interventions, activation of public spaces, and the creation of a coherent and consistent network of child-friendly routes – see guidance on public realm safety and inclusivity set out in Part 1 above. Early engagement with London Borough of Newham Highways team should be conducted as early as possible to help identify suitable local projects for public realm net gain, including where contributions can be used to add value to existing programmes such as: • Low Traffic Neighbourhoods public realm enhancements (Low Traffic Neighbourhoods include those by-design as well as those created through highways interventions). • Child-friendly routes enhancement (including wayfinding) or creation, supporting (emerging) London Borough of Newham Highways ‘Healthy Streets’/School Streets programme. The routes should make use of less busy, less polluted streets linking homes to schools, play spaces and other relevant social infrastructure in the area. • Safety improvements, including passive design interventions to improve the perception of safety in a space, or supporting softer (non-physical) interventions. • Bus stop accessibility measures.		
D2.5	A Public Realm Management Plan must be submitted with the planning application. The management plan should outline: • Any quantitative net gains in public realm floorspace, including through opening up access to previously inaccessible land, or delivering new streets, square and green spaces as part of the masterplan of a larger brownfield site. • The qualitative net gains, including as part of relevant improvements to the network of highways adjacent the site. • The proposed timescale and phasing for completion of the public realm interventions, relative to the delivery of the overall site. • The maintenance and management requirements for highways retained in private ownership. The methodology for calculating the cost of upkeep, and including a suitable management budget for delivering the management plan, will be set out and agreed with the Council. It is recommended that maintenance costs should reflect the Newham Highways and/or Parks methodologies (as relevant to the public realm provided) – see relevant planning obligations section for methodology.		

	Where public spaces are retained or proposed in private ownership, set out how the requirements of the Greater London Authority's Public London Charter are met and will allow for accreditation post-completion. At pre-application stage, where relevant, a summary content for the plan should be submitted. It is expected that the provisions of the management plan will be applied for the life of the development. If there are any changes, the local planning authority will need to be notified in writing. Any changes to management plans may require further consultation with relevant stakeholders.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)
- [Place Value Wiki](#) (research database), Place Alliance
- [Putting Health into Place: design, deliver and manage](#), Public Health England and Town and Country Planning Association (2019)
- [Healthy Streets Explained](#), Transport for London

Policy links

Local Plan:

- T2: Local transport
- T3: Transport behaviour change
- GWS1: Green spaces
- GWS3: Biodiversity, urban greening, and access to nature
- GWS4: Trees and hedgerows
- GWS5: Play and informal recreation for all ages
- HS2: Managing change within Town and Local Centres

London Plan 2021:

- D8: Public realm
- D5: Inclusive design
- T2: Healthy Streets

D3: Design-led site capacity optimisation

1. All new-build (including mixed use) developments should apply the design-led approach, as set out in London Plan (2021) Policy D3, the relevant Local Plan Neighbourhood policies, and any relevant design guidance or code.
2. Major new-build developments should support compact urban block formats, Where residential uses are proposed, different dwelling types distributed across and within buildings should be provided, giving real choice to residents.
3. All new development and extensions should integrate with the wider neighbourhood grain, scale and massing. Density and height increases may be appropriate where it would respect local character and in line with Local Plan Policy D4.
4. In areas identified as suitable for transformation of character, all developments should remain attentive to the character of their neighbourhood and wider area and help create fully integrated neighbourhoods. This should be achieved through:
 - a. the use of public realm connectivity, and massing and materials palette to reflect a recognisable character; and
 - b. avoiding inward looking layouts and the creation of perceived barriers between old, recent and new developments.
5. In areas identified as suitable for enhancement of character, all developments should:
 - a. deliver a moderate uplift in density through design which responds to the different character areas adjacent the site; and/or
 - b. enhance the neighbourhood by responding to positive aspects of local character and by helping to address challenges.
6. In areas identified as suitable for conservation of character, all developments should:
 - a. integrate with, and complement existing, built character, heritage and typologies; and
 - b. when infilling or redeveloping a site in an existing urban block, reflect and complete the existing block structure. Where justified by the scale of the site frontage and the site context, building lines and setbacks may be changed to help create new public realm; and/or
 - c. deliver a moderate uplift in density, which preserves character and sustains and enhances the significance of heritage assets.
7. Major residential developments where a density at or over 250 units/ha is considered appropriate for the site should ensure that:
 - a. the design process addresses the servicing needs of residential and any non-residential uses proposed, from early stages of brief development; and
 - b. quantitative public realm net gains are optimised for the intensity of use, and include a range of public spaces for multi-user activation along the length of the public realm; and
 - c. a consistent, pedestrian-friendly prevailing building height is established at base level, in keeping with the scale of the street and heights of neighbouring buildings; and
 - d. massing and landscaping contribute to ensuring a comfortable micro-climate and acoustic environment at street level and within communal amenity spaces.

Justification

Successful place-making and the creation of happy, healthy and integrated communities in Newham requires careful management of development: optimising it in relation to the strengths and opportunities of the site and its neighbourhood.

In line with the NPPF, this policy supports compact forms of development. A compact form of development is more likely to accommodate enough people to support shops, local facilities and viable public transport, maximise social interaction in a local area, and make it feel a safe, lively and attractive place. In this way, it may help to promote active travel to local facilities and services, so reducing dependence on the private car.

In line with the London Plan (2021), the Newham Characterisation Study (2024) has undertaken an analysis of the historic evolution, functional characters, urban morphology and socio-economic characteristics of the borough. These aspects are interpreted and evaluated to establish the capacity and likelihood for change for each part of the borough. The assessment reflects a granular survey of Newham at the level of the urban block, and results in mapping that divides the borough into three categories – conserve, enhance, and transform – which provide a framework to establish the intensity and type of change expected and suitable for each area. This process is based on an evaluation and assessment of character that is multifaceted and is not a designation or a rigid definition. It instead highlights in each area strengths, weaknesses and opportunities, contributing to establishing neighbourhood specific visions which reinforce, mitigate or address the positive and less successful characteristics highlighted in the Characterisation Study.

New developments in Newham are often delivered at higher density than the density of the neighbourhoods in which they are located. This policy aims to introduce clear quality criteria that must be met in order for high density development to positively respond to Newham’s needs and aspirations, and particularly to ensure neighbourhoods can sustain health and wellbeing of residents throughout their life.

The London Plan (2021) promotes ‘higher density’ development in areas of opportunity and areas with good public transport accessibility level such as town centres. Higher density is identified as 350 units per ha. However, a recent study undertaken by London School of Economics (2023) provides a benchmark of 150units/ha as the start of ‘super-density’, and from ‘350 units/ha’ as hyper-density’. A review of recent planning applications in Newham has highlighted a need for a locally-specific definition that better accounts for Newham’s character. A density of 250 units/ha is considered appropriate.

Implementation

D3.1	In reaching the optimum density for the site, the design must follow the process and principles set out in the emerging Greater London Authority, Optimising Site Capacity: A Design-led Approach London Plan Guidance . The Newham Characterisation Study (2024), alongside any other locally relevant guidance (e.g. Conservation Area Appraisal and Management Plans) or design code should be used alongside London Plan (2021) guidance. The Design and Access Statement should demonstrate how the process has been followed and how the guidance has been integrated into the proposal. The preferred density of development on site should be justified including consideration of the mix of uses and mix of housing typologies (see relevant Local Plan Policies in the Housing

	section), and should be presented in a range of density calculation methods as recommended by London Plan (2021) Policy D3, including net Floor to Area Ratio (FAR)
D3.2	A compact form of development is more likely to accommodate enough people to support shops, local facilities and viable public transport, maximise social interaction in a local area, and make it feel a safe, lively and attractive place. In this way, it may help to promote active travel to local facilities and services, so reducing dependence on the private car. Therefore, the concept of a network of well-connected neighbourhoods integrates the idea of compact development which supports a multitude of local functions and creates sustainable networks of mixed use neighbourhoods. However, density/intensity and perceptions thereof will vary according to area character type and context. Use of a more small-scale urban grain can support diversity of buildings and provide opportunities for a range of dwelling types (and other use types where supported by the spatial strategy of this Plan), thereby making the development more inclusive and interesting. The Guidance Notes accompanying the draft National Model Design Code (2021) provides useful guidance about ways to deliver compact development (section B.1). See also design standards in other Policies of this Local Plan, as relevant to the uses proposed.
D3.3	In most context the grain, scale and massing of new development should follow the prevailing character and the streetscape of the existing built environment. Outside of Tall Building Zones, the height of new developments should not be above 21m from the ground to the top of the highest storey of the building (excluding parapets, roof plants, equipment or other elements), and should be guided by the sensitivity of the character (to conserve or enhance character), and the prevailing height of the context. The presence of tall buildings shouldn't be used as justification for the area being appropriate for tall buildings. Further guidance is provided in the Newham Characterisation Study (2024), particularly under the relevant neighbourhood section in Chapter 8: Neighbourhood Design Guidance. See also the relevant Local Plan Neighbourhood policies, and site allocations where relevant.
D3.4, D3.5 and D3.6	'Conserve' areas are defined as areas that have a high quality and valued character that should be maintained. 'Transform' areas are defined as areas that have the conditions to establish a new character. 'Enhance' areas are defined as areas of mixed quality where new developments can provide positive enhancements to the overall character and moderate uplift in density as part of development. Newham Characterisation Study (2024) Chapter 7 sets out in more detail the specific characteristics and design considerations for areas to be transformed, which are then presented at a neighbourhood level in Chapter 8. The design and access statement should set out how the specific 'transform' character of the site has informed the masterplanning

	and detailed design, having regard to the neighbourhood vision and any relevant site allocation requirements. Any Design and Access Statement should address all the borough-wide design guidance themes relevant to a 'transform', 'enhance' or 'conserve' character of the site, demonstrating how they have been addressed and balanced to contribute towards a successful, well integrated, healthy and functional neighbourhood. Where development seeks to alter the category that the site is attributed to through the Newham Characterisation Study (2024), this must be agreed through pre-application and independent design review processes. Evidence should be submitted that reflects the methodology outlined by the Characterisation Study (2024) Chapter 7 and provides a more detailed townscape analysis that may justify the change.
D3.7	Application of the above Parts of Local Plan Policy D3 will determine if the proposed high density at or above 250 units/ha is acceptable. Where the principal of high density development (250units/ha) is acceptable, the Design and Access Statement should demonstrate how the principles of public realm net gain and the servicing needs of the mix of uses and quantities proposed have been understood and secured in principle from the early stages of brief development to the detailed design stage. For mixed use schemes density should also be calculated as net FAR, in line with the guidance set in the Newham Characterisation Study (2024). FAR should be used to understand perceived density of development, in addition to housing density. Special attention should be given to the microclimate and acoustic environment generated by the positioning, massing and façade detailing of buildings, for example by mitigating the creation of 'echo chamber' acoustic effects within courtyards³, and addressing draft/wind generation at entrances as part of the wider wind impact assessment. The Newham Characterisation Study (2024) provides further relevant design guidance under the borough-wide design guidance chapter. In designing the site, detailed consideration will be given to how the development integrates with the special characteristics of its locality. In high density developments, the public realm and communal spaces will need to be multi-functional and should be designed for the higher intensity of use and a range of functions (e.g. play spaces may also be Sustainable Urban Drainage Systems). The perception of overbearing high density should be avoided through: • Good permeability and connectivity, complemented by diversity in the public realm. Integration of a range of public spaces will be important, some designed for quiet and rest, other designed for higher intensity of activity such as sports, play or local events. • Maximising opportunities for a range of green infrastructure interventions.

³ See for example, K Eggenschwiler et. al. (2022) '[Urban design of inner courtyards and road traffic noise: Influence of façade characteristics and building orientation on perceived noise annoyance](#)'

	• Pavements designed for pedestrian comfort in line with expected footfall and supported by positive micro-climate. A consistent approach to, and design of, street features in town/local centres and other busy street areas supports usability for all street users, increases the confidence of disabled street users, and minimises feelings of discomfort and/or safety risks arising from conflicting or confusing design choices. The Newham Design Review Panel should assess all high density proposals, in line with Local Plan Policy D1. The panel should be satisfied that the principles of good quality design, including housing standards, have been well balanced for the intensity of use (density) proposed. As and when a community and/or youth design review panel is established by the Council, all high density proposals will also need to be reviewed by this panel before progressing to the Newham Design Review Panel.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)
- [Inclusive Design In Town Centres And Busy Street Areas](#) - Transport Scotland Research Report, WSP (2021)
- [Living in a denser London: How residents see their homes](#), Fanny Blanc, Kath Scanlon & Tim White (2020)

Policy links

Local Plan:

- D1: Design standards
- D2: Public realm net gain
- D4: Tall buildings
- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- H1: Meeting housing needs
- H11: Housing design quality

London Plan 2021:

- D1: London's form, character and capacity for growth
- D3: Optimising site capacity through the design-led approach

D4: Tall buildings

1. Tall buildings in Newham are defined as those at or over 21m, measured from the ground to the top of the highest storey of the building (excluding parapets, roof plants, equipment or other elements).
2. Tall buildings will only be acceptable, subject to detailed design and masterplanning considerations, in areas designated as 'Tall Building Zones'. The height of tall buildings in any 'Tall Building Zone' should be proportionate to their role within the local and wider context and should not exceed the respective limits set in Table 1 below.

Table 1: Tall Building Zones

Tall Building Zone			Height Range Maximum	Further guidance
Tall Building Zone	Neighbourhood	Site allocation(s)		
TBZ1: Forest Gate	N15 Forest Gate	N15.SA2 Woodgrange Road West	32m (ca. 10 storeys)	• Prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • Opportunity to include a limited tall building element up to 32m (ca. 10 storeys). • Height, scale and massing of development proposals should be assessed to conserve and enhance the significance of heritage assets without detracting from important landmarks and key views set in the Forest Gate conservation area appraisal and management plan, and Woodgrange conservation area appraisal and management plan.
TBZ2: Green Street	N14 Green Street	N/A	50m (ca. 16 storeys)	• Prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • Opportunity to include limited tall building elements up to 50m (ca. 16 storeys). • Development should create adequate transitions with the low rise context and protect the microclimate of the market.
TBZ3: East Ham	N13 East Ham	N/A	32m (ca. 10 storeys) with opportunity for one tall building	• Prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • Opportunity to include tall building elements up to 32m (ca. 10 storeys).

			element at 50m (ca. 16 storeys) in the defined area.	- Limited opportunity in the far north east corner to include a tall building element up to 50m (ca. 16 storeys) in the defined area. - Tall building elements should be limited in number and height, scale and massing should be assessed to avoid harm to the significance of relevant heritage assets. - Development should be mindful of height transitions when delivering higher densities.
TBZ4: Beckton	N11 Beckton	N11.SA1 East Beckton Town Centre N11. SA3 Alpine Way	32m (ca. 10 storeys) and 40m (ca. 13 storeys) in the defined area.	- Prevailing heights should be between 9m and 21m (ca. 3-7 storeys). - Opportunity to include limited tall building elements up to 32m (ca. 10 storeys) to mark the centre of the town centre. - Opportunity to include limited tall building elements up to 40m (ca. 13 storeys) to mark Beckton DLR station. - Development should be mindful of height transitions when delivering higher densities and/or industrial intensification through stacked industrial typology.
TBZ5: Gallions Reach	N17 Gallions Reach	N17.SA1 Beckton Riverside	32m (ca. 10 storeys) and 40m (ca. 13 storeys) and 50m (ca. 16 storeys) in the defined areas.	- Prevailing heights should be between 21m and 32m (ca. 7-10 storeys). - Opportunity to include tall building elements up to 40m (ca. 13 storeys) in limited locations in proximity to Gallions Reach DLR station and the riverside to mark the neighbourhood parade, and 50m (ca. 16 storeys) in limited location in the proximity of the new town centre and DLR station. - Development should be mindful of height transitions when delivering higher densities and/or industrial

				intensification through stacked industrial typology.
TBZ6: Albert Island	N4 Royal Albert North	N/A	40m (ca. 13 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys). • Opportunity to include tall building elements up to 40m (ca. 13 storeys). • Subject to airport height constraints. • Development should be mindful of height transitions when delivering higher densities.
TBZ7: King George V / Pier Parade	N1 North Woolwich	N1.SA2 Rymill Street	32m (ca. 10 storeys)	• Prevailing heights should be between 9m-and 21m (ca. 3-7 storeys). • Opportunity to include limited tall building elements up to 32m (ca. 10 storeys). • Development should be mindful of height transitions when delivering higher densities.
TBZ8: Store Road / Pier Road	N1 North Woolwich	N1.SA1 North Woolwich Gateway	50m (ca. 16 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys). • Opportunity to include limited tall building elements up to 50m (ca. 16 storeys). • Development should be mindful of height transitions when delivering higher densities.
TBZ9: Royal Albert North	N3 Royal Albert North	N3. SA1 Royal Albert North	32m (ca. 10 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys). • Opportunity to include tall building elements up to 32m (ca. 10 storeys). • Subject to airport height constraints. • Scale and massing should reference the emerging context of Royal Albert Wharf, the Connaught Hotels and the Royal Albert Quay emerging office complex.
TBZ10: North	N2 Royal Victoria	N2.SA1 Silvertown Quays	50m (ca. 16 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys).

Woolwich Road		N2.SA3 Connaught Riverside		• Opportunity to include tall building elements up to 50m (ca. 16 storeys). • Subject to airport height constraints. • Development should be mindful of height transitions when delivering higher densities.
TBZ11: Lyle Park West	N2 Royal Victoria	N2.SA2 Lyle Park West	40m (ca. 13 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys). • Opportunity to include tall building elements up to 40m (ca. 13 storeys) in proximity to the riverside and to mark the new Neighbourhood Parade at West Silvertown DLR. • Development should be mindful of height transitions when delivering higher densities.
TBZ12: Custom House	N5 Custom House	N5. SA1 Custom House - Land surrounding Freemasons Road N5.SA2 Custom House – Coolfin North	32m (ca. 10 storeys) and 50m (ca. 16 storeys) in the defined area.	• Prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • Opportunity to include tall building elements up to 32m (ca. 10 storeys). • Limited opportunity for tall building elements up to 50m (ca. 16 storeys) to mark Custom House station and the link to the Excel conference centre. • Development should be mindful of height transitions when delivering higher densities.
TBZ13: Canning Town	N4 Canning Town and N2 Royal Victoria	N4.SA1 Canning Town East N4.SA2 Silvertown Way East N4.SA3 Canning Town Holiday Inn	50m (ca. 16 storeys) and 40m (ca. 13 storeys), 60m (ca. 20 storeys) and 100m (ca. 33 storeys) in the defined areas.	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys) in most of the site and between 9m and 21m (ca.3-7 storeys) to the eastern part of the tall building zone. • In the north east of the Tall Building Zone, a limited number of tall building elements up to 40m (ca. 13 storeys) could be delivered subject to careful transition to

		N4.SA4 Limmo N4.SA5 Canning Town Riverside N2.SA4 Thameside West		the lower rise residential development to the east. • To mark Canning Town station and district centre, tall buildings, with elements of up to 100m (ca. 33 storeys) are suitable. It is considered that the existing cluster should be the highest point and all new tall elements should step down from this central cluster. • This step down should be marked at N5.SA4 Limmo and N5.SA5 Canning Town Riverside where there are limited opportunities for tall building elements up to 60m (ca. 20 storeys). • In the rest of the Tall Building Zone, including to mark the new DLR station and local centre at Thameside West, limited additional tall buildings with elements of up to 50m (ca. 16 storeys), could be integrated carefully to aid wayfinding and mark special locations. • Development including tall buildings in this zone should assess their visual and townscape impact in the context of existing and permitted tall buildings to ensure the cumulative impact does not saturate the skyline. Development should be mindful of height transitions and visual impact when delivering industrial intensification through stacked industrial typology.
TBZ14: Manor Road	N6 Manor Road	N/A	32m (ca. 10 storeys)	• Prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • Opportunity to include limited tall building elements up to 32m (ca. 10 storeys). • Development should be mindful of height transitions

				when delivering higher densities.
TBZ15: West Ham Station	N7 Three Mills	N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	50m (ca. 16 storeys) and 32m (ca. 10 storeys) and 100m (ca. 33 storeys) in the defined areas.	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys), except in the immediate context of the listed gasholders where prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • In the immediate context of the listed gasholders, opportunity to include limited tall building elements of up to 32m (ca. 10 storeys). • Along the railway line and Bow Creek (River Lea) and to mark West Ham station, opportunity to include limited tall building elements of up to 100m (ca.33 storeys), which are sufficiently spaced to allow for views and space around the listed gasholders. • In the rest of the Tall Building Zone, opportunity to include limited tall building elements of up to 50 m (ca. 16 storeys). • Height, scale and massing of development proposals should be assessed to conserve and enhance the character of heritage assets without detracting from important landmarks and key views set in the Three Mills conservation area appraisal and management guidelines. • All taller buildings should be integrated carefully to aid wayfinding and mark special locations. • Careful consideration is required for the location of tall buildings, particularly along the waterways to avoid overshadowing impact on watercourses.
TBZ16: Abbey Mills	N7 Three Mills	N7.SA1 Abbey Mills	40m (ca. 13 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys).

				• Opportunity to include tall building elements up to 40m (ca. 13 storeys). • Height, scale and massing of development proposals should be assessed to conserve and enhance the character of heritage assets without detracting from important landmarks and key views, including the Abbey Mills Pumping Station. • Careful consideration is required for the location of tall buildings, particularly along the waterways to avoid overshadowing impact on watercourses.
TBZ17: Plaistow Station	N9 West Ham and N10 Plaistow	N9.SA1 Plaistow North	40m (ca. 13 storeys) and 60m (ca. 20 storeys) in the defined area.	• Prevailing heights should be between 9m and 21m (ca. 3-7 storeys) on the north-western part of the site and 21m and 32m (ca. 7-10 storeys) nearer Plaistow Station and Local Centre. • Opportunity to include limited tall building elements up to 60m (ca. 20 storeys) to mark Plaistow Station. • Heights should reduce, with opportunities for limited tall building elements of 40m (ca. 13 storeys) allowing for a sensitive transition to the low rise residential context to the north-west of the tall building zone. • Development including tall buildings in this zone must assess their visual and townscape impact in the context of existing and permitted tall buildings to ensure the cumulative impact does not saturate the skyline.
TBZ18: Stratford High Street	N7 Three Mills and N8 Stratford and Maryland	N7.SA3 Sugar House Island N8.SA3 Greater	50m (ca. 16 storeys) and 100m (ca. 33 storeys), 60m (ca. 20	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys), except at the sensitive edges of the tall building zone, where prevailing heights should be

		Carpenters District N8.SA4 Stratford High Street Bingo Hall N8.SA7 Rick Roberts Way N8.SA8 Bridgewater Road N8.SA9 Pudding Mill	storeys), 40m (ca. 13 storeys) and 32m (ca. 10 storeys) in the defined areas.	between 9m and 21m (ca. 3-7 storeys). • Opportunity to include limited tall building elements up to 50m (ca. 16 storeys) and 100m (ca. 33 storeys), 60m (ca. 20 storeys), 40m (ca. 13 storeys) and 32m (ca. 10 storeys) in the defined areas. • Tall elements in the 32m area and/or in close proximity to the conservation areas should be limited in number. • Tall buildings in immediate proximity to the conservation area and other designated heritage assets should address and respond to their scale, grain and significance as well as the wider streetscape and local character. • Tall buildings should conserve the character of the area without harming the significance of heritage assets or detracting from important landmarks and key views, including views set in Stratford St John's conservation area appraisal and management plan and Sugar House Lane conservation area appraisal and management plan. • Development including tall buildings in this zone should assess their visual and townscape impact in the context of existing and permitted tall buildings to ensure the cumulative impact does not saturate the skyline. • Careful consideration is required for the location of tall buildings, particularly south of the waterways to avoid overshadowing impact on watercourses.
TBZ19: Stratford Central	N8 Stratford and Maryland	N8.SA1 Stratford Central	60m (ca. 20 storeys) and 100m	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys) except along the

		N8.SA2 Stratford Station N8.SA5 Stratford Town Centre West N8.SA6 Stratford Waterfront South	(ca. 33 storeys) and 32m (ca. 10 storeys) in the defined areas.	sensitive edge of the Broadway where prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • Opportunity to include tall building elements of up to 60m (ca. 20 storeys) in most of the Tall Building Zone. • To mark Stratford Station, Stratford International station, Westfield Avenue and the urban edge of Queen Elizabeth Olympic Park at International Quarter and Stratford waterfront, a limited number of tall building elements of up to 100m (ca. 33 storeys) could be provided. • Along the sensitive edge of the Broadway, heights should be reduced with opportunity for limited tall building elements of up to 32m (ca. 10 storeys). • Tall buildings in immediate proximity to the conservation area and other designated heritage assets should address and respond to their scale, grain and significance as well as the wider streetscape and local character. • Tall buildings should conserve the character of the area without harming the significance of heritage assets or detracting from important landmarks and key views, including views set in Stratford St John's conservation area appraisal and management plan. • Impacts on London View Management Framework (LVMF) views should be tested to ensure that tall buildings will result in no harm on the protected vistas. • Development including tall buildings in this zone should assess their visual and

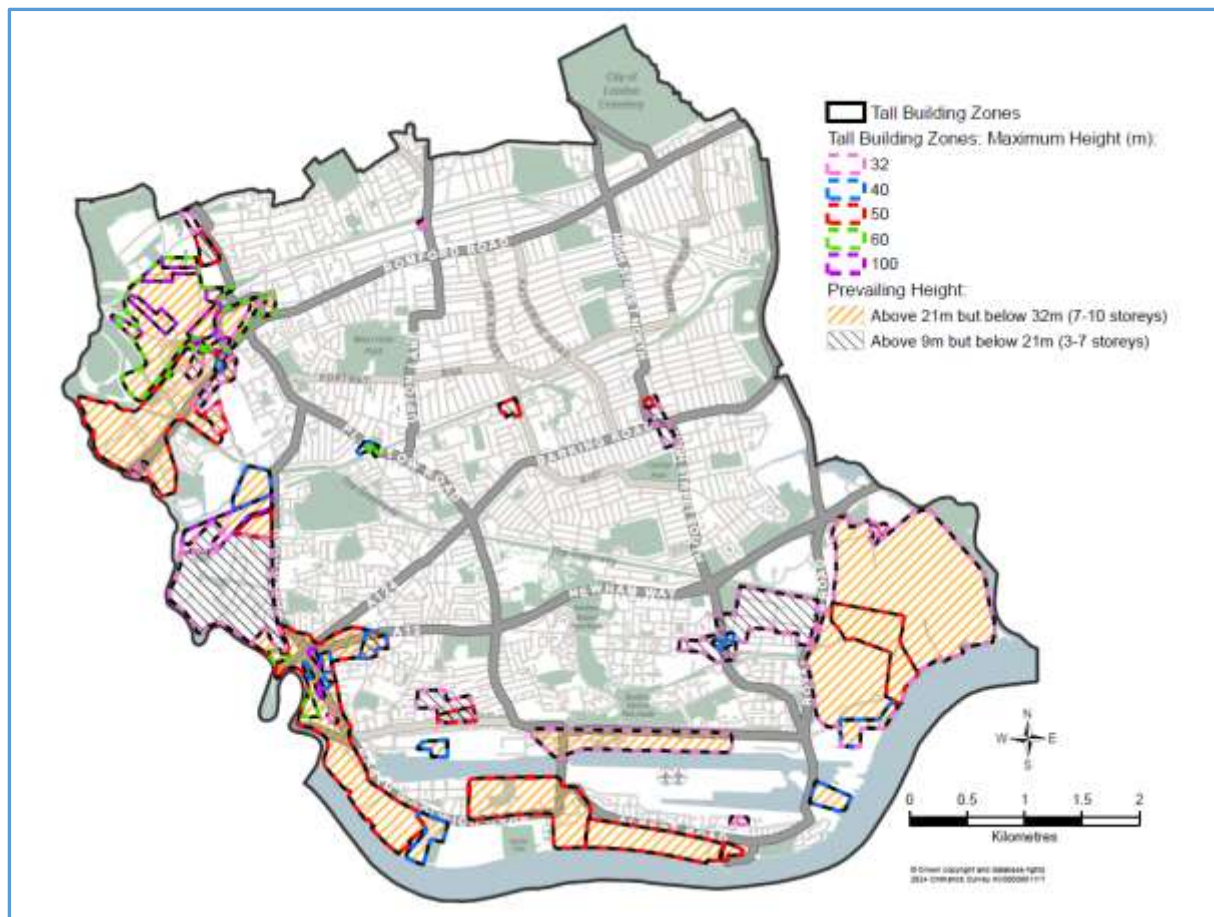
				townscape impact in the context of existing and permitted tall buildings to ensure the cumulative impact does not saturate the skyline.
TBZ20: Chobham Manor / East Village	N8 Stratford and Maryland	N8.SA10 Chobham Farm North	50m (ca. 16 storeys) and 32m (ca. 10 storeys) in the defined area.	• Prevailing heights should be between 9m and 21m (ca. 3-7 storeys). • Opportunity to include tall building elements up to 50m (ca. 16 storeys) and 32m zone (ca. 10 storeys) in the defined area. • Development should be mindful of height transitions when delivering higher densities. • Impacts on London View Management Framework (LVMF) views should be tested to ensure that tall buildings will result in no harm on the protected vistas.
TBZ21: Excel West	N2 Royal Victoria	N2.SA5 Excel Western Entrance	40m (ca. 13 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys). • Opportunity to include a tall building element up to 40m (ca. 13 storeys) to the west of the site. • Development should be mindful of height transitions when delivering higher densities.
TBZ22: Thameside East	N3 Royal Victoria	N/A	50m (ca. 16 storeys)	• Prevailing heights should be between 21m and 32m (ca. 7-10 storeys). • Opportunity to include tall building elements up to 50m (ca.16 storeys). • Development should be mindful of height transitions and visual impact when delivering industrial intensification through stacked industrial typology.

3. All tall buildings should be of high quality design and environmental standards, and:
- a. address the criteria set by the London Plan Policy D9 section C; and

- b. achieve exemplary architectural quality and make a positive contribution to the townscape through volumetric form and proportion of the mass and through architectural expression of the three main parts of the building: a top, middle and base; and
 - c. address London Plan Policy D9 section D when tall buildings fall within designated town centres and public viewing galleries at the higher levels might offer an opportunity for a view across the borough and London; and
 - d. be independently assessed by Newham Design Review Panel and any future Community and/or Youth Design Review Panel, appointed by the Local Planning Authority.
- 4. In addressing the relationship of the proposed tall building with its context:
 - a. the footprint of tall building should help to define new green spaces and integrate the development with the existing urban pattern or establish new routes that reinstate historic urban grain; and
 - b. the base (shoulder height) of tall buildings should generally respect a 1:1 scale relative to the width of the street; and
 - c. articulation and set-backs should be used to emphasise the relationship between the horizontal (street context) and the vertical (tall building), and to contribute to securing positive amenity spaces and a suitable micro-climate around the building.

Planning Obligations:

- Free to enter publicly-accessible areas in tall buildings may be secured where in appropriate locations and in line with the policy requirements.



Justification

There are many positive aspects to tall buildings which make them an attractive part of a development. In the right context and with excellent architecture, tall buildings can help create distinctive, high quality places; offer the opportunity to build to higher densities, optimising development potential in light of local and strategic needs. They can also help cross subsidise affordable housing, and employment uses or community facilities in an intensely used and vibrant development that activates the surrounding area and makes new infrastructure viable. Finally, they can secure the redevelopment of small sites with high land values, or sites which need to accommodate green space alongside optimising housing delivery.

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

The location, scale and suggested height of each Tall Building Zone reflects the findings of the Newham Characterisation Study (2024) and the Tall Building Annex (2024) across the different parts of the borough and considers the importance of Town and Local Centres as hearts of their neighbourhoods. Tall Building Zones reflect an assessment exercise undertaken to identify suitable locations for tall buildings. This was informed by a townscape sensitivity screening assessment and

suitability scoping exercise. The majority of the site allocations are included in the Tall Building Zones reflecting their status as ‘transform’ areas of the borough.

Implementation

D4.1	The definition of tall buildings in Newham is in line with the definition of the London Plan 2021. A tall building in Newham is any building over 21m measured from the ground to the top of the highest storey of the buildings (excluding any required and appropriately designed parapets, roof plants, equipment or other elements). Recognising that using storeys provides a simple way to illustrate height, an indicative estimation of number of storeys, which could be achieved, is provided for explanatory purposes only, with the assumption of a typical residential floor-to-floor level of 3m. As it is recognised that storey heights vary between land uses and constructions methods, the tall buildings definition covers all buildings of 21m, irrespective of use and related floor-to-floor height.
D4.2	Designated Tall Buildings Zones are identified in the Policies Map. The Tall Building Zones Map identifies the maximum permissible heights and where the prevailing height of new developments could be between 9m and 21m and where the prevailing height can exceed 21m, but should be below 32m. The varying heights across Tall Building Zones allow for transitioning heights to surrounding context and sensitive areas. A Tall Building Zone designation does not mean that all development within it can or should be delivered as tall buildings. Masterplanning, townscape and skyline analysis, alongside technical performance, will be required to demonstrate added value of new tall elements. The height of the context alone cannot be considered justification for new tall buildings, nor justify new buildings matching or exceeding the height of existing and committed development. A cluster of tall buildings has already been established in N5 Canning Town, creating a distinctive skyline marking Canning Town District Centre. New tall buildings should be below established heights and help address the spatial hierarchy of the local and wider context, including the neighbouring tall building zones in Tower Hamlets and the immediate low rise context. Therefore, addressing microclimate, skyline and wayfinding considerations of the cluster as a whole is essential. In N18 Stratford and Maryland an uncoordinated collection of tall buildings prevents the legibility of the cluster’s coherence. Development within defined tall building zones should establish a spatial hierarchy and the role of different clusters around Stratford Station, Westfield Avenue and the urban edge of Queen Elizabeth Olympic Park at International Quarter and Stratford waterfront. New tall buildings should therefore be below established heights and address microclimate, skyline and wayfinding considerations of the cluster as a whole. Site allocations provide additional design guidance with respect to relevant Tall Building Zones. The Newham Characterisation Study (2024) borough-wide design guidance includes tall building design considerations more generally, which should also be addressed.

	Development of tall buildings outside of the Tall Building Zones will be considered a departure from the plan.
D4.3	London Plan Policy D9 section C sets out a comprehensive list of criteria for tall buildings to meet which addresses visual, functional, environmental and cumulative impacts. All of these should be demonstrated in a tall buildings section of any Design and Access Statement, with sufficient detail to undertake a full assessment under every consideration. To inform early pre-application discussions, a methodology paper for the technical assessments and a list of design principles should be provided. Visual impact: Development proposals within tall building zones and in close proximity to ‘conserve’ areas should address visual impact on the surrounding context and avoid harm to the significance of heritage assets and their settings. Tall buildings should conserve and positively contribute to the character of an area without detracting from important landmarks and key views set out in the London View Management Framework (LVMF) and in adopted conservation area appraisals and management plans. Developments with tall building elements in close proximity to heritage assets, conservation areas and areas of townscape value should also address Local Plan Policies D7 and D9. Functional impact: Due to their higher occupancy density and larger access and servicing requirements, tall building developments could have a greater impact on the public realm and highway and transport network as well as greater safety implications. The impact of new development with tall buildings should be carefully considered and minimised and should be addressed alongside other policies of the Local Plan, including BNF2, D6, T1 and T4. Environmental impact: As set out in Policies GWS2 and GWS3, tall buildings should also assess the consequent impact on green and water spaces. Development proposals for tall buildings should avoid overshadowing, which can negatively affect plant growth, as well as the quality of existing and proposed public open space, including watercourses. Development with tall buildings in locations within Source Protection Zones (SPZs) should preserve, where possible, the groundwater resources. If piling in contaminated and layered ground is necessary, the development should manage the risks on groundwater flow and contamination. Microclimate considerations include: • Daylight and sunlight penetration – assessed for buildings as per standards set in Local Plan Policy D6, and for outdoor spaces assessed for seasonal pedestrian comfort in line with guidance set by the Newham Characterisation Study (2022). • Wind and air quality – as per Policy CE6 and in line with the Newham Characterisation Study (2024) guidance for ‘Modelling for Air Quality Improvements’. Developers are encouraged to address wind microclimate issues

	at an early stage in their plans by appointing experienced consultants, discussing with planning officers and commissioning early-stage studies to quantify the wind microclimate conditions. Wind tunnel or computational fluid dynamics testing may be required where the tall building: • is at least twice the height of prevailing surrounding buildings, • or includes/effects sensitive pedestrian activities (e.g. public spaces, high streets and town centres, transport hubs, etc.), • or is located on an exposed location (e.g. edge of Thames), • or would create or add to a cluster of tall buildings. • Temperature and humidity conditions around the building – will be assessed for seasonal pedestrian comfort in line with Transport for London guidance for Healthy Streets. • Noise – assessed as per standards set in Policy D6. A combined assessment of wind, sunlight, temperature and humidity conditions at different times throughout the year is recommended to facilitate an understanding of perceived thermal comfort at pedestrian level. Cumulative impact: Modelling should be undertaken of the full cluster of tall buildings proposed, taking account of the existing and emerging context, and where relevant at stages of the phased delivery, together with any landscape temporary measures necessary to mitigate temporary impacts in interim phases. When designing development with tall buildings, careful consideration should be given to the location and massing of each building to ensure integration with the context and a positive contribution to the skyline. The mass should step down in response to surrounding scale and building typologies, and be raised where taller elements would have minimal impact on open space and sensitive context, unless otherwise specified in the policy. Tall buildings are composed of three main parts: a top, middle and base and each of these elements should be designed, articulated and distinguished in order to provide visual interest and a proportioned composition. The top contributes to the skyline's character in long distance views, therefore its roofscape design and materials used should reflect the role of tall buildings in the context. The design of the top should also integrate and conceal any mechanical and technical equipment, through raised parapets or plant screens, to minimise visual impact from the street level and from surrounding taller buildings. The design of the base should integrate the building with the surrounding scale and character , and create a positive sense of arrival at street level, providing active frontages - not a main town centre or social infrastructure use, unless supported by other policies - and framing the public realm. The middle part plays a decisive role in determining the appearance of the building and it should be designed articulating a proportionated pattern of openings, balconies, recesses and framing details. Bolt-on balconies at higher levels should be avoided. The London Plan Policy D9 section D promotes the incorporation of free to enter publicly accessible areas, and particularly viewing platforms at higher levels. In Newham, these would be considered appropriate in town centre locations.

	Where roof terraces and gardens are publicly accessible, entrances should not result in safety or security concerns, create congestion or adversely impact on the environmental quality at street level. Security implications should be considered at the design stage of the development, including making provision for security checks within the development, where required. Opening hours may need to be managed, particularly where there are residential premises nearby. Roof terraces should not significantly increase noise levels or result in unacceptable light spillage in areas with residents or other sensitive uses. The Newham Design Review Panel should assess all tall building proposals. Once a Community and/or Youth Design Review Panel is established by the Council, tall building proposals must undergo review by this panel(s) before advancing to the Newham Design Review Panel. The Newham Design Review Panel will ensure that the presented design reflects the views of the Community and/or Youth Design Review Panel.
D4.4	Due to their scale and their servicing requirements, tall buildings could negatively impact the streetscape and disrupt the permeability of the urban block. Therefore, tall buildings should be carefully integrated within an existing network of streets or use their footprint to define new public realm. The design of the ground floor of tall buildings, whether stand-alone or integrated with a shoulder building, should prioritise the definition of high-quality public realm, re-establish building lines and reinstate historic street patterns, especially when in proximity to 'conserve' areas. Development proposals for tall buildings in immediate proximity to conservation areas and other designated heritage assets should particularly address streetscape, including street width and building alignment, and respond to the scale, grain and character of the existing built environment. Tall buildings should generally be integrated with lower rise buildings to mediate the scale and help generate an adequate sense of enclosure. Enclosure is best achieved through a 1:1 ratio, with the height of the base/shoulder building directly proportional to the width of the street, to create a place that is comfortable for pedestrians The base of tall buildings plays a key role in framing the public realm and should provide active frontages at ground floor level, not a main town centre or social infrastructure use, unless supported by other policies, and be designed with particular attention to detail and in a way that directly responds to the character of the street.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)
- Tall Building Annex (2024)
- [London View Management Framework \(LVMF\)](#)

Policy links

Local Plan:

- D1: Design standards
- D2: Public realm net gain
- D3: Design-led residential site capacity optimisation
- D6: Neighbourliness
- D7: Conservation Areas and Areas of Townscape Value
- D9: Designated and non-designated buildings, ancient monuments and historic parks and gardens
- GWS2: Water spaces
- GWS3: Biodiversity, urban greening, and access to nature
- H11: Housing design quality
- Section 4: Neighbourhood

London Plan 2021:

- D9: Tall buildings
- D11: Safety, security and resilience to emergency
- D12: Fire safety

D5: Shopfronts and advertising

1. Shopfronts and signage incorporated within frontages should be designed in a way that maintains active frontages and that meets all of the following criteria as relevant to the proposal:
 - a. Respects and enhances the character of the streetscape through use of proportions, materials and details that seek to integrate and create a consistent pattern.
 - b. Respects the architectural proportions and elements of the host building, including the restoration of lost features such as stall risers and fascias. Where a business occupies more than one unit, or includes mezzanine/upper floors, each frontage should be treated individually, linked visually by a common design and materials palette that does not obstruct architectural features of the building.
 - c. Principally retains visual permeability through the ground floor shopfront by minimising signage and carefully addressing the visual impact of security measures, louvers, shutters and any integrated plant equipment.
 - d. Facilitates wheelchair access through the location and size of any entrance, and forecourt space decluttering. Subdivision of shopfronts will not be supported where it does not allow for this criteria to be met.
 - e. Creates a unified, decluttered look of the overall shopfront through careful choice of materials, colours and patterns.
 - f. Inset entrances on shopfronts are transparently glazed and well-lit.

2. Advertisements including hoardings, illumination of hoardings, illuminated fascia signs, free-standing display panels and digital displays that require consent should:
 - a. be sensitively designed in terms of their scale, location and level of illumination to make a positive visual impact on the host building or structure and on the street scene; and
 - b. singularly and cumulatively avoid becoming excessive and harming the local amenity, including through inappropriate illumination, in line with Local Plan Policy D6.

Justification

Shopfronts are important elements in the townscape and can contribute significantly to the street scene. The design of a shopfront should recognise this and be appropriate to, or enhance, the building and its location. It should respect the design of the building and not obscure, or result in damage to, existing architectural features. A number of high streets also have shopfronts of heritage significance, either by contributing to the significance of a Conservation Area or Area of Townscape Value designations, or where the buildings themselves are designated or non-designated.

Not all types of advertising require consent from the Council – a helpful guide was published by the government (available from publishing.service.gov.uk). Advertising should not be of a size or sited so that it appears brash, over-dominant or incongruous either on its own or cumulatively. With digital display technology increasingly playing a part in advertising, street scene and amenity impacts from artificial light and use of moving/changing picture displays also needs to be addressed. One sign on its own may have a minimal impact on the street scene however many signs may have a negative impact and create confusing environments, particularly for photosensitive people.

Advertisements above ground level are detrimental to the appearance and visual amenity of the street scene and can detract from the character and qualities of individual buildings by obscuring architectural features.

Implementation

D5.1	Shopfronts should be engaging and help promote activity on high streets. Shop signage should generally be limited to the strip above the main shopfront and below the upper floor, plus one projecting sign at the same height. Required security measures should be designed to limit their visual impact on shopfronts, and where possible should be internal. Where shutters are necessary, they should be perforated to enable visibility into the shop and passive surveillance. On new developments, internal shutters are preferable, and shutter boxes should be designed in from the outset to avoid them being added retrospectively. To enliven frontages and enable passive surveillance, all retail frontages should provide good visibility and glazing should not be blanked out. At least 50% of the shopfront glazing, and preferably a higher percentage for the doorway(s), should retain transparency during hours of operation. Any shutters used during closing times should also retain a good level of visibility into the unit (e.g. use of perforated shutters). The installation of

	security glass and steel reinforced frontages will be considered in the context of the impact on the appearance and historic significance of the shopfront. Accessibility of shopfronts/entrances should apply Building Regulations Part M for non-residential, which normally only covers new-builds and extensions, but every opportunity should be taken to enhance accessibility of Newham's high streets. Any plant equipment integrated into the shopfront should be positioned for easy access for maintenance. The design and materials used should help minimise the visual impact of the plant equipment and unify the overall elements of the shopfront. Ventilation through louvers in the shopfront will normally not be supported. In new build premises, systems for extracting and dispersing any emissions and cooking smells must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent smells, noise and emissions adversely affecting neighbours, in line with Local Plan Policy D6. For changes of use developments, applicants and/or occupiers should investigate the potential to vent emissions to the roof. Where it can be demonstrated that venting of such emissions to the roof is not practical, venting to an adjacent footway will only be acceptable where the extraction system is of the highest specification for odour abatement and there is no adverse impact on neighbours by virtue of noise, smells or other emissions. Other ventilation louvres should not be sited by adjoining footways.
D5.2	Advertisement Consent applications will be assessed on the basis of accurate drawings or photo montages of the wider street frontage showing location and type of existing shopfronts and advertisements – at least 25m in either direction, and including the adjacent frontages. The design of advertising material should respect its locality and use appropriate materials of high quality. Advertisements should be appropriately scaled and located to integrate into the frontage and maintain its transparency, and should not include static or moving projection of images beyond the frontage, such as laser projections and projections on building façades, to protect visual amenity and public safety. Advertisements above ground level will not be supported. Applications for advertisements in a conservation area must also conserve or enhance the character and appearance of that area. The erection of a new sign or advert of any size on, or attached to, a listed building would almost always require listed building consent as it is very likely to be considered an alteration that affects its character as a building of special architectural or historic interest. Advertising consents on or attached to listed buildings will also be assessed against Local Plan Policy D9. Hand-painted signs are easily implemented and relatively affordable. They provide the greatest scope for individuality and are especially suitable where traditional character is important. So too are hanging signs. These can be suspended from the fascia or above. Applicants should seek to retain and restore any original signage of historic merit. Applicants are strongly encouraged to address the potential impact of the advertisements on people with disabilities. Use of fonts, colours and patterns should support legibility by

	people with visual impairments or who are neuro-divergent, making use of best practice such as: • Accessible Maps, Images and Signage , Royal National Institute of Blind People (2020) • Wayfinding guidance contained within, PAS 6463:2022 Design for the mind – Neurodiversity and the built environment, British Standards (2022). • Signing and information chapter of Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport (2021). Use of flags and banners on building frontages for advertising will not normally be permitted. Hoardings should be sensitively designed, with consideration to their impact on perception of safety. Frontages longer than 25m should be broken up with areas of transparency, where the security of the site permits. The inclusion of art/murals as part of the hoardings is supported and should be delivered in line with the guidance set out in Local Plan Policy D2. The illumination of advertisements should be discreet and incorporate LEDs and/or other technology to reduce the overall bulk and energy use of signage. Particular care will be necessary with advertisements within the setting of heritage assets. Internal illumination of advertisements in such areas will not normally be permitted. The illumination levels of advertisements should be in accordance with the guidance set by the Institute of Lighting Engineers PLG05 The Brightness of Illuminated Advertisements, including a maximum value of luminance of 1000cd/m² anywhere on the surface of an advertisement at any time during the night. Context-sensitive and biophilic lighting of shopfronts and advertising is encouraged.

Evidence base

- Newham Characterisation Study: Maccleanor Lavington with New Practice, Avison Young and GHPA (2024)

Policy links

Local Plan:

- D1: Design standards
- D6: Neighbourliness
- HS2: Managing change within Town and Local Centres
- HS4: Markets, pop-ups and meanwhile uses
- HS5: Visitor evening and night time economy

London Plan 2021:

- D8: Public realm

D6: Neighbourliness

1. All development is expected to achieve good neighbourliness from the outset by avoiding negative, and maximising positive, social and environmental impacts of its design and function on neighbours on and off the site. This includes a requirement to:
 - a. create a safe and secure environment by reducing the likelihood of antisocial behaviour, promoting public safety (including road safety), improving security and lessening the fear of crime; and
 - b. avoid unacceptable exposure to light pollution (including light spillage), odour, dust, noise, disturbance, vibration, radiation and other amenity or health impacting pollutants; and
 - c. ensure adequate access to daylight and sunlight; and
 - d. minimise impacts of overlooking and loss of privacy, overshadowing, and overbearing massing on neighbouring residential properties; and
 - e. mitigate the impact of construction and industrial operations – dust, mud, noise, vibration, traffic and hours of operation.
2. In line with the Agent of Change principle, development for new or re-provided uses that are sensitive to noise and other nuisance must include suitable mitigation for managing the amenity impacts generated by existing lawful neighbours and established land uses. Conversely, new, re-provided or intensified noise and other nuisance generating uses within primarily residential neighbourhoods should minimise and mitigate its own amenity impacts. This is of particular importance in the following contexts:
 - a. New residential developments within or adjacent to the Evening and Night Time Economy Zones, which should be carefully located, designed and buffered so as to not impede the development of a successful evening and night time economy.
 - b. New development on or adjacent to designated and non-designated employment locations, which should demonstrate neighbourliness in design and layout and to ensure they do not compromise current operational functions of employment uses and the viability of industrial intensification on any employment designated land.
 - c. New and re-provided community facilities outside of town centres, which should demonstrate neighbourliness in design and layout.
3. Developments should seek compliance with best practice standards and technical guidance, as set out in Table 2, where they are relevant to the development proposals.
4. A Plant Maintenance Plan should be submitted where mechanical solutions are proposed to mitigate identified amenity impacts. This applies irrespective of whether:
 - a. the mechanical solutions are necessary to mitigate impacts generated by the site on neighbouring uses; or
 - b. the mechanical solutions are necessary to mitigate amenity constraints on-site generated by lawful neighbouring uses.

Justification

All scales of development (including domestic extensions, or conversions and changes of use), have the potential to impact upon neighbours and the neighbourhood from the start of construction through to the on-going operation of a site. This policy addresses a range of neighbourliness issues

and sets out appropriate responses in order for development to contribute positively to neighbourliness.

Newham is a mixed use borough, with many dense neighbourhoods. In parts of the borough, further change is planned, including introduction of residential uses in areas previously focused on more industrial uses. These are positive elements that offer opportunities for economic and social interaction, and are basic requirements of successful network of well-connected neighbourhoods. Nevertheless, this can give rise to amenity and Agent of Change impacts or concern that are linked to specific aspects of design. In order to fulfil the spatial strategy set out in this Local Plan, employment designations (set out in Local Plan Policy J1) and town centres designated as visitor-focused evening and night time economy zones (set out in Local Plan Policy HS5) will be protected under Agent of Change principles to achieve their potential for economic intensification. In these circumstances, new development within or adjacent that is not directly compatible with established and planned use patterns will need to mitigate the existing and likely amenity impacts using a reasonable worst-case scenario. For example, increasing housing in town and local centres can deliver much needed homes in accessible locations and help support the high street's vitality and viability. Despite this, it will be important to carefully design the residential environment and mitigate against the noise, safety, odour and other amenity impacts of a plan-led growth in the visitor focused evening and night time economy within the centre. At the same time, new evening and night time economy uses in centres will also be required to contribute to a positive environment in line with requirements set out in this Plan.

The Newham Community Facilities Needs Assessment has highlighted a need for allowing smaller scale social infrastructure (typically below 1000sqm) within otherwise residential neighbourhoods. In these cases, it will be important to protect residential amenity as part of the design of the community use.

While large scale mixed use developments allow for all interrelationships between existing and new uses to be considered through masterplanning, any poorly resolved detail can amplify to significant impact on the successfulness of the new development. The environmental standards and design guidance set out in the policy implementation should assist applicants in the creation of successful, healthy and safe places.

Implementation

D6.1	The policy intention is that applicants should minimise the environmental, social and design based impacts of their proposals on neighbours. Neighbours also include those uses on-site that are retained, e.g. a restaurant is a neighbour in the case of a residential upwards extension on the same site. Early consideration of neighbourliness matters will be encouraged through pre-application advice/design review, and as part of masterplanning of large sites where detailed designs will be addressed at a later stage. Proposals should be accompanied by statements detailing their response to the components of neighbourly development as relevant to the scheme, and outline all design, mechanical and management practice mitigations. Information should be sufficient to make adequate assessment against the required guidance and standards.

	<u>Safety and Security</u> Development has the potential to positively or adversely affect the level of lighting in the surrounding area, so the lighting scheme should be incorporated into the detailed design process at an early stage. Intensity, colour, scale and glare are all factors to be considered. Sensitively designed lighting schemes should improve accessibility for those with disabilities by reducing glare and excessive contrast. Lighting can support the prevention and detection of crime and anti-social behaviour and improve the perception of personal security, and this should be balanced with the need to avoid light spillage onto urban green spaces to protect biodiversity. Well-designed lighting schemes on commercial properties can help create an attractive night-time townscape and enhance the experience for visitors, whilst avoiding disturbance to residents. The temporary impact of construction works on perceptions of safety will also be important to address through the design of hoardings and the construction and logistics management plan. <u>Odour and smoke mitigation</u> Odour generation uses include, but are not limited to, premises for the preparation of hot food and drink that utilise an extraction flute. Ventilation systems in new build premises for extracting and dispersing any emissions and cooking smells should be discharged at roof level and must be designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent smells and emissions adversely affecting neighbours. For changes of use, applicants and/or occupiers should investigate the potential to vent emissions to the roof. Where it can be demonstrated that venting of such emissions to the roof is not practical, venting to an adjacent footway will only be acceptable where the extraction system is of the highest specification for odour abatement and there is no adverse impact on neighbours by virtue of smells or other emissions. Other ventilation louvres should not be sited by adjoining footways. Developments should incorporate suitable off-street outdoor facilities for smokers wherever possible, to avoid the need for smokers to congregate on the pavements. <u>Noise mitigation</u> Noise-generating uses and activities include, but are not limited to, schools, places of worship, sporting venues, offices, shops, industrial sites, waste sites, data centres, safeguarded wharves, rail and other transport infrastructure. In many cases, the operation of these premises can be 24 hours a day, 7 days a week, and a reasonable worst-case scenario should be factored into the assessment of their impacts.
D6.2	Agent of Change is defined in line with the London Plan (2021) Policy D13, as relating to the operational needs of lawful uses and including their amenity impacts (noise, odour/fumes, vibration, dust and other nuisances). The Agent of Change principle places the responsibility for mitigating impacts from existing noise or other nuisance generating activities or uses on the new development. Through the application of this principle

	existing land uses should not be unduly affected in their operation or their potential for intensification or expansion by the introduction of new sensitive uses. Nevertheless, the Agent of Change approach should not be interpreted as offering a licence to existing operators and occupiers for the unfettered intensification of disturbance-generating activity or other unreasonable behaviour. It is assumed that uses should be operating lawfully and reasonably, and that Local Plan standards proportionately apply to any application for further intensification of the use generating the amenity impacts. As part of the Agent of Change approach to new development, it is important that consultation takes place with existing operators/occupiers to ensure that new development is deliverable and that the two uses can operate alongside each other. It is important that not just the physical neighbours, but also the river, air and highway traffic regulated by the Port of London Authority, Civic Aviation Authority and Transport for London are also consulted. <u>Designated Evening and Night Time Economy Zones</u> Developments including residential uses on sites in town centres should identify the location of evening and night time economy uses (see implementation section of Local Plan Policy HS5.2) and likely night time footfall routes close to the site that will need to be buffered through application of Agent of Change and neighbourliness principles in accordance with this policy. <u>Designated and non-designated employment locations</u> To secure the long-term viability of new employment floorspace and compatibility of proposals close to designated employment land, the policy requires applicants to demonstrate that proposed uses can successfully co-exist in the context of their site, particularly when proposing uses that may be more vulnerable to the amenity impacts, such as residential uses or schools. Attention to context, design and layout of schemes (including as part of a site wide masterplan) will need to be carefully considered. When industrial/employment and residential uses are to be co-located in the same site, or when residential uses are proposed adjacent to a Strategic Industrial Location or Local Industrial Location, a non-residential stacked light industrial/employment building is considered the most appropriate typology to provide a buffer for the heavier industrial uses and mitigate any impact on residential amenities. Separate heavy vehicle and pedestrian accesses should be designed to avoid conflicts between different uses. Public realm enhancements and landscaping can also be used as a buffer between industrial and residential uses. Layout measures could also mitigate the impact of industrial uses on residential uses, this includes avoiding habitable rooms and amenity space facing industrial sites. All buffer solutions should be demonstrated as effective mitigations on amenity (noise, odour, dust, light etc.) through testing against the technical standards set out in Part 4 of this policy. Proposals incorporating and intensifying industrial uses, or schemes adjacent to industrial uses should respond to the principles and design guidance set out in Local Plan Policy D1 and within the Newham Characterisation Study (2024) Chapter 9 Borough-wide Design Principles, Section 4 Managing Industrial and Residential Relationships.

	When assessing baseline amenity impact generated by existing uses, applicants should ensure that the testing undertaken reflects a reasonable worst-case scenario. Engagement with operators is strongly recommended to ascertain: • The busiest times of the week/day to undertake monitoring (e.g. when a ship is unloading on the jetty, or when a large event is planned at a sporting or cultural venue), and whether more than one recording interval is recommended. And • Any increases in intensity of operation that may reasonably take place within the margins of existing planning permissions, e.g. a shift to 24/7 operation. <u>Social infrastructure in out of centre locations</u> Where any new, intensified or re-provided social infrastructure use are acceptable in an out-of-centre location, in line with Local Plan policies of the Social Infrastructure section, the context of the site will determine how the Agent of Change principles should be addressed. Where the site is within a prevailing residential use context, the residential amenity should be protected. Amenity considerations that should be minimised or mitigated include: • Noise, which should be assessed on the basis of the highest possible intensity of use of the social facility, at different times of the day and week, and include the management of noise in outdoor spaces as part of servicing the site or social events. • Light spillage. • Noise and vibration generated by any mechanical or electrical plant necessary for the operation of the facility. • Odour, where hot food may be prepared and served on site. • Overlooking of living spaces or private rear gardens should be avoided. • Risk of antisocial behaviour. This should be mitigated by providing well managed and maintained facilities for users (e.g. visible and easily accessible bins to mitigate risk of fly tipping to neighbouring properties; staff visibility at key entrance points or easy to use help points). Where the site is within an employment or industrial prevailing context, the implementation requirements set out above will apply (Designated and non-designated employment locations). Certain amenity impacts such as noise or dust may have particular impacts on the accessibility of the facility to certain more vulnerable user groups, such as neuro-divergent people, or people suffering from respiratory illnesses. The assessment and design of the site and its access arrangements should demonstrate how amenity impacts on user groups will be managed and mitigated, in line with requirements of Local Plan Policy SI2.7. Where the social infrastructure use is part of a wider cluster of similar uses, for example a healthcare cluster of buildings, a wider assessment of amenity constraints across the cluster is encouraged where feasible and proportionate. Measures that improve the neighbourliness of the wider cluster in the context of its neighbourhood, for example

	through landscaping and pedestrian and cycle access enhancement schemes, will be supported.												
D6.3	Expert advice will be taken within the Council or from relevant partners to support these assessments and to ensure proposals are of the highest quality and address neighbourly development from the outset. The below benchmarks, standards and guidance documents are important to make that assessment. Where any of the guidance has been subsequently updated, the latest version should be used. Where guidance has been withdrawn, the Council's Environmental Health team should be consulted on the most appropriate approach to be taken. Where a development concerns an existing building (through conversion, extension, change of use) which does not meet such standards, this will be a consideration in itself when assessing its suitability for the proposed change. Table 2 – Policy: Environmental standards and guidance <table> <tr> <th>Issue</th><th>Standard or Guidance</th></tr> <tr> <td>Telecommunications</td><td>International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines</td></tr> <tr> <td>Radioactive sources and x-ray generators</td><td>National Radiological Protection Board (NRPB) guidelines</td></tr> <tr> <td>Light Spillage</td><td>Institute of Lighting Professionals: Guidance notes for the reduction of obtrusive light. Institute of Lighting Professionals: The Brightness of Illuminated Advertisements</td></tr> <tr> <td>Odour and Fumes</td><td>DEFRA guidance manuals for regulation of businesses that produce pollution: Environmental Permitting: General Guidance Manual on Policy and Procedures for A2 and B Installations, and other business-specific guidance that may apply Environment Agency (EA), H4 Odour Management. EMAQ+, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems</td></tr> <tr> <td>Dust</td><td>Greater London Authority: Control of dust and emissions during construction SPG (2014)</td></tr> </table>	Issue	Standard or Guidance	Telecommunications	International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines	Radioactive sources and x-ray generators	National Radiological Protection Board (NRPB) guidelines	Light Spillage	Institute of Lighting Professionals: Guidance notes for the reduction of obtrusive light . Institute of Lighting Professionals: The Brightness of Illuminated Advertisements	Odour and Fumes	DEFRA guidance manuals for regulation of businesses that produce pollution: Environmental Permitting: General Guidance Manual on Policy and Procedures for A2 and B Installations , and other business-specific guidance that may apply Environment Agency (EA), H4 Odour Management . EMAQ+, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems	Dust	Greater London Authority: Control of dust and emissions during construction SPG (2014)
Issue	Standard or Guidance												
Telecommunications	International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines												
Radioactive sources and x-ray generators	National Radiological Protection Board (NRPB) guidelines												
Light Spillage	Institute of Lighting Professionals: Guidance notes for the reduction of obtrusive light . Institute of Lighting Professionals: The Brightness of Illuminated Advertisements												
Odour and Fumes	DEFRA guidance manuals for regulation of businesses that produce pollution: Environmental Permitting: General Guidance Manual on Policy and Procedures for A2 and B Installations , and other business-specific guidance that may apply Environment Agency (EA), H4 Odour Management . EMAQ+, Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems												
Dust	Greater London Authority: Control of dust and emissions during construction SPG (2014)												

	Noise	DEFRA: Noise Policy Statement for England Education Funding Agency: BB93 Acoustic design of schools: performance standards British Standards: • BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise • For plant noise on premises, BS 4142:2014 'Methods for rating and assessing industrial and commercial sound'. • For controlling internal and external noise within a development, BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings'.
	Vibration	British Standards: • BS 7385-2:1993 Evaluation and measurement for vibrations in buildings • BS 6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting. • BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration
	Daylight/Sunlight	Building Research Establishment (BRE): Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition)
D6.4	The Mechanical Plant Maintenance Plan should include a list of suitable technical solutions that can be reasonably implemented to address all aspects of amenity that are proposed to be mechanically managed. The maintenance plan should include information about the maintenance and lifespan of the equipment, and site management information. This information will be reviewed by Environmental Health team, who may require or suggest amendments to be made.	

Evidence base

- Newham Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)

Policy links

Local Plan:

- D1: Design standards
- D4: Tall Buildings
- D5: Shopfronts and advertising
- J1: Employment and growth
- SI2: New and re-provided community facilities and health facilities

London Plan 2021:

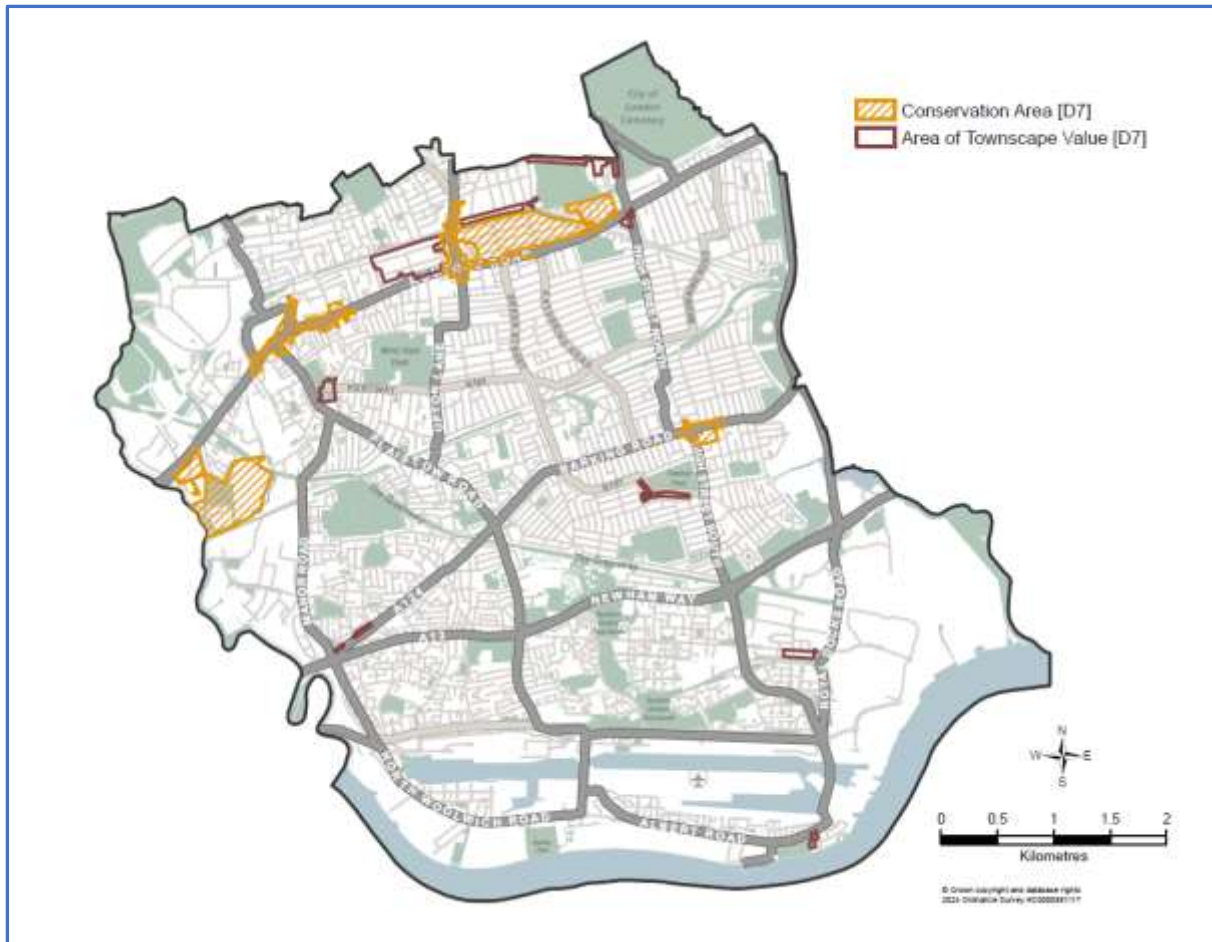
- D13: Agent of Change
- D14: Noise

D7: Conservation Areas and Areas of Townscape Value

1. Developments within Conservation Areas or in their settings should conserve, enhance or better reveal their significance, in line with requirements of the NPPF and guidance set out in relevant Conservation Area Appraisal and Management Plans or other guidance documents.
2. Developments within areas designated as Areas of Townscape Value or in their settings should seek to conserve and enhance their character and avoid significant harm which may affect the Council's ability to designate these as conservation areas in the future.
3. Loss of characteristics which contribute to the significance of Conservation Areas and Areas of Townscape Value will not be supported. Characteristics include:
 - Buildings and structures and their curtilage which make a positive contribution to the significance of the conservation area or area of townscape value.
 - Public spaces and street patterns.
 - Views, vistas.
 - Uses and cultural heritage.
 - Mature trees and landscapes.

Planning Obligations

- Where necessary, we will seek contributions for the protection and enhancement of the significance of tangible or intangible heritage assets will be secured.



Justification

Newham currently has relatively few Conservation Areas, Listed Parks and Gardens and Listed Buildings, partly due to the borough's relatively recent urbanisation. The scarcity of both designated and non-designated heritage (when compared to other London boroughs) makes it all the more important that their significance and the positive elements of their setting are conserved and enhanced, particularly in terms of placemaking, cultural and social representation, and more localised wayfinding.

The NPPF and the London Plan (2021) place great importance on preserving and enhancing the significance of Conservation Areas. Alongside greater control of development, research⁴ also indicates that there are important community wellbeing and economic regeneration benefits from designation including the generation of local employment opportunities, local awareness activities generating community cohesion and increased interest in the local area.

This policy seeks to ensure that Newham's important historic townscapes continue to be protected and enhanced.

⁴ See for example G Ahlfeldt, N Holman and N Wendland (2012), [An Assessment of the effects of Conservation Areas on Value](#), London School of Economics; Historic England, [Heritage Counts](#) annual reports.

Implementation

D7.1	A Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to be preserved or enhanced. In Newham there are currently 9 Conservation Areas: • Durham Road conservation area, Manor Park, E12 • East Ham conservation area, E6 • Forest Gate Town Centre conservation area, E7 • Romford Road conservation area, Forest Gate, E7 • Stratford St John's conservation area, E15 • Sugar House Lane conservation area, Stratford, E15 • Three Mills conservation area, E3 • University conservation area, Stratford, E15 • Woodgrange Estate conservation area, Forest Gate, E7 Conservation Area adoption introduces additional controls over the way owners/occupiers can alter or develop their properties, including: • Requirement for planning permission for demolition of unlisted buildings. • Restriction on the types of development that can be carried out without planning permission. • Prior notification of works to trees (min. 6 weeks). • Additional planning controls for advertisements and signs. The Council will continue its programme of managing the historic built environment in the borough, which may result in further conservation area adoptions and updates to existing Appraisals and Management Plans. Design and Access Statements (and pre-application information packs) should respond to the various aspects of character as set out in the Newham Characterisation Study (2024) and relevant Appraisal and Management Plan. Planning applications in Conservation Areas or their settings should be supported by a Heritage Impact Assessment, and in the case of tall buildings also a Townscape Visual Impact Assessment (including zone of visual influence / zone of theoretical visibility), to assess any harm to the significance of the historic environment and the effect on the townscape character.
D7.2	Areas of Townscape Value are parts of Newham' townscape that have a character or appearance that is of local architectural and historic interest, warranting differentiation and from their surrounding area. Some of these areas may have the potential to be progressed as new conservation areas in the future, particularly where listed or locally listed buildings form part of the setting. There are 9 identified Areas of Townscape Value: • ATV1 Wanstead Flats • ATV2 Sebert Road • ATV3 Manor Park • ATV4 Forest Gate • ATV5 All Saints Church, Church Street North • ATV6 Cheltenham Gardens, Henniker Gardens, Ranccliffe Road • ATV7 Canning Town

	• ATV8 Winsor Terrace • ATV9 Bargehouse Road / Woolwich Manor Way While areas of Townscape Value have no statutory recognition in law unlike Conservation Areas, the Council considers them to be ‘non-designated heritage assets’ and as such encourages their conservation and enhancement by the application of Local Plan policies. Design and Access Statements (and pre-application information packs) should respond to the various aspects of character as set out in the Newham Characterisation Study (2024) and the Areas of Townscape Value Evidence Base (2015).
D7.3	Consideration of significance and any potential harm will be undertaken in line with the tests set out in the NPPF.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)
- Areas of Townscape Value Evidence Base, London Borough of Newham (2015).

Policy links

Local Plan:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- D1: Design standards
- D3: Design-led site capacity optimisation
- D5: Shopfronts and advertising
- D9: Designated and non-designated buildings, ancient monuments and historic parks and gardens
- GWS4: Trees and hedgerows

London Plan 2021:

- HC1: Heritage conservation and growth
- D1: London’s form, character and capacity for growth

D8: Archaeological Priority Areas

1. All major applications on sites at or smaller than 0.5ha within Archaeological Priority Areas Tiers 1 to 3, and all major applications on sites larger than 0.5ha anywhere in the borough, must submit an archaeological desk-based assessment and if necessary a field evaluation, to accompany a planning application.
2. Minor and householder applications resulting in ground excavation/piling in Tier 1 areas must also submit an archaeological desk-based assessment to accompany a planning application.

3. Where field evaluation(s) identifies heritage assets of archaeological interest, development must:
 - a. document the significance of the asset; and
 - b. secure the protection of the asset, with priority given to in-situ display, within or visible from the public realm.

Planning Obligations

- Where necessary, we will secure arrangements for the documentation, registration and protection and display of any identified heritage assets of archaeological interest.

Justification

Local authorities have a responsibility to conserve the historic environment, including through policies to identify areas where development must have due regard to processes for identifying, recording and preserving potentially significant archaeological remains. The Greater London Archaeology Advisory Service, part of the London office of Historic England has identified Archaeological Priority Areas in Newham where known heritage assets of archaeological interest are concentrated or where there is clear potential for new discoveries based on the history of the area and previous archaeological investigations.

Archaeological Priority Areas are sorted into 4 tiers and are justified by a statement of significance, which indicates the nature of the interest to be considered. Their primary purpose is to help highlight at an early stage where a development proposal may affect a heritage asset of archaeological interest.

Implementation

D8.1	An Archaeological Priority Area is defined as an area where, according to existing information, there is significant known archaeological interest or potential for new discoveries. Newham's Archaeological Priority Areas are as follows: <table border="1" data-bbox="327 1413 1353 1998"> <thead> <tr> <th data-bbox="327 1413 639 1514">Archaeological Priority Area ID</th><th data-bbox="639 1413 1353 1514">Area Name</th></tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="327 1514 1353 1574">Tier 1</td></tr> <tr> <td data-bbox="327 1574 639 1635">APA1.1</td><td data-bbox="639 1574 1353 1635">Beckton WW2 Gun Emplacement</td></tr> <tr> <td data-bbox="327 1635 639 1695">APA 1.2</td><td data-bbox="639 1635 1353 1695">Fort Street</td></tr> <tr> <td data-bbox="327 1695 639 1756">APA 1.3</td><td data-bbox="639 1695 1353 1756">Prince Regent Lane</td></tr> <tr> <td data-bbox="327 1756 639 1816">APA 1.4</td><td data-bbox="639 1756 1353 1816">Stratford Langthorne Abbey</td></tr> <tr> <td data-bbox="327 1816 639 1877">APA 1.5</td><td data-bbox="639 1816 1353 1877">Woolwich Manor Way</td></tr> <tr> <td colspan="2" data-bbox="327 1877 1353 1937">Tier 2</td></tr> <tr> <td data-bbox="327 1937 639 1998">APA 2.1</td><td data-bbox="639 1937 1353 1998">East Ham</td></tr> </tbody> </table>	Archaeological Priority Area ID	Area Name	Tier 1		APA1.1	Beckton WW2 Gun Emplacement	APA 1.2	Fort Street	APA 1.3	Prince Regent Lane	APA 1.4	Stratford Langthorne Abbey	APA 1.5	Woolwich Manor Way	Tier 2		APA 2.1	East Ham
Archaeological Priority Area ID	Area Name																		
Tier 1																			
APA1.1	Beckton WW2 Gun Emplacement																		
APA 1.2	Fort Street																		
APA 1.3	Prince Regent Lane																		
APA 1.4	Stratford Langthorne Abbey																		
APA 1.5	Woolwich Manor Way																		
Tier 2																			
APA 2.1	East Ham																		

	APA 2.2	Green Street
	APA 2.3	Little Ilford
	APA 2.4	Plaistow
	APA 2.5	Plashet
	APA 2.6	Stratford
	APA 2.7	Upton
	APA 2.8	Wall End
	APA 2.9	West Ham
	APA 2.10	Beckton Sewage Works
	APA 2.11	Ilford Gaol
	APA 2.12	Stratford Railworks
	APA 2.13	Thames Ironworks
	APA 2.14	London to Colchester Roman Road
	APA 2.15	Manor Park to North Woolwich Roman Road
	APA 2.16	Newham Cemeteries
	Tier 3	
	APA 3.1	River Lea
	APA 3.2	River Roding
	APA 3.3	Royal Docks
	APA 3.4	Canning Town/Newham Way
	APA 3.5	Beckton
	APA 3.6	Wanstead Flats
	Tier 4	
	APA 4.1	Rest of the borough
	Further information on the character of each Archaeological Priority Area is included in the Newham Archaeological Priority Areas Appraisal (2014). Newham will seek to review this evidence base during the lifetime of the Plan, in order to reflect recent fieldwork that may helpfully refine both spatial extent and significance of Newham's Archaeological Priority Areas. The relevant consultation and investigation expectations that accompany an Archaeological Priority Area designation (set out by Greater London Archaeology Advisory	

	Service) should be complied with. Greater London Archaeology Advisory Service offer a pre-application service which may provide additional guidance in relation to the specific site. The Council will consult Greater London Archaeology Advisory Service on: • All major planning applications on sites over 0.5 hectares, irrespective of the Archaeological Priority Area tier (1 to 4) they are in. • All Environmental Impact Assessment Scoping requests and Environmental Statements. • Any application supported by/requiring an archaeological desk-based assessment. It should be noted that archaeological projects have a well-established history of enabling successful community engagement and applicants are encouraged to consider how community engagement can occur where heritage assets of archaeological interest have been identified.
D8.2	The relevant consultation and investigation expectations that accompany an Archaeological Priority Area designation (set out by Greater London Archaeology Advisory Service) should be complied with. The Council will consult Greater London Archaeology Advisory Service on: • Minor planning applications in any Archaeological Priority Areas tiers 1 to 3. • Domestic basement applications in Archaeological Priority Areas tiers 1 and 2 only. • Householder and equivalent-scale very minor applications in Archaeological Priority Areas tier 1 only. Greater London Archaeology Advisory Service offers a free pre-application service which may provide the relevant support for undertaking a desk-based assessment in the case of minor developments without the need for further research. In less sensitive or smaller schemes, a watching brief involving a professional archaeologist monitoring the development groundworks and recording any remains exposed may be appropriate instead of field evaluation.
D8.3	Consideration of significance and any potential harm will be undertaken in line with the tests set out in the NPPF . Publicity and publication of results as well as housing the archive of finds are often a key part of mitigating the archaeological impact of a development. Greater London Archaeology Advisory Service is often unable to advise that a development has been fully in compliance with a planning condition until these aspects have been secured. Finds and records from archaeological investigations in London are normally deposited with the London Archaeological Archive and Research Centre.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)
- London Borough of Newham: Archaeological Priority Areas, English Heritage (2014)

Policy links

Local Plan:

- D1: Design standards
- D9: Designated and non-designated buildings, ancient monuments and historic parks and gardens

London Plan 2021:

- HC1: Heritage conservation and growth
- D1: London's form, character and capacity for growth

D9: Designated and non-designated heritage assets, ancient monuments and historic parks and gardens

1. The Council will seek to ensure designated and non-designated heritage assets (including archaeological) will be conserved and enhanced. Development should secure viable, sustainable and appropriate futures for all heritage assets within the scope of the site, particularly where they are on the Historic England's Heritage at Risk Register. Any change the heritage asset or their settings should not undermine their significance and the contribution of their settings to that significance, seeking to increase their presence and encourage wider appreciation and access to them.
2. Development that singularly or cumulatively leads to harm to or loss of designated heritage assets or their setting will normally not be supported. Where harm or loss is justified and suitably weighted through public benefits arising from the proposal, these benefits must be timely delivered before the overall completion of the scheme and before the loss of the asset where relevant.
3. The council will encourage the conservation, repair, enhancement and reuse of non-designated heritage assets. Significant harm or loss of non-designated heritage assets should be avoided. Where significant harm or loss is justified, the existing historic fabric or archaeological findings should be documented and archived in line with NPPF requirements.
4. Developments affecting Newham's historic parks or their setting should:
 - a. sustain and enhance their historic significance and natural heritage value; and
 - b. seek to conserve and enhance key views out from the landscape; and
 - c. not detract from its public access, functionality and enjoyment, layout, design, or character; and
 - d. not prejudice future restoration; and
 - e. make a positive contribution to the historic streetscape of the park.

Justification

The importance of protecting, conserving and enhancing both designated heritage assets and those more informally recognised, together with their setting, is key to effective place-making. The former includes those buildings, monuments, structures, parks, etc., that are subject to national listing or scheduling; the latter includes Locally Listed buildings and buildings that are not yet on the local list but where development management processes uncover their heritage value.

The significance of a building or feature only becomes apparent with further research and physical investigation. Their value includes adding interest and legibility, (as landmarks) to an area; the contribution to social interaction; as a focus for community memory and activity; and the economic contribution they make as visitor attractions in their own right or as part of a place for spending time and money in.

This policy recognises that all these types of heritage assets are sensitive to change that may directly or indirectly affect them. Moreover, many of Newham's heritage assets are not well integrated in the wider environment, including with other assets, which means their settings often detract from them. Some assets are in disrepair, or they are underused or there are barriers to accessing to them.

Implementation

D9.1	Proposals to repair, alter or extend designated and non-designated heritage assets must be justified and contribute to the protection and enhancement of the significance of the asset. The Heritage at Risk Register is updated annually by Historic England and includes designated buildings and sites that are at risk of loss through neglect, decay or development, or are vulnerable to becoming so. For developments affecting these buildings/sites the Council will seek to secure their appropriate restoration, reuse and long-term viable maintenance. Proposals within the setting of designated assets should seek to create positive relationships, particularly where the significance of the setting has been lost. Suitable interventions to secure viable, sustainable use for them include: • Appropriate deployment of ‘meanwhile’ uses and other suitable measures to activate spaces and structures to help bring them back into people’s day-to-day experience of places; or • Improving perceptions of safety and quality of access; or • Interventions for resilience to climate change and energy efficiency. However, any such change needs to be based on an understanding of the sensitivity to change of the asset affected, ensuring it is appropriately valued and accommodated to avoid causing harm to its significance. It is also recognised that in places that are subject to a ‘transform’ character (Local Plan Policy D3), telling a story of the place’s evolution and aspiration through its design and programming, for example through arts-and-culture-led regeneration, will be beneficial.
D9.2 and D9.3	Consideration of significance and any potential harm on either designated and non-designated assets and their setting will be undertaken in line with the tests set out in the NPPF. A Heritage Impact Assessment, and where tall buildings (defined in line with Local Plan Policy D4) are proposed a Townscape Visual Impact Assessment, must be submitted. These should be prepared by an independent heritage specialist and should include: • Details of the significance of the assets (from heritage records available, including local archives, as well as from engagement with local communities). And • The impact on the asset’s significance and/or on the wider townscape character or setting, of all design options considered, as proportionate to the significance of the asset. And • Evidence as to why harm is necessary or unavoidable, and an assessment of all alternatives considered, as proportionate to the significance of the asset. Development which does not respond to local character and design quality as required by the wider policies of this Local Plan and the London Plan (2021), and is considered over-development, cannot be seen to justify harm to heritage assets by reason of the number of homes provided.

	Public benefits that could be considered to justify harm include: • Provision of affordable housing over and above that required by Local Plan Policy H2. • Responding to the climate emergency (and is demonstrated to be the least harmful approach to deliver the required retrofit, in line with Historic England guidance). • Providing public access to previously inaccessible heritage assets. • Bringing the asset into viable use where all other alternatives to secure the future of the asset have been exhausted. However, harm resulting in loss of an asset should be avoided. Where demolition or loss of features associated with the significance of the asset is proposed, detailed plans and photographic evidence, alongside any relevant objects of significance identified on site, will be submitted to Newham Archives or other suitable organisations.
D9.4	Consideration of significance and any potential harm will be undertaken in line with the tests set out in the NPPF. Proposals should help manage the impact of the historic tall walls around the park(s) which are a feature of their character but may also create extensive inactive frontages. The contribution of ancillary buildings, features and uses, such as caretaker homes, railings/boundaries and tree nurseries, to the significance of the historic park should also be assessed, and protected where they are integral to the significance of the park.

Evidence base

- Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)
- Locally Listed Buildings in Newham, London Borough of Newham (2010)

Policy links

Local Plan:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- D1: Design standards
- D3: Design-led site capacity optimisation
- D5: Shopfronts and advertising
- D7: Conservation Areas and Areas of Townscape Value
- GWS1: Green spaces
- GWS4: Trees and hedgerows

London Plan 2021:

- HC1: Heritage conservation and growth
- D1: London's form, character and capacity for growth

High Streets

Newham's high streets provide a range of functions of vital importance to the daily lives of our communities. Their varied character and size, alongside their transport connectivity, provides choice and helps connect people across neighbourhoods.

Newham has six existing town centres: Stratford (which includes Stratford City), East Ham, Green Street, Forest Gate, Canning Town and East Beckton. These large destinations are complemented by a network of smaller local centres and neighbourhood parades which are also protected through the Local Plan. Beyond the designated network remain significant sections of historic high street frontages that provide further choice for residents and a source of affordable floorspace for businesses, though often these frontages can feel less organised and less well maintained. Within Beckton and Gallions Reach neighbourhoods, retail parks provide large scale retail offerings that are mostly accessible by car.

Changing trends in how people use the high streets have further highlighted the importance of broadening access to a range of local services and leisure activities, together with quality public realm, to help support and attract activity in centres. As we move into new working patterns, with more people working from home for much of the week, this is driving new footfall patterns in town and local centres. These trends, alongside recent changes in national planning legislation and policy, pose challenges and opportunities for our high streets in adapting so as to maintain and enhance their vitality and viability.

The more successful high streets have been those that can support a strong independent retail and leisure offer, local cultural events, markets, meanwhile uses and pop-ups, which draw in a more diverse range of people.

High street environments also offer opportunities for social interaction to help improve mental health and social isolation, and space to showcase the cultural diversity of the borough. But high levels of traffic, crime and fear of crime, lack of access to health promoting food and services, and inaccessibly designed spaces can negatively impact on health. It is therefore important for the Local Plan to consider the high streets' environment holistically, from management of uses, to shopfronts and public realm design.

The policies in this section seek to ensure Newham's network of centres can evolve and thrive and continue to meet the shopping, social, leisure and civic participation needs of Newham's growing population. Key to achieving this is ensuring that the network of centres, complemented by secondary activity in high street or other sustainable out of centre locations, work together to create a dense network of opportunities to support quality, healthy and active day to day living within and between Newham's neighbourhoods.

This section contains the following policies:

- HS1: Newham's Town Centres Network
- HS2: Managing new and existing town and local centres
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services
- HS4: Markets, and events/pop-up spaces
- HS5: Visitor evening and night time economy
- HS6: Health and wellbeing on the High Street
- HS7: Delivery-led businesses

- HS8: Visitor accommodation

HS1: Newham's Town Centres Network

1. All homes in Newham should be within a maximum 400 metre radius of at least one designated centre or parade, or be within a 15 minute walking distance of at least two designated centres or parades. This will be delivered through directing main town centre uses to the Newham Town Centres Network, as set out in Table 3, unless exceptions apply under other sections of this Local Plan. The network will be managed and supported to service the needs of residents, workers and visitors, and includes:
 - a. The designated town centres and their primary shopping areas and primary shopping frontages. And
 - b. The designated local centres and their primary shopping areas. And
 - c. The designated neighbourhood parades. And
 - d. A new district level town centre to be created at N17.SA1 Beckton Riverside, subject to the criteria in Part 2, re-configuring and capitalising on the trade draw of the out-of-centre Gallions Reach Shopping Centre. And
 - e. New local centres at N8.SA9 Pudding Mill, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks, N2.SA4 Thameside West and N2.SA3 Connaught Riverside, and expanded Local Centres at N9.SA1 Plaistow North, N1.SA2 Rymill Street and N2.SA1 Silvertown Quays, subject to the criteria in Part 3. And
 - f. The creation of new small scale frontages serving localised need including new Neighbourhood Parades at N17.SA1 Beckton Riverside, N2.SA2 Lyle Park West and N8.SA3 Greater Carpenters District.

Table 3: Newham's Town Centres Network

Name	Current scale	Potential scale	Key functions
Town Centres			
Stratford	Metropolitan	International	• Meeting retail and leisure needs of all Newham and wider region residents and visitors. • Meeting local community use needs. • Major Grade A office cluster and Central Activity Zone overspill location. • Tourist destination of international significance. • Transport interchange.
East Ham	Major	Major	• Meeting retail, leisure, civic and services needs of all Newham residents. • Meeting local community use needs. • Post-16 education hub.
Forest Gate	District	District	• Meeting local catchment needs for retail, leisure, services and community uses.
Green Street	District	District	• Meeting local catchment needs for retail, leisure, services and community uses. • Specialist retail visitor destination.

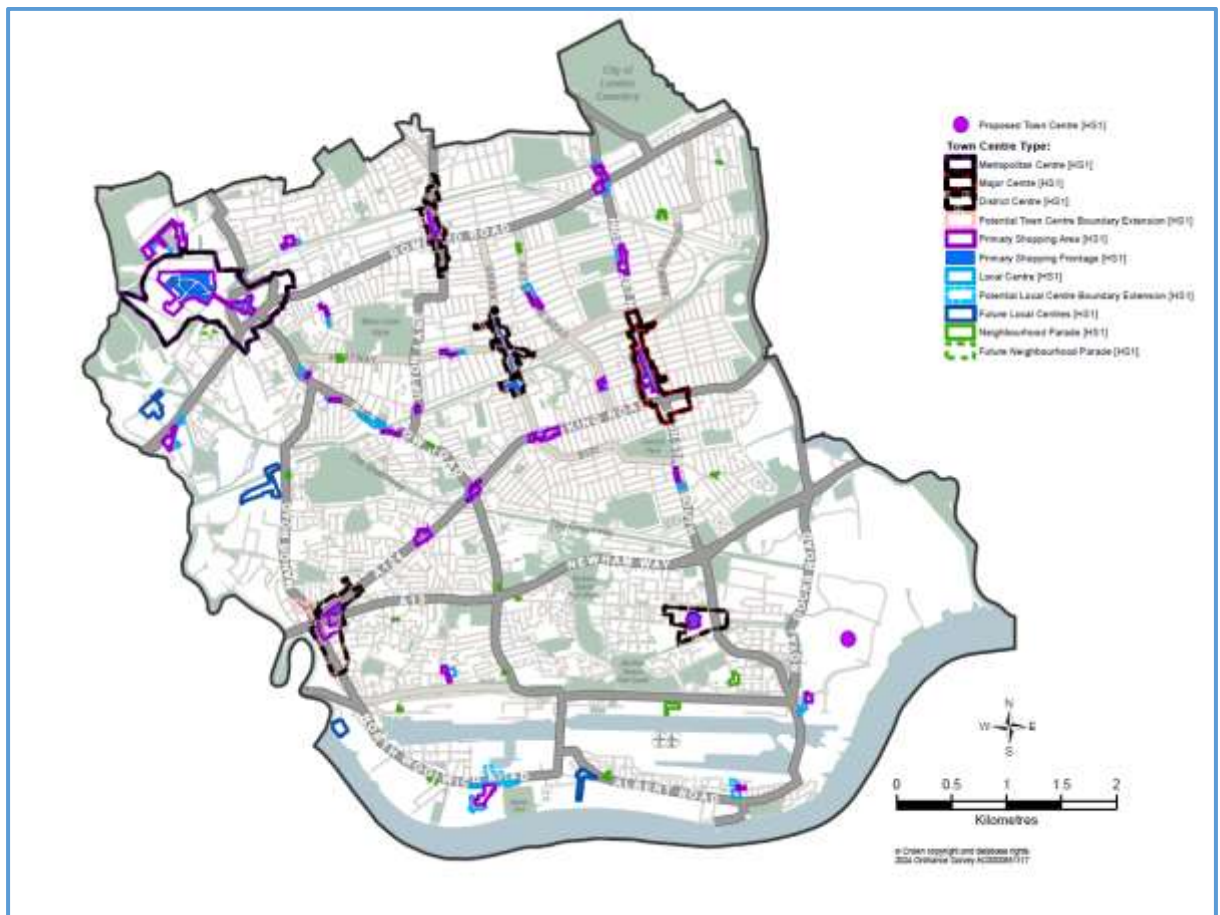
Canning Town	District	District	- Meeting local catchment needs for retail, leisure, services and community uses. - Transport interchange.
East Beckton	District	District	Meeting local catchment needs for retail, leisure, services and community uses.
Beckton Riverside	n/a	District (with potential for Major)	- Meeting local catchment needs for retail, leisure, services and community uses. - Re-location/retention of comparison retail capacity from Gallions Reach Shopping Park.
Local Centres			
East Village	Local centre	Local centre	Meeting local catchment needs for retail, leisure, services and community uses.
Sugar House Lane	Local centre	Local centre	
Manor Park	Local centre	Local centre	
Maryland	Local centre	Local centre	
High Street North	Local centre	Local centre	
Vicarage Lane – West Ham	Local centre	Local centre	
Church Street – West Ham	Local centre	Local centre	
Plashet Road	Local centre	Local centre	
Plaistow Road	Local centre	Local centre	
Terrace Road	Local centre	Local centre	
Plaistow North	Local centre	Local centre	
Boleyn	Local centre	Local centre	
High Street South	Local centre	Local centre	
Greengate	Local centre	Local centre	
Abbey Arms	Local centre	Local centre	
North Woolwich	Local centre	Local centre	
Albert Basin	Local centre	Local centre	
Katherine Road Central	Local centre	Local centre	
Katherine Road South	Local centre	Local centre	
Silvertown	Local centre	Local centre	- Meeting local catchment needs for retail, leisure, services and community uses. - Supporting an incidental visitor economy.
Custom House	Local centre	Local centre	Meeting local catchment needs for retail, leisure, services and community uses.

			Supporting an incidental visitor economy linked to the Excel centre.
Pudding Mill	n/a	Local centre	Meeting local catchment needs for retail, leisure, services and community uses.
Twelvetreets	n/a	Local centre	
Thames Wharf	n/a	Local centre	
Connaught Riverside	n/a	Local centre	- Meeting local catchment needs for retail, leisure, services and community uses. - Supporting incidental visitor economy linked to the London City Airport.
Neighbourhood Parades			
Jack Cornwell Street	Neighbourhood parade	Neighbourhood parade	Meeting local catchment needs for convenience retail, services and community uses.
Church Road – Little Ilford	Neighbourhood parade	Neighbourhood parade	
Kathrine Road North	Neighbourhood parade	Neighbourhood parade	Meeting local catchment needs for convenience retail, services and community uses.
Plaistow High Street	Neighbourhood parade	Neighbourhood parade	
Vicarage Lane – East Ham (E6)	Neighbourhood parade	Neighbourhood parade	
Portway	Neighbourhood parade	Neighbourhood parade	
West Ham Memorial Parade	Neighbourhood parade	Neighbourhood parade	
Prince Regent Lane North	Neighbourhood parade	Neighbourhood parade	
Tollgate Road	Neighbourhood parade	Neighbourhood parade	
Fife Road	Neighbourhood parade	Neighbourhood parade	
Cundy Road	Neighbourhood parade	Neighbourhood parade	
East Ham Manor Way	Neighbourhood parade	Neighbourhood parade	
Royal Albert Quay	Neighbourhood parade	Neighbourhood parade	
Albert Road	Neighbourhood parade	Neighbourhood parade	

Western Gateway	Neighbourhood parade	Neighbourhood parade	• Meeting local catchment needs for convenience retail, services and community uses. • Supporting incidental visitor economy linked to the Excel conference centre.
Lyle Park	n/a	Neighbourhood parade	• Meeting local catchment needs for convenience retail, services and community uses.
Carpenters	n/a	Neighbourhood parade	

2. New development for the provision of main town centre uses within N17.SA1 Beckton Riverside, must be accompanied and informed by masterplanning of the new town centre. This will be achieved through:
 - a. Not supporting incremental change to the composition of the existing out-of-centre Gallions Reach Shopping Park.
 - b. The masterplanning of a legible new town centre environment that meets all of the following principles:
 - i. The overall number, scale and mix of main town centre uses should reflect the intended district status in the town centre network, or up-to-date evidence justifying a major town centre function, and be supported by an Impact Assessment, a Marketing Strategy and a Vacancy Prevention Strategy.
 - ii. The primary shopping area is established on the part of the site with the highest planned PTAL, and a minimum of PTAL 3.
 - iii. Main town centre uses within the intended primary shopping area should create continuous shopfront frontages along the key footfall route(s), and be supported by quality public realm and by good permeability and connectivity.
 - iv. The phased delivery of the town centre uses ensures coordination with the level of need arising from housing delivery in its catchment and the delivery of new public transport.
3. Development within the areas identified to deliver new and extended local centres, within the boundaries mapped on the Policies Map, should contribute to the masterplanned delivery of the centres by applying all of the following principles:
 - a. The total retail and leisure main town centre uses floorspace will respond to local need (within a 400 metre radius), as demonstrated through an Impact Assessment. Other proposed main town centre uses or social infrastructure uses should respond to local need in line with the strategy set out by policies of this Local Plan.
 - b. The overall scale of main town centre uses or social infrastructure uses of the local centre will primarily result in at least 20 non-residential units. The majority of units will be between 80 sqm and 150 sqm GIA each. A small to medium sized food store may be appropriate to meet local need, subject to passing a retail Impact Assessment.
 - c. A well-resourced and evidenced Marketing Strategy and Vacancy Prevention Strategy will be put forward.
 - d. Main town centre use units within the proposed primary shopping area should create continuous shopfront frontages along the key footfall route(s), and be supported by quality public realm and by good permeability and connectivity.
 - e. Integrating existing buildings in non-residential (or mixed) use, where appropriate.
 - f. The centre has at least one bus stop or station within 100 metres of its boundary.
 - g. Any change or expansion of the boundary is justified through masterplanning.

4. Development within neighbourhood parades or proposed new non-designated small scale shopfront unit groupings should ensure that:
 - a. The overall parade remains of a neighbourhood scale, of between five and ten non-residential units, and primarily small units (80 to 150 sqm GIA) in use class E (Commercial, Business and Service) or social infrastructure of a scale justified by local need.
 - b. Loss of units, including through the merging of units, does not result in the overall number of units falling below five.
 - c. A small food store of more than 300 sqm GIA may be appropriate, subject to passing a retail Impact Assessment, and the use is limited through condition.
 - d. Any proposal resulting in 1000sqm GIA or more cumulative floorspace in main town centre uses, including creation of new neighbourhood parades, is supported by an Impact Assessment and a well-resourced Vacancy Prevention Strategy.
 - e. Any change or expansion of the boundary is justified through masterplanning.



Justification

Newham's town centre network is not static, it is constantly evolving and adapting to market trends and legislative and policy interventions. Within the Plan period to 2038, evidence suggests the need to plan for and deliver new town and local centres alongside continued management of the existing

network. In line with NPPF and London Plan (2021) requirements, this policy identifies and protects, and in certain cases creates new town and local centres and neighbourhood parades in strategic, accessible locations.

The Council, as expressed in the Towards a Better Newham: Recovery and Reorientation Strategy (2020), is committed to delivering a network of well-connected neighbourhoods. For high streets, this approach builds on existing social trends, including the 'shop local' drive where residents support their local high streets, and particularly the small independent businesses, through their spending choices. This enables money to stay local for longer and contributes to community wealth building.

Overall, the main objective of this policy is to deliver a network of vibrant town centres, local centres and neighbourhood parades which offer unique and complementary experiences and that support choice within a network of well-connected neighbourhoods. To help achieve this objective, the Network's proximity and density criteria – the 400 metre radius and the 15 minutes walking distance – have informed the designation process, alongside the recommendations of the Retail and Leisure Assessment (2022). A number of existing and recently delivered high street locations have been designated through this Local Plan.

Locational data as well as resident feedback shows that there is a significant geographical gap in the range of services within easy reach of residents living south of the A13, including large basket (weekly) food shopping offered by medium and larger food stores. To help address the geographic imbalance, the policies in this section seek to create new clusters of main town centre uses in appropriate locations, primarily new local centres, but also one new town centre at Beckton Riverside. These new designations will provide the opportunities to improve access to essential services, including food stores, while the use of the Impact Assessment will ensure that the overall network of centres continues to be well balanced. New centres or neighbourhood parades will be delivered through site allocations.

The assessment of the Retail and Leisure Study (2022) identified an oversupply of convenience floorspace in the Beckton area, due to the presence of several out of centre retail park. However, the assessment also showed that the Gallions Reach Shopping Centre continues to be a major destination in the borough for comparison retail, second after Stratford metropolitan Town Centre and with a higher trade draw for comparison retail than East Ham major Town Centre. It also fulfils a local leisure function in the current absence of a suitable offer at East Beckton district Town Centre. Therefore, the study has recommended that the comparison retail quantum be translated to the new town centre to be delivered at Beckton Riverside, and that the new centre, alongside East Beckton, should continue to develop a local leisure offer.

The London Plan (2021) classifies the upper ranges of town centres which service the needs of the population at a borough level or higher, designating them as district, major, metropolitan or international centres. Newham's local centre designations recognise that these centres are usually of importance primarily to Newham residents living or working within their catchment, reinforcing the need for these to receive a similar level of policy attention and protection as the larger town centres, and in line with the NPPF.

Boundaries of neighbourhood parades have also been reviewed or newly designated to reflect the change in focus of high streets away from a reliance on retail and towards creating socio-economic clusters to service a broader range of local retail, leisure and community needs.

The NPPF requires Local Plans to identify the boundaries of town centres, and their primary shopping areas that identify concentrations of retail provision and highest levels of footfall. These are identified on the Policies Map for established and emerging town and local centres. The preferred boundaries for future local centres and neighbourhood parades have also been mapped on the Policies Map, based on masterplanning information available at the time of designation. The protected areas inform the approach to managing edge of centre and out of centre development, in line with the town centre first approach of the NPPF (2023) and London Plan (2021), and other policies of this Plan.

Implementation

HS1.1	In setting out Newham’s Town Centres Network this policy identifies the range of town centres and their scale as defined by the London Plan (2021), and local centres that primarily service a more localised area. Both town centres and local centres as allocated by this policy meet the definition of ‘town centres’ as set out in the NPPF (2023) and should be assessed as such under the NPPF requirements. For purposes of assessing proposals for retail and main town centre leisure uses, the catchments of town centres are defined on the basis of the Retail and Leisure Study (2022) sub-areas A-E (see map 4.1 and para 4.11 of the study), while the catchments of local centres are defined as the 400m area around their boundary. At the neighbourhood scale, neighbourhood parades are designated and protected for their role in meeting day to day needs of residents and helping maintain sufficient choice within the broader Town Centres Network. Neighbourhood parades do not meet the NPPF definition of a town centre. The town centre, local centre and neighbourhood parade designations under this policy are mapped on the Policies Map. Trade draw is the proportion of trade that a development is likely to receive from customers within and outside its catchment area, and will be a consideration in determining whether proposal support the planned scale of the centre or parade they relate to. On masterplanned multi-phase sites delivering more than 5000 sqm of new main town centre uses floorspace, the Council will secure timely delivery of the non-residential floorspace, proportionate to the scale of the residential phases of the development, and responding to evidence of existing need from the wider catchment where relevant. This will secure timely delivery of retail, leisure and services infrastructure to support the health and wellbeing of the growing local communities. <u>Town Centres (District and above)</u> The district town centres should seek to attract trade draw from their catchment areas as defined by the Retail and Leisure Study (2022) and may specialise to attract trade more broadly in particular sectors (as currently Green Street district Town Centre does). East Ham should continue to service the whole borough as a major town centre.

	Stratford is the only existing town centre in Newham’s network supported to grow in scale, to an international level under London Plan (2021) hierarchy. More substantial growth in main town centre uses is supported here, and should respond to local need identified in the Retail and Leisure Study (2022), or more up to date evidence, alongside wider regional opportunities. However, proposal for main town centre uses floorspace at or above 2500 sqm GIA within Stratford Town Centre will also need to demonstrate an understanding of any potential impacts on Newham’s other town centres, and particularly East Ham. Where a likely significant impact is identified, mitigations should be imbedded in the proposal in order to ensure all town centres continue to function at their intended scale. This should be set out as part of the Marketing Strategy – see policy HS2.7. The site allocation N17.SA1 Beckton Riverside is expected to deliver a new town centre to address gaps in the network and service the future neighbourhood. The current trade draw of Gallions Reach Shopping Centre may justify that, if successfully translated to the future town centre on the Beckton Riverside site, the scale of this town centre be elevated to a major town centre status, as recognised by the London Plan (2021). Nevertheless, the transformation of the offer of the out of town retail park into an accessible town centre, remains contingent on delivery of the new DLR station and route, or similarly transformative public transport investment (as confirmed by Transport for London public transport intervention). <u>Local Centres</u> Local centres should remain focused on servicing the needs of their catchment population, within a 400m radius around the boundary. Nevertheless, a number of local centres in Newham are located in areas that may draw visitors more broadly due to the specific economic/functional, historical or landscape value of the wider area. These centres, where known, have been noted in Table 3: Newham’s Town Centres Network. Subject to robust evidence identifying the level and type of additional visitor footfall expected in a local centre, a larger scale of retail or food and drink leisure offering may be justified. It is important that local centres are of an appropriate scale to meet local needs, rather than delivering new ‘destination’ uses that might draw trade away from the wider network of town centres. Therefore, the Impact Assessment should demonstrate that the scale and type of retail and leisure uses proposed, cumulatively and individually, would not result in existing trade draw patterns being significantly altered. <u>Neighbourhood parades</u> Neighbourhood parades do not meet the NPPF definition of a town centre, and as such are treated as out of centre destinations for the purposes of applying the Impact Assessment, in accordance with Local Plan policy HS3. This includes new neighbourhood parades to be delivered in line with the spatial strategy, where the scale of the overall parade and the size and mix of the units proposed should demonstrate no significant impact on existing trade draw patterns. See also implementation criteria under Part 4 below.

	<u>Small scale shopping frontages</u> It is not possible to fully address all 400m catchment gaps in the network at this time due to lack of available, suitable and deliverable sites. To provide additional flexibility to address this through windfall sites, the policy allows for small scale shopping frontages to be delivered, of a similar function to the designated neighbourhood parades. In determining if a proposed new undesignated shopping frontage is appropriate, the applicant should submit a gap analysis to demonstrate: • Proximity criteria: A 400 metre radius around the proposed shopping frontage overlaps by less than 50 per cent with any other 400 metre radius of a designated area in the network (existing and future). The radius is measured from the perimeter of the proposed shopping frontage and the boundary of relevant designated parts of Newham's High Streets network. And • Network density criteria: The proposed shopping frontage location helps achieve the aspiration for at least two high street destinations within a 15 minute walking area. This should reflect a detailed understanding of the actual walking conditions for a range of different users) of the site (e.g. accessibility conditions for people with movement impairments, women-friendly routes). The most accessible area should be chosen, accounting for any proposed enhancements as part of the development or known programmed Highways works. In limited circumstances where site allocations are expected to deliver new centres, the above criteria may be used to justify the split of the provision of retail and leisure uses across parts of the site, thereby generating one or more shopping frontages alongside the necessary centre. A clear justification will be required for the benefits of this approach compared to clustering of uses in the centre only, and should not result in additional retail or leisure floorspace being provided on site (i.e. the cumulative site-wide quantity is justified by local catchment need, through the Impact Assessment). Further expansion of main town centre use floorspace for ground floor frontage activation will normally not be supported. The Newham Characterisation Study (2024) Borough-wide Design Principles chapter includes further design recommendations (primarily under section 9.2.1 'Provide Local Uses That Support 15 Minute Neighbourhoods') that should be imbedded in the design brief when new shopping frontages are proposed.
HS1.2	As part of the delivery of Beckton Riverside allocation (N17.SA1) and through a co-designed masterplan process, the offer of Gallions Reach Shopping Centre should be reconfigured into a modern town centre. The Retail and Leisure Assessment (2022) recommended that the retail capacity of the area should be retained and that the centre should target a District level centre, unless up-to-date and robust evidence justifies the delivery of a Major centre scale, in line with the London Plan (2021). See also the detailed principles set out in site allocation N17.SA1 Beckton Riverside. The location, scale, nature and mix of uses for the new town centre will need to be considered through the masterplanning and the planning application process, and may not reflect the location of the current retail park. To inform this process, evidence will

	need to be provided in the form of an Impact Assessment, a Marketing Strategy and a Vacancy Prevention Strategy, in accordance with Local Plan Policy HS2. The submitted Impact Assessment will follow national planning guidance on scope and methodology. It should demonstrate that the scale of main town centre uses proposed help fill identified needs in the network and/or is a re-provision of floorspace from the Beckton area retail park(s) to within the centre, without significantly drawing trade away from established town centres, or jeopardising existing retail and leisure commitments (including within local centres in the catchment). For clarity, the catchment of the centre is primarily the Beckton sub-area as identified by the Retail and Leisure Study (2022). In the interim, while key masterplanning decisions are outstanding and particularly until commitment to the new DLR station is known, changes to Gallions Reach Shopping Centre will continue to be managed as an out of centre destination. In line with the NPPF and London Plan (2021), this means resisting piecemeal intensification of main town centre uses floorspace. Changes in composition towards convenience or leisure offer will also not be supported, protecting the effectiveness of planning conditions imposed on the site as part of the original approval (as varied), that help limit its impact on Newham's Town Centres Network.
HS1.3	The important role of local centres across the borough is highlighted by the Retail and Leisure Study (2022), attracting strong levels of convenience goods trade, and helping complement the larger town centres and provide choice. Aside from retail and food and drink leisure uses, local centres can be crucial in providing a focus for community, cultural and civic life within neighbourhoods. To help address this, the Policy Map provides a preferred boundary for each future local centre, which is based on an assessment of the planning history of the site, the retail growth need identified by the Retail and Leisure Study (2022), and the principles of development for the site set out in the respective site allocation. The full methodology and justification for the boundaries is set out in the Town Centre Network Review Methodology Paper (2022) and its update (2024). Any changes to the boundary should be justified by the evidence submitted as part of an application, and should not impede the strategic principles set out by this policy (e.g. function within the wider network) and the relevant site allocation (see relevant part of Local Plan Chapter 12: Neighbourhoods). The resulting proposed mix, type and overall scale of main town centre retail and leisure uses should be carefully assessed within a retail and leisure Impact Assessment, considering the geographic context influencing access to similar goods and services in the area, the scale of population (existing and planned) within catchment, expenditure generated, target business occupier types, accessibility, and nearby existing and planned facilities. The submitted Impact Assessment will follow national planning policy guidance on scope and methodology. This applies even if the proposed development is fully within (or smaller than) the boundaries set out on the Policies Map. Units should be small, between 80 and 150 sqm GIA each, unless a larger floorspace is required to deliver local social infrastructure (in line with Local Plan Policy SI2) or a small to medium food store. A small to medium food store is usually at least 300sqm GIA, and may be as large as 2000sqm GIA. Any ancillary comparison sales floorspace is significantly less than the

	convenience floorspace of the shop, and will generally not include a significant clothing, shoes, home decorations, electronics or toys selection. They may have an on-site bakery, but will not have an ancillary cafe or food court. Units size and specification should be further refined through an understanding of the non-residential property market in the catchment area, as part of a Marketing Strategy following the principles set out in Local Plan Policy HS2.7. The Marketing Strategy information should then also inform the Affordable Commercial, Business and Service (Class E) Units Marketing Strategy for the site, responding to Local Plan Policy HS2.6.a. A Vacancy Prevention Strategy will be undertaken in line with the criteria set out in Local Plan Policy HS2.6.b. Physical layout and built form should ensure the local centre is accessible, inclusive, inviting (including through environmental quality) and well integrated into the movement hierarchy of the wider neighbourhood public realm (i.e. takes advantage of public transport nodes and key footfall routes). Local Plan Policies D1, D2, T3 and HS2 provide further guidance. Shopfronts should be designed in line with Local Plan Policy D5. The public realm of the primary shopping area (new or extended) should be designed to provide substantial public realm net gains in line with Local Plan Policies HS2.8-9 and D2. This includes generous pedestrian space, and route connections to direct high footfall to the primary shopping area.
HS1.4	Neighbourhood parades help achieve a fine-grained network of destinations within Newham's Town Centres Network. They support access to usually top-up shopping, day-to-day services, and food and drink leisure uses, and some may include local scale social infrastructure. While their scale is small, they still need to be of a size able to accommodate adaption and change in response to local needs and wider market trends. In line with the size of existing parades and the recommendations of the Newham Characterisation Study (2024) Chapter 9 Borough-wide Design Principles, section 9.2.1, the minimum size of a Neighbourhood Parade and any future small shopping frontage should be five non-residential units, and the maximum size should generally be no more than ten non-residential units. To help address this, the Policy Map provides a preferred boundary for new neighbourhood parades, which is based on an assessment of the planning history of the site, the retail growth need identified by the Retail and Leisure Study (2022), and principles of development for the site set out in the respective site allocation. The full methodology and justification for the boundaries is set out in the Town Centre Network Review Methodology Paper (2022) and its update (2024). Any changes to the boundary should be justified by the evidence submitted for the site, and should not impede the strategic principles set out by this policy (e.g. function of the wider network of centres) and the relevant site allocation (see Local Plan Chapter 12: Neighbourhoods). The size of each unit should be small, 80-150 sqm GIA, so that trade draw remains local and does not begin to compete with the larger local centres and town centres. Social infrastructure requiring larger units may be delivered as part of the neighbourhood parade mix where there is a demonstrated local need, in line with Local Plan Policies SI2-4.

	<u>Future Neighbourhood Parades</u> For future neighbourhood parades, the resulting proposed mix, type and overall scale of main town centre retail and leisure uses should be carefully assessed within a retail and leisure Impact Assessment. This should consider the geographic context influencing access to similar goods and services in the area, the scale of population within catchment (defined as within 400m of the boundary), expenditure generated, target business occupier types, accessibility, and nearby existing and planned facilities. The submitted Impact Assessment will follow national planning policy guidance on scope and methodology. Where the overall scale of new development includes more than 1000sqm of main town centre uses, a Vacancy Prevention Strategy will be undertaken in line with the criteria set out in Local Plan Policy HS2.6.b. Where major developments propose 1000sqm or more in main town centre uses, including when delivering new neighbourhood parades, or small scale frontages in suitable locations (see part 1 implementation section above), and there is likely no significant impact of the development on the wider network of town and local centres, the overall provision of non-residential units will need to be supported by an adequately resourced Vacancy Prevention Strategy following the criteria set out in Local Plan Policy HS2.6. <u>Existing neighbourhood parades</u> In existing neighbourhood parades, where development proposes to introduce one or more larger retail or leisure units of more than 300 sqm GIA, either through merging of existing units, extension or new provision, a retail Impact Assessment will be required, in line with national policy and guidance. Where the assessment indicates the impact of the development may be acceptable, the Council may impose conditions limiting change of use to other sub-use-classes of Use Class E, in line with Local Plan Policy HS3.4.a. Nevertheless, merger of units will usually only be acceptable where the overall number of units within the parade remains above 5.

Evidence base

- Retail and Leisure Study, Urban Shape Planning Consultants (2022)
- Newham Characterisation Study, Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)
- Consumer Data Research Centre, [Mapmaker: Priority Places for Food - Index](#) (2022)

Policy links

Local Plan:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- HS2: Managing new and existing town and local centres

- D5: Shopfronts and advertising
- D7: Neighbourliness

London Plan 2021:

- SD7: Town Centres: development principles and Development Plan Documents
- SD8: Town centre network

HS2: Managing new and existing town and local centres

1. All development within the borough's town and local centres should meet all the below criteria as proportionate to the type and scale of development proposed:
 - a. Contribute to vitality and viability of Newham's interrelated Town Centres Network, helping to reduce trade leakage.
 - b. Provide uses of a type and scale appropriate to the size and function of the centre.
 - c. Respond to neighbourhood/place-specific visions and challenges.
 - d. Provide attractive, active frontages, and accessible and safe access.
 - e. Contribute to quality, engaging and inclusive public realm.
 - f. Be well managed and maintained.
2. Within the primary shopping area:
 - a. Ground floor units within Commercial, Business and Service Uses (Class E) will be protected and promoted in order to maintain a vibrant shopping and leisure area, with:
 - i. Stratford Town Centre retaining at least 90 per cent of ground floor units within Commercial, Business and Service Uses (Class E); and
 - ii. in all other town and local centres, at least 80 per cent of ground floor units functioning within Commercial, Business and Service Uses (Class E) . And
 - b. Loss of ground floor units in Commercial, Business and Service Uses (Class E) will not be supported. Loss may be justified where:
 - i. The existing use is protected under Social Infrastructure or Employment policies of this Local Plan and the relevant release criteria are met. Or
 - ii. The site is a vacant building and marketing evidence demonstrates that there is no current or future demand for the use. And
 - iii. The development provides an alternative main town centre use or community use at ground level, with well-designed active 'shop-like' frontage and public realm animation.
3. Within town and local centres, development proposing the shared use of a space or a building by multiple uses/businesses engaged in main town centre uses is encouraged, including on upper floors, subject to all the following:
 - a. Internal space arrangements facilitate easy, legible access to all businesses or public-facing activities on site.
 - b. Active frontages, and particularly shopfronts, are retained.
 - c. Where the proposal includes programming of leisure, cultural and community events, this should be supported by an Events Management Plan, which addresses and mitigates any additional amenity or transport impacts generated.
4. Within town and local centres, the subdivision, or the conversion or change of use of ancillary floorspace (including internal storage and outdoor yard facilities), of existing units in Commercial, Business and Service Uses (Class E) will not be permitted unless evidence is submitted that this would not compromise the functionality, accessibility and viability of the unit.
5. Within town and local centres, redevelopment or refurbishment of sites will be supported where it contributes to the vitality and viability of the centre and optimises the use of the site. Residential uses as part of the mixed use development is strongly supported. Overall the scheme should be designed to:

- a. [Re-]provide main town centre uses at the ground level along the key public footfall routes, maximising continuity of the non-residential frontages/shopfronts. Positioning of non-residential uses across multiple floor levels will also be supported where it responds to market demand and the scale of the centre. And
 - b. Optimise servicing for both residential and non-residential uses. And/or
 - c. Mitigate amenity impacts resulting from the introduction of residential uses, in line with Agent of Change criteria of Local Plan Policy D6.
6. Within town and local centres, developments proposing a net total of 1000 sqm GIA or more in main town centre uses should:
 - a. Deliver at least 10 per cent of floorspace as small Commercial, Business and Service (Class E) units (80 to 150 sqm GIA each) that will be marketed and maintained at discounted rent. This will be secured through planning obligations as part of an Affordable Commercial, Business and Service (Class E) Units Marketing Strategy. And
 - b. Be supported by an effective Vacancy Prevention Strategy outlining how vacancies will be managed and minimised.
7. Within town and local centres, applicants proposing a net total of 2500 sqm or more GIA floorspace in any main town centre uses should submit an adequately resourced and evidenced Marketing Strategy demonstrating market demand for the type and range of units and uses proposed.
8. Major developments within town and local centres should incorporate new, or contribute towards enhanced access to, well-maintained publicly-accessible (free): drinking water fountains, toilets and baby changing/nursing facilities.
9. In line with public realm net gain principles of Local Plan Policy D2, developments in town and local centres should demonstrate how their proposals help achieve all of the below, as relevant to the scale and context of the development:
 - a. An accessible, comfortable, greener, safe and well maintained public realm at all times of the day and night.
 - b. Improved connectivity with and accessibility from neighbourhoods within the centre's catchment;
 - c. The creation of public spaces for rest, play or cultural expression through arts and events, or smaller 'spill out' spaces to support adjacent leisure and community uses.
 - d. Enhanced digital accessibility through integrated charging points and reliable free wi-fi.

Planning Obligations

- A financial contribution towards enhancing access to publicly accessible drinking water fountains, or toilets and baby changing/nursing facilities, through the creation of new ones (off-site) or enhancement of existing facilities in the centre the site relates to, may be secured through a legal agreement, and will include maintenance costs.

Justification

This policy aims to secure the vitality and viability of Newham's Town and Local Centres, by accommodating local needs and managing wider trends, as recommended by the Retail and Leisure Study (2022) and in line with the NPPF and the London Plan (2021).

Evidence suggests only 15 per cent of online shoppers buy all of their fashion items online, with most people using both online and physical stores. The trend of click and collect services supplementing in-store sales has been growing for many years and continues to have a strong forecast. Alongside, there is a growing demand for food and drinks leisure, sports and recreation and cultural activities. However, experience surveys of young people (18-25 years old) and of those identifying as disabled (including age-related disabilities) have highlighted that these groups identify barriers to accessing and enjoying suitable activities, services and goods provided in town centres, for example due to safety concerns, poor accessibility, or the offer not being inclusive of their needs. The data in how people use and experience high streets primarily highlights the importance of offering a coherent, inclusive and diverse town centre experience to attract visitors to the high street and to extend the time they spend there.

The policy seeks to facilitate an increasing range of uses within the network of town and local centres, including community space, food and drink leisure, sports and recreation and cultural facilities, alongside an enhanced public realm and additional housing. This will help improve the sustainability and adaptability of the centres in the long term. However, the diversification of uses is balanced against the need to focus retail and leisure, and more broadly Commercial, Business and Services (Class E uses) within primary shopping areas, as recommended by the Retail and Leisure Study (2022).

Property owners and business along high streets are also responding to market trends by transforming bricks and mortar shops into multi-use spaces, and there is generally less demand for large scale retail floorspace. This policy seeks to support this trend for innovative formats of co-location and multi-use within buildings, which can enhance the attractiveness of centres when well-designed and managed.

A further factor affecting town and local centres is the flexibility offered by the recent changes to use class legislation and permitted development rights. This means some changes will now be outside planning control and will need to be monitored as part of broader town centre work streams. However, the policy continues to protect the vitality and viability of the town and local centres by protecting against the loss of yard space or other ancillary floorspace for established Use Class E premises, where this would lead to adverse impacts on the continued main town centre use's operation.

The Retail and Leisure Assessment (2022) has identified a strong trend for affordability being a key factor in shopping destination choice, with discount stores performing strongly, and market stalls also being a key driver of footfall in the centres where they are established. Alongside this, there is a need to support small local businesses that contribute significantly to the vitality of Newham's established centres, and help similar businesses to expand or set up within Newham's future or expanded local and town centres. The policy responds by promoting an overall good supply of smaller sized units (80-150 sqm GIA) at affordable rents and through the protection of the quality of existing units.

Vacancies and blank frontages, particularly when clustered together, can have a negative impact on the perception of place (including safety), reduce footfall, and may lead to antisocial behaviour along these frontages. The policy therefore introduces new tools in the form of a Marketing Strategy and a

Vacancy Prevention Strategy requirement to help manage longer term uncertainties in the market and secure the vitality of viability of both existing and future centres.

In line with the NPPF and the London Plan (2021), the policy recognises the important role of making best use of refurbishment and redevelopment opportunities, planned or windfall, to deliver an enhanced centre experience as well as increased footfall through new residential development. The policy also promotes improved quality, inclusivity and activation of the public realm as a key part in expanding the offer of centres, in line with Local Plan Policies D2. The offer of the public realm expands beyond pavements and open spaces, to include other public goods that promote an inclusive environment, such as water drinking fountains, toilets, baby changing and nursing facilities, and free WiFi.

Implementation

HS2 All	All the parts of this policy apply to established town and local centres, as well as new centres identified in Local Plan Policy HS1.1. For new/extended centres to be delivered in phases, the masterplanning process, proposed phasing and parameter plans should all demonstrate a coordinated approach to placemaking that supports the transition of the centre between phases towards the completed, diverse, vibrant centre. Local Plan site allocations expected to deliver new/extended centres provide additional site-specific information and should be read alongside the requirements of this policy and policy HS1.
HS2.1	Applicants should demonstrate as part of their Planning Statement, and where relevant as part of the Marketing Strategy (Part 7), how the proposed development and its scale responds to the character and function of the centre it is located in or helps to deliver. The function of centres within Newham's network hierarchy, including any potential for achieving a higher London Plan scale, is set out in Local Plan Policy HS1.1. On sites located in centres intended to primarily service a localised catchment (district town centres and local centres), the scale of development should respond to needs arising from the resident, tourist and worker population base within the catchment (see HS1 implementation 'all' section for definition). Larger scale developments, including for sport and recreation, tourism and culture main town centre uses, that are likely to generate trips from a much wider area should be directed to the centres that function at Major level or above – currently Stratford and East Ham, or be robustly justified in a lower tier centre through an assessment demonstrating how the overall network of centres will be positively balanced. Development must also refer to the relevant policies in the Local Plan (including in the Neighbourhoods, Employment or Social Infrastructure sections). The strategies and reports listed below, or their subsequent updates, may also be used as relevant to the type and scale of development proposed, in order to understand place-specific vision and challenges.

	• Retail and Leisure Study, Urban Shape Planning Consultants (2022) and appended topic papers, Managing Vacancies Through Meanwhile Use Strategies (2024) and Supporting Provision of Affordable Small Business Premises (2024) • Community Facilities Needs Assessment, Publica (2022) • Building Newham's Creative Future, Publica (2022) • Built Leisure Needs Assessment, Strategic Leisure Limited (2024) • Employment Land Review, Stantec (2022), in relation to office and workspace demand. • Newham High Streets: Phase 1, London Borough of Newham (2021), currently covering Forest Gate Town Centre, Green Street Town Centre and Manor Park Local Centre. • Stratford Vision, London Borough of Newham (2022) Shopfronts and signage/advertisements should be designed in line with Local Plan Policy D5. Developments should also respond to opportunities to enhance public realm, having regard to Part 8 and 9 of this policy and to Local Plan Policy D2. Developments should help manage and maintain the vitality and viability of the centre they are part of. This will be achieved through a range of means, including: • Adequate mitigation and management of amenity, safety and transport impacts of the development • An Affordable Commercial, Business and Service (Class E) Units Marketing Strategy and a Vacancy Prevention Strategy as per Part 6. • An Events Management Plan for any programmed events as part of the offer of the site – see also Part 3 of this policy. • Commitment to partnership working for the overall management of the Evening and Night Time Economy as required by Local Plan Policy HS5.4, or for quality of food provision as per Local Plan Policy HS6.1. • A Public Realm Management Plan as per Local Plan Policy D2. • Details of the quality of design and the lifespan of materials and landscaping. The council will monitor the impact of permitted development rights that allow conversion of Class E uses into dwellinghouses on the vitality and viability of town and local centres and their ability to function at the intended level in the network. Where justified, the Council will seek to adopt Article 4 Directions limiting this right.
HS2.2	The council will aim to publish an updated position statement for each centre every two years in order to monitor progress and highlight any centres that do not, or only marginally achieve expected levels. This will be used in the assessment process, unless an up-to-date survey is undertaken by the applicant following the council's methodology and submitted with the application. Proposals for future centres as allocated by Local Plan Policy HS1.1 should also achieve a good balance and concentration of retail and leisure uses alongside other Commercial, Business and Service (Class E) uses within the proposed primary shopping areas.

	Applicants proposing loss of ground floor Commercial, Business and Service (Class E) use floorspace within the defined primary shopping areas, including through change of use or partial re-provision/partial retention as part of redevelopment, should demonstrate that the loss is justified by providing: • Any evidence required under other sections of this Plan, as relevant. Social infrastructure within Use Class E include healthcare, nurseries and day centres, and gyms. Employment uses within Use Class E primarily represent offices, research facilities and light industrial processes falling under sub-class E(g). • Where the site is a vacant building, evidence must be submitted to demonstrate that the site has no realistic prospect of being used within any of the Class E sub-use-classes, either as a whole or in part, in the foreseeable future. The marketing evidence should include: ○ evidence that the site has been offered to the market for an appropriate lease arrangement and at a local market value suitable for the size, type and use, covering the full range of permitted uses; and ○ robust evidence that the marketing activity was active and continuous for a period of at least 12 months. Such marketing activity should make use of appropriate agencies, publications, websites and should be easily noticeable by the public and other interested parties; and ○ a record of all expressions of interest received with full reasons given as to why any offer was not accepted; and ○ the range of development options considered in order to meet existing demands for Class E uses, including alternative internal layouts and mixed use/multi-use (in line with Part 3). • Evidence of the benefits of the new use outweighing the loss, for example by providing for strategic infrastructure responding to evidenced local need. • Where the centre is less than 5 percentage points above the benchmark level, or below the benchmark, the consideration of acceptability of the proposed loss of floorspace should be made in the context of the pipeline of development in the wider primary shopping area for that centre, and should demonstrate that the policy benchmark is cumulatively maintained or cumulatively achievable over the 5 years following expected start on site/cease of the current use. Where loss is deemed acceptable by the Authority, the design of the site must demonstrate how its visual impact on the primary shopping area has been avoided or minimised, e.g. to not significantly break up the shopfront frontages, and to ensure alternative activation of frontages and of the public realm. Where loss of Use Class E floorspace is due to the consolidation of floorspace or conversion of ancillary spaces, rather than full loss of units, the retained floorspace should remain functional, in line with Part 4 of this policy.
HS2.3	This policy will apply to new or change of use development proposing the shared use of a space or a building by multiple uses/businesses (e.g. cafe with community space), including shopping mall formats, food courts, and internal markets. While the mix of uses itself may not require planning permission (e.g. all would fall under E uses class), it will be important to demonstrate good design and consideration of the functional needs of the particular uses proposed on the site.

	The internal layout should help optimise the operational needs of all businesses on site, including servicing, while retaining a high quality shopfront. Visitors to the buildings should find it easy to find their way around to the business/event/activity they intend to visit.
HS2.4	Where loss of Class E floorspace is due to the consolidation of floorspace or conversion of ancillary spaces, rather than full loss of units, the retained floorspace should remain functional, as supported through submission of: • Independent advice from a commercial real estate agent with local market knowledge demonstrating the proposed unit will have reasonable chances of being occupied, or • Evidence demonstrating that the loss is justified by poor turnover performance per sqm compared to company benchmark (indicating over-provision of floorspace), and the proposed floorspace remains in line with company operational benchmarks, or • Contractual agreement(s) demonstrating long term alternative off-site arrangements for the management of storage and/or servicing needs in the vicinity (e.g. managed shared storage arrangements between multiple businesses). Units with a shopfront should generally not be less than 80sqm GIA floorspace (as recommended by the Retail and Leisure Study 2022), to allow for flexibility and adaptability long term, including the potential of managing on-line delivery orders on site without impacting the functionality of the sales floorspace or other necessary ancillary functions (e.g, staff room/office provision). The resulting shopfront and internal shop floor layout should meet wheelchair accessibility standards in line with building regulations and requirement of Local Plan Policy D5.
HS2.5	Redevelopment of town and local centre sites should help optimise the site for town/local centre uses at ground level along key footfall routes, with residential uses otherwise optimised in line with Local Plan Policy D3 and contribution towards the aspirations for the centre. Adequate and full consideration of neighbourliness principles and waste, servicing and transport impacts, in line with other policies of this Local Plan, will be important in ensuring both the vitality and viability of the centre and the comfort and safety of future residents.
HS2.6	<u>Small Affordable Commercial, Business and Service (Class E) Units</u> Developments in town centres proposing a net total of 1000 sqm GIA or more in main town centre uses should deliver 10% of floorspace as small units of 80 – 150 sqm GIA in Commercial, Business and Service (Class E) to be provided at affordable rent levels. Developments in local centres proposing a net total of 1000 sqm GIA or more in main town centre uses should provide the majority of units as small units of 80 – 150 sqm GIA in Commercial, Business and Service (Class E), in line with Local Plan Policy HS1, of which

	10% of the floorspace should be allocated in line with this policy, at affordable rent levels. A smaller percentage of floorspace for small units may be acceptable where evidence submitted with the application shows that providing the full amount would impede delivery of: • a social infrastructure use that meets requirements of Local Plan Policies SI2-4, including cultural uses, gyms, health centres and nurseries/day-care facilities; or • a medium or larger food store in an area identified as lacking adequate access to fresh food, in line with a site allocation in this Local Plan, or as demonstrated through a Council published strategy or up-to-date research (e.g. Mapmaker: Priority Places for Food - Index (2022)). The location of the small units to be provided at affordable rent should be clearly marked on an Affordable Rent Units Plan. Where the overall number of small units proposed surpasses 10 per cent of the total Commercial, Business and Service (Class E) floorspace proposed, it may be reasonable that the surplus is not provided at affordable rents upon completion, but should nevertheless be covered by the Vacancy Prevention Strategy. It will also be reasonable in such cases that there is additional flexibility around which units are provided at affordable rent level at any one time, which should be explained as part of the Affordable Rent Units Plan submitted. Where, following occupation, an affordable rent unit is substituted for (or lease changed to) a market rent unit, the applicant must notify the Local Planning Authority of this change at 'offer' stage of lease negotiation, alongside an updated plan of remaining/alternative affordable rent units, ensuring that the proportion does not fall below approved quota. Affordable rent levels will be negotiated on a case-by-case basis, and factor in the cost of service charges for the end-user, while ensuring the development remains viable. The affordable rents will optimise accessibility for Newham-based independent businesses, followed by other London-based independent businesses. An Affordable Commercial, Business and Service (Class E) Marketing Strategy should be submitted with the application, or in draft format at an appropriate stage of pre-application discussions, and should address: • An assessment of the existing Newham commercial property market and how this relates to the proposed rent discount level(s), with consideration of: ○ The recommendations of the Topic Paper: Supporting Provision of Affordable Small Business Premises (2024), appended to the Retail and Leisure Study (2022); and ○ Assessment of typical market rent level, expressed per square meter, noting differences between older stock and recent/proposed stock; and

	○ Assessment of the broad mix of stock in the centre (existing and/or proposed), by size and age of units; and/or ○ In new town and local centres, where the majority of units in the centre will likely be at the higher range of the rental market, provide an assessment against more established centres. • Marketing arrangements, with clear search and selection criteria and process, and reflecting the following priority occupier order: prioritising existing Newham businesses who have been/will be displaced as a result of redevelopment, then new Newham-based business start-ups and finally other independent businesses. This marketing plan may include partnership working with the Council, local business incubator or start-up programmes, and local community groups and voluntary organisations. • Monitoring framework, to be agreed with the Council, with assessment undertaken yearly for the first 3 years post-completion, to be shared with the council, and the data demonstrably informing any review of the Affordable Commercial, Business and Service (Class E) Marketing Strategy submitted to the Council for approval. <u>Vacancy Prevention Strategy</u> Major development proposing at least 1000 sqm total GIA in any main town centre use, can have a significant impact on the vitality of the centre. This includes retained/re-provided floorspace. It is therefore important that vacancies are carefully and proactively managed, and particularly where new centres are being created. This will be achieved through a Vacancy Prevention Strategy. The Vacancy Prevention Strategy should consider providing meanwhile uses for the benefit of the local community and in line with Policy BFN1.4. For example, the strategy could provide temporary community meeting spaces, informal training and learning spaces, temporary rehearsal spaces, pop-up shops and exhibitions, and so on. They can offer space to test innovative ideas and empower the local community, lasting just a few days or longer, until a permanent occupier is secured. The Vacancy Prevention Strategy should outline how units remaining or falling vacant for longer than 3 consecutive months will be marketed for temporary occupation, while explicitly recognising that the landlord is looking for a tenant that will take a commercial lease of the premises. The strategy should include consideration of: • Clear recommendations on the appropriateness of buildings to host different meanwhile uses and what support packages are provided for fit out, according to each use type. • Level of fees for businesses, ensuring that they are affordable to local start-ups, and typically fee-free for local community groups. Service charges and utility costs should not be passed on to the temporary occupier(s). • Marketing arrangements, e.g. through partnership with local business incubator or start-up programmes, and local community groups and voluntary organisations, and considering the following priority order: local independent

	businesses and local community groups, followed by other Newham-based charities, followed by other Newham-based businesses. Monitoring and review mechanisms to ensure effectiveness of the strategy proposed. For phased development, the Vacancy Prevention Strategy should address the overall vision/masterplan at an in-principle level, with detailed considerations focused on the detailed elements of the scheme and as proportionate to the delivery timeframe. Each subsequent stage (reserved matters applications) delivering floorspace in main town centre uses will need to submit an amended strategy covering both the scheme subject to the assessment and the parts of the scheme already delivered, in a coordinated way. The revised strategy should include monitoring information and any lessons learned from the implementation of a prior approved strategy, where relevant.
HS2.7	The Marketing Strategy will provide: - Evidence demonstrating an understanding of the demographic profile of the population in the catchment and resulting likely formats that may be successful; or statistically sound surveying within the catchment identifying households' preferences and needs, e.g. as part of a co-design process. - Evidence demonstrating understanding of local footfall patterns and trip generation patterns and how these inform shopfront location, making them more likely to be desirable locations for businesses. - Business demand information for the specific uses proposed, including operational and fit-out needs, and demonstration of how the proposed development and subsequent management would respond to the evidence. Where the site is in a town centre or delivering a new/expanded local centre, the Marketing Strategy should demonstrate a range of operators have been approached to promote a diversity of offer in the centre, for example butchers, florists/garden centres, bulky goods retailers, DIY goods retailers as well as the more typical food and drink and apparel retailers. For outline applications and follow-up phases of hybrid applications, a site-wide Marketing Strategy should be prepared to help justify the wider masterplan. An updated Marketing Strategy should be submitted for each reserved matters application, informed by monitoring of the implementation in earlier delivered phase(s). Any remaining vacant units within prior delivered phases should be carried forward as part of the revised Marketing Strategy. For pre-application discussions, an outline/early scoping of the Marketing Strategy should be submitted with the initial information pack, and its methodology and assumptions tested and agreed as part of the pre-application process.
HS2.8	'Publicly accessible', when describing drinking fountains or toilets, also means provision within buildings, as part of the operation of other uses. In these cases, signage integrated in the shopfront should signal their availability to non-customers, and hours of operation. Signage should be designed in line with Local Plan Policy D5. An off-site financial contribution towards enhancing access to publicly accessible drinking water fountains, toilets and baby changing/nursing facilities, through the

	creation of new ones or enhancement of existing facilities in the centre the site relates to, may be secured through a legal agreement, and will include maintenance costs. Where major development contributes to a new or expanded town and local centres, the requirements of this policy must be delivered on-site, and should be masterplanned as part of the phased delivery of a wider site allocation.
HS2.9	The principles and objectives of public realm net gain are set out in Local Plan Policy D2. Pavements should be generous and designed to comfortably and safely manage high footfall levels, and include enlarged pavement for 'spill-out' space in front of clusters of food and drink leisure or cultural uses or community facilities such as libraries. Providing at least one small local square is encouraged along pedestrian-busy major roads, and could include meeting/gathering points, areas of respite or play, and potential for outdoor meanwhile uses such as markets or local cultural events. The Newham Characterisation Study (2024) Chapter 9 Borough-wide Design Principles includes further design recommendations (primarily under section 9.2.1 Provide local uses that support 15minute neighbourhoods). Wayfinding and digital infrastructure (such as USB charging points and Wifi hotspots) incorporated into the public realm of centres is encouraged, and should ensure these are located and designed for safe access during the day and at night, with particular attention to designing for comfortable use by women and girls. Early engagement should take place with the Council's Highways, Public Realm Management, and Regeneration teams to help identify opportunities where correlating designs or pooling resources would add value to planned public sector investment in the public realm of the respective centre.

Evidence base

- Retail and Leisure Assessment, Urban Shape Planning Consultants (2022) and appended topic papers (2024)
- [High Streets and Town Centres Good Growth by Design – Adaptive Strategies](#), Greater London Authority (2020)
- [Meanwhile Uses for London: A Research Report For The Greater London Authority](#), Arup (2020)
- [Vacant Ground Floors in New Mixed-Use Development](#), Greater London Authority (2016)
- Authority Monitoring Reports, London Borough of Newham
- [The Decline of the Great British Public Toilet](#), The Royal Society for Public Health (2019)

Policy links

Local Plan:

- BFN1: Spatial Strategy
- HS1: Newham's Town Centres Network
- HS4: Markets, and events/pop-up spaces
- HS5: Visitor Evening and Night Time Economy
- D1: Design Standards

- D2: Public realm net gain
- D5: Shopfronts and advertising
- D6: Neighbourliness

London Plan 2021:

- SD7: Town Centres: development principles and Development Plan Documents
- E9: Retail, markets and hot food takeaways

HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services

1. Small food stores meeting all the below criteria will be protected in Edge-of-Centre and Out-of-Centre locations, unless marketing evidence demonstrates no current or future demand for the site:
 - a. the site is a 'corner plot'; and
 - b. the site is outside of the 400 metre radius of any Newham Town Centre Network designation; and
 - c. there are no other corner food stores within a 400m radius around the site.

In all other circumstances, proposals for full loss of floorspace in retail (Ea), restaurants and cafes (Eb) and services (Ec) uses in edge of centre and out of centre locations will be supported, where replaced with alternative development in line with the policies of the Plan.

2. Proposals for introduction of new, or retention, re-provision, or intensification of retail (Ea), restaurants and cafes (Eb) and services (Ec) uses in edge of centre and out of centre locations will need to be supported by a Sequential Test. In the limited circumstances outlined below and where the total floorspace for the use is below 300sqm GIA, the submission of a sequential test will not be required, where:
 - a. The site is a listed or locally listed building with a historic non-residential use, and the proposal protects the asset's significance and helps secure viable use; or
 - b. The site is within an undesignated sections of high streets (as mapped by the Greater London Authority) and the use provides financial or business services (Ec); or
 - c. The site is within a park and the proposed use is as a restaurant or café (Eb); or
 - d. The proposal is for the retention or re-provision of an existing use on sites of 0.25ha or below and it can be demonstrated that the site provides opportunity for design-led residential intensification, but that site constraints limit ability to provide a good quality residential use at ground floor.
3. Proposals in Neighbourhood Parades, edge of centre and out of centre locations resulting in 300sqm GIA or more of new or expanded floorspace in retail (Ea), restaurants or cafes (Eb), will need to be supported by a retail and/or leisure Impact Assessment.
4. For proposals incorporating retail (Ea), restaurants and cafes (Eb) and services (Ec) uses that are deemed acceptable following assessment against Part 2 of this policy, and Part 3 where proposing 300sqm GIA or more, the Council will seek to:
 - a. Limit the range of use classes consented, in order to achieve the objectives of this Plan to avoid the proliferation of main town centre uses outside of town or local centres and promote consolidation within designated areas.
 - b. Where the Impact Assessment demonstrates no significant adverse impact and the relevant floorspace thresholds of Local Plan Policy HS2 are met, require the submission and approval of an adequately resourced Vacancy Prevention Strategy or/and Marketing Strategy.

Justification

The NPPF defines the ‘town centre first’ approach which directs main town centre uses to within the boundaries of centres identified in the Local Plan.

Redevelopment of sites in edge of centre and out of centre locations towards residential uses will benefit nearby town and local centres by helping concentrate investment in centres, where business clustering will provide additional benefits, and an increase in footfall from new residential development.

Nevertheless, in certain cases it may be appropriate to retain main town centre uses outside of designated areas. While many sections of historic high streets are now designated as part of the town centre network, substantial sections remain unprotected. Research by the Greater London Authority as part of the London Plan (2021) demonstrates that these historic high streets provide a supply of affordable floorspace for Newham’s small businesses or voluntary groups, and opportunities for social interaction within neighbourhoods. These sections of non-residential development need to be managed in a way that respects the ‘town centres first’ principles by ensuring a clearly differentiated character to that of designated centres and parades – this means less focus on retail and leisure and more focus on business, including financial and business services (Class Ec). Local Plan Policy CF1 and J1 provide further criteria under which main town centre uses may be reasonable outside of a designated section of Newham’s Town Centres Network.

In parts of the borough, historic residential terraced estates have traditionally included corner shops, and these can continue to play an important role in widening access to day-to-day food shopping in neighbourhoods where residents live further from areas designated as part of Newham’s Town Centre Network.

It will also be important to preserve and enhance the significance of heritage assets, particularly where part of their significance comes from an original non-residential use. In such cases, a main town centre use or community use can help ensure a viable future for the asset as well as a sustained level of public access to that asset.

The Impact Assessment threshold for retail (Ea) and restaurants and cafes (Eb) remains at 300sqm GIA, in line with the recommendation of the Retail and Leisure Study (2022), in order to help protect the smaller local centre destinations that are essential to good quality of life within many of Newham’s neighbourhoods.

Implementation

HS3.1	Small corner convenience shops which help address gaps in the 400m radius coverage of the Newham Town Centres Network will be protected from loss where there is no other similar provision within 400m of the site. Where loss is proposed for a corner food shop meeting the policy protection criteria, evidence must be submitted to demonstrate that the site has no realistic prospect being used as a convenience store in the foreseeable future. The marketing evidence should include:

	- evidence that the site has been offered to the market for an appropriate lease arrangement and at a local market value suitable for the size, type and use, covering the full range of permitted uses; and - robust evidence that the marketing activity was active and continuous for a period of at least 12 months. Such marketing activity should make use of appropriate agencies, publications, websites and should be easily noticeable by the public and other interested parties; and - a record of all expressions of interest received with full reasons given as to why any offer was not accepted. Nevertheless, proposals for their expansion resulting in a cumulative floorspace of over 300sqm gross GIA will need to demonstrate no significant impact on Newham's town and local centres through the submission of an impact assessment in line with Part 3 of this policy. Developments retaining a suitable corner food shop will be subject to change of use limitation conditions in line with Part 4, and will also include a condition to limit the sale of goods to primarily (at least 65 per cent of shop floor) convenience goods. This will support the objective of creating accessible healthy food environments within Newham's neighbourhoods, while recognising the limited growth in comparison shopping required over the Plan period and the need to consolidate this type of provision within town and local centres. Elsewhere, the town centre first principles of the NPPF apply and loss of retail (Ea), restaurants and cafes (Eb) and service (Ec) uses in undesignated areas will be supported. For sites in out of centre retail parks that are not covered by a site allocation, the loss should lead to additional industrial floorspace as per Local Plan Policy J1. In most other instances, residential development opportunity of the site should be optimised in line with Local Plan Policy D3, unless directed otherwise by policies in this Plan.
HS3.2	Planning applications for the development of retail (Ea), restaurants and cafes (Eb) and financial and business services (Ec) will need to demonstrate compliance with the sequential test of the NPPF and London Plan (2021) Policy SD7. Intensification of use also includes development of ancillary functions (e.g. storage and yard facilities) that would together be counted as a single unit for the purposes of business rates valuation. Information must be submitted through a sequential test at validation stage. Where pre-application advice is sought, applicants are strongly encouraged to also submit the information at this stage. The information should follow the content and methodology guidance set out in the national planning guidance. The 'area of search' should be based on operational business requirements (which can include the need to service a particular catchment), and should not be based on distance from the location of the proposed site. On sites where a sequential test is deemed to be met through an exemption set out in this policy, the Planning Statement should state under which policy part the exemption is sought and: In the case of a designated or non-designated heritage building, a historical significance assessment demonstrating the building was originally designed for non-

	residential use, and why significance would be lost through conversion to residential only (e.g. loss of internal features or a high quality historic shopfront); and a viability statement demonstrating the viability of the proposed use for the site. Or • In the case of residential intensification of small sites meeting the design-led approach of Local Plan Policy D3, the need to retain or re-provide a non-residential ground floor use should be justified through robust testing of alternative layouts demonstrating that the site constraints would not allow for the housing quality criteria of Local Plan Policy H11 and the neighbourliness criteria of Local Plan Policy D6 to be met at ground floor level. For example, and non-exhaustively: ○ The site can only reasonably accommodate a single staircase, excluding the potential of a duplex/multi-storey residential unit. Or ○ Introduction of a residential unit at ground level would either not be able to meet space standards requirements; or enlarging the ground floor floorplate to do so would result in amenity conflicts, including potential loss of privacy to the proposed unit through an inadequately sized defensible space fronting the public realm.
HS3.3	Planning applications for the development of 300sqm or more of retail (Ea) and restaurants and cafes (Eb) uses, which are not within a defined centre (including the preferred boundaries of future local centres), will need to be supported by an impact assessment following the guidance set out in the NPPF and London Plan (2021) Policy SD7. Impact Assessments submitted will be assessed by the Council and may require additional information to evidence that the assumptions made within the study are reasonable and reflect market conditions. Where the assessment leads the Council to reasonably conclude that a likely significant harmful impact may result from the proposed development, the proposal is likely to be refused.
HS3.4	A condition restricting change of use within sub-use-classes of Use Class E (Commercial, Business and Service) may be deemed necessary where there is a likely different impact on town centres, the transport network or on local amenity as compared to the specific sub-use-class proposed. The requirements for a Vacancy Prevention Strategy and Marketing Strategy, including respective thresholds, are addressed under Local Plan Policies HS2.6.b and HS2.7.

Evidence base

- Retail and Leisure Study, Urban Shape Planning Consultants (2022)
- [Vacant Ground Floors in New Mixed-Use Development](#), Greater London Authority (2016)
- Characterisation Study, Maccleanor Lavington with New Practice, Avison Young and GHPA (2024)

Policy links

Local Plan:

- BFN1: Spatial strategy
- HS1: Newham's Town Centres Network
- D5: Shopfronts and advertising
- D6: Neighbourliness
- H11: Housing Design Quality
- J1: Employment and growth
- SI2: New and re-provided community facilities and health care facilitiesSI4: Education and childcare facilities

London Plan 2021

- SD7: Town Centres: development principles and Development Plan Documents

HS4: Markets and events/pop-up spaces

1. Development impacting on an existing internal or external market site will only be supported where:
 - a. The number of pitches is maintained or enhanced, alongside provision of appropriate storage and servicing facilities, both during development (including temporary arrangements) and upon completion. And
 - b. The overall visibility, quality and management of the market and its public realm will be improved.
2. The use of buildings and suitable public spaces or courtyards within town or local centres for temporary events/pop-ups, including pop-up markets, is encouraged, subject to all of the following:
 - a. There are no significant adverse amenity and transport impacts.
 - b. The significance of heritage assets is protected.
 - c. Health and wellbeing is promoted through proposed activities, and cumulative impacts of uses controlled under Local Plan Policy HS6 are addressed.
 - d. Where the proposed floorspace is greater than 300sqm gross GIA, public engagement should be used to co-produce the type and range of activities.
3. Permanent new markets or short-lease flexible use or event spaces will be supported within town or local centres where all of the following criteria are met:
 - a. The building and/or space are well designed, with accessible legible entrance points, and the development contributes to the quality activation of the public realm.
 - b. There is a demonstrated market demand, or through temporary use testing of the concept over a period of at least 12 months.
 - c. It is supported by an adequately resourced Pop-ups and Markets Management Plan.
 - d. There are no adverse amenity and transport impacts.

Justification

Newham's markets actively contribute to supporting community wealth building, through providing opportunities for existing and new traders, as places for social integration and interaction, as well as vibrant spaces for commerce that positively support the offer and vitality of the high streets they are located in. The town centre health checks and analysis of the Retail and Leisure Study (2022) demonstrates they are key attractors to town centres that are highly valued by local customers and those from further afield – Queens Market in Green Street Town Centre in particular.

In addition to markets, the policy continues to support temporary and ongoing pop-up/idea incubator spaces offering short-licence, affordable and flexible premises (or outdoor spaces) for local entrepreneurs, to enable ongoing innovation in the offer of town and local centres. Food offer of markets can play an important role in extending access to fresh and good quality food for local people. Markets offering hot food are also increasingly popular, however must be carefully managed so as not to create new concentrations of hot food takeaways or contribute to existing areas of cumulative impact (Local Plan Policy HS6).

Implementation

HS4.1	Servicing facilities should include adequate access to parking and unloading space, storage, waste facilities, and utilities including suitable voltage electricity supply where hot food service will be part of the market offer. Any [re]-development of or adjacent to a market will be used as an opportunity to rectify any existing poorly functioning physical aspects of the market (e.g. entrances, layout, visitor circulation, quality of materials and servicing layouts). Public realm enhancements should be considered as per Local Plan Policies D2 and HS2.7-8.
HS4.2	Temporary markets and pop-up events spaces are encouraged in town or local centres in all neighbourhoods, recognising the important role they can play for the vitality of the centres and the wellbeing of local residents, and particularly where there is no current permanent market provision. Many temporary activities can be achieved through a Temporary Event Notice (TEN) type of licence. Application of this policy will therefore usually only relate to intensifications of such activities beyond the time limits (currently 26 days per year) and activity types or scales permissible (e.g. a maximum of 499 people in attendance including staff) under a TEN. Evidence of the success of a TEN may be submitted in support of the application as part of the Planning Statement, including information from resident/visitor feedback as a form of public engagement. Where developments provide floorspace larger than 300sqm, applicants should seek to engage local residents in the development of the offer of the pop-up or market space, for example seek feedback on the type of goods on sale, the days and hours of operation, sustainability in the management of the space. This information should be submitted with the application as part of a Community Engagement Statement Protection of heritage assets will be achieved in line with Local Plan Policies D7 or D9, as relevant to the site and the type of development proposed. Temporary activation of vacant heritage assets that are on the Heritage at Risk Register (as identified by Historic England) may be beneficial in raising awareness about the significance of the asset and may help identify a suitable long term use. However, any temporary structures required to accommodate the pop-up activity should be self-supporting, well designed and sensitively integrated, and any non-fixed or sensitive features (e.g. paintings, fabrics) that add to the significance of the asset should be protected. The temporary use should not exacerbate existing cumulative impacts. Temporary hot food pop-ups or market operators must not operate on-site for more than two days a week and should be required through their Market Trading Licence clauses to sign up to recognised healthy food standards. Convenience retailers should be encouraged to also do so, in line with Local Plan Policy HS6. See implementation of part 3 for the Pop-ups and Markets Management Plan requirements. The management plan should demonstrate how these have been achieved, proportionately will be if the temporary use is proposed for less than 5 years.

	The principles set out in Local Plan Policy BFN1.8 should also be addressed, where relevant.
HS4.3	Applications for permanent short-lease flexible use or event spaces should be supported by information clarifying the range of uses proposed.. Evidence submitted through the Planning Statement should demonstrate successful take up of the space/pitches over the preceding 12 months. 'Successful take-up' means that the site was managed and marketed so that the space (or at least half the number of market pitches) was not vacant for more than a month, excluding any renovation or fit-out times. A list of expressions of interest from businesses and community groups may be submitted as evidence, alongside records of the operation of the space over the preceding 12 months. The Pop-ups and Markets Management Plan submitted should address: • The principles of the Vacancy Prevention Strategy (in line with Local Plan Policy HS2), detailing any lessons learned during any testing of concept over a period of 12 months preceding application. • In the case of new markets, how appropriate storage and servicing facilities are integrated, and how waste will be minimised and managed. • How any cumulative impacts will be managed. Short-lease hot food takeaways or gambling premises as part of the use of buildings will not be permitted in areas of existing cumulative impacts (defined by Local Plan Policy HS6). Operators of markets including a hot food offer must ensure that: ○ no more than half of all market stalls may operate as hot food stalls; and ○ all hot food stall operators will be expected to sign up to London Healthier Catering Commitment as part of their Market Trading Licence and in line with Local Plan Policy HS6; and ○ the market may provide a temporary hot food offer for no more than 2 days a week, or otherwise the market does not lead to the creation of a hot food takeaway over-concentration area (in line with policy HS6, where the market is considered a single hot food takeaway for spatial purposes). • How neighbourliness, including perceptions of safety, will be achieved and maintained (in line with Local Plan Policies D6 and HS5). • How transport impacts, including of any events beyond the usual operation of the site, are mitigated through a Travel Plan. • The use of outdoor space on non-market/non-event days, avoiding use as car parking. • Public realm enhancements and maintenance, including signage, information and promotion of the offer (Local Plan Policies D2, D5 and HS2.9). • How traders/businesses will be supported to take up space/a stall, and to promote, present and improve their offer. Promotion of and support with adopting sustainable business practices as part of lease agreements is strongly encouraged. • How customer feedback will be sought, reported to the Council at least once a year, and used as a basis for reviewing the management plan.

	The Pop-ups and Markets Management Plan will be shared with the Council's Regeneration, Public Health and Public Realm Management teams, as relevant, and may need to be amended to address any comments or objections received. At pre-application stage, where relevant, a summary content for the plan should be submitted. It is expected that the provisions of the management plan will be applied for the life of the development. If there are any changes, the local planning authority will need to be notified in writing. Any changes to management plans may require further consultation with relevant stakeholders.

Evidence base

- Retail and Leisure Study, Urban Shape Planning Consultants (2022)
- [High Streets and Town Centres Good Growth by Design – Adaptive Strategies](#), Greater London Authority (2020)
- [Vacant Ground Floors in New Mixed-Use Development](#), Greater London Authority (2016)

Policy links

Local Plan:

- BFN1: Spatial strategy
- HS2: Managing new and existing town and local centres
- HS5: Visitor evening and night time economy
- D1: Design standards
- D2: Public realm net gain
- D5: Shopfronts and advertising
- D6: Neighbourliness
- D7: Conservation Areas and Areas of Townscape Value
- D9: Designated and non-designated buildings, ancient monuments and historic parks and gardens

London Plan 2021

- SD7: Town Centres: development principles and Development Plan Documents
- E9: Retail, markets and hot food takeaways

HS5: Visitor Evening and Night Time Economy

1. Newham's network of town centres will be supported to become successful Evening and Night Time Economy Zones, of a scale as set out in Table 4.

Table 4: Newham's Evening and Night Time Economy Zones

Town Centre	Existing Evening And Night Time Economy scale	Aspiration Evening And Night Time Economy scale	Existing character description	Potential visitor base
Stratford	Regional significance (London Plan recognised cluster level NT2).	Regional significance	Culture and creative industries, including theatre, music and events. Leisure and culture tourism. Higher education cluster.	Local residents, students, visitors and tourists, and workers.
East Ham	Emerging	Local	Dining, events, market. 6 th form education cluster.	Local residents, students, workers and visitors.
Canning Town	Emerging	Local	Dining, market. Music industry. Relationship to City Hall and Excel.	Local residents, Excel visitors, and workers.
Forest Gate	Emerging	Local	Dining, market.	Local residents and workers.
Green Street	Emerging	Larger than local (level NT3)	South-Asian cultural events. Market activities.	Local residents, workers and visitors.
East Beckton	n/a	Local	n/a	Local residents and workers.
Beckton Riverside	n/a	Local	n/a	Local residents and workers.

2. Within the Evening and Night Time Economy Zones, subject to centre-specific scale in the hierarchy and local character, visitor-focused uses are encouraged, and, subject to Licensing rules, may operate into the evening and at night, helping create safe, accessible, welcoming and vibrant zones of evening and night time activity.
3. Visitor-focused evening and night time economy uses within local centres should be less prominent, with proposals for such uses considered on a case by case basis and cumulatively accounting for no more than 25 per cent of all units in that local centre. Elsewhere in the borough, visitor night time economy uses operating post 11pm will not be supported.
4. Development integrating visitor evening and night time economy uses should:

- a. Be designed for the intended late hours of operation, supported by a proportionate and adequately resourced Evening and Night Time Operation Management Plan.
- b. Minimise inactive and opaque frontages at any time of the day or night.
- c. Contribute to the creation of a welcoming, inclusive and safe after-dark environment for visitors and night time workers.
- d. Be designed to minimise amenity impacts, particularly noise and light overspill.
- e. Where major development is proposed, contribute to night time public transport enhancements.

Planning Obligations

- Financial contributions towards improving night time public transport, delivering and sustaining local safety projects, and/or creating public facilities for night time workers and visitors (e.g. toilets, device charging point, information centres) may be secured.

Justification

London Plan (2021) Policy HC6 encourages boroughs to develop a vision for the night-time economy, supporting its growth and diversification, in particular within strategic areas of night-time activity such as town centres.

Proactively managing the visitor evening and night time economy can lead to benefits such new jobs, the diversification of the leisure and tourism offer in centres to support their vitality and viability, and more opportunities for social interaction. Further focusing investment in the public realm, alongside partnership working with businesses and key organisations, can promote a safer environment in centres and on night time public transport.

Consultation responses have identified a desire for more evening leisure provision, and particularly for evening cultural activities and family-friendly activities. The household survey undertaken by NEMS Market Research as part of the Retail and Leisure Study (2022) identified the most popular leisure activities across Newham's households, with the most frequent being cinemas (35.8 per cent), cafés (35 per cent) and eating out/restaurants (33.4 per cent in the evening and 30.9 per cent in the daytime). There are only two cinemas in Newham, both in Stratford, which means that most people will travel longer distance and sometimes out of borough for this type of leisure activity.

Stratford is a popular destination for cafes and restaurants for all residents of the borough, particularly those living closest. Cafes and restaurants in East Ham and Forest Gate are also popular. However, the food and drink leisure offer and attractiveness elsewhere in the borough is limited, with many people traveling to alternative destinations outside the borough such as Canary Wharf, and Barking and Ilford Town Centres. Central London/West End remains a popular destination for all residents, but residents living closer to Newham's centres with a suitably established offer are traveling less outside of the borough.

This policy seeks to promote a vibrant evening and night time visitor economy within Newham that is accessible and reduces the need to travel out of borough for these activities, while mitigating amenity and safety concerns. Evening and night time economy uses within local centres will be more limited and, and will be resisted elsewhere, in order to support the more residential character of the areas they are a part of, and recognising the often the more limited public transport accessibility of these smaller designations.

Implementation

HS5.1	The London Plan (2021) Policy HC6 defines three scales of evening and night time economies, of which the following are relevant to Newham: • NT2 – Areas of regional or sub-regional significance. These are areas that attract visitors from across and beyond London, and often have one or more larger venues and a mature night-time economy. In Newham, this is the role of Stratford Town Centre. It will remain the main destination in the borough for visitor focused Evening and Night Time Economy activities and will continue to be supported to continue to operate at a regional scale. • NT3 – Areas with more than local significance. There are areas that draw visitors from other parts of London and tend to feature smaller venues and premises. Currently, there are no centres that fulfil this role in Newham, but there is an aspiration to achieve this level for Green Street, capitalising on the area's fashion, jewellery and wedding businesses cluster. Smaller scale, local areas of evening and night time economy activity which draw visitors primarily from Newham will be encouraged in Newham's other town centres – East Ham, Forest Gate, Canning Town, East Beckton and the future centre at Beckton Riverside. The character of these night time zones may evolve further to a specialist focused, subject to masterplanning and multi-agency strategic action.																				
HS5.2	The visitor evening and night time economy uses below were identified through engagement with residents on the type of leisure and cultural activities they would like to see promoted as part of a quality Evening and Night Time Economy in Newham's town centres. Table 5: Visitor-focused Evening and Night Time Economy uses <table data-bbox="384 1205 1332 1615"> <tr> <th>Evening And Night Time Economy uses</th><th>Use Class</th></tr> <tr> <td>Restaurants and cafes</td><td>E(b)</td></tr> <tr> <td>Pubs and bars</td><td>Sui Generis</td></tr> <tr> <td>Specialist and food markets</td><td>E(a) or Sui Generis</td></tr> <tr> <td>Outdoor pop-up events</td><td>Sui Generis</td></tr> <tr> <td>Cinemas and Theatres</td><td>Sui Generis</td></tr> <tr> <td>Concert Halls, Dance Halls and Live Music Venues (not pubs)</td><td>Sui Generis</td></tr> <tr> <td>Night Clubs</td><td>Sui Generis</td></tr> <tr> <td>Museums and Art Galleries</td><td>F2</td></tr> <tr> <td>Gyms and other indoor leisure uses</td><td>E(d) or F2</td></tr> </table> Hot food takeaways and gambling premises, due to reduced opportunities for social interaction and higher risk of antisocial behaviour in public spaces, are not considered evening and night time economy uses suitable to be promoted through this policy. They are addressed through Local Plan Policy HS6. Applicants should set out in their Planning statement the intended hours of operation for each of the units proposed to function within any of the visitor evening and night time economy uses identified.	Evening And Night Time Economy uses	Use Class	Restaurants and cafes	E(b)	Pubs and bars	Sui Generis	Specialist and food markets	E(a) or Sui Generis	Outdoor pop-up events	Sui Generis	Cinemas and Theatres	Sui Generis	Concert Halls, Dance Halls and Live Music Venues (not pubs)	Sui Generis	Night Clubs	Sui Generis	Museums and Art Galleries	F2	Gyms and other indoor leisure uses	E(d) or F2
Evening And Night Time Economy uses	Use Class																				
Restaurants and cafes	E(b)																				
Pubs and bars	Sui Generis																				
Specialist and food markets	E(a) or Sui Generis																				
Outdoor pop-up events	Sui Generis																				
Cinemas and Theatres	Sui Generis																				
Concert Halls, Dance Halls and Live Music Venues (not pubs)	Sui Generis																				
Night Clubs	Sui Generis																				
Museums and Art Galleries	F2																				
Gyms and other indoor leisure uses	E(d) or F2																				

HS5.3	Generally, visitor evening and night time economy within local centres should be limited to sale of food and drink to be consumed primarily on premises, including pubs, and the overall number of units in such uses operating past 11 p.m. should not amount to more than 25 per cent of all uses. The Planning Statement or Design and Access Statement should provide an evidenced justification as to why the use(s) and the scale are appropriate for the respective local centre, which should include survey information of the use and hours of operation of visitor focused evening and night time economy operating units in the local centre. In neighbourhood parades and out of centre locations the operation of businesses after 11pm will not be permitted, in order to: • Safeguard residential amenity; and • Help concentrate evening and night time economy uses in the centres, where they can be managed to better effect cumulatively, including optimising impact of investment into night time public transport and safety interventions.
HS5.4	Active ground floor uses and illuminated building frontages play important roles in animating streets and other public spaces after dark and promoting a feeling of safety through natural surveillance. Conversely, dark, inactive, shuttered and blank frontages can reduce active frontages and compromise the legibility of the streetscape and create perceptions of an unsafe environment. It is therefore important that main town centre uses are designed with consideration of their impact during the day and at night, irrespective of opening hours, in line with Local Plan Policies D5 and D6. In addition, developments should be supported by an Evening and Night Time Operation Management Plan demonstrating how their late operation can proactively: • Help promote safety and inclusivity after dark, on site as well as on the public realm routes most frequented by visitors. • Mitigate noise, odour and other nuisances generated in outdoor spaces, including gardens and al fresco seating areas. Licensing and Environmental Health should be consulted on the proposed content of management plans. Newham Community Safety Management team should be consulted to identify suitable local community safety schemes that the Evening and Night Time Operation Management Plan can support/sign up to. Newham Highways and Transport for London should be consulted in relation to opportunities to improve night time public transport connectivity and safety of Evening and Night Time Economy Zones.

Evidence base

- Retail and Leisure Study, Urban Shape Planning Consultants (2022)
- [High Streets and Town Centres Good Growth by Design – Adaptive Strategies](#), Greater London Authority (2020)

- [Developing a Night Time Strategy](#), Greater London Authority (2020)

Policy links

Local Plan:

- HS2: Managing new and existing town and local centres
- HS6: Health and wellbeing on the high street
- D1: Design Standards
- D2: Public realm net gain
- D5: Shopfronts and advertising
- D6: Neighbourliness
- T2: Local Transport

London Plan 2021

- HC6: Supporting the night-time economy
- SD7: Town Centres: development principles and Development Plan Documents
- E9: Retail, markets and hot food takeaways

HS6: Health and wellbeing on the High Street

1. Borough-wide, development must avoid over-concentrations of gambling premises (betting shops, casinos and adult gaming arcades are all under this category) and hot food takeaways by ensuring that none of the following linear and area concentration limits are exceeded:
 - a. There is a separation distance of at least two units in other uses between any units in the specified uses; and
 - b. There are no more than three gambling premises within 400 metres of each other; and
 - c. There are no hot food takeaways within 400 metres of the entrance points to any primary or secondary school, or there are no more than three hot food takeaways within 400 metres of each other; and
 - d. A 400 metres catchment drawn around a proposed specified use does not overlap with more than two other catchment areas drawn around existing or approved units in the same specified use/category; and
 - e. Hot food takeaways should not account for more than 3 per cent of all units within any town centre and no more than 5 per cent of all units within any local centre; and
 - f. Gambling premises should not account for more than 2 per cent of all uses within any town or local centre.
2. Where new or intensified hot food takeaways are acceptable, the operator will be expected to secure and maintain Healthier Catering Commitment for London accreditation (or other similar standards).
3. Where proposals for new or intensified proposals under the following uses are acceptable – gambling premises, payday loan shops (Sui Generis), pawnbrokers (Ec) and other similar uses – will be required to:
 - a. display of information about any applicable interest rates, fees and charges, and display of information about local credit unions, debt advice services and/or gambling addiction charities; and/or
 - b. sign up to, and operate in compliance with, any scheme(s) which promotes community safety and/or other good practice.
4. New or intensified convenience retail (use class E(a)), and food and drink leisure (use class E(b), Sui Generis pubs or bars, or where ancillary to other uses), should help promote a healthy food environment through partnership working, and demonstrating a commitment to supporting healthy food choices by signing up to relevant food industry standards.

Planning Obligations

- Financial contributions delivering and/or sustaining local projects promoting local safety and security interventions may be secured.

Justification

There is an ongoing need to create a healthy food and drink environment, addressing affordability and access, to support the delivery of the 50 Steps to a Healthier Newham strategy (2024). Residents in Newham are affected by multi-morbidity at an earlier age compared to London and England, likely due in part to high levels of deprivation and adverse conditions. Age of onset is

also highest in Asian and Black communities, and amongst females, meaning they are managing multiple long-term conditions from a younger age and over a longer period of time. Newham has high rates of nutrition related poor health in children, including low birth weight, decayed, missing and filled teeth and excess weight, compared to other London boroughs. Two-thirds of adults and 43% of children in year 6 are carrying excess weight. Newham has the third highest rates of excess weight in 10-11 year olds in London. The occurrence of obesity in nearly all cases of multimorbidity indicates the serious impact that this condition has on the health and wellbeing.

Public Health research indicates that increased access to healthy, affordable food for the general population is associated with improved attitudes towards healthy eating and healthier food purchasing behaviour. Conversely increased access to unhealthier food retail outlets is associated with increased weight in the general population, and increased obesity and unhealthy eating behaviours among children residing in low income areas.

Public Health research⁵ in relation to the harms of gambling activity have been growing in recent years, with problem gambling primarily associated with casino and bingo games, electronic gambling machines in bookmakers, sports and other event betting and betting exchanges. Harms associated with problem gambling are complex and extensive, ranging from crime and antisocial behaviour to health and socio-economic harms. People at the greatest risk of harm are more likely to be unemployed and living in more deprived areas, have poor health, low life satisfaction and wellbeing, and have an indication of probable psychological health problems. With Newham experiencing ongoing health and wealth inequalities, it is likely that its population are at higher risk of developing problem gambling behaviours than residents in other boroughs, further compounded by a higher prevalence of gambling premises than the national average as identified by the Retail and Leisure Study (2024).

Newham's residents continue to be concerned about the existing concentration of hot food takeaways and betting shops, and more recently adult gaming arcades. Planning policy has been in place since 2016, successfully restricting the exacerbation of existing hotspots and contributing to improved metrics in parts of the borough (e.g. Canning Town). However, many of Newham's historic high streets continue to experience significant over-concentrations compared to the national average. Therefore, the criteria policies have been taken forward and strengthened where land use survey work identified a potential for better outcomes to be achievable. More also needs to be done to tackle the health and wellbeing impacts of established uses. Planning policy can play a complementary role to the work of Public Health and Commercial Licensing teams in addressing these qualitative concerns, by promoting industry standards of operation that support more health-conscious business models. The London Plan (2021) and the GLA's work towards developing and promoting the Healthier Catering Commitment standard is carried forward into this policy and strengthened, given the exacerbated health inequalities and above average concentrations of hot food takeaways that are evident in Newham.

Implementation

HS6.1	For the purpose of the concentration limits, betting shops, casinos and adult gaming arcades are all considered gambling premises as they have similar impacts and are

⁵ OHID (2023), [Gambling-related harms evidence review: summary](#)

	subject to gambling legislation. The limits apply to them as a group/category and not as individual uses. GIS mapping will be used to identify the location of all uses subject to controls and all schools (including permitted new schools) and their 400 metre radiuses. These will be updated every two years. The mapping should be used to assess clusters and overconcentration in line with policy criteria, unless more up-to-date information is submitted by the applicant. Changes between uses subject to control, e.g. from a takeaway to an adult gaming arcade or betting shop to a casino, will also need to satisfy the policy and will not be supported if contributing to persisting cumulative impacts. For the purposes of para e and f, the percentage points of the existing concentrations in the relevant town or local centre will be rounded to the nearest whole number before assessment, and at least 1. For example, 5 per cent of 24 units would be equivalent to 1.2 units, rounded to 1 unit for the purposes of the policy application. In this case, a maximum of 1 hot food takeaway may be acceptable in a local centre of this size, as long as this would not result in an overconcentration of hot food takeaways under parts c or d.
HS6.2	A gain or retention of a hot food takeaway will be assessed against the cumulative impact criteria of Part 1 of this policy, and the Health and Social Value Impact Screening Assessment requirement of Local Plan Policy BFN3, alongside any other planning matter relevant to the application. Where the use is supported, the requirement for Healthier Catering Commitment will be secured in line with London Plan (2021) Policy E9, or a similar standard where justified and supported through engagement with Newham Public Health team.
HS6.3	A gain or retention of a gambling premises will be assessed against the cumulative impact criteria of Part 1 of this policy, and the Health and Social Value Impact Screening Assessment requirement of Local Plan Policy BFN3, alongside any other planning matter relevant to the application. Pay-day loan shops (Sui Generis), pawnbrokers (Ec) and other similar financial operation use will be assessed against the Health and Social Value Impact Screening Assessment requirement of Local Plan Policy BFN3, alongside any other planning matter relevant to the application. Newham Community Safety Management team should be consulted at pre-application stage to identify suitable local design improvements or community safety programmes that the development can contribute towards
HS6.4	Commitment to supporting healthy food choices can be demonstrated by signing up to relevant industry standards such as Healthier Catering Commitment for London, Sugar Smart, Peas Please, or other similar local schemes. The Public Health team should be consulted for locally relevant recommendations of the most suitable standard to use.

Evidence base

- Retail and Leisure Study, Urban Shape Planning Consultants (2022)
- Well Newham, 50 steps to a Healthier Newham (2024)
- 50 Steps Evidence base, London Borough of Newham (2020)

Policy links

Local Plan

- BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing
- HS5: Visitor Evening and Night Time Economy
- D2: Public realm net gain
- D5: Shopfronts and advertising
- D6: Neighbourliness

London Plan 2021

- SD7: Town Centres: development principles and Development Plan Documents
- E9: Retail, markets and hot food takeaways

HS7: Delivery-led businesses

1. Proposals for new or intensified 'dark kitchens' and 'dark shops' will need to undertake a Sites Options Test that demonstrates available sites meeting the below priority have been considered and how they score against customer access optimisation and sustainable travel benefits:
 - a. First on Strategic Industrial Land, Local Industrial Land and Local Mixed Use Areas;
 - b. And second on suitable locations within site allocations, retail parks or other non-designated sections of high streets.
2. Proposals for new or intensified 'micro-fulfilment centres' will need to undertake a Sites Options Test that demonstrates available sites meeting the below priority have been considered and how they score against customer access optimisation, amenity impacts and sustainable travel benefits:
 - a. First on Strategic Industrial Land, Local Industrial Land and Local Mixed Use Areas;
 - b. Second on suitable locations within site allocations, retail parks or other non-designated sections of High Streets; then
 - c. Last on sites within town or local centres outside of the primary shopping area;
3. Proposals for new or intensified 'dark kitchens' and 'dark shops' should demonstrate the following quality criteria:
 - a. Where in a non-designated High Street location, maintain a quality shopfront and satisfactorily address any amenity impacts; and
 - b. Provide accessible, safe facilities for couriers, including sheltered waiting space, toilets and secure cycle parking; and
 - c. Be supported by an adequately resourced Travel Plan; and
 - d. Help promote a healthy food environment through commitment to relevant industry standards as per Local Plan Policy HS6.1.
4. Proposals for new or intensified 'micro-fulfilment centres' should demonstrate the following quality criteria:
 - a. Where in a town or local centre, maintain a quality shopfront and offer collection/drop-off facilities.
 - b. Where not in a town or local centre, collection/drop-off facilities will not be supported.
 - c. When located within a town or local centre, or in a section of non-designated high street within 300m from the boundary of a centre, should secure operational capacity to provide servicing arrangements for more than one retail and/or leisure businesses within that town or local centre.
 - d. Provide accessible, safe facilities for couriers, including sheltered waiting space, toilets and secure cycle parking.
 - e. Be supported by an adequately resourced Travel Plan.

Justification

Online spending has become a firmly established method of shopping. Evidence demonstrates the continued growth of this sector in terms of those that have internet access and those that use the internet every day; the methods and modes used to undertake such transactions and the breadth of the population taking advantage of what is on offer, with the largest rise in the 65+ age group in

recent years. Internet sales share of total retail surpassed 19 per cent in 2019 before rising to over 30 per cent in the second quarter of 2020, against less than 5 per cent in 2008. National data for 2022 indicates that online spending remains substantially higher than pre-Covid19 pandemic, at 26.6%, and has remained at this level for 2023, indicating trends may be stabilising at a higher average.

In the case of the food and drinks industry, the increased demand for deliveries from popular restaurants and cafes is leading to more demand for ‘dark kitchens’, where food is prepared on-demand in commercial kitchens with no customer access. Similarly, a significant rise in demand for same-day convenience goods delivery has led to the emergence of ‘dark shops’, where traditional shops are used for distribution purposes instead of being available for walk-in customers.

The Greater London Authority’s research on High Streets: Adaptive Strategies (2020), highlights opportunities to plan for coordinated deliveries to centres through ‘last mile’ delivery/consolidation centres in order to reduce servicing vehicle numbers. These local centres can then facilitate low-emission last mile deliveries (especially cargo-bike delivery). These micro-fulfilment centres may also benefit high streets by hosting local collection points for customers, which in turn may generate further linked trips.

Small changes in consumer behaviour could have significant cumulative impacts, particularly on travel patterns and amenity, which should be proactively and strategically managed. Therefore, this policy seeks to support dark kitchens, dark shops and micro-fulfilment centres in areas identified as suitable for employment or along high streets where their impacts on the town and local centres network can be managed. The Sites Options Test responds to the need to balance any transport or amenity impacts of the business with the optimal catchment for its operation. For example, where the intended catchment of the business is within a mile of its base of operation, cycle deliveries may be appropriate and therefore a high street location would generally be able to accommodate such a business. However, where the business is to be serviced by vehicles over longer distances, it may be more appropriate to locate such uses in more industrial locations.

The growth in delivery-led businesses has also resulted in more people taking up courier roles within the wider ‘gig economy’. Reports⁶ have highlighted the often poor working conditions for these workers, which are particularly exacerbated at night time when there are fewer services available for them to access. This policy is complementary to Local Plan Policies T3 and T4.

Implementation

HS7.1 and HS7.2	‘Dark kitchens’ and ‘dark shops’ (see Glossary) are modern reinterpretations of the hot food takeaway and the shop, and are therefore managed as part of the overall strategy for main town centre uses set out in this Local Plan section, while recognising their unique features. These will be considered Sui Generis uses. Similarly micro-fulfilment centres (see glossary) provide a last-mile delivery service, and are generally considered to be Use Class B8. However, where providing a walk-in parcel pick-up or drop-off service – for example the Royal Mail Delivery (Sorting) Office model – the use class becomes Sui Generis.

⁶ See for example, report by Autonomy (2021), [Working Nights](#); Peter Timko, Rianne van Melik, (2021), [Being a Deliveroo Rider: Practices of Platform Labor in Nijmegen and Berlin](#);

	The Site Options Test should set out the intended customer base in broad terms, e.g. referencing a poste code, alongside the intended mode of travel of the couriers and the maximum range of distance the couriers are expected to reach. This will help generate an Area of Search for suitable available sites, which is likely to intersect with employment designations (Strategic Industrial Land, Local Industrial Land and Local Mixed Use Areas), site allocations that support employment uses as part of the mix, high streets or retail parks that should be considered as suitable locations. The suitable locations should be assessed in terms of suitable access to the intended catchment, enabling sustainable travel patterns (in line with Local Plan Policy T3) and managing amenity impacts (in line with Local Plan Policy D6), and should demonstrate that the proposed site is an optimal and viable option.
HS7.3	Shopfronts, where their retention/provision is required, should fulfil the criteria of Local Plan Policy D5. The design of the 'dark kitchen' or 'dark shop' must also address safety and neighbourliness impacts, in line with Local Plan Policies HS5.4 and D6, including through the provision of adequate accessible, safe facilities for couriers, comprising sheltered waiting space, toilets and secure (cargo-)cycle parking. A Travel Plan should be prepared to manage servicing of the site, staff travel planning, and arrangements to maximise courier deliveries by bike/cargo bike in line with Local Plan Policy T3.
HS7.4	In order to safeguard the potential benefits of consolidated coordinated servicing of businesses in Newham's town and local centres, applicants whose proposals include micro-fulfilment centres within centres (existing or planned) or in edge of centres should submit evidence of early engagement with all retail businesses in the relevant centre, outlining services offered at competitive local market prices, and any expressions of interest received within three months of engagement. Where interest from centre-based businesses is identified, the Design and Access Statement should provide information demonstrating how the scale and operation of the micro-fulfilment centre has been optimised in partnership with the relevant third parties. Where no interest is identified following engagement and the relevant closest centre is a town centre, capacity to service the storage and distribution needs of at least one centre-based SME retail businesses (operating from small units of 80-150 sqm GIA) should be designed for and protected. As a guide, the floorspace required should be similar to a typical internal storage space ancillary to small retail units, and at least 10sqm for each business. A Marketing Strategy will be secured to promote the space to businesses. Shopfronts, where their retention/provision is required, should fulfil criteria of Local Plan Policy D5. The design of the micro-fulfilment centre must also address safety and neighbourliness impacts, in line with Local Plan Policies HS5.4 and D6, through the provision of adequate accessible, safe facilities for couriers, comprising sheltered waiting space, toilets and secure (cargo-)cycle parking.

	A Travel Plan should be prepared to manage servicing of the site, staff travel planning, and arrangements to maximise courier deliveries by bike/cargo bike in line with Local Plan Policy T3.

Evidence base

- Retail and Leisure Study, Urban Shape Planning Consultants (2022)
- [High Streets and Town Centres Good Growth by Design – Adaptive Strategies](#), Greater London Authority (2020)
- [The Potential for Urban Logistics Hubs in Central London](#), Steer (2020)

Policy links

Local Plan:

- HS5: Visitor evening and night time economy
- D5: Shopfronts and advertising
- D6: Neighbourliness
- T3: Transport behaviour change
- J1: Employment and growth

London Plan 2021:

- E4: Land for industry, logistics and services to support London's economic function

HS8: Visitor accommodation

1. Hotels and other forms of visitor accommodation will be supported on sites in:
 - a. Town and local centres where the function of the primary shopping area is protected in line with Local Plan Policy HS2, and principally within centres in Stratford and Maryland Neighbourhood as a key tourist destination; and
 - b. Areas within 15 minutes walking distance to the ExCel conference centre.
2. The scale of development should be proportionate to the scale of the centre and/or the tourism or employment function of the area it services, as relevant to the site, justified by market demand testing and a Sequential Test if proposed in an out of centre location. The development should be supported by a Visitor Accommodation Management Plan outlining:
 - a. How amenity and safety will be managed and maintained through the day and at night.
 - b. A servicing plan.
3. All visitor accommodation should meet the accessibility standards set by London Plan (2021) Policy E10.
4. Any ancillary leisure main town centre uses or recreation and sports facilities, which are proposed to be made accessible to non-hotel visitors, should meet relevant policy criteria set out in this Plan, and a leisure Impact Assessment where the cumulative floorspace is more than 300 sqm GIA.

Justification

The 'Building Newham's Creative Future' Cultural Strategy (2022) seeks to put Newham on the map and promote it as a visitor destination, with a growing visitor economy and encourage footfall from beyond the borough boundaries. It recognises the importance of well-known anchor institutions that can unlock an area by attracting visitors who may spend their time exploring the borough, as well as encouraging inward investment into revitalising cultural infrastructure in nearby areas. Such institutions are increasingly establishing themselves in Newham as part of ongoing regeneration activity. These include large education, culture and leisure institutions in Stratford, and conference facilities at Royal Victoria Dock. Improving the availability and accessibility of visitor accommodation in line with the London Plan (2021) will support Newham's developing visitor economy.

More broadly, the Council will continue to support Newham's economic growth and develop the tourism and leisure offer, cultural uses, and the evening/night-time economy, and generally develop and improve the business environment of town centres. Visitor accommodation will be an important part of the local offer to support the diversification of town centres.

However, the delivery of visitor accommodation must be balanced against need for other forms of development, not least housing. The London Plan (2021) estimates that London will need to build an additional 58,000 bedrooms of serviced accommodation by 2041, delivered primarily within the Central Activity Zones, but also increasingly in town centres more broadly. The study allocates a share of the need to Newham equating to 5.2 per cent or 3,031 net rooms. Latest monitoring indicates that 1,373 rooms have already been delivered, with a further 483 in the pipeline as of 2021/22. The policy therefore requires market demand testing to ensure there is not an over delivery of visitor accommodation and land is protected for other priority uses.

Implementation

HS8.1	Visitor accommodation includes hotels, guest houses and serviced apartments (Class C1), which are identified by the NPPF as a main town centre use for their contribution to supporting footfall and a tourism economy within centres. The spatial strategy of this plan recognises the role of Stratford area as a key tourist destination, and the role of the Excel conference centre as a widely recognised conference centre. Applications for visitor accommodation, should be directed to these areas where they are supported in principle. In identifying 15min walking distance from the Excel conference centre, isochrones should be calculated in relation to the visitor entrance points of the Excel conference centre. This should be reflecting a detailed understanding of the actual walking conditions for a range of different users) of the site (e.g. accessibility for people with movement impairments, women-friendly routes), with the most accessible area chosen. Where the site does not meet the locational criteria – i.e. either in a town or local centre or within 15min walking distance of the Excel centre, the proposal will be considered to be out-of-centre and a sequential test will be required, in line with the NPPF . See also criteria set out in Part 4 of this policy.
HS8.2	Proposals for visitor accommodation should be scaled (in terms of bed spaces and wider on-site offer) to:

	• Reflect the role of the centre or tourist area they are located in. Proposals should be directed to Stratford, East Ham and Canning Town Town Centres, local centres with good connectivity to London City Airport, and the area of the Excel conference centre. Green Street Town Centre may also suitably accommodate growth in visitor accommodation to reflect its aspiration for a wider than local visitor evening and night time economy. Other district centres and the local centres should see more modestly scaled provision targeting more local market demand. • Respond to up-to-date evidence of local or regional market demand. This could address: ○ proximity to major generators of demand, such as key tourist, leisure or employment destinations, reasonably linked to the site by public transport and active travel routes. And ○ hotel demand market research relevant to Newham's market context, published by reputable sources. And/or ○ written expressions of interest from hotel operators. And • Be well integrated within the site context, reflecting the requirements of Local Plan Policies D1, D2 and D4, and the capacity of the local transport network to accommodate servicing needs as per Local Plan Policy T2. Where the demand justifies an edge of centre or out of centre locations as per the criteria above, a Sequential Test will also be required in line with the NPPF. Amenity impacts should be mitigated in line with Local Plan Policy D6 and reflect the typical 24 hour of operation of visitor accommodation. Considerations include impact on public realm use, servicing needs, drop-off and pick-ups arrangements and highways impacts. These should be addressed through the design of the scheme and through operational arrangements set out in a Visitor Accommodation Management Plan. Safety matters that should be addressed through the design of the scheme and in its Visitor Accommodation Management Plan include: • Safeguarding the privacy and safe operation of neighbouring uses, through careful consideration of the outlook of the hotel's windows and positioning of any external fire escape routes. • Contributing to the operation of local community safety schemes. • Safety and emergency procedures for the site, including to how antisocial behaviour reports will be handled. The management plan should outline necessary staff training, and how the procedures will be communicated to visitors. Newham Community Safety Management team should be consulted to identify suitable local community safety schemes that the management plan can support/sign up to.
HS8.3	Applicants are expected to comply with the requirements set out in the London Plan (2021) Policy E10. Developments should also demonstrate a wider commitment to inclusive design, going beyond wheelchair accessibility matters, through the application of inclusive design criteria set out by Local Plan Policies D1, D2 and D5.
HS8.4	Hotel provision regularly includes restaurant or bar ancillary uses that are often also made available for walk-in visitors. Where hotels are located in town or local centres, this type of provision can contribute to the offer and vitality of the high street, and should be

	scaled and designed to respond to the function of the centre and in line with Local Plan Policies HS2 and HS5 requirements. Where the leisure provision includes social infrastructure such as a gym, a swimming pool, or health spa that are available to non-hotel visitors, the provision should also respond to requirements of Local Plan Policies SI2-3. Where a hotel is proposed in an out of centre location and the sequential test is passed (including through the exemption provided by the policy for the area within 15 minute walking distance of the Excel conference centre), publicly-accessible leisure facilities on site will not normally be supported, and will require a leisure Impact Assessment if the proposed cumulative leisure floorspace is 300sqm GIA or more.

Evidence base

- Retail and Leisure Study, Urban Shape Planning Consultants (2022)
- [High Streets and Town Centres Good Growth by Design – Adaptive Strategies](#), Greater London Authority (2020)
- [Projections of demand and supply for visitor accommodation](#) and [accessible hotels rooms](#), Greater London Authority (2017)

Policy links

Local Plan:

- HS1: Newham's Town Centres Network
- HS2: Managing new and existing town and local centres
- HS5: Visitor evening and night time economy
- D1: Design standards
- D2: Public realm net gain
- D4: Tall buildings
- D5: Shopfronts and advertising
- D6: Neighbourliness
- T2: Local transport
- SI2: New and re-provided community facilities and health care facilities
- SI3: Cultural facilities and sport and recreation facilities

London Plan 2021

- E10: Visitor infrastructure

Social Infrastructure

A neighbourhood's social infrastructure⁷ is one of its greatest assets. Social Infrastructure can be thought of as an ecosystem of local organisations, networks and services⁸. These include both formal facilities (such as health and education provision) and informal spaces and services (such as pubs and social clubs), which all play an important role in supporting and enriching people's lives and provide important networks that make communities more connected and resilient.

The COVID-19 pandemic demonstrated just how crucial access to local social infrastructure is to our collective resilience and wellbeing. [Building a Fairer Newham \(2022\)](#) seeks to enable every resident to live in an accessible and inclusive neighbourhood which will provide all of their social, civic and economic essentials. Newham's [Towards a Better Newham \(2020\)](#), [Social Integration Strategy \(2020\)](#), and its cultural strategy – [Building Newham's Creative Future \(2022\)](#) call for a commitment to social justice by putting equity of health, wellbeing and access to culture at the heart of all policy making. This requires increased access to and the funding of social infrastructure, especially for early years, mental health services (especially for young people), youth services and access to cultural spaces and organisations⁹.

The Local Plan must plan for all types of social infrastructure. How we assess the need for facilities and secure delivery differs between different types and providers of social infrastructure, which include:

- Social infrastructure we have a statutory duty to provide: schools; some early years provision.
- Social infrastructure with a nationally set target: playing pitches; built sport and recreation facilities; health facilities.
- Council delivered social infrastructure: youth zones; libraries; some community halls, galleries, museums and theatres.
- Community/charity/market-led: wider youth provision; faith facilities; private built sport and recreation facilities; some early years provision; public houses; some community halls, galleries, museums and theatres.

For social infrastructure we have a statutory duty to provide, or where there are national targets or a planned delivery by the Council, the Local Plan secures and supports this delivery through the neighbourhood policies and site allocations. The policies in this chapter are designed to enable community/charity/market-led community facilities to come forward in the most appropriate locations. This is to ensure that community facilities, of the type required, are delivered where they are wanted and where there is a provider to operate them.

A wide range of buildings and services deliver social infrastructure in Newham. To understand, protect and to guide the future development of Newham's social infrastructure we have undertaken a number of studies to inform our policy approach.

⁷ See Glossary for definition of social infrastructure

⁸ Greater London Authority, Good Growth: Connective Social Infrastructure, https://www.london.gov.uk/sites/default/files/connective_social_infrastructure_0_0.pdf

⁹ COVID-19 Marmot Review, <https://www.instituteofhealthequity.org/resources-reports/build-back-fairer-the-covid-19-marmot-review> and Andrews, S. and Duggan, P. (2021) *Performance as City Pandemic Response: Invitations to Innovate*, September 2021. Newcastle, UK: Performing City Resilience

Newham's Community Facilities Needs Assessment (2022) provides an audit of the borough's existing community facilities and considers how the future growth of Newham's neighbourhoods may influence the need for new services, to make it easier to live well, in better connected communities. The study provides information on the buildings and spaces which provide community meeting places. These include shared space within education facilities, community centres, youth zones, social clubs, libraries, public halls and exhibition halls, public houses, public toilets, places of worship, music venues, cinemas, theatres, galleries, museums (Use class F and Sui generis - 2020).

The need for sporting facilities, playing pitches, educational uses, childcare or healthcare facilities are evidenced separately to the Community Facilities Needs Assessment (2022). The need for these uses, across the Plan period, have been informed by Newham's Built Leisure Needs Assessment (2024), Playing Pitch Strategy (2024), Places for All (2022), Childcare Sufficiency Assessment (2022) and through partnership working with Newham's Education, Parks and Leisure teams, NHS London Healthy Urban Development Unit (HUDU)¹⁰ and NHS partners.

This chapter seeks to protect and promote social infrastructure, both those in public and private ownership, to meet the needs of Newham's growing population.

This section contains the following policies:

- SI1: Existing community facilities and health care facilities
- SI2: New and re-provided community facilities and health care facilities
- SI3: Cultural facilities and sport and recreation facilities
- SI4: Education and childcare facilities
- SI5: Burial space and related facilities

¹⁰ The London Healthy Urban Development Unit (HUDU) helps the NHS engage and respond proactively to population growth and change in London and to maximise the opportunities that aligning the health and planning agendas can bring to improve health and narrow health inequalities. For more information see here: <https://www.healthyrbandevelopment.nhs.uk/about-us/>

SI1: Existing community facilities and health facilities

1. Existing facilities will be protected and should not be lost to other uses, reconfigured, reduced in size or relocated unless it can be demonstrated that the following criteria are met:
 - a. The needs of the current users of the facility, potential or future users (where the facility is not in use) are met through:
 - i. provision of a suitable on-site replacement facility; or
 - ii. a suitable off-site replacement, within the local well-connected neighbourhood of the original facility; or
 - iii. an existing local facility, within the local well-connected neighbourhood which is suitable, available and affordable; or
 - b. the existing and any other social infrastructure use is no longer required, as demonstrated by:
 - i. an assessment that the existing use is surplus to current and future needs; and
 - ii. evidence that the facility has been actively marketed for social infrastructure use for at least 12 months and it can be clearly shown there is no alternative social infrastructure use that could take on the space to meet the needs of the local neighbourhood; or
 - iii. the proposal is part of a strategy from a recognised public sector body's estates programme; and
 - c. a Social Value and Health Impact Assessment (see Local Plan Policy BFN3) is provided and demonstrates potential gains are maximised and any negative impacts can be mitigated.
2. If the loss of a facility can be demonstrated as being acceptable to the Council, then the preferred alternative use will be for the maximum viable amount of affordable housing (unless located in a Primary Shopping Area, Strategic Industrial Location or Local Industrial Location).

Justification

The loss of social infrastructure can have a damaging effect on the health and wellbeing of a community. This policy seeks to protect existing community facilities and health facilities, especially those in areas with a deficit of provision.

There is an uneven distribution of community facilities across the borough. Newham's Community Facilities Needs Assessment (2022) has established that a number of the largest site allocations in the south of the borough are within areas that currently have few community facilities. The neighbourhood areas of Manor Road, Gallions Reach, Royal Albert North and Three Mills have the fewest community facilities with less than 5 facilities in each area. In contrast, Stratford and Maryland has the highest number of facilities with 67 followed by Plaistow with 50. The highest density of facilities can be found in Green Street (25 facilities per km²) followed by Plaistow and Stratford and Maryland (20 and 18.5 facilities per km² respectively).

Given this uneven distribution, the protection of existing, much needed, community facilities is of the upmost importance. Newham's wide range of community facilities are an essential element of its neighbourhoods, helping to support the needs of people living and working in the borough. In

Newham 1 in 4 people report feeling lonely often and 23,400 people live alone¹¹. Loneliness and social isolation is a serious public health concern, leading to higher rates of premature mortality comparable to those associated with smoking and alcohol consumption. We therefore want to protect those facilities which can help combat loneliness. Faith groups, community halls, youth zones, and other community facilities play an important role in creating stronger communities.

Newham's [Community Wealth Building Strategy](#) (2020) recognises the essential link between our resident's health and wealth in the community. The availability of, and access to, good quality health care has a direct positive effect on the health of Newham's communities. Within Newham there are currently 50 primary care assets and a total of 206 health assets which includes pharmacy, primary care, mental health and secondary care. The demand for health services in London is increasing due to a growing and ageing population and an increase in complex and long-term health conditions. As part of this demographic change, the NHS has set out the need to undertake a higher proportion of healthcare in community rather than hospital settings, aligning strongly to the Local Plan's approach of creating a network of well-connected neighbourhoods and 50 steps to a Healthier Newham Health and Wellbeing Strategy (2024).

The provision of accessible and sustainable health care services to support population growth and change is an essential component of creating sustainable, healthy neighbourhoods. The integration of some NHS and local authority services can improve the effectiveness and efficiency of service delivery. This is grounded the well-connected neighbourhood network approach which aims to create healthier and happier communities where people in Newham can access all the basic, day-to-day needs within a 15 minute walk or cycle from their home.

Implementation

ALL	For the purpose of this policy, community facilities are defined as: - Community centre, meeting places (for the principle use of the local community) (F2 (b)) - Youth facilities (Youth Zones, Youth Clubs) (F2 (b)) - Social Clubs (Sui Generis) - Training centres and homework clubs (F1(a)) - Libraries (F1 (d)) - Public halls and exhibition halls (F1(e)) - Bars and pubs* (Sui Generis) - Public toilets (Sui Generis) - Places of worship (F1 (f)) - Civic uses (including criminal justice and court facilities) (Sui Generis or F1(g)) - Emergency services (fire station, ambulance station and police station) (Sui Generis) Health facilities are defined as: - Clinics, health centres, GP surgeries, medical services not attached to the residence of the practitioner, day centre (non-residential)* (E(e)) - Hospitals* (C2) * Main town centre uses, as defined by the NPPF and London Plan (2021)

¹¹ [ONS 2022/21](#)

SI1.1	Applicants will need to be able to demonstrate that a reconfigured or replacement facility (either on or off-site) will meet the needs of the existing users, potential users (where the facility is not in use) and/or future users. Just because a facility is not in use currently does not mean that there is not a need for the facility and the services it could provide. This is why the policy requires applicants to consider the potential users of a facility, this includes where the building may be in disrepair, closed for an extended period of time or indeed demolished. The future users of a site may also need to be considered. These are people who will come to live in the new homes built over the Local Plan period (to 2038). Reconfigured and replacement facilities should meet the criteria set out in Local Plan Policy SI2.7. A replacement facility will only be considered acceptable if the alternative setting provides the same or better functions as the site due to be lost. This should provide the required floor space and quality standard to be suitable for the intended users. A replacement facility must be a realistic substitution, capable of demonstrating adequate funding, site availability and timely delivery of facilities appropriate to its users. To demonstrate that a replacement facility is within the well-connected neighbourhood of the existing facility, development proposals must include the submission of up-to-date spatial mapping of the social infrastructure network, within 15 minutes of the site. This mapping exercise must identify the development site location in the context of the replacement facility location (including town centres) within a 15 minute walking distance (identified using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users) of the site. This will demonstrate the suitability of the location of the replacement site in relation to the existing facility. For an existing facility to be considered available it should have capacity to accommodate users at the times they wish to use the space. For an existing facility to be considered affordable it should be available at the same cost as the previous space or average equivalent for a similar space in the local area. Applicants are encouraged to speak with the council early in the development process to understand what evidence is required in an assessment to demonstrate if a particular facility is surplus to current and future needs. Evidence must be submitted to demonstrate that the site has no realistic prospect being used for social infrastructure in the foreseeable future. It is important to recognise that a lack of use should not be taken as necessarily indicating an absence of need in an area. An assessment is likely to require evidence of the following: • an excess of facility provision - Applicants wishing to demonstrate that an existing community facility is not needed should consult Newham’s Community Facilities Needs Assessment (2022). Appendix B of the assessment provides a starting point for applicants, to help understand if the proposal falls in an area with an existing need for a community facility. The maps take into account the street network and pedestrian barriers to identify parts of the borough that are further than a 15 minute walk to community facilities. - Applicants wishing to demonstrate that an existing healthcare facility is not needed should show evidence of consulting the relevant health partners in

	Newham (Barts Health NHS Trust, North East London NHS Foundation Trust, Health and Care Space Newham, HUDU). The strategic delivery of NHS services is jointly formed from NHS organisations working in Newham, and is summarised within the Joint Forward Plan. Please visit the NHS North East London website for the most up to date NHS strategy and plan information. • the specific buildings or land being surplus to requirements. • the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. • the development proposal is for an alternative social infrastructure use, the benefits of which clearly outweigh the loss of the former or current use. • recent and relevant engagement with ward members, the Resident, Engagement and Participation team, community managers and the local community. Evidence that the facility has been actively marketed for social infrastructure use should include: • evidence that the site has been offered to the market for an appropriate lease arrangement and at a local market value suitable for the size, type and use, covering the full range of permitted uses; and • robust evidence that the marketing activity was active and continuous for a period of at least 12 months. Such marketing activity should make use of appropriate agencies, publications, websites and should be easily noticeable by the public and other interested parties; and • a record of all expressions of interest received with full reasons given as to why any offer was not accepted. • For community facilities, the sales price/rent should reflect rates generally paid by community groups or voluntary organisations for similar space in the local area and be agreed with Newham Council. • Evidence that consideration has been made to alternative methods of ownership, for example community or voluntary operation. There may be a need for public sector bodies to invest in modern, fit for purpose buildings and/or to reorganise the scale and locations of services to better meet future population needs or to sustain and improve services. Where the loss or reduction is from a recognised public sector body there is no need to undertake a marketing exercise. A Social Value and Health Impact Assessment (see Local Plan Policy BFN3) and a service strategy will need to be provided to demonstrate details of rationalisation, including that they have considered the needs of service users as part of any service delivery strategy. A recognised public sector body can include: • Hospital trusts and other health organisations. • The emergency services (Metropolitan Police Service, London Fire Brigade, London Ambulance). • Public sector organisations, such as the Council, who maintain a portfolio of community premises. • Higher education institutions. A Social Value Health Impact Assessment is needed to support any application for a loss, reduction, replacement, reconfiguration or relocation of a community facility.
SI1.2	Where it can be demonstrated that the loss of a community facility is acceptable, we will seek to see the delivery of the maximum viable amount of affordable housing. The value uplift from such a decision will allow schemes which see the loss of a community facility to

	deliver more than the standard 60 per cent affordable housing requirement (see Policy H3). We will not support residential development on the ground floor in Primary Shopping Areas (unless Policy HS2 criteria have been met), in Strategic Industrial Locations or Local Industrial Locations; these locations are protected for main town centre uses (see Policy HS2) and employment (see Policy J1) respectively.

Evidence base

- [Building Newham's Creative Future](#), Publica (2022)
- Community Facilities Needs Assessment, Publica (2022)
- Characterisation Study, Maccreanor Lavington with
- New Practice, Avis and Young, GHPA (2024)
- Retail and Leisure Study, Urban Shape (2022)
- 50 Steps Health and Wellbeing Strategy, Newham (2024)
- [50 Steps Evidence base](#), Newham (2020)

Policy links

Local Plan:

- SI2: New and re-provided community facilities and health facilities
- BFN3: Social Value And Health Impact Assessment - delivering social value, health and wellbeing
- HS1: Newham's Town Centres Network
- J1: Employment and growth
- H3: Affordable housing
- Section 4: Neighbourhoods

London Plan 2021:

- S1 Developing London's social infrastructure
- S2 Health and social care facilities

SI2: New and re-provided community facilities and health facilities

1. A sufficient supply of community facilities and health facilities will be achieved through:
 - a. the delivery of new community facilities on identified site allocations, subject to a needs-based assessment at the time of delivery; and
 - b. the delivery of new health facilities on identified site allocations, subject to a needs-based assessment at the time of delivery; and
 - c. the provision of new, expanded and improved community facilities and health facilities, where it is demonstrated that there is unmet demand which will not be met by any planned delivery.
2. New facilities which are either, 1,000 sqm or greater Gross Internal Area, have a user appeal beyond the local neighbourhood or are anticipated to generate a large number of trips will be supported where:
 - a. there are no unacceptable transport and highway impacts; and
 - b. it can be demonstrated that the scheme has been designed to be neighbourly; and
 - c. the proposed facility is located in a town or local centre; or
 - d. if the facility is a main town centre use, it can be demonstrated through undertaking:
 - i. a sequential test, that there are no suitable town centre or edge-of-centre sites available, or expected to be available within a reasonable period; and
 - ii. if the facility is a main town centre use for a cultural use, a sport or recreation use, or a bar or pub above 300 sqm Gross Internal Area it can be demonstrated through undertaking an impact assessment, that there are no significant adverse impacts.
3. New facilities which are smaller than 1,000 sqm Gross Internal Area and have a local neighbourhood user appeal can be located outside of town or local centre where:
 - a. the facility is easily accessible by walking, cycling and public transport methods for both staff and expected users of the facility; and
 - b. there are no unacceptable transport and highways impacts; and
 - c. it can be demonstrated that the scheme has been designed to be neighbourly; and
 - d. it is located in a:
 - i. Neighbourhood Parade; or
 - ii. next to a park or school; or
 - iii. in an area of identified community facility deficit; or
 - iv. it can be demonstrated through undertaking a sequential test, that there are no suitable town centre or edge-of-centre sites available, or expected to be available within a reasonable period; and
 - e. if the facility is a main town centre use for a cultural use, a sport or recreation use, or a bar or pub above 300 sqm Gross Internal Area, it can be demonstrated through undertaking an impact assessment, that there are no significant adverse impacts.
4. Speculative social infrastructure development will not be supported.
5. Re-provision (including modernisation and/or expansion) of a facility in an existing town or local centre will be supported on the existing site where:

- a. there are no unacceptable transport and highways impacts; and
 - b. it can be demonstrated that the scheme has been designed to be neighbourly.
- 6. Re-provision (including modernisation and/or expansion) of a facility outside of an existing town or local centre will be supported on the existing site where:
 - a. it can be demonstrated it is of a similar user footfall and catchment to the existing facility; and
 - b. there are no unacceptable transport and highways impacts; and
 - c. it can be demonstrated that the scheme has been designed to be neighbourly; and
 - d. if a main town centre use for a cultural use,, a sport or recreation use, or a bar or pub above 300sqm Gross Internal Area, it can be demonstrated through undertaking an impact assessment, that there are no there are no significant adverse impacts.
- 7. Proposals for all new and re-provided (including modernisation and/or expansion) facilities should:
 - a. provide a Social Value-Health Impact Assessment (see Local Plan Policy BFN3); and
 - b. demonstrate that early consultation and co-design has been undertaken with the intended operator and users of the space; and
 - c. make efficient and effective use of land, maximising the opportunities for shared use of facilities; and
 - d. ensure the Gross Internal Area, facilities provided, layout and storage space meets the needs of the existing and/or intended users; and
 - e. be visible and welcoming from the street and be designed to facilitate social
 - f. be inclusive and accessible; and
 - g. be designed with flexibility in mind, to allow the building to adapt to different users of the space over time; and
 - h. demonstrate how environmental conditions and air quality have influenced the position of the facility on the site and its design. This is especially important for facilities which are intended for children or other vulnerable users; and
 - i. maximise availability of their provision to the community, including during the evening and at weekends; and
 - j. if it is a large-scale development, and where possible for smaller-scale facilities, provide free, publicly available provision of accessible toilets, baby change, Wi-Fi and drinking water facilities; and
 - k. demonstrate that the scheme has been designed to be neighbourly.
- 8. Proposals for social infrastructure facilities will usually be:
 - a. secured for the specific intended use of the facility; and
 - b. required to enter into a Community Use Agreement with the Council.

Planning Obligations

- Contributions may be secured from residential development which generates additional demand for community facilities and health facilities (using the [London Healthy Urban Development Unit Planning Contributions Model](#)) but where a new facility is not being delivered on site.

Justification

Community facilities are shared resources within which experiences and social value are created. It is important that the growth in Newham's population is supported by appropriately located, designed and managed community facilities. New community facilities are required to meet the needs of future residents. Over the Local Plan period new social infrastructure will need to be delivered alongside housing in places such as Stratford, Beckton and the Royal Docks where growth is expected to be the most significant. This is particularly important in parts of the borough, such as Gallions Reach and the Royal Docks, where there is currently a deficit in community facilities.

New social infrastructure should seek to address gaps in provision, both existing and future. The requirement for neighbourhood and site-specific community facilities and health facilities are set out in the Local Plan Neighbourhoods and site allocations chapter.

Convenient access to community and health facilities is important, as it allows a range of people to easily use the services they need. This will often mean that new facilities will be directed to Newham's Town and Local Centres. This also has the benefit of drawing further footfall into our centres, improving their vitality. There may however be some flexibility on location, depending on the type and scale of the facility being provided. In all cases, facilities should be easily accessible by walking, cycling and public transport in accordance with the TfL Healthy Streets principles (see Local Plan Policy T2).

Facilities should be designed to integrate with the surrounding area and create places where people feel welcome. Newham's social infrastructure plays an important role in providing spaces where people from different backgrounds can meet, socialise and have shared experiences. It is important to plan, design and manage facilities to help aid social interaction.

When designing new and re-provided facilities it is important think about its users from the outset. Co-design is particularly important in areas undergoing significant levels of change. The design of facilities benefits from the involvement of operators, community groups, residents and workers.

Increasingly, complementary services which are managed by a variety of different providers are being brought together in the same site or building. The co-location of services can bring together unlikely activities, this can facilitate social interaction between people who may not otherwise have met. It can also help to realise savings and efficiencies.

The Infrastructure Delivery Plan (IDP) identifies infrastructure requirements across the borough, setting out what is needed, where, and when. It includes projects relevant to education, health, culture, sports and the emergency services. The IDP will form an important part of demonstrating the sufficiency of, or requirement for, social infrastructure across the Borough throughout the plan period due to the live nature of the document which will be updated annually to ensure it remains current.

Implementation

SI2.1	The Local Plan neighbourhood policies and relevant site allocations set out where future community facilities are required, reflecting the need to meet a known deficit in provision. A neighbourhood is considered to be in an area experiencing a community facility deficit if it met one of the following criteria in the Community Facilities Needs Assessment (2022): • Local Plan Neighbourhoods with facilities below the average Newham provision of 10.8 Facilities/Km²,

	- Local Plan Neighbourhoods within Community Neighbourhoods with below the borough average provision per 1,000 head of population, - Local Plan Neighbourhoods within Community Neighbourhoods with the borough average provision per 1,000 head of population and where high growth is anticipated, - Local Plan Neighbourhoods within Community Neighbourhoods with above the borough average provision per 1,000 head of population and where high growth is anticipated. Where the need for a community facility has been identified on a site allocation, applicants should deliver the use in accordance with Policy SI2, unless it can be demonstrated that the needs of the community have already been met. Applicants need to consider what type of facility is needed and when it is required to be operational. Development should consider the need for all types of facility, as set out in the Community Facilities Needs Assessment (2022) evidence base. The Local Plan neighbourhood policies and relevant site allocations set out where future health facilities are required. Applicants are encouraged to consult the relevant health partners in Newham (Barts Health NHS Trust, North East London NHS Foundation Trust, Health and Care Space Newham, HUDU) early in the development process to understand what type of health facility is needed and when it is required to be operational. Applicants should speak with the council early in the application process to understand what evidence is required to support a needs-based assessment for a facility. A needs-based assessment is likely to require evidence of the following: - an up to date spatial mapping of the facilities in the borough's network of well-connected neighbourhoods. This mapping exercise must identify the development site location in the context of all relevant social infrastructure. Each facility location should have its 15 minute walking radius mapped (using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users). The mapping should show the network with and without the facility site. This will demonstrate the level of relevant facility coverage around the site and if the loss of a facility in this location would create a deficiency in the network, factoring in any pedestrian barriers and access challenges in the urban context. - applicants for a community facility proposal should consult Newham's Community Facilities Needs Assessment (2022) to ascertain the current provision of community facilities in the borough and whether or not the site is in an area of deficit. A proposals neighbourhood will depend on the type of service it is offering. Appendix B of the assessment provides a starting point for applicants, to help understand if the proposal falls in an area with an existing need for a community facility. The mapping in the Community Facilities Needs Assessment (2022) takes into account the street network and pedestrian barriers to identify parts of the borough that are further than a 15 minute walk to community facilities. - recent and relevant engagement with ward members, the Resident, Engagement and Participation team, community managers and the local community to understand existing provision and local need for the proposed facility.
SI2.2	It is recognised that some facilities naturally serve a catchment outside of a local neighbourhood or indeed the borough boundary. Social infrastructure with wider

	catchment areas, which can attract higher number of trips, may not be suitable in residential areas due to increased traffic, noise and large numbers of people coming and going. Larger facilities and those attracting users from beyond the local neighbourhood are therefore best located in Newham's Town or Local Centres. Larger and more visited facilities should be accessible by a range of sustainable transport modes; as such, they should be directed to transport hubs, major thoroughfares and locations in close proximity to bus stops. It is important that applications for social infrastructure facilities consider how both users and staff will travel to and from them. For the purposes of this policy: • a local neighbourhood is defined as a 15 minute walking, wheeling or cycling distance buffer around the site, taking into account the street network and pedestrian barriers. • The definition of a large number of trips will vary depending on the type of facility being considered. When deciding if a scheme will generate a large number of trips we will consider the type and frequency of movement, the pattern throughout the day and over the course of the week. Applicants should provide a Full Travel Plan to allow proper assessment of any transport impacts (see Local Plan Policy T3). Town centres and local centres are defined on Newham's policies map and are set out in Local Plan Policy HS1. A sequential test must be submitted as part of any application for planning permission for the development of a main town centre use (as defined by the NPPF and London Plan (2021) Policy SD7) that is not in a designated town or local centre. Applicants are advised to liaise with the council prior to the submission of an application to agree a suitable approach in respect of the application submission requirements. In undertaking the sequential test, applicants should clearly set out a series of site search thresholds, including the site size (having regard to the proposal), matters such as accessibility, visibility and location. It is important to set out the geographic area from which the proposal will likely draw its users. It is from this 'catchment area' that the search for potential sequential opportunities can be concentrated, focusing on defined centres within that identified catchment. If an edge of centre or out of centre location is proposed, preference should be given to accessible sites that are well connected to a town centre. Only if suitable sites in the town centre, local centre or edge of centre locations are not available (or are not expected to become available within a reasonable period) should out of centre sites be considered. If the applicant or the Council is able to identify an alternative site which is considered to be both available and suitable, and no robust justification can be provided as to why this site could not accommodate the development proposed, it is likely that planning permission for the original scheme will be refused. Where a main town centre sport or recreation use, or a bar or pub of more than 300sqm GIA is proposed, either through extension or new provision, outside of or on the edge of a defined centre an impact assessment will be required. It is for the applicant to

	demonstrate compliance with the impact test in support of relevant applications. Failure to undertake an impact test could in itself constitute a reason for refusing permission. An impact assessment should follow the latest government guidance and should be proportionate to the scale and potential impact of the proposal. The purpose of an impact assessment is to consider the impacts of the proposal on town centre vitality and viability and investment (see Local Plan Policies HS1, HS2 and HS3). It is for the applicant to demonstrate that the proposal will not have a significant adverse impact on planned and committed town centre investment, or on the vitality and viability of the defined centres. The assessment should consider all town centres which may be affected, not just those located closest to the application site. Applicants are strongly encouraged to take advantage of the Council's pre-application advice service to agree the scope of an impact assessment where one is required. Please note that the onus would be on the applicant to provide a framework impact assessment listing the points/information to be covered for comment. Where the test is passed, the facility use will be secured to ensure that the facility continues to serve a local function and does not lead to unintended character change.
SI2.3	Social infrastructure should be located in areas convenient for the communities it serves. This means that it may be acceptable for some smaller facilities and those with a local user base to be located outside of a designated Town or Local Centre. In these cases, the users of the facility should be able to easily access the facility by foot or sustainable transport methods. Applications outside of a town or local centre must demonstrate, through a Transport Assessment (see Local Plan Policy T3), that there are no unacceptable transport or highways impacts. Development proposals for social infrastructure of a town or local centre are likely to come forward in more residential settings. Because of this, it is important to ensure there are no negative impacts on the neighbourhood, this can include impact on outlook, privacy, sunlight/daylight and unacceptable disruption as a result of the development such as increased parking, smells, fumes or noise disturbance. Newham's Neighbourhood Parades are set out on the Local Plan Policies Map and further detail is provided in Local Plan Policy HS1. For the purposes of this policy a park is defined as being a green space which is a minimum size of 2 hectares (as set out in Table 8.1 of the London Plan 2021). For guidance on undertaking a sequential and/or impact test please see the implementation text for Local Plan Policy SI2.2.
SI2.4	Where new community facilities are proposed, the Council's Resident, Engagement and Participation team should be consulted to understand the need for such a space. The applicant should also consult Newham's Community Facilities Needs Assessment (2022) to understand existing provision in the area and engage with the local community.

	Where new health facilities are proposed, applicants should show evidence of consulting the relevant health partners in Newham (Barts Health NHS Trust, North East London NHS Foundation Trust, Health and Care Space Newham, HUDU). The strategic delivery of NHS services is jointly formed from NHS organisations working in Newham, and is summarised within the Joint Forward Plan. Please visit the NHS North East London website for the most up to date NHS strategy and plan information. Where new sport and recreation facilities are proposed, applicants should show evidence of consulting Newham's Built Leisure Needs Assessment (2024) to understand existing provision in the area and engage with the local community and Sport England. These steps are important because provision of unnecessary space or facilities which do not properly consider the end user(s) can lead to the delivery of unviable or unusable space. It can also mean that opportunities for other development, not least housing, is lost.
SI2.5	For the purposes of this policy, re-provision can range from a simple minor extension to extensive modernisation, expansion or total rebuild of a community facility. Re-provision of a facility in a town or local centre will need to provide a Transport Assessment to allow proper assessment of any transport impacts (see Local Plan Policy T3). It is important to ensure there are no negative impacts on the neighbourhood, this can include impact on outlook, privacy, sunlight/daylight and unacceptable disruption as a result of the development such as increased parking, smells, fumes or noise disturbance (see Local Plan Policy D7). Where a development proposes a main town centre sport or recreation use of more than 300 sqm Gross Internal Area, either through extension or new provision, outside of or on the edge of a defined centre, an impact assessment will be required (see implementation text SI2.1 for further guidance).
SI2.6	For the purposes of this policy, re-provision can range from a simple minor extension to extensive modernisation, expansion or total rebuild of a facility. Whilst the presence of an existing facility, which is operating from a location outside of a town or local centre could be deemed acceptable, it is important to ensure that the proposed development will not impact negatively on the neighbourhood. This is especially important where a facility has been vacant and unused for some time. When considering neighbourliness and the suitability of the existing location, consideration will be given to any existing complaints regarding highways impacts or noise. Out of centre facilities will be required to demonstrate that the proposed development will not generate additional trips, draw from a wider catchment (users and staff) or disturb those living nearby. It is important to ensure there are no negative impacts on the neighbourhood, this can include impact on outlook, privacy, sunlight/daylight and unacceptable disruption as a result of the development such as increased parking, smells, fumes or noise disturbance.

SI2.7	New and re-provided facilities should provide a Social Value Health Impact Assessment (see Policy BFN3). The scope of the assessment will be agreed with the Council at the earliest possible stage of the planning process. The following will be required as a minimum: • engagement with all the relevant bodies / organisations involved in provision of services. • evidence to demonstrate who uses / or is expected to use the facility and former users (where the facility has declined or closed), including description with regard to, but not limited to, protected characteristics. • evidence of consultation with existing / former / future users of the facility. Applicants are encouraged to engage early in the development process with ward members, the Resident, Engagement and Participation team, community managers, the intended operator and the local community. This ensures that local people can meaningfully input into a scheme's development. The co-design of community facilities is especially important. Applicants should focus on engaging young people and a range of residents as diverse as the local population across all protected characteristics, and provide details of how they will be engaged. The approach to co-design should be underpinned by the engagement principles contained within Newham's Statement of Community Involvement, be fully accessible, and include offline and online activities, the use of existing local events, innovative and fun activities and allow for long term engagement. The design of community facilities, both spaces and services, can facilitate different forms of social integration. The Greater London Authority's Connective Social Infrastructure (2020) document is helpful resource, setting out design considerations to think about when delivering community facilities. The layout, types of facilities provided (for example community kitchens and food storage spaces) and storage was a common issue raised by those consulted for Newham's Community Facilities Needs Assessment (2022). Social infrastructure can also help to facilitate a Circular Economy in the ways they provide for goods and materials to be re-used, repaired and refurbished. Examples include the following services which could be provided: • repair/refurbishment workshops; • other uses associated with repair of products e.g. tailors; • shops selling second hand goods; • lending libraries (e.g. 'Library of things'); • hire shops; and • 'reuse hubs'. Use Our School is a free online Sport England resource that offers further guidance and information on how to make best use of facilities for the benefit of the local community. It is especially useful for those who have responsibility for establishing, sustaining and growing community activity on school sites but is applicable to other types of community facility. Examples of how facilities can be designed to be inclusive include: tactile surfaces, hearing loops, good signage and lighting, additional seating. Local Plan Policy D1 further sets out the requirements to ensure community facilities are well designed and create well integrated developments which connect into and appear part of their wider natural and built surroundings.

	Please see Local Plan Policy T3 to understand further the requirements for how community facilities should be accessible and support access by sustainable modes of transport. This includes guidance on provision of cycle parking and storage. There is a need for public toilets. A lack of provision can mean people are less able to go out into the community. Large-scale developments with large numbers of visitors should provide public toilets for a range of users including disabled people, families with young children and people of all gender identities. Where appropriate, facilities should incorporate public toilets which make provision for those people with learning and physical disabilities and their carers. These free 'Changing Places' toilets should be designed in accordance with the guidance in British Standard BS 8300-2:2018. The following facilities are considered especially appropriate for this provision: • Sport and recreation facilities • Cultural centres, such as museums, concert halls and art galleries • Town halls, civic centres and public libraries • Education establishments • Health facilities, such as hospitals, health centres and community practices Public Toilets and 'Changing Places' should be available during opening hours, or 24 hours a day were access from areas of public realm. Clear signage should be provided so people are aware there are public toilets – both outside and inside the building. Toilet facilities should be open to anyone regardless of whether or not they are using the facility.
SI2.8	Social infrastructure permitted outside a town centre will usually be secured to ensure that the facility continues to serve a local function, does not lead to unintended character change and continues to meet the needs of its users. We will seek opportunities to improve access to facilities through a Community Use Agreement to allow the shared use of a facility by the wider community or increased hours of community access. The Community Use Agreement will also seek to enter an agreement on the ongoing revenue costs of the facility. Applicants will be expected to demonstrate how the successful long-term future of the facility will be secured.

Evidence base

- [Building Newham's Creative Future](#), Publica (2022)
- Community Facilities Needs Assessment, Publica (2022)
- Characterisation Study, Maccreeanor Lavington with
- New Practice, Avis and Young, GHPA (2024) Retail and Leisure Study, Urban Shape (2022)
- 50 Steps Health and Wellbeing Strategy, Newham (2024)
- [50 Steps Evidence base](#), Newham (2020)
- [The Decline of the Great British Public Toilet](#), The Royal Society for Public Health (2019)

Policy links

Local Plan:

- BFN3: Social Value and Health Impact Assessment - Delivering social value, health and wellbeing
- D7: Neighbourliness
- HS1: Newham's Town Centres Network
- HS2: Managing new and existing Town and Local Centres
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services
- J1: Employment and growth
- BF1: Spatial strategy
- T3: Transport behaviour change
- Section 4: Neighbourhoods

London Plan 2021:

- S1 Developing London's social infrastructure
- S2 Health and social care facilities
- S5 Sports and recreation facilities
- S6 Public toilets
- SD7 Town Centres: development principles and Development Plan Documents
- HC5 Supporting London's culture and creative industries
- HC7 Protecting public houses

SI3: Cultural facilities and sport and recreation facilities

1. Existing cultural facilities and sport and recreation facilities will be protected and should not be lost to other uses, reconfigured, reduced in size or relocate unless it can be demonstrated that:
 - a. the criteria in Local Plan Policy SI1 1.a are met; or
 - b. the existing facility and any other social infrastructure use is no longer required, as demonstrated by:
 - i. an assessment that the existing use is surplus to current and future needs; and
 - ii. evidence that the facility has been actively marketed for a cultural or sport and recreation use for at least 12 months and it can be clearly shown there is no alternative social infrastructure uses that could take on the space to meet the needs of the local neighbourhood; and
 - c. the criteria in Local Plan Policy SI 1.b and SI 1.c are met.
 - d. the provision of new, expanded and improved cultural facilities and sport and recreation facilities, where it is demonstrated that there is unmet demand which will not be met by any planned delivery.
2. A sufficient supply of sport and recreation facilities will be achieved through the delivery of new or re-provided sport or recreation facilities on identified site allocations, subject to a needs-based assessment at the time of delivery.
3. New and reconfigured culture, sport and recreation facilities should meet the criteria set out in Local Plan Policy SI2.

Justification

The borough's rich cultural offer includes cultural and creative facilities which stimulate vibrancy and vitality and promote diversity. Newham's strategy [Building Newham's Creative Future \(2022\)](#) sets out an ambitious programme to promote the borough's cultural and art facilities. Its vision is for Newham to be a place where culture, creativity and heritage drive investment, inclusive participation and wellbeing.

Over the past 15 years Newham has been at the centre of some of London and the UK's largest and most ambitious cultural regeneration projects, with key developments at East Bank. Newham is home to a thriving and talented community of artists, dance groups, production agencies, musicians, community choirs, theatre companies and fashion designers. This community is essential in showcasing and nurturing Newham's cultural diversity and heritage. Artists contribute to vibrancy and the identity of a place and can encourage wider social value through open studios, public performances/exhibitions, events and festivals. Cultural facilities provide the spaces for art and culture, in all its forms, to be experienced and valued. Newham currently has few cultural spaces across its neighbourhoods¹², with many not having any access to facilities such as music or dance venues, galleries or local museums.

Sports and recreation facilities are vital for promoting people's health and well-being, helping people to be active and de-stress. Priority 8 of Newham's Health and Wellbeing Strategy seeks to create an active borough. Despite a substantial free activity offer and some improvements to our sporting

¹² Newham Community Neighbourhood areas, see Community Facilities Needs Assessment (2022) for further information.

infrastructure in recent years, participation in sport and recreation activities in Newham remain among the lowest in England¹³.

Newham is home to the Queen Elizabeth Olympic Park, the London Stadium, Aquatic Centre and the Lee Valley Velopark, all of which are a lasting legacy from the 2012 Olympic Games. These are world class facilities and important national leisure and sporting venues. The Lee Valley Velopark is owned by the Lee Valley Regional Park Authority and is managed through its leisure trust. Newham continues to work closely with and support the Park Authority as it seeks to improve and grow the offer, thereby ensuring its long term sustainability.

We need to ensure that residents continue to have opportunities to be physically active and healthy. On average, Newham residents have poorer health outcomes than London and England. For example, life expectancy is shorter¹⁴, early death from cardiovascular disease is higher¹⁵, there is more mental health illness¹⁶, and children are more likely to be overweight or obese¹⁷. Evidence suggests a link between the inactivity of residents and levels of local deprivation with the highest areas of deprivation almost 10 per cent more physically inactive than lowest deprivation areas¹⁸. In addition, the perception that there is a lack of safe, green spaces as well as an ageing portfolio of sport and recreation facilities around the borough, contribute to low participation in physical activity. This creates a tipping point for poor health outcomes such as obesity and can affect mental wellbeing.

Implementation

ALL	For the purpose of this policy cultural facilities are defined as: Theatres* (Sui Generis) Galleries* (F1(b)) Museums* F1(c) Live music, comedy and dance venues* Sui Generis For the purpose of this policy sport and recreation facilities are defined as: Sports venues/clubs, indoor sport, recreation and exercise facilities* (E(d) or F2(d)) * Main town centre uses, as defined by the NPPF and London Plan (2021)
SI3.1	Newham will look to protect existing cultural and sport and recreation facilities. Applicants wishing to bring forward a development which will impact an existing cultural facility should first consult Newham's Community Facilities Needs Assessment (2022), We Are Cultural (2022) and the Built Leisure Needs Assessment (2024) to understand existing provision in the borough and if the proposal site falls in an area of deficit. The implementation text for Policy SI1.1 provides guidance on demonstrating the loss of a cultural or sport or recreation facility to other uses (including a reconfiguration, reduction in size or relocation). There are a number of additional tools in place to help quantify any demand from future users created by the building of new homes and population growth

¹³ Well Newham, 50 Steps to a Healthier Borough. Part 2: The Evidence for Action (2020).

¹⁴ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](#)

¹⁵ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](#)

¹⁶ Adult Psychiatric Morbidity Survey

¹⁷ [Public Health Outcomes Framework - Data - OHID \(phe.org.uk\)](#)

¹⁸ Active, U. K. (2014). Turning the tide of inactivity. London: UK Active. England, S. (2017). Active lives adult survey: May 18/19 report. London: Sport England.

	for sport and recreation facilities (Built Leisure Needs Assessment (2024) and Sports Facility Calculator (Sport England)). Sport England's Planning for Sport Guidance (2019), and subsequent updates, provides a useful guide to what understanding the need for sport and recreation facilities. Implementation text for Policy SI1.1 provides guidance on providing a Social- Value-Health Impact Assessment.
SI3.2	The Local Plan neighbourhood policies and relevant site allocations set out where future sport and recreation facilities are required, reflecting the need set out in the Built Leisure Needs Assessment (2024). Where the need for a sort and facility has been identified on a site allocation, applicants should deliver the use in accordance with this policy unless it can be demonstrated that the needs of the community have already been met. Applicants need to consider what type of facility is needed and when it is required to be operational. Applicants should speak with the Local Planning Authority early in the development process to understand what evidence is required to support a needs-based assessment for a facility. An assessment is likely to require evidence of the following: • an up to date spatial mapping of the facilities in the borough's network of well-connected neighbourhoods. This mapping exercise must identify the development site location in the context of of all cultural facility/sport or recreation facility locations (including town centres). Each facility location should have its 15 minute walking radius mapped (using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users). The mapping should show the network with and without the facility site. This will demonstrate the level of relevant facility coverage around the site and if the loss of a facility in this location would create a deficiency in the network, factoring in any pedestrian barriers and access challenges in the urban context. • Applicants should consult Newham's Built Leisure Needs Assessment (2024) to ascertain the current provision of sport and recreation facilities in the borough and whether or not the site is in an area of deficit. A proposals neighbourhood will depend on the type of service it is offering. • recent and relevant engagement with ward members, the Resident, Engagement and Participation team, community managers and the local community to understand existing provision and local need for the proposed facility.
	Applications for the enhancement of existing cultural and sport and recreation facilities and provision of new facilities will be supported, subject to meeting the criteria of Local Plan Policy SI2. Applicants wishing to bring forward a new or reconfigure cultural facility should first consult Newham's Community Facilities Needs Assessment (2022) and Newham's Culture Strategy, We Are Cultural (2022).

	Applicants wishing to bring forward a new or reconfigured sport or recreation facility should first consult the Built Leisure Needs Assessment (2024) to understand existing provision in the borough. Large-scale cultural and sport and recreation facilities will be required to support access to Newham’s emerging Culture Passport. The co-location of sports facilities is encouraged, particularly within new and existing schools, colleges main town centre uses such as and community centres. This will help ensure the right mix of facilities in the right places to meet sporting demand and to increase participation. The implementation text for Local Plan Policy SI2 provides guidance on the development of new or re-provided cultural and sport and recreation facilities (including modernisation and/or expansion). Local Plan Policy BFN3 provides guidance on undertaking a Social Value-Health Impact Assessment.

Evidence base

- [Building Newham’s Creative Future](#), Publica (2022)
- Community Facilities Needs Assessment, Publica (2022)
- Characterisation Study, Maccleanor Lavington with
- New Practice, Avis and Young, GHPA (2024) Built Leisure Facilities Needs Assessment, Strategic Leisure (2024)
- Retail and Leisure Study, Urban Shape (2022)
- [50 Steps Health and Wellbeing Strategy, Newham](#) (2024)
- [50 Steps Evidence base](#), Newham (2020)

Policy links

Local Plan:

- BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing
- HS1: Newham’s Town Centres Network
- J1: Employment and growth
- Section 4: Neighbourhoods

London Plan 2021:

- S1 Developing London’s social infrastructure
- S2 Health and social care facilities
- S5 Sports and recreation facilities
- SD7 Town Centres: development principles and Development Plan Documents
- HC5 Supporting London’s culture and creative industries
- HC7 Protecting public houses

SI4: Education and childcare facilities

1. A sufficient supply of childcare facilities, primary schools, secondary schools, and Special Educational Needs and Disabilities (SEND) schools to meet local need, will be achieved through:
 - a. the delivery of new schools and childcare facilities on identified site allocations, of the scale required to meet the projected need for school places;
 - b. the support for expansions of existing facilities in areas with identified need to deliver further childcare, primary, secondary and Special Education Needs and Disabilities (SEND) provision; and
 - c. the provision of new, expanded and improved education and childcare facilities, where it is demonstrated that there is unmet demand which will not be met by any planned delivery.
2. New higher education facilities will be directed to, and supported in, Newham's designated town centres or where it can be demonstrated that development is required to improve an existing out of centre campus site.
3. The appropriately timed delivery of new educational facilities to meet changing pupil place needs will be secured through:
 - a. ensuring the education facility is delivered in the appropriate phase of development;
 - b. securing the long-term option to deliver an education facility on specified site allocations; and
 - c. requiring a flexible design so the facility can grow incrementally as pupil numbers increase.
4. The net loss of education facilities will only be permitted if it is demonstrated that there is no identified long-term need for the facility at that location.
5. To support the delivery of a network of well-connected neighbourhoods, new school facilities should:
 - a. be easily accessible via public transport and active travel and links to the existing network of footpath and cycle routes;
 - b. reduce the harm caused by poor air quality through the favourable location of the building(s) and associated outdoor space away from busy roads or other high pollution areas. Where this is not possible, it must be demonstrated, to the Council's satisfaction, that the provision of appropriate mitigation (such as careful layout and choice of soft landscaping) to minimise exposure to pollutants and careful layout and choice of soft landscaping;
 - c. be located on streets that can allow for temporary restrictions on motorised traffic in order to reduce exposure to air pollution and ensure pupil safety;
 - d. be located in areas linked to the existing network of footpath and cycle routes; and
 - e. submit a Transport Assessment (see Local Plan Policy T3).
6. To guarantee high-quality learning environments, new, expanded or reconfigured education facilities should:

- a. have access to outdoor greenspaces and play spaces and be ideally located within a 15 minute walking radius of a park; and
 - b. maximise biodiversity on site, including trees, gardens, and food growing spaces.
7. The design of new education facilities as well as extensions to, or reconfigurations of, existing facilities should ensure a high quality learning environment to ensure they are inclusive and accessible to all (including SEND students and those with reduced mobility needs), This will be achieved through:
 - a. meeting the relevant code of practice; and
 - b. undertaking co-production with pupils with Special Educational Needs and Disabilities, parents and teachers, especially when proposing unconventional design approaches.
8. Schools and higher education facilities should be designed and managed to meet a variety of community uses by:
 - a. providing access for community uses outside of core hours;
 - b. ensuring that the design of new education facilities is flexible in order to allow for a variety of uses within them.
9. New, expanded or reconfigured higher education facilities should deliver sufficient provision of independent learning and sport and recreation facilities to meet the needs of students and where feasible the community.
10. New tuition centres, training centres, specialist training colleges, adult learning facilities, further education facilities, and higher educational facilities will be required to provide information of the relevant certification and registration details from the Department for Education.

Planning Obligation

- Contributions may be secured from residential developments which generate additional demand for education places but where a new facility is not being delivered on site.

Justification

Local Authorities have a duty to secure early years' places (for ages 0-5), pupil places for all children of statutory school age (5-19) and provision of specialist education places for any child that requires a place (from ages 0-25) who are residents within the borough. High quality educational places to meet the needs of local residents is also crucial to reduce inequalities and deliver better opportunities for young people in the borough.

The revised pupil forecast (Places for All, London Borough of Newham (2022)) indicates that there are sufficient primary and secondary school places to meet local need up to 2027, but that there is a need for more specialist provision, in particular for pupils with complex conditions. The [Childcare Sufficiency Assessment \(LBN, \(2021\)\)](#) also states that there are currently sufficient early years' childcare spaces to meet current local need.

Nonetheless, there is likely to be an increase in demand for all school and childcare facilities over the Plan period, as forecasts indicate that by 2032, the population of 0 to 25 years will grow by 11 per cent (Places for All, London Borough of Newham (2022)). This suggests additional places will need to

be delivered in line with new housing developments in some areas of the borough to accommodate future demand, which is why some Local Plan site allocations are required to deliver education facilities and why expansions on sites in areas with identified need are encouraged.

Beyond addressing the statutory requirement of Local Authorities to provide sufficient places, this policy also speaks to the importance of educational facilities as sites that promote community cohesion and social integration. Educational facilities are vital locations for communities to meet, acting as core ‘hubs’ that foster unity, diversity, and interactions amongst local residents. Evidence shows that only twenty schools out of the 100+ schools throughout the borough had community-shared spaces (Community Facilities Needs Assessment, Publica (2022)). A more effective use of sites will be achieved by ensuring that educational facilities have a variety of community uses, and are positioned in accessible and central locations. In doing so, the policy also addresses the identified need for community spaces (Community Facilities Needs Assessment, Publica (2022)) and minimises travel distances for users.

Implementation

SI4.1

The planned delivery of childcare facilities, primary schools, secondary schools, and Special Education Needs and Disability (SEND) schools on site allocations is based on the findings from the pupil forecast (Places for All, London Borough of Newham (2022), together with the Childcare Sufficiency Assessment (London Borough of Newham (2021)). These forecasts identify where childcare facilities, primary schools, secondary schools, and SEND schools are needed based on increased levels of population resulting from residential developments and socio-economic trends.

In accordance with the Childcare Act (2006; 2016), all new primary school developments are expected to include childcare facilities, including full-time and part-time spaces. The provision of childcare facilities for ages 0-5 should be demonstrated in the proposed design of the site.

The site allocations that address Newham’s future need to 2038 are:

Site allocation and Neighbourhood	Ward	School Place Area	Education Facility
N1.SA17 Beckton Riverside, N17 Gallions Reach	Beckton	Beckton and Royal Docks	Primary School with early years child care provision
N1.SA17 Beckton Riverside, N17 Gallions Reach	Beckton	Beckton and Royal Docks	Secondary School
N2.SA1 Silvertown Quays, N2 Royal Victoria	Royal Victoria	Beckton and Royal Docks	Primary School with early years child care provision
N2.SA3 Connaught Riverside, N2 Royal Victoria	Royal Victoria	Beckton and Royal Docks	Primary School with early years child care provision
N3.SA4 Thameside West, N2 Royal Victoria	Royal Victoria	Beckton and Royal Docks	Primary School with early years child care provision
N5.SA2 Custom House Coolfin North, N5 Custom House	Custom House	Canning Town and Custom House	All-through School

	N8.SA7 Rick Roberts Way, N8 Stratford and Maryland	Stratford	Stratford East Village	SEND School
	N9.SA1 Plaistow North, N9 West Ham	West Ham	Stratford West Ham	Early years child care provision
	N10.SA3 Newham Leisure Centre, N10 Plaistow	Plaistow South	Plaistow	Early years child care facility
	N11.SA3 Royal Road, N11 Beckton	Custom House	Canning Town and Custom House	SEND School
	N13.SA1 East Ham Western Gateway, N13 East Ham	East Ham	East Ham	Early years child care facility
	For expansions of existing education facilities, vertical and horizontal expansions will be considered as long as a high-quality learning environment is maintained, including the protection of outdoor greenspace, playing fields, and play spaces, in accordance with part 5 of the policy, and there is no net loss of childcare facilities to primary and secondary facilities. New education facilities outside of those planned in site allocations will be considered as long as a need for them is demonstrated. Applicants will have to submit evidence of need, including the number of potential pupils and evidence that there are not sufficient education spaces to meet demand. Applicants should engage in early pre-application discussions with the Education Place Planning team. Local Plan Policy J4.2 requires delivery of childcare facilities where there is a need. Contributions may be sought, for school places on residential developments which generate additional demand for school places but where a new school is not being delivered. Contributions will be sought in line with Local Plan Policy BFN4 and Places for All (2022).			
SI4.2	Development which will enhance higher education and skills provision in Newham will be supported either on existing campus developments within the borough or in town centre locations. Applicants will need to provide evidence of having secured the higher education establishment that will be using the proposed facility, as well as details of student and staff numbers, enrolment criteria, and curriculum details. Local Plan Policy H8 sets out the requirement for applications for purpose built student accommodation.			
SI4.3	The Places for All document (London Borough of Newham (2022)) and the annual Childcare Sufficiency Assessment (London Borough of Newham) will likely reflect an increase in demand in their future revisions. As such, the delivery of new educational facilities should be flexible in terms of both timescale and design to meet fluctuating pupil place needs.			

	The phasing of education facilities should take place in a timely and coherent manner, delivering the facility at an appropriate phase based on anticipated pupil demand as per the revised pupil forecast. Additionally, the delivery of new education facilities on identified site allocations should provide a long-term option, up to 2038, to bring forward the facility, to allow for changes in the pupil place planning profile. Where the school will only be needed in the latter part of the Plan period then appropriate meanwhile uses should be determined for the site. Such uses should be defined in the scheme's Meanwhile Use Strategy and in accordance with BFN1. In terms of design, new proposals for educational facilities should have regard to the design standards of the Area Guidelines for Mainstream Schools (Department for Education (2014)) and Active Design (Sport England ((2015))), as well as incorporate a flexible design to allow for future expansions as pupil place needs fluctuate. Design and Access Statements should demonstrate how the design of the facility can incorporate future expansions that maintain the high-quality learning environment as outlined in SI5.5 and retain outdoor greenspaces.
SI4.4	Forecasts demonstrate that the young population of Newham will grow throughout the Plan period (Places for All, London Borough of Newham (2022) and Childcare Sufficiency Assessment, London Borough of Newham (2021)). As such, all childcare and educational facilities should be protected unless the revised Pupil Place Planning Report, or equivalent corporate strategy, suggests there is no long-term need for such facility.
SI4.5	In Education sites should be directly linked to an active travel network, and should be designed to hold sufficient cycle and scooter parking for all pupils, as well as appropriate facilities to promote active travel, such as showers, changing rooms, and lockers. Additionally, facilities should reduce exposure to air pollution and improve safety by not being located close to pollution sources, such as beside roads or in areas where vehicles idle. Air quality should be considered at the earliest stages of planning and design, before the position of infrastructure and buildings is decided. A site-specific air quality appraisal should form part of any application that includes an education or childcare facility. Understanding the air quality constraints of a site as early as possible can benefit the design of a development. The GLA guidance, Using Green Infrastructure to Protect People from Air Pollution (2019), provides best practice on how green infrastructure can reduce exposure to air pollution in an urban environment. Consultation with Newham's Environmental Health Officers is essential. All of the above shall be demonstrated in the submission of a travel plan. The travel plan should follow the specific guidance for education facilities listed in the Travel Plan Guidance (London (2022)). The travel plan should also demonstrate how impacts on road congestion, specifically in cases where the site is located within a residential area, will be addressed. See Local Plan Policy T3 for further travel plan guidance. Developments for schools and childcare facilities only need to fulfil the requirements of Local Plan Policy SI4 as opposed to all SI policies.
SI4.6	In addition to following building regulations for childcare, schools, and further education facilities as per BB103 Area Guidelines for Mainstream Schools (Department for

	Education (2014)), new educational facilities should be designed to deliver the following requirements: • layout: new education facilities should provide outdoor greenspace at ground-floor level (including play spaces, allotments, gardens, trees, sheltered outdoor spaces, and food growing spaces) in line with Sport England's Design and cost guidance. • facilities need to be sufficiently large to accommodate the maximum number of pupils. • facilities should also ideally be located within a 15 minute walking radius of an existing green space (2ha or more). Green space in proximity to an education facility should not replace the requirement for greenspace on-site.
SI4.7	All new educational facilities, together with extensions to existing educational facilities, should comply with the design standards of Special Educational Needs and Disability Code of Practice: 0 to 25 Years (Department for Education and Department of Health (2015)) to make sure that educational facilities are fully inclusive and adapted to meet all student needs. Applications should demonstrate the implementation of Special Educational Needs and Disabilities related design standards, and should also demonstrate evidence of co-production with parents, pupils, and teachers, to reach design decisions. This is particularly essential for unconventional and innovative design approaches. All educational facilities should still follow the relevant building guidance, but variation in design will be supported when required by site constraints and the final design still creates a high quality learning environment and meets the requirements of Newham's Education team. Variations to the design of SEND schools are less likely to be supported, due to the specific needs of their pupils.
SI4.8	New education facilities need to provide access for community uses outside of core hours, which include before and after school hours weekends and school holidays. Education facilities should seek to enable as much of the school as feasible to be made available for local community groups and the council. This includes all spaces within educational facilities, including classrooms, halls, gyms, outdoor spaces, and canteens. Where aspects of the facility is excluded from community use, evidence must be provided as to why this is not feasible. All design considerations must be explored to seek to maximise wider community use. In order to guarantee access to the community, a Community Use Agreement will be secured that will prioritise community uses at affordable rates. Community Use Agreements are likely to include, but are not restricted to: • hours of operation, • rent thresholds, • management of the space, • what uses it can allow, • how it will be advertised. The layout of new education facilities should be sufficiently flexible to adapt to different community uses. The flexibility of the proposed space should be demonstrated in the Design and Access Statement.

	‘Use Our School’ is a free online Sport England resource that offers further guidance and information on how to make best use of facilities for the benefit of the local community. It is especially useful for those who have responsibility for establishing, sustaining and growing community activity on school sites.
SI4.9	Higher education providers need to deliver sufficient access to necessary student facilities to ensure that the student body does not overburden limited spaces in public facilities. Sufficient provision of independent learning and sport and recreation facilities should meet the needs of the maximum number of potential future students. Student facilities include studying spaces, sports, culture and sport and recreation facilities and classrooms. The design of higher education facilities should follow the requirements in SI4.5, SI4.6, and SI4.7, and the flexibility to allow for future expansion and protection of the facility should follow the requirements in clauses SI4.2 and SI4.4.
SI4.10	Tuition centres, training centres, adult, and further and higher educational facilities provide additional and lifelong learning and there is need for such uses for residents of all ages to gain more skills and qualifications. Applicants will need to provide evidence of the relevant Ofsted registration from the Department for Education as well as details of student and staff numbers, enrolment criteria, and curriculum details.

Evidence base links

- Childcare Act (2006)
- Childcare Act (2016)
- Places for All, London Borough of Newham (2022)
- Childcare Sufficiency Assessment, London Borough of Newham (2021)
- Securing Developer Contributions for Education, Department for Education (2019)
- BB103 Area Guidelines for Mainstream Schools, Department for Education (2014)
- Community Facilities Needs Assessment, Publica (2022)
- Infrastructure Delivery Plan, London Borough of Newham (2022)
- Travel Plan Guidance, London Borough of Newham (2022)
- Special Educational Needs and Disability Code of Practice: 0 to 25 Years, Department for Education and Department of Health (2015)
- Planning for Sport Guidance, Sport England (2019)
- [Design and cost guidance, Sport England](#)
- Active Design, Sport England (2015)

Policy links

Local Plan:

- GWS1: Green spaces
- GWS2: Water spaces
- GWS5: Play and informal recreation for all ages
- CE1: Environmental design and delivery
- T3: Transport behaviour change
- H8: Purpose built student accommodation

- Section 4: Neighbourhoods

London Plan 2021:

- S3 Education and childcare facilities

SI5: Burial space and related facilities

1. Existing in-use cemeteries and crematoria will be protected to meet Newham's future burial needs. Proposals which result in increased provision of burial space, including for those parts of the community for whom burial is the only option, will be supported.
2. Developments that propose the delivery of new burial space and related facilities will be supported where they:
 - a. meet the needs and requirements of Newham's population, including for those parts of the community for whom burial is the only option;
 - b. will not cause unacceptable amenity or highways impacts;
 - c. adequately address environmental risks, including flood risk and land and water contamination;
 - d. deliver any ancillary buildings at an appropriate scale and sensitive design; and
 - e. are publically accessible, with well-maintained and biodiverse landscaping.

Justification

Local Authorities have no statutory duty to provide burial spaces, however we recognise the importance of suitable and local spaces to ensure dignity in death and for the bereaved. Newham contains a large number of in-use and historic cemeteries: West Ham Cemetery, the City of London Cemetery and Crematorium, the East London Cemetery and Crematorium, Woodgrange Park Cemetery and three Jewish cemeteries. All but the three Jewish cemeteries remain available for new burial plots, however available space is reducing and predominantly consists of the reuse of graves.

The latest available information regarding Newham and London's burial space provision is the 2011 Audit of London Burial Provision, undertaken by the GLA. This indicated that due to the number of existing cemeteries in Newham and re-use of graves that provision of burial space in Newham is sustainable.

However, funeral and burial practices vary widely across different religions and belief systems, with each culture and tradition having its own unique customs and rituals. Newham's diverse population means that funeral and burial provision within the borough should enable a wide range of practices. Some faiths, including Muslim and Jewish faiths do not allow burials in reused graves. As such we support the provision of additional burial space, in particular to meet the needs of Newham's communities which cannot be met within the existing provision. As such, in order to better understand this need and consider ways it can be met, we are commissioning a Newham Burial

Space Study, which will be used by other parts of the council and partners to inform future management of the existing cemeteries and to inform planning applications for new cemeteries.

Implementation

SI5.1	All cemeteries and burial spaces are protected as open space, under Local Plan policy GWS1. In addition to this protection, this policy protects their ongoing use as spaces for burial. The redesign of existing sites, for example through changing landscaping and use of parts of the sites not previously used for burials can help provide new burial plots, including those that meet the need for previously un-used land.
SI5.2	Developments proposing new burial spaces should demonstrate they are designed to meet the needs of Newham’s communities through suitable design of the plots, landscape and ancillary buildings. This should include demonstrating that the provision will address the findings of the Newham Burial Space Study and opportunities for co-design with relevant communities, undertaken early in the design process. New burial spaces should be suitably located and designed to minimise and mitigate any impact on neighbouring uses. Sites should be accessible to residents, in particular by public transport. Applicants must submit a Transport Assessment and Travel Plan in line with Local Plan policy T3. Early engagement with the Environment Agency is encouraged to ensure that all environmental risks have been identified and suitably mitigated. Further information on flood risk, Groundwater source protection zones, groundwater levels and contaminated land can be found in the Strategic Flood Risk Assessment 2023, the Environment Agency Magic Map and the Newham Contaminated Land Strategy 2024. Ancillary buildings should be designed to provide suitable facilities for a range of funeral practices, while complementing the character and appearance of the open space. Any such building provided within the Green Belt or on Metropolitan Open Land must preserve its openness and not conflict with the purposes of including land within it. All new burial spaces will be expected to optimise opportunities for biodiversity and appropriate public access. A Management Plan, which demonstrates how the applicable requirements of the Public London Charter principles and all applicable principles set out in Local Plan policy GWS1 will be met, must be provided. A Maintenance and Management Strategy will be secured to ensure the long-term and suitable maintenance and management of the site and its infrastructure.

Evidence base

- An Audit of London Burial Provision A report for the Greater London Authority by Julie Rugg and Nicholas Pleace, Cemetery Research Group, University of York (2011)

Policy links

Local Plan:

- GWS1: Green spaces
- CE1: Environmental design and delivery
- CE7: Managing flood risk
- T3: Transport Change

London Plan 2021:

- S7 Burial space

Inclusive Economy

The focus of Newham's economic future is Community Wealth Building. This means building a fair economy that secures social, economic and environmental benefits for all. The approach delivers growth that meets strategic and local economic needs while tackling key economic challenges faced by residents and businesses. The policies in this chapter seek to create new jobs and deliver new employment floorspace to support key growth sectors including those in clean industries, light manufacturing, green technology, digital, cultural and creative industries, transport and utilities, and warehousing and logistics. This will maximise the economic potential of land and economic development in Newham whilst securing higher quality employment opportunities for residents.

Newham is a strategically important economic location in London and has an important employment land resource. The policies in this chapter direct growth, across the borough, to areas which have the greatest economic potential. These include Strategic Industrial Locations (SILs) in Stratford, Canning Town, Royal Docks and Beckton, in close proximity to the Central Activity Zone (CAZ) which are all critical to support the increasing demands for industrial, warehousing and logistics (including 'last mile' delivery), production, manufacturing and utilities and transport infrastructure. Stratford, which has experienced significant growth since the Olympics, is emerging as a central hub for investment in the major office market, culture and leisure economies. The Royal Docks benefits from Enterprise Zone status and is an Opportunity Area. The Royal Docks area has significant potential for employment growth, principally to attract firms and jobs beyond the Newham market, including workspace clusters for Small and Medium Enterprises (SMEs) type businesses.

Newham's network of local employment locations and town centres are home to micro businesses (i.e. enterprises with less than 10 employees) and SMEs (i.e. enterprises with less than 250 employees) including start-ups, incubators or accelerators which all support Newham's diverse local economy. These locations are all critical to maximising the borough's economic potential as well as supporting the delivery of a network of well-connected neighbourhoods by improving access to economic opportunities, local supply chains and reducing the need to travel further afield to places of work.

In response to Newham's declaration of the climate emergency, building a greener economy is one of the Local Plan objectives and is a key element of our economic strategy. This means employment-led developments must address the environmental impacts from economic growth, support existing and emerging sectors in cleaner and greener industries and deliver improved designs to support energy efficient workspaces across the borough. Cumulatively, these actions will contribute to a greener future for Newham.

This section contains the following policies:

- J1: Employment and growth
- J2: New employment floorspace
- J3: Protecting employment floorspace
- J4: Delivering Community Wealth Building and Inclusive Growth

J1: Employment and growth

1. Developments will be expected to support diverse, inclusive and green economic growth and contribute to meeting the borough's office and industrial needs to deliver 10,000 jobs (4,800 in the office sector and 5,200 in industrial/warehousing and logistics sectors); 335,000 sqm of industrial floorspace and a minimum of 90,000 sqm of office floorspace over the Plan period to 2038.
2. New employment floorspace should be directed to, and delivered in accordance with the following spatial strategy and functional requirements and the design and delivery principles outlined in Local Plan Policy J2:
 - a. The development of industrial floorspace for research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis (SG) uses (including waste, utilities including digital/data and transport depots) should be located in Strategic Industrial Locations (SILs) and Local Industrial Locations (LILs). Uses identified in Tables 6 and 7 should be prioritised in each location.

Table 6: Strategic Industrial Locations (SILs)

Strategic Industrial Locations(SILs)		
Designation	Priority Uses	Functional requirements
SIL.1: London Industrial Park	Large scale industrial with a focus on: - warehousing and logistics (third party logistics and quick commerce); and - Large industrial food and drink production/ manufacturing; and - clean, green and low carbon industries.	i. No residential floorspace is permitted in these designations. ii. New office floorspace (E(g)(i)) will be supported only where it is ancillary to the function of the industrial floorspace and of an appropriate scale.
SIL.2: British Gas / Cody Road	Large scale industrial with a focus on - warehousing and logistics (third party logistics, last mile, quick commerce and recycling); and - clean, green and low carbon industries; and - digital and high technology.	
SIL.3: Thameside West	Large scale industrial and small scale light industrial, suitable for - clean, green and low carbon industries; and - wharf related uses (on Peruvian and Royal Primrose wharves); and - cultural and creative production; and - digital and high technology industries.	

SIL.4: Thameside East	Large scale industrial and small scale light industrial, suitable for • manufacturing; and • cultural and creative production; and • clean, green and low carbon industries; and • Wharf related uses (on Thames Refinery wharf); and • digital and high technology industries.	
SIL.5: Beckton Riverside	Large scale industrial with a focus on • warehousing and logistics (third party logistics, last mile and quick commerce); and • utilities infrastructure; and • transport depot; and • Clean, green and low carbon industries.	
SIL.6: Bow Goods Yard	• Safeguarded rail heads. • Large scale industrial, freight distribution. • Small scale light industrial uses.	

Table 7: Local Industrial Locations (LILs)

Local Industrial Locations(LILs)		
Designation	Priority Uses	Design and Delivery Principles
LIL1: Stephenson Street	• Transport infrastructure, large scale industrial and warehousing.	i. No residential floorspace is permitted in these designations. ii. New office floorspace (E(g)(i)) will be supported only where it is ancillary to the function of industrial floorspace and of an appropriate scale. iii. New training floorspace (F1) will be accepted on Land East of London City Airport (LIL5) only where it is ancillary to the function of London City Airport and of an appropriate scale.
LIL2: Jubilee Line Depot	• Transport infrastructure and storage and ancillary training/offices. • Industrial uses particularly to service the Central Activities Zone (CAZ).	
LIL3: East Ham Depot	• Transport infrastructure function as a rail depot. • Large scale industrial.	
LIL4: Rick Roberts Way North	• General industrial, warehousing and office units with dedicated yard space. • Blue-chip occupiers and other industrial occupiers servicing the CAZ.	
LIL5: Land East of London City Airport	• Transport, freight distribution/ logistics uses.	
LIL6: Folkestone Road Depot	• Council depot functions.	

	Large scale industrial, particularly warehousing.	
LIL7: Beckton Gateway	Large scale warehousing/distribution, particularly for third party logistics occupiers.	
LIL8: Canning Road East	General industrial, food production/manufacturing, local supply chain and storage.	
LIL9: Nursery Lane	- Large industrial food production/manufacturing. - Light industrial and manufacturing units	
LIL10: Grantham Road	Small to medium scale warehousing units.	
LIL11: St Mark's Industrial Estate	- Storage and Small and Medium Enterprises, light and general industrial units. - Flexible industrial units.	
LIL12: Albert Island	- Large scale industrial and warehousing uses. - Marine engineering (and boat yard), high technology and construction training.	
LIL13: Butchers Road	- Business park with light industrial uses with yardspace. - Storage and distribution, manufacturing and cultural and creative production.	
LIL14: St Mary's Industrial Estate	- Low density light industrial uses. - Cultural and creative production.	
LIL15: Bridge Road Depot	- Council depot functions. - Light industrial units, maintenance, warehousing and storage for business support.	
LIL16: Kudhail Industrial Estate	Light industrial uses, light manufacturing, small-scale storage and distribution (wholesale) and workspaces.	

b. In addition to the locations identified above, the development of industrial uses for research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis (SG) uses (including waste, utilities including digital/data and transport depots) may be located on retail and leisure parks with good accessibility to the Strategic Road Network.

c. The development of office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)) and storage or distribution (B8) (including dark kitchen/shop, micro fulfilment)) uses

will be supported in Local Mixed Use Areas (LMUA) as part of employment-led development. Uses identified in Table 8 should be prioritised in each location.

Table 8: Local Mixed Use Areas (LMUAs)

Local Mixed Use Areas (LMUAs)		
Designation	Priority Uses	Functional requirements
LMUA1: Silvertown Arches	• Flexible light industrial workspaces. • Civic functions (City Hall), cultural and creative production, green technology, digital and high technology industries and SMEs.	i. No residential floorspace is permitted.
LMUA2: Aldersbrook	• Light industrial workspaces and storage uses. • Light manufacturing, production and training.	i. Employment-led co-location with residential development is supported.
LMUA3: Nursery Lane	• Light industrial workspaces and small-scale offices workspaces. • Cultural and creative production.	
LMUA4: East Ham Industrial Estate	• Flexible workspaces for SMEs. • Light industrial workspaces.	
LMUA5: Forest Gate Arches	• Light industrial units and business workspaces. • Cultural and creative production, and SMEs and start-ups.	i. No residential floorspace is permitted.
LMUA6: Ashburton Terrace	• Light industrial, storage and distribution, small-scale office. • Local supply chains (requiring yard space) and workspaces for SMEs and start-ups.	i. Employment-led co-location with residential development is supported.
LMUA7: Dulcia Mills	• SMEs and light industrial, storage and distribution. • Uses to service local supply chains and local distribution.	
LMUA 8: Cook's Road	• Warehousing and logistics, and light industrial (consented). • Flexible workspaces, light manufacturing, cultural and creative production and distribution.	
LMUA9: Canning Road West	• Light industrial, small-scale office and flexible workspaces.	

	• (SMEs, manufacturing and production.	
LMUA10: Grove Crescent	• Light industrial and flexible business workspaces. • SMEs, businesses and industrial workspaces.	
LMUA 11: rear of 34-40 Plashet Grove	• Light industrial uses and local supply chain. • Workshops for cultural and creative production and local supply chain.	
LMUA12: Bidder Street	• Light industrial, warehousing and logistics and workspaces. • Cultural and creative production, digital and technology industries, SMEs, flexible workspaces and storage.	
LMUA 13: Glory House, Tabernacle Avenue	• Light industrial uses and storage. • Industrial workshops, cultural and creative production.	
LMUA14: Beeby Road	• Light industrial and small scale office and workspaces. • Production and manufacturing, cultural and creative production, local businesses.	
LMUA15: Esk Road	• Light industrial and small scale warehousing and storage. • Manufacturing and production, local supply chain and storage.	
LMUA16: Canning Road East	• Light industrial, warehousing and distribution. • Food production/ manufacturing, wholesale storage.	
LMUA17: Builders Merchants, Southend Road	• Light industrial workshops, local supply chain and storage. • Cultural and creative production, workshops and storage.	

- d. The development of office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)) will be supported within Micro Business Opportunity Areas (MBOA) as part of employment-led development. Uses identified in Table 9 should be prioritised in each location.

Table 9: Micro Business Opportunity Areas (MBOAs)

Micro Business Opportunity Areas (MBOAs)		
Designation	Priority Uses	Functional Requirements
MBOA 1: Canning Town	- Local business and workspace accommodation. - Flexible, low-cost and/or affordable workspaces for micro businesses and start-ups.	i. Employment-led co-location with residential development is supported.
MBOA 2: East Ham		
MBOA 3: Forest Gate		
MBOA 4: Manor Park		
MBOA 5: Stratford		

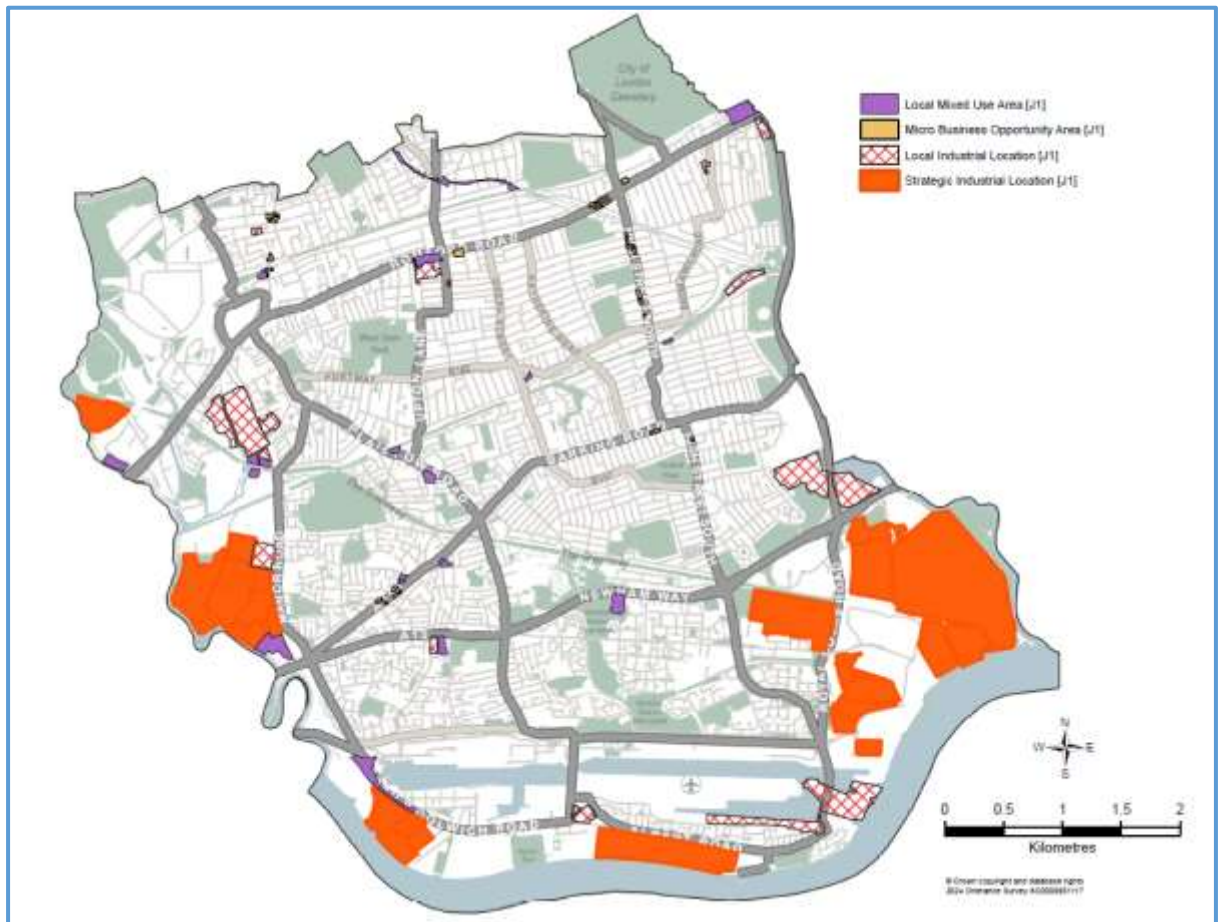
- e. The development of office floorspace (E(g)(i)) will be protected and supported within town centres as reflected in Table 10 and in accordance with Local Plan Policies HS1 and HS2.

Table 10: Town Centres

Town Centres	
Designation	Priority Uses
Metropolitan Centre: Stratford	- Major office (E(g)(i)) development, including Grade A space (i.e. modern premises that offer highest quality hierarchy of amenities and facilities). - Office-related research and development (E(g)(ii)) floorspace. - Workspaces, in particular low-cost workspace for cultural and creative production and SMEs.
Major Centres: East Ham	
District Centres: Green Street Forest Gate East Beckton Canning Town Beckton Riverside	

- f. The development of a range of employment floorspace (office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2) and storage or distribution (B8)) to support the growth of new economic sectors, is supported on site allocations identified for mixed-use or employment-led development, where the delivered floorspace is in conformity with the development principles set out in the site allocations.
3. All major developments incorporating employment floorspace in designated employment locations, town centres and relevant site allocations identified for employment use, as well as all developments incorporating employment floorspace outside above locations are required to submit an Economic Strategy that details:
- how the proposed floorspace responds to the latest demand evidence and Newham's economic objectives; and
 - market testing for the proposed type, scale and tenure of employment floorspace; and

c. a phasing strategy for employment floorspace to maximise occupancy.



Justification

The council is required by national and regional policy to plan positively to ensure a sufficient supply of land in the right places to support economic growth. Jobs in Newham are expected to grow within the Local Plan period. This policy sets out the approach to enabling, growing and diversifying Newham's economy through safeguarding and promoting high quality employment locations to support investment and job creation. This policy is evidenced by the employment need figure and market view.

Newham is attractive to a range of sectors. These include light industrial, warehousing and logistics, manufacturing and cultural and creative production. Newham is also home to a buoyant number of start-ups and micro businesses. While Newham currently specialises in food and drink production, manufacturing, transport and utilities, the Employment Land Review (2022) identifies future growth sectors. In particular, there is an opportunity for growth in warehousing and logistics, green technology, cultural and creative production, manufacturing and construction. All of which service both local and wider London needs. This policy sets out Newham's approach to enabling growth within current and emerging sectors by distributing appropriate types, scales and designs of employment floorspace across the borough. The policy directs sectors to suitable locations where businesses and industries can thrive, while ensuring that all new employment floorspace supports evidenced local and strategic economic needs. The requirement for an Economic Strategy to support

development proposals with employment floorspace, ensures delivery of floorspace and employment types which the borough requires to meet its economic objectives and market needs.

A summary of the Employment Land Review (2022) supply and demand is set out below (figures may not sum due to rounding).

Table 11: Office Market Balance

Dataset	Demand			Total Pipeline Supply (sqm)	Balance (sqm)
	Jobs change (2021-38)	Net (sqm)	Gross (sqm)		
		Floorspace			
Office (Experian forecast growth, BRES 2020)	4,811	70,000	90,000	LLDC: 153,461	Oversupply of +546,270
Office (Greater London Authority's projections)	10,144	152,572	172,093	Royal Docks: 462,809 Rest of Newham: 20,000 Total: 636,270	Oversupply of +464,177

The Employment Land Review (2022) concludes that across the borough and specifically in Stratford and the Royal Docks, there is more than sufficient pipeline supply to meet economic needs. However, the study highlights that permitted office floorspace growth has been confined to Stratford and the Royal Docks, with the rest of the borough experiencing more floorspace lost than gained. In addition, there is significant uncertainty around the office market and the delivery of the pipeline schemes. As such, the study concludes that office space should be directed towards Stratford Town Centre, reflecting its role in the London Plan 2021 as a potential Central Office Satellite. The policy follows this approach but does allow some flexibility, with the need figure set as a minimum to ensure future economic growth is not constrained and there is sufficient flexibility to accommodate any future changes in evidenced need for office space.

Table 12: Industrial Market Balance

Dataset	Demand			Gross Supply (sqm)	Balance (sqm)
	Jobs change (2021-38)	Net (sqm)	Gross (sqm)		
	Floorspace				
Industrial and Warehousing (10 year past job trend) Experian, based on past job change by land use in job delivery (2009-19)	5,150	308,052 (47ha assuming the London industrial standard 65% plot ratio)	334,328 (51ha assuming the London industrial standard 65% plot ratio)	Permissions: 23,820 Sites with industrial potential in planning: 95,500	Permissions undersupply of -310,508 Total (permissions, in planning and intensification sites) Oversupply of +136,937
Industrial and Warehousing (economic forecast) Experian forecast data, BRES 2020, Stantec sector to land use mapping	2,500	170,321 (26ha assuming the London industrial standard 65% plot ratio)	196,597 (30ha assuming the London industrial standard 65% plot ratio)	Sites with potential for intensification: 351, 945 Total: 471,265	Permissions undersupply of -172,277 Total (permissions, in planning and intensification sites) Oversupply of +274,668

Overall the Employment Land Review (2022) highlights that all past trend and forecast data shows a positive need for industrial land. This finding also aligns with the market view. Newham's pipeline of supply is not sufficient to meet this need, nor are the sites, with industrial potential, currently in planning. Therefore, to meet this economic demand and enable employment growth, the policy requires there to be no further release of industrial land and for industrial development to take the form of intensification to deliver further industrial floorspace and not co-location with residential, unless explicitly stated as suitable for mixed-use in Local Plan Policy J1.

Implementation

J1.1	Newham has an identified need for both industrial uses as well as warehousing and logistics (including storage and distribution floorspace) and office space over the plan period. Applicants proposing employment floorspace within developments, in suitable locations, are required to provide net increases in floorspace to contribute to the identified need figures, while making the most efficient use of land. The council's Employment Land Review (2022) (or subsequent updates) provides further detail on the sectors in most demand, alongside an assessment of employment site allocations. All developments have to follow requirements as set out in Policy J4 to achieve a diverse, inclusive and green economy.
J1.2	Development proposals for employment floorspace must support the overarching economic vision set out in this policy and the spatial strategy, to deliver a range of workspaces and to enable growth in Newham's key economic sectors. Applicants proposing employment floorspace must align their proposals to the supported planning land uses, priority uses and functional requirements as set out in Tables 6 to 10 in this policy. The tables have been informed by the Employment Land Review (2022) as well as the wider economic strategies of the council. <u>Strategic Industrial Locations (SILs) and Local Industrial Locations (LILs)</u> SILs are critical to the economic function of London's economy. SILs identified in Table 6 are the same as the SILs identified in London Plan Policy E5. LILs are locations of particular importance for industrial uses which support local economic growth. LILs identified in Table 7 are the equivalent of Locally Significant Industrial Sites (LSIS) as set out in London Plan Policy E6. These will be protected and intensified. To meet the industrial demand and enable employment growth, industrial development in both SILs and LILs have to take the form of intensification to deliver further industrial floorspace and not to release land for the delivery of, or co-location with, residential. In cases where new industrial-related employment floorspace within uses for research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) or industrial related sui generis (SG) uses is proposed on the borough's existing retail and leisure parks with good connection to the Strategic Road Network (A12, A13 and A406), industrial intensification criteria will apply. To ensure the suitability of a proposed location, uses will only be supported where it can be demonstrated the Strategic Road Network is a requirement for the economic use as per London Plan Policy E4.D. Development for employment floorspace is expected to contribute to a greener future and deliver more sustainable transport options including how a site is serviced as set out in Local Plan Policy T4.

	<u>Local Mixed Use Areas (LMUAs)</u> LMUAs are employment-led designations protecting and promoting uses for office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)) and storage or distribution (B8) (including dark kitchen/shop and micro fulfilment). Employment-led development is required to first meet employment needs (including the viable operation of employment uses on the site and where relevant, adjacent sites) in any design, and then other uses such as residential can be fitted around it. This will involve a co-design and market engagement exercise that establishes the optimum quantity and format of employment space which can meet market demand on the site. All co-location proposals delivering uses other than residential have to comply with the requirements set out in the High Street Policy and Social Infrastructure Policy in the Local Plan where relevant to the proposed uses. <u>Micro Business Opportunity Areas (MBOAs)</u> MBOAs are accessible locations complementing town centres, to provide smaller scale local and lower cost employment opportunities. Proposals within these locations should deliver a diverse range of (non-speculative) workspaces for micro businesses (i.e. enterprises which employ less than 10 people) mainly in edge of centre locations, as supported in London Plan Policy E2. Proposals in these locations are also required to be employment-led. All co-location proposals delivering uses other than residential have to comply with the requirements set out in the High Street Policy and Social Infrastructure Policy in the Local Plan where relevant to the proposed uses. <u>Employment uses outside designated employment land</u> Employment uses proposed on site allocations identified for mixed-use or employment-led development, will be expected to deliver a range of priority uses. Applicants must align their proposals with the spatial strategy, site allocation objectives and local market evidence in the submission. Specific site allocations supported for mixed-use or employment-led development with priority uses as outlined in Section 4 of the Local Plan are listed in Local Plan Policy J2. Proposals for employment uses in town centres have to meet requirements as set out in the High Street Policy in the Local Plan. Developments incorporating employment floorspaces on designated employment locations or site allocations that deviate from the priority uses will need to be sufficiently justified by economic evidence justifying the location and market demand. Any co-location proposals need to provide evidence to demonstrate that any other elements of the proposal do not prejudice the viable operation of employment uses on the site and where relevant, adjacent sites, and are designed to be compatible with residential uses, in accordance with Local Plan Policy D6. Further information on each spatial designation is available in the Employment Land Review (2022) (or subsequent updates) and applicants are expected to discuss their proposals with the council at the earliest opportunity to ensure that they align with the function, character and priority uses of their proposed location. The Policies Map provides the locations of the borough's designated employment land. All locations outside designated employment locations as set out in Tables 6-9 in this policy (including site allocations and town centres) are regarded as non-designated employment locations.
J1.3	All major developments incorporating employment floorspace in designated employment locations, town centres and relevant site allocations identified for employment use, as well as all developments incorporating employment floorspace outside above locations

	must submit a robustly evidenced Economic Strategy, which must provide the appropriate economic assessment of each proposal. Submissions will need to meet the following requirements: • Detail the typology and format of new workspace and demonstrate how it supports the needs of occupiers within one of Newham’s priority growth industries and in accordance with Local Plan Policy J1.2. • Proposals that deviate from the priority uses will need to be sufficiently justified by location and market demand evidence on how the proposed development supports economic objectives set out in this policy with reference to the Employment Land Review (2022) (or subsequent updates), and consider the opportunity cost against alternative scenarios of employment uses at the site. • Applicants must also provide an overview of development phasing to demonstrate how their proposed approach will maximise occupancy. Phasing is particularly important in relation to the deployment of meanwhile uses, infrastructure sufficiency and in some cases where employment floorspace comes forward ahead of residential uses on mixed-use development. • Economic Strategies will need to incorporate and demonstrate how the requirements of Local Plan Policy J4 can be met, particularly the delivery of Community Wealth Building objectives as set out in Local Plan Policy J4.4.

Evidence base

- Proposed New Employment Land Designations and Boundary Amendments, London Borough of Newham (2024)
- Employment Land Review for the London Borough of Newham, Stantec UK (2022)
- Royal Docks Team Economic Purpose, Hatch Regeneris (2019)

Policy links

Local Plan:

- BFN1: Spatial strategy
- BFN2: Co-design masterplanning
- D1: Design standards
- D6: Neighbourliness
- T4: Servicing a development
- Section 4: Neighbourhoods

London Plan 2021:

- E1: Offices
- E2: Providing suitable business space
- E4: Land for industry, logistics and services to support London’s economic functions
- E5: Strategic Industrial Locations
- E6: Locally Significant Industrial Sites
- E7: Industrial intensification, co-location and substitution
- E8: Sector growth opportunities and clusters

J2: New employment floorspace

1. All developments on Strategic Industrial Locations (SILs) and Local Industrial Locations (LILs) must intensify site use to deliver a net increase in industrial floorspace through the most appropriate intensification format.
2. Co-location with residential development is only supported in the specific Local Mixed Use Areas (LMUAs) and Micro Business Opportunity Areas (MBOAs) identified in Tables 8 and 9 in Local Plan Policy J1 and specific site allocations and where:
 - a. the development remains employment-led in LMUAs, MBOAs and site allocations identified for employment-led development; and
 - b. a suitable co-location design can be accommodated which maintains the function and viability of the priority uses on site and the amenity of the residential accommodation; and
 - c. a suitable and robust Relocation Strategy for any existing businesses that cannot be incorporated within the redevelopment is provided in accordance with Local Plan Policies J3.2 and J3.3.
3. All developments for new employment floorspace, outside of the locations identified in Local Plan Policy J1, will be supported if one of the following criteria is met:
 - a. the development results in an increase in employment floorspace (particularly for general industrial (B2), light industrial (E(g)(iii)) or storage or distribution (B8) to support local supply chains) on an existing non-designated industrial site of 0.1ha or more, or with operational employment floorspace of 1,000 sqm or more; or
 - b. the development will deliver employment floorspace in an area which is not currently covered by the network of well-connected employment opportunities for residents; or
 - c. the development will deliver 100 per cent affordable workspace.
4. All standalone office (E(g)(i)) developments outside designated town centres and MBOAs (including developments on LMUAs and site allocations) will be subject to:
 - a. a sequential test; and
 - b. where the development will provide 300sqm GIA, or more, of office floorspace, an impact assessment of the proposed office floorspace.
5. New developments for office (E(g)(i)), research and development (E(g)(ii)) and light industrial (E(g)(iii)) floorspace within MBOAs must support workspaces for micro businesses to accommodate no more than ten employees.

Justification

Newham's employment land is an important asset, which plays a critical role in supporting both strategic and local economic needs. The Employment Land Review (2022) highlights that there is limited industrial land availability across London coupled with strong demand for industrial floorspace. Reflecting this, the policy requires the protection of all strategic and local employment locations, making the most efficient use of employment land through intensification and ensures that any residential development on an employment-led designation is sensitively designed.

To maximise Newham’s economic potential and meet its economic needs in full, new employment floorspace on non-designated industrial sites will be supported, where spatial and functional economic objectives can be met. This approach recognises that non-designated industrial sites are key to delivering a range of Local Plan objectives including: improving people’s access to local economic opportunities as part of the commitment to delivering a network of well-connected neighbourhoods and the Community Wealth Building approach.

For office development, the Employment Land Review (2022) identified that Newham’s office stock and pipeline currently exceeds demand. Therefore, the policy looks to direct new office development to suitable locations (as set out in Local Plan Policy J1), or as part of a mixed-use development where demand can be demonstrated or via the sequential test prioritising town centres first.

Implementation

J2.1	All developments which seek to intensify industrial floorspace for research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis uses (including waste, utilities including digital/data and transport depots) within SILs and LILs will be supported in principle. This is in line with the approach set by London Plan Policy E7. As directed by the Employment Land Review (2022), all industrial developments are expected to explore the scope for multi-deck as a priority followed by other formats (including, but not limited to, stacked units, higher plot ratios, or more intensive internal arrangements where appropriate). All developments that cannot deliver net increases in industrial floorspace must provide evidence which outlines: • that all intensification formats set out above have been fully explored and cannot be delivered due to lack of demand and/or significant viability and/or site constraints; and • why their proposal delivers the best alternative intensified employment provision. This should be provided as part of the submission. To support implementation of this policy further guidance on the most appropriate formats for industrial intensification in Newham are set out in the Characterisation Study (2024) and Employment Land Review (2022). Proposals should align with the London Plan 2021 and associated guidance/examples set out in the Greater London Authority’s Industrial Intensification Practice Note (2018), Intensification and Co-Location Study (2018) and the emerging Industrial Land and Uses London Plan Guidance.
J2.2	This policy is supported by guidance in the Characterisation Study (2024) on co-location and the principles to consider when integrating industrial and residential uses. Co-location developments are also subject to the compatibility considerations set out in Local Plan Policy J1.2. Co-location on specific site allocations outside any SIL or LIL designations will be supported in form of mixed-use or employment-led development with priority uses as outlined in Section 4 of the Local Plan. The site allocations are listed below: • N1.SA1 North Woolwich Gateway • N2.SA1 Silvertown Quays • N2.SA2 Lyle Park West • N2.SA3 Connaught Riverside • N2.SA4 Thameside West

	• N3.SA1 Royal Albert North • N4.SA2 Silvertown Way East • N4.SA3 Canning Town Holiday Inn • N4.SA5 Canning Town Riverside • N7.SA2 Twelvetreets Park and Former Bromley By Bow Gaswork • N7.SA3 Sugar House Island • N8.SA1 Stratford Centre • 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.SA9 Pudding Mill • N8.SA10 Chobham Farm North • N11.SA3 Alpine Way • N15.SA2 Woodgrange Road West Co-location developments are expected to incorporate employment floorspace to accommodate existing businesses. For any existing businesses that cannot be accommodated on site (including for any temporary period that existing businesses cannot be operated on site during the phase of site assembly or construction), a Relocation Strategy will be required as part of the Planning Statement to demonstrate that reasonable endeavours have been made to relocate the existing business(es) to a suitable alternative site in Newham. The Relocation Strategy should include the following details: • analysis to understand the existing business(es) on site including type of use, scale and employment; and • assessment on the feasibility to retain existing business(es) on site and robust justification on why relocation is needed; and • evidence of proactive engagement with affected business(es) to understand their operational requirements, offering at least three suitable alternative sites and demonstrate how the relocation can meet business needs in consideration of size, cost and location; and • justification on how the relocated businesses can continue to meet their local and regional economic role; and • assessment on the possibility for provision of ‘meanwhile premises’ on site before relocation for transition purpose if necessary; and • how such a move relates to site phasing.
J2.3	All developments outside of designated employment locations, town centres and relevant site allocations identified for employment use will be assessed in line with the criteria set out in this policy. Non-designated industrial sites are locations being used for industrial and related purposes as per London Plan Policy E7. Development proposals must include the submission of up-to-date spatial mapping of the 15 minute employment network. This mapping exercise must identify the development site location in the context of all employment locations (including town centres) within a 15 minute walking distance (identified using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users) of the site. This will demonstrate the level of employment coverage around the site and whether the proposed site is in an area which is not currently covered by the network of well-connected employment opportunities for residents.

	Affordable workspace is defined in accordance with the London Plan 2021 as “workspace at rents maintained below market rate for specific sectors that have social or cultural value or are disadvantaged groups” and any provision must also meet the requirements of Local Plan Policy J4.4. All developments with employment floorspace situated outside designated employment locations and major developments on relevant site allocations identified for employment use are also required to submit an Economic Strategy in accordance with the requirements set out in Local Plan Policy J1.3.
J2.4	Standalone office developments, outside of town centres and MBOAs (including those on site allocations and LMUAs) must comply with the sequential test and impact assessment approach as set out in the NPPF. Proposals for office developments should be focused within town centres, and if no sites are available, edge of centre sites should be explored including MBOAs. In line with London Plan Policy SD7, applicants must demonstrate through an impact assessment there is no harm to the vitality and viability of centres by the approval of edge of centre or out of centre office development. Standalone office development is defined as proposals that propose new office (E(g)(i)) floorspace outside of town centres and MBOAs and are not ancillary in scale and function to another land use conforming designation. All major developments for employment uses are subject to a demand assessment as part of the Economic Strategy as per Local Plan Policy J1.3 and conditions for restricting uses may be used where appropriate.
J2.5	MBOAs support low-cost and/or affordable workspace for micro businesses in accessible locations close to town centres. Proposals for micro businesses are defined as enterprises which employ less than 10 people as defined by the Financial Conduct Authority. This must form part of the Employment Strategy. This policy supports the ambitions of London Plan Policy E2.

Evidence base

- Draft Industrial Land and Uses London Plan Guidance, Greater London Authority (2023)
- Employment Land Review for London Borough of Newham, Stantec UK (2022)
- Retail and Leisure Study (2022), Urban Shape Planning Consultants (2022)
- Making Space: Accommodating London’s Industrial Future, Centre for London (2022)
- London Intensification and Co-Location Through Plan-Led and Masterplan Approaches: Practice Note, Greater London Authority (2018)
- Mayor of London’s Land for Transport and Industry Supplementary Planning Guidance (2012)

Policy links

Local Plan:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- HS1: Newham’s Town Centre Network
- HS2: Managing new and existing Town and Local Centres
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants cafes and services
- D6: Neighbourliness
- Section 4: Neighbourhoods

London Plan 2021:

- D13: Agent of Change
- E2: Providing suitable business space
- E4: Land For industry, logistics and services to support London's economic functions
- E5: Strategic Industrial Locations
- E6: Locally Significant Industrial Sites
- E7: Industrial intensification, co-Location and substitution

J3: Protecting employment floorspace

1. All developments that result in the net loss of employment capacity in terms of floorspace (including yard space) or jobs on Strategic Industrial Locations (SILs) and Local Industrial Locations (LILs) will generally not be supported. In the limited circumstances where it is considered appropriate for development to result in the net loss of office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis (SG) floorspace or jobs, developments are required to:
 - a. provide a suitable and robust Relocation Strategy to relocate any existing businesses to suitable alternative employment premises or sites; and
 - b. provide financial contributions towards skills, training and local employment initiatives.
2. All developments that result in net loss of employment capacity in terms of floorspace (including yard space) or jobs on Local Mixed Use Areas (LMUAs) will not be supported and should seek to reprovide suitable employment floorspace for any existing businesses on the site. Developments on LMUAs which cannot incorporate employment floorspace to accommodate any existing businesses are required to provide a suitable and robust Relocation Strategy to relocate these existing businesses to suitable alternative employment premises or sites.
3. Proposals that result in the net loss of employment floorspace (including yard space) or jobs on Micro Business Opportunity Areas (MBOAs) will not be supported. Proposals that result in the loss of office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)), general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis (SG) floorspace or jobs, developments are required to:
 - a. provide a suitable and robust Relocation Strategy to relocate any existing businesses to suitable alternative employment premises or sites; and
 - b. provide replacement office (E(g)(i)), research and development (E(g)(ii)) or light industrial (E(g)(iii)) floorspace to support the delivery of low-cost and/or affordable workspaces for micro businesses.
4. All developments in site allocations designated to deliver employment floorspace should seek to reprovide suitable employment floorspace for any existing businesses on the site. All developments in site allocations with existing in-use employment floorspace, which cannot incorporate employment floorspace to accommodate these existing businesses, are required to provide a suitable and robust Relocation Strategy to relocate any existing businesses to suitable alternative employment premises or sites.
5. Proposals that result in the net loss of office (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)), general Industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment) and industrial related sui generis (SG) floorspace outside employment designations and site allocations will only be supported if the following criteria are met:
 - a. there is no current or future demand for employment uses for the site, demonstrated through thorough marketing activity; and
 - b. the loss of employment floorspace does not create a deficiency within the 15 minute network.

Planning Obligations

- Contributions will be sought where there is a net loss of employment floorspace towards skills, training and local employment initiatives will be secured via a development's legal agreement. These will be calculated using the following formula:

Calculating the net loss of general industrial (B2) floorspace and equating this to jobs using the HCA Employment Densities 2015 (or subsequent updates).

Multiplying the jobs lost figure to the cost per resident into training and full time employment.

Justification

The Employment Land Review (2022) demonstrates the need for the strong protection and safeguarding of industrial land, ensuring it is managed for intensification and growth as well as ensuring existing premises and viable floorspace is sufficiently protected with a no net loss position.

For proposals on SILs and LILs no net loss of existing industrial floorspace (including yard space) is justified by the strong demand for industrial land and high levels of historic industrial land release across London. This is critical to support London's economic needs, the sub-region and within Newham. In very limited circumstances, where a net loss of employment floorspace is justified, it is important that Newham does not lose the economic capacity as a result. Therefore, endeavours must be made to relocate any existing businesses within Newham and, through financial contributions, to support wider employment initiatives for training, skills development and jobs. This is a key component of the Community Wealth Building approach to support local residents into employment and protect Newham's strong economic base.

Town centres, MBOAs, LMUAs and non-designated employment locations all serve a more localised need and are recognised as valuable components of Newham's economic network by offering a range of cost efficient and locally important spaces such as flexible workspace to support new ways of working.

In LMUAs and site allocations identified for employment uses, existing employment floorspace must be protected. This is to maximise economic opportunities and ensure the protection and provision of important and viable employment floorspace in Newham. This is generally secondary stock across the borough which offers a range of local economic functions. The policy does recognise that employment land in some locations may no longer be viable, but given the need and role of employment land, this requires rigorous market testing before any loss can be accepted.

Implementation

J3.1	As a principle, the net loss of existing employment capacity including floorspace or jobs on Strategic Industrial Land (SILs) and Local Industrial Location (LILs) is not supported. In very limited circumstances, where the net loss of employment space and/or loss of businesses is outweighed by other material considerations as part of the planning assessment and there are no significant adverse impact on the overall amount of employment floorspace on SILs and LILs, the council will seek to secure contributions towards skills, training and local employment initiatives as per Local Plan Policy J4. The financial contribution will not be considered a benefit of the scheme when making the planning assessment.

	All developments on SILs and LILs are expected to incorporate employment floorspace to accommodate existing businesses. For any existing businesses that cannot be accommodated on site (including during any temporary period that existing businesses cannot be operated on site due to site assembly or construction), a Relocation Strategy will be required as part of the Planning Statement to demonstrate that reasonable endeavours have been made to relocate the existing business(es) to a suitable alternative site in Newham. The Relocation Strategy should include the following details: • analysis to understand existing business(es) on site including type of use, scale and employment; and • assessment of the feasibility to retain existing business(es) on site and robust justification of why relocation is needed; and • evidence of proactive engagement with affected business(es) to understand their operational requirements, offering at least three suitable alternative sites and demonstrating how the relocation can meet business needs considering size, cost and location; and • justification of how the relocated businesses can continue to meet their local and regional economic role; and • assessment of the possibility for provision of ‘meanwhile premises’ on site before relocation for transition purpose if necessary; and • how such a move relates to site phasing.
J3.2	There should be no net loss of existing employment capacity including floorspace or jobs on Local Mixed Use Areas. Where developments cannot incorporate employment floorspace to accommodate existing business(es), applicants must demonstrate that reasonable endeavours have been made to relocate the existing business(es) to a suitable alternative site in Newham by submitting a Relocation Strategy as part of the Planning Statement including all the details as set out in the implementation text for Local Plan Policy J3.1.
J3.3	Micro Business Opportunity Areas support low-cost and/or affordable workspaces for micro businesses and Small and Medium Enterprises (SMEs) in accessible locations close to town centres. Proposals are expected to demonstrate how replacement floorspace continues to protect these locations, providing low-cost and/or affordable workspaces for businesses. Where occupied low-cost and/or affordable floorspace forms part of the existing uses, this is expected to be replaced. This policy supports the ambitions of London Plan Policies E2 and E3.
J3.4	All existing employment uses within site allocations should either be protected, if on a site allocation designated to deliver employment floorspace, or relocated, if on a site allocation only designated to deliver non-employment uses. Any site allocation delivering co-location of employment and residential uses must meet requirements of Local Plan Policy J2.2. For any existing employment use that cannot be incorporated on the site, the applicant must demonstrate that reasonable endeavours have been made to relocate the existing business(es) to a suitable alternative site in Newham by submitting a Relocation Strategy as part of the Planning Statement including all the details as set out in Local Plan Policy J3.1 implementation text.
J3.5	All viable employment floorspace outside employment designations and site allocations will be protected. Applicants must seek to protect employment floorspace in these locations including in a mixed-use format. Loss of employment floorspace will only be considered acceptable when suitably robust evidence can be provided to demonstrate that there is no current or future likely demand for the space. Evidence must be submitted to demonstrate that the site has no realistic

	prospect being used as an employment use in the foreseeable future. The marketing evidence should include: - evidence that the site has been offered to the market for an appropriate lease arrangement and at a local market value suitable for the size, type and use, covering the full range of permitted uses (include option for sub-division and mixed-use development); and - robust evidence that the marketing activity was active and continuous for a period of at least 12 months. Such marketing activity should make use of appropriate agencies, publications, websites and should be easily noticeable by the public and other interested parties; and - a record of all expressions of interest received with full reasons given as to why any offer was not accepted. This process is recognised as part of London Plan Policy E7. Applicants must also submit up to date spatial mapping of the 15 minute employment network. This mapping exercise must identify the development site location in the context of the 15 minute network of all employment locations (including town centres). Each employment location should have its 15 minute walking radius mapped (using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users). The mapping should show the network with and without the employment site. This will demonstrate the level of employment coverage around the site and if the loss of employment in this location would create a deficiency in the network of well-connected employment opportunities for residents, factoring in any pedestrian barriers and access challenges in the urban context.

Evidence base

- Employment Land Review for London Borough of Newham, Stantec UK (2022)
- Land for Transport and Industry Supplementary Planning Guidance, Greater London Authority (2012)

Policy links

Local Plan:

- BNF1: Spatial strategy
- BNF3: Social Value And Health Impact Assessments – Delivering Social Value, Health and Wellbeing
- HS1: Newham’s Town Centre Network
- HS2: Managing new and existing Town and Local Centres
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants cafes and services

London Plan 2021:

- E2: Providing suitable business space
- E3: Affordable workspace
- E4: Land for industry, logistics and services to support London’s economic functions
- E5: Strategic Industrial Locations
- E6: Locally Significant Industrial Sites
- E7: Industrial intensification, co-location and substitution

J4: Delivering Community Wealth Building and Inclusive Growth

1. All development is expected to create high quality economic opportunities for all by delivering the following requirements:
 - a. all development proposals delivering employment floorspace must demonstrate commitment to deliver the principles of Community Wealth Building as set out in the Community Wealth Building Business Pledges; and
 - b. all development proposals delivering employment floorspace must work with the council's recognised employment and training broker and/or education providers to maximise economic and training opportunities and improve skills for Newham residents; and
 - c. as a minimum, all major developments must help Newham residents access high quality employment in the construction or/and end-user stage by providing a tariff-based contribution and an Employment Strategy which secures 35 per cent construction phase (all major developments) and 50 per cent end-user phase jobs (for all developments delivering employment floorspace) for Newham residents.
2. Employment-led developments on site allocations (including mixed-use) must incorporate suitable ancillary childcare facilities to meet additional need, where this cannot be met by existing local facilities.
3. All developments incorporating employment floorspace must commit to supporting a just transition to a greener economic future and take advantage of new economic opportunities in the green economy by
 - a. promoting resource efficiency and supporting Net Zero Carbon as set out in Local Plan Policy CE2; and
 - b. promoting local supply chains; and/or
 - c. delivering the principles of the circular and sharing economy to reduce and reuse waste in line with Local Plan Policy CE5; and/or
 - d. providing training in existing and emerging green industries; and/or
 - e. creating new jobs in green industries.
4. The provision of affordable workspace to support Newham's economy will be supported on employment designations, site allocations and appropriate non-designated locations (including as part of a mixed-use proposal) where the following criteria are met:
 - a. there is need for this type of workspace in this location; and
 - b. it will support the growth of micro businesses and Small and Medium Enterprises, cultural and creative sectors, or light industrial uses; and
 - c. the quality and size of the proposed units provide flexible workspace that meets the needs of end users.

Planning Obligations

- Contributions towards skills, training and local employment initiatives at the construction and end user phase will be secured via a development's legal agreement. These will be calculated using the following formula:

Construction Phase:

The total number of jobs will be calculated using the assumed direct jobs per £1million of construction investment (HCA cost per jobs 2015 3rd edition).

35 per cent of total jobs x £3,867 (cost (£) per London Borough of Newham resident into training and full time employment) = financial contribution.

End User Phase:

The total number of jobs will be calculated using the assumed employee yield (using HCA Employment Densities for general industrial (B2) uses (36 sqm GIA per full time employee), 2015 3rd Edition).

50 per cent of total end user jobs x £3,867 cost (£) per London Borough of Newham resident into training and full time employment = financial contribution).

- Affordable workspace rent and/or specific social, cultural or economic development purpose will be secured in perpetuity or for a period of at least 15 years by legal agreements in planning or other agreements (such as grant and management arrangements) with relevant review mechanism.

Justification

In line with the council's priority to support Community Wealth Building, this policy seeks to tackle inequality and ensure that everyone, regardless of skills, experience or background can meaningfully share and take an active part in Newham's economy. The Employment and Health in Newham Assessment (July 2022) identified that high quality employment which provides job security, a sense of identity and purpose and income is a significant determinant of improved health and well-being. The assessment identified that residents experience barriers to employment including caring responsibilities (including around the availability of childcare), their mental or physical health, language and skills and that wages remain typically lower than the rest of London.

While Newham has seen some improvements in employment rates, unemployment is still slightly higher than the London and UK averages. Newham residents continue to experience unemployment or low paid and insecure jobs. The Employment and Health Needs Assessment (July 2022) also identified that young people (18-24 years), ethnically diverse communities, women and those with long term conditions, disabilities or mental health are most likely to be unemployed in Newham. This policy aims to create new opportunities including targeted support and securing new opportunities for local residents to develop skills, knowledge and training. It ensures that all new employment-led developments in the borough play their part in building an inclusive economy.

Newham is committed, as part of its economic recovery and climate emergency declaration, to creating a greener economy. Economic development has a central role in delivering this objective, through building design, business operations and business activity.

Evidence suggests as rents rise and with limited employment land available, existing premises could become less affordable over the Plan period. The policy enables affordable workspaces to be delivered particularly to support cultural and creative sectors, Small and Medium Enterprises and light industrial uses. In supporting a diverse range of workspaces, the aim is to support the already high levels of start-ups and micro businesses in Newham and to ensure businesses have spaces to thrive as an important component of ensuring a healthy and dynamic economy.

J4.1	Applicants are expected to demonstrate how Community Wealth Building has been considered as part of each development proposal with employment floorspace in the Economic Strategy as outlined in Local Plan Policy J1.3. Developments that are not required to submit an Economic Strategy would need to demonstrate the above in the Planning Statement. Applicants are required to make use of the Community Wealth Building Business Pledges as a measure of how new development can deliver local economic benefits, green economic ambitions as well as fairer and improved working opportunities. These pledges are: • Prioritising sustainability e.g. reducing carbon footprint and more sustainable operations • Buy Local e.g. good and services • Be a fair employer e.g. London Living Wage • Invest in staff e.g. Mayor of London's Good Work Standard • Support local residents e.g. Utilising Our Newham Work • Pursue innovation e.g. embed Community Wealth Building principles • Be a fair landlord e.g. fairer terms for businesses Applicants of all major developments are encouraged to liaise with the Newham's Regeneration Team (linked with Newham's employment support brokerage) as part of their pre-application discussions. This will ensure that appropriate pathways and local economic opportunities are highlighted at the earliest possible opportunity. This should form part of the Economic Strategy and will help to address the requirements set by this policy. Employment and training contributions will be secured through working with Newham's Regeneration Team. Applicants must work with the council's brokerage and/or established education providers to increase economic opportunities for the following: • apprenticeships, placements and internships; or • employment and skills training; or • direct employment (including London Living Wage opportunities) • unlocking economic opportunities for all Newham residents including targeting those that may experience barriers to employment or identified groups more likely to be unemployed than others including those with caring responsibilities or mental or physical health challenges, young people (18-24) and women. The level and nature of the contribution will be determined at the pre-application stage and prior to the determination of the planning application. All employment contributions will be calculated using the average job density figures for general industrial (B2) uses.
J4.2	The availability of childcare is recognised as a barrier to employment. Where employment floorspace on site allocations are proposed, applicants are required to engage in early pre-application discussions with Newham's School Place Planning team and make an assessment of the increased demands for childcare facilities based on the latest Childcare Sufficiency Assessment, with the expectation that this is either met by existing local provision or new ancillary facilities in line with Policy SI4.1 of Local Plan. The assessment should include anticipated demand from employees on employment uses on site allocations. The council will consider this information against its latest evidence of existing childcare provision within a 15 minute walking distance of the development site. Requirements to include additional childcare provision will be applied on this basis. The design and quality of the childcare facilities should follow Local Plan Policy SI4.

J4.3	All development is expected to contribute to the overarching ambition to create a greener economy. This policy sets out the approach to ensure all development embraces sustainable design and construction principles from the outset. This includes energy use, operational and whole life emissions, landscaping and design, transport impacts as well as supporting more localised supply chains across the borough. All developments are required to demonstrate that energy use is minimised, in compliance with Local Plan Policy CE2 and CE3. Further guidance on the circular economy is outlined by the GLA's Circular Economy Supplementary Guidance (March 2022). Development proposals should adopt sustainable landscaping and design, as well as minimise transport impacts during both the construction and operational stages. All employment-led major developments are required to support the green economy in construction and operation, and as part of a proposal's overall economic purpose. They must demonstrate commitment to create new job opportunities and provide training and upskilling to ensure local communities and businesses have the required skills, knowledge and capacity to adopt green processes and embrace the opportunities offered by a green economy, including in existing and in emerging green industries. The above should be evidenced within the Economic Strategy. Developments that are not required to submit an Economic Strategy would need to demonstrate the above in the Planning Statement.
J4.4	Affordable Workspace is defined by the London Plan 2021 as “workspace at rents maintained below market rate for specific sectors that have social or cultural value or are disadvantaged groups”. Provision can be provided or managed directly by workspace providers, public, charitable or private organisations. The rent and/or specific social, cultural or economic development purpose will be secured in perpetuity or for a period of at least 15 years. Where Affordable Workspace is proposed, the applicant must demonstrate how they have met criteria in this policy as part of the Economic Strategy submission. This includes details of how the workspace will be delivered including evidence of engagement with workspace providers. Applicants are encouraged to liaise with the Newham's Regeneration Team at the pre-application stage to support this policy objective. This will ensure that, where necessary, appropriate affordable workspace providers can be involved early at the design stage.

Evidence base

- Towards a Better Newham COVID-19 Recovery Strategy, London Borough of Newham (2020)
- Employment Land Review for London Borough of Newham, Stantec UK (2022)
- Employment Densities Guidance 3rd Edition, Homes and Communities Agency (2015)
- Employment and Health in Newham Needs Assessment, London Borough of Newham (2022)

Policy links

Local Plan:

- BNF1: Spatial strategy
- BNF3: Social Value and Health Impact Assessments – delivering social value, health and wellbeing
- BFN4: Developer contributions and infrastructure

- CE2: Zero Carbon development
- CE5: Retrofit and circular economy
- SI4: Education and childcare facilities

London Plan 2021:

- GG1: Building strong and inclusive communities
- E2: Providing suitable business space
- E3: Affordable workspace
- E11: Skills and opportunities for all
- SI7: Reducing waste and supporting the circular economy

Homes

The delivery of genuinely high-quality, affordable homes helps our residents to live healthy and happy lives. When our homes are good quality, we are able to thrive in our neighbourhood.

Newham (including the area of the borough administered by the London Legacy Development Corporation) has one of the largest housing targets in the whole of London, with a requirement to deliver 47,600 homes in the ten years to 2029.¹⁹ This means we will be providing homes to not only meet the borough's needs but also the housing needs of London's wider population. When providing more homes we need to deliver a mix of housing types and tenures that address significant housing issues that our residents face, such as homelessness, and meet pressing housing needs, particularly for affordable and family-sized homes.

In particular, there is an acute need in Newham for more social rent housing. Between 2011 and 2020 rents in Newham increased by 55 per cent, house prices have increased by 87 per cent, while wages have only risen by 37 per cent. Data from 2022/23 shows that 35,625 residents are on the authority's housing waiting list.²⁰ In recent years, Newham has also consistently had the highest rates of homeless households in temporary accommodation in the country, with 6,070 residents living in temporary accommodation as of September 2023.²¹ The 2021 census also showed that 25% per cent of households in Newham are living in over-crowded conditions, the highest in London. Therefore, the housing policies in the Local Plan seek to deliver a significant increase in the number of social rent homes in Newham. These will only be available to residents on our housing waiting list, which will help to address the housing crisis our residents face.

We also want to diversify our housing offer, speed up construction and optimise the delivery of homes on both small and large sites, exploring the suitability of different types of housing including purpose-built, high-quality rented housing. We will seek to improve existing housing where we have influence, protect much-needed family housing and re-provide existing social rent homes as part of regeneration projects.

Delivering new homes also means addressing the needs of residents who require specialist or supported housing. In delivering these homes we will consider evidence of local need, the suitability of a home's location in relation to necessary services and the quality of housing provided. We will also ensure that delivery of specialist housing does not reduce or limit our ability to deliver general needs housing. Houses in multiple occupation will be located so that residents have better access to services and supporting facilities and to reduce amenity impacts, while student accommodation will be delivered where it is most needed and where it will benefit Newham's economy.

Finally, new housing should positively contribute to our residents' health and wellbeing, providing homes with flexible layouts and high-quality amenity spaces that people are able to remain in over the course of their lifetimes.

¹⁹ This target reflects Newham's London Plan housing target of 32,800 homes, plus an additional 14,800 homes in the area of the borough administered by the London Legacy Development Corporation at the time of the London Plan adoption. This requirement has been added to Newham's housing target given the transition of planning powers from the London Legacy Development Corporation to Newham in December 2024. For further information see the 'Why do we need a Local Plan? Why refresh it?' sub-heading of the 'All about the Local Plan' chapter of the plan.

²⁰ [GOV.UK Local Authority Housing Data](https://gov.uk/local-authority-housing-data)

²¹ [GOV.UK Homelessness Statistics](https://gov.uk/homelessness-statistics)

This section contains the following policies:

- H1: Meeting housing needs
- H2: Protecting and improving existing housing
- H3: Affordable housing
- H4: Housing mix
- H5: Build to Rent housing
- H6: Supported and specialist housing
- H7: Specialist housing for older people
- H8: Purpose built student accommodation
- H9: Houses in multiple occupation and large-scale purpose-built shared living
- H10: Gypsy and Traveller accommodation
- H11: Housing design quality

H1: Meeting housing needs

1. Newham will enable a net increase of between 51,425 and 53,784 quality residential units between 2023 and 2038. This will be achieved through:
 - a. the majority of new residential units being brought forward on site allocations; and
 - b. the optimisation of housing delivery on sites below 0.25 hectares in size; and
 - c. supporting residential developments that come forward on windfall sites (unallocated or undesignated land) unless other policies within the Local Plan direct otherwise.
2. Developments delivering residential units should optimise site capacity through a design-led approach, as set out in Local Plan Policy D3 and London Plan 2021 Policy D3, taking into account the site's context, capacity for growth and existing and planned supporting infrastructure capacity.
3. Sites Allocations or sites with a recent consent for general needs housing or part-residential development should be developed at least in part for general needs housing.
4. Developments that seek to deliver community-led housing, self-build or custom build housing will be supported in principle where they optimise site capacity through a design-led approach.

Justification

Newham has a significant strategic role to play in delivering new homes to meet both the borough's and London's wider need for housing. Over the course of our plan period Newham will look to enable the delivery of between 51,425 and 53,784 additional new homes. This range target is capacity-derived, based on: approved planning permission figures; design-led capacity testing of site allocations; capacity assumptions from the Greater London Authority's 2017 Strategic Housing Land Availability Assessment; and capacity assumptions from lapsed application sites. Newham has also taken forward the housing capacity assumptions on small sites set out in the London Plan. The higher growth figures are dependent on significant infrastructure projects unlocking development sites. Supply will be measured through a stepped trajectory, with a different target for every five year phase of the Plan, as follows:

Delivery Period	Years	Annual Delivery Target
Short term	2023/24 – 2027/28	2,974
Medium term	2028/29 – 2032/33	3,836
Long term	2033/34 – 2037/38	3,475

The stepped trajectory shows a significant amount of Newham's housing target will be delivered in the medium to long term phase of the plan. This is because a large proportion of housing delivery numbers will be on large, complex site allocations, many of which require associated infrastructure delivery to facilitate high density housing development. We have assumed a relatively conservative delivery timescale for these developments, as set out in further detail in the 'Site allocation and housing trajectory methodology note' that supports the plan. However, it is acknowledged that many of these sites may be delivered more quickly than this delivery rate suggests. Indeed, a

number of the largest of the borough's site allocations are located on land owned by the Greater London Authority, with many of these sites anticipated to be subject to strategic level investment to optimise housing delivery aligned with London's housing needs.

In order to meet the borough's ambitious housing target, developments will need to optimise the delivery of homes on site allocations, small sites and other large windfall sites using the design-led approach set out in both local and regional policy. Applicants will need to ensure that housing has access to adequate supporting infrastructure, such as public transport, healthcare, education and utilities, as well as local facilities such as retail, social infrastructure, open spaces and parks. Innovative methods of housing delivery, such as self-build, custom housebuilding and community-led housing developments will also be supported where these make optimal use of a site.

Implementation

H1.1	H1.1 sets out Newham's housing target and sites where the principle of delivering new homes will be supported. The majority of new housing development delivered over the plan period will be on site allocations. More information on site allocations can be found within the Neighbourhoods chapter of the Local Plan. Outside of designations (including but not limited to Strategic Industrial Land, Local Industrial Land, Metropolitan Open Land and Green Belt) or land uses with policy protections (for example, ground floor commercial, business and service uses in primary shopping areas, green spaces or social infrastructure) delivery of housing will be supported in principle. Small sites will form a part of Newham's housing delivery. Developments should seek to optimise housing delivery on small sites below 0.25 hectares in size, following the design-led approach and using the small sites typologies set out in the Newham Characterisation Study (2024). Over the course of the Plan period, Newham will aim to deliver 3,800 homes on sites of this scale, as set out in Policy H2 of the London Plan 2021.
H1.2	Expectations for following the design-led approach are set out in policies D3 of the Local Plan and D3 of the London Plan 2021. In some circumstances, certain uses or buildings within a site boundary will need to be protected or re-provided. In these cases, applicants should consider relevant policy requirements set out within the Design, High Streets, Social Infrastructure, Inclusive Economy, Green and Water Spaces, Transport and Waste and Utilities chapters of the Local Plan. Where a development falls within a site allocation (see Neighbourhoods chapter), infrastructure requirements and development principles set out what infrastructure and uses need to be provided within a site. Applicants should also consider the requirements of Policy BFN4, which seeks to ensure that developments contribute to delivering necessary infrastructure where needed. Applicants for new housing developments should set out through supporting documents how housing densities respond to local context and character (using the guidance and analysis set out in the Newham Characterisation Study (2024)), environmental constraints and are appropriate in relation to the availability of supporting infrastructure including open space, transport, retail, social infrastructure, health, utilities and other supporting facilities. A development containing housing will not be supported if a proposal fails to optimise the housing delivery potential of the site in line with the design-led approach and relevant policies of the development plan.

H1.3	Developments on sites with a recent consent for general needs housing or part-housing development are expected to propose general needs housing as part of their submission. Where a development looks to deliver specialist housing in place of a previous consent for general needs housing, robust evidence should be supplied as to both the need for the proposed specialist housing (in accordance with the requirements of Policy H6) and why the loss of the permitted general needs housing would not compromise Newham's ability to meet its most pressing housing needs, including for three-bedroom homes and genuinely affordable housing. Assessments of such proposals should take into consideration the Council's latest Strategic Housing Market Assessment.
H1.4	Developments delivering community-led housing, self-build or custom build housing will be supported in principle where they are considered to optimise the capacity of housing delivery on a site. These developments will be assessed in accordance with the requirements of the design-led approach, as set out in policies D3 of the Local Plan and D3 of the London Plan 2021. They are also expected to meet the requirements of policies H3 and H4, alongside other relevant requirements of Local Plan policies.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Characterisation Study, Maccreeanor Lavington with New Practice, Avison Young and GHPA (2024)
- Site Allocation and Housing Trajectory Methodology, LB Newham (2024)

Policy links

Local Plan:

- BFN4: Developer contributions
- H2: Protecting and improving existing housing
- H3: Affordable housing
- H4: Housing mix
- D3: Design-led residential site capacity optimisation
- Section 4: Neighbourhoods

London Plan 2021:

- D3 Optimising site capacity through the design-led approach
- H1 Increasing housing supply
- H2 Small Sites
- H4 Delivering affordable housing

H2: Protecting and improving existing housing

1. All residential housing will be protected unless replaced with at least an equivalent level of overall residential floorspace. The following criteria should be met, where relevant:
 - a. developments that result in the conversion or demolition of affordable housing should not be permitted unless replaced by an equivalent level of affordable housing floorspace. Affordable housing that is replacing social rent housing floorspace should be re-provided as social rent floorspace.
 - b. any loss of specialist and supported housing floorspace, including specialist housing for older people, should meet the release criteria set out in H6.1.
 - c. the subdivision or conversion of family dwellinghouses (C3) with three or more bedrooms will only be permitted in exceptional circumstances where proposals comply with the requirements of either parts 2 or 3 or 4 below.
2. Development that results in the subdivision or conversion of a family dwellinghouse (C3) with three or more bedrooms to dwellinghouses will be permitted where proposals:
 - a. re-provide a high-quality family dwellinghouse (C3) with three or more bedrooms; and
 - b. provide a new additional high-quality dwellinghouse (C3) at a minimum size of a one bedroom, two-person dwellinghouse (C3).
3. Development that results in the subdivision or conversion of a family dwellinghouse (C3) with three or more bedrooms to dwellinghouses or a house in multiple occupation will be permitted where proposals:
 - a. are located in a town or local centre, or along those sections of major roads within 400 metres of town or local centres; and
 - b. are located above an existing, occupied main town centre or social infrastructure use; and
 - c. do not have access to external private amenity space; and/or
 - d. have poorly defined entrances.
4. Development that results in the subdivision or conversion of a family dwellinghouse (C3) with three or more bedrooms to meet the housing needs of Newham Care Leavers or homeless single people in Newham or people who are owed a homelessness duty by the Council may be acceptable. In these circumstances, proposals will be given a temporary change of use planning permission of up to five years. Any application would be expected to be accompanied by evidence to demonstrate that the property would be used as:
 - a. a house in multiple occupation (C4) for up to six sharers for sole use by Newham Care Leavers; or
 - b. a house in multiple occupation for the sole use by Newham's Temporary Accommodation service for people who are owed a homelessness duty or single homeless people; and

the following locational criteria would also need to be met:

- c. where the housing being provided is a large house in multiple occupation (*sui generis*), the accommodation should be located in town and local centres or along major roads well connected by public transport (with a minimum Public Transport Accessibility Level of 4).

Justification

The scale of Newham's housing target means that alongside new housing delivery it is necessary to protect existing housing floorspace, and in particular, affordable floorspace. Newham's Strategic Housing Market Assessment sets out that if we are to meet Newham and London's housing need as we deliver the Greater London Authority's housing target, almost 60 per cent of new homes need to be family-sized homes with three or more bedrooms. Therefore, to reduce pressure on overall housing delivery, the policy protects existing family-sized housing from conversion to houses in multiple occupation or subdivision to flats.

Despite the pressure to protect and provide more family-sized housing, the policy does recognise that there may be circumstances where subdivision or conversion of existing family dwellinghouses may be acceptable. The exceptions allowed by the policy are circumstances where existing family housing may not be suitably accessed, where resulting housing will be of a higher quality or where conversion is meeting the housing needs of homeless people or care leavers. In recent years, Newham has consistently had the highest rates of homeless households in temporary accommodation in the country.²²

The affordability of privately rented housing is a key challenge, recognising homelessness affects many young single people, under the age of 35, who are subject to the shared accommodation rate for housing benefit. The supply of new houses in multiple occupation being granted planning permission is also limited given the acute identified need to protect family housing in Newham. This can lead to people either having to be placed in housing outside the borough or remaining in interim temporary accommodation for an extended period. Data from November 2021 suggests that just under 45 per cent of single people (of all ages) placed in temporary accommodation had been living in their accommodation for over three years. Care leavers also face similar challenges with regards to the affordability and availability of suitable housing upon leaving the care system, with there being a shortage of available standalone and shared accommodation.²³ Accordingly, Policy H2 looks to address these challenges by providing exceptional circumstances where the provision of houses in multiple occupation that meet the specific needs of these groups will be supported.

Implementation

H2.1	The Policy measures housing floorspace in terms of the overall floorspace within a building, rather than individual homes. For example, a building containing two one bedroom flats of 50m² each could be replaced with a three bedroom house with a minimum floorspace of 100m². Where housing floorspace is being replaced, new floorspace should provide a bedroom size mix that meets Newham's housing need, informed through the Council's latest Strategic Housing Market Assessment and the existing provision of affordable and family homes within a site. Considering these factors will help the Authority to meet its most pressing housing needs for both affordable and family-sized housing. Given recent evidence of housing needs in Newham, we do not consider there is a need to specifically protect purpose-built student accommodation floorspace, houses in multiple occupation or large-scale purpose-built shared living floorspace from redevelopment. However, where such uses are proposed to be lost, they should be replaced with an

²² [GOV.UK Homelessness Statistics](#)

²³ [London Borough of Newham Sufficiency Strategy](#) (2019-2022)

	overall equivalent level of housing floorspace in line with the requirements of part 1 of Policy H2. For the purposes of part H2.1.c, developments that propose the loss of family-sized housing will be refused unless meeting one of the exceptions set out in parts 3 – 5 of the policy. These exceptions acknowledge that in some circumstances, subdivision or conversion of family housing can have multiple benefits or more desirable outcomes.
H2.2	The policy allows for sub-divisions that retain a family-sized house (three or more bedrooms) and provide a new dwellinghouse. High-quality housing is considered to be a home that meets the relevant design requirements of Policy H11. This includes both internal design requirements and the provision of high-quality, external private amenity space for each home. In many parts of Newham first floor balconies will not be considered acceptable or to deliver high-quality amenity provision, given significant overlooking implications for neighbouring gardens or environmental constraints, for example excessive traffic noise.
H2.3	The policy allows for the subdivision of family housing to flats, or the conversion of family housing to other forms of housing, such as smaller dwellinghouses or houses in multiple occupation. For the purposes of H2.3.a, major roads are key arterial routes and local and destination routes that have town centres and local centres situated along them and/or are A roads within the borough. The 400m distance will be measured as the crow flies from the closest boundary of the local centre to the site. For the purposes of H2.3.d, poorly defined entrances are those which are not easily understood as being an entrance to a home and/or those which are not located in plain sight. This could include, but is not limited to, entrances that are accessed from alleyways or servicing roads to the rear of a town centre property or poorly lit spaces. Where practicable all approach routes to new homes created through this policy should be step free.
H2.4	This policy sets out an exception to allow for the conversion of family homes to houses in multiple occupation where housing is for the sole use by Newham Care Leavers or homeless single people in Newham or people owed a homelessness duty by Newham Council. Accommodation placements for these groups should be made directly by the London Borough of Newham, with the definition of ‘Newham Care Leavers’ set out in the Local Plan glossary. The policy requirement should be secured either via a time-limited planning permission or through a section 106 agreement. The mechanism for securing the permission will be directed by the case officer for the application. Care leavers accommodation provided through this exception should be for up to six sharers. Accommodation for single homeless people in Newham or people owed a homelessness duty by Newham Council can either be designed as a house in multiple occupation (up to six sharers) or as a large house in multiple occupation (between seven and ten sharers). Conversions under this part are expected to meet the requirements of Policy H6 and Policy H9, including requirements for residential management plans and

	capped rent levels. Proposals should also meet the relevant housing quality requirements of Policy H11 (see Table 13). To meet the requirements of this policy, the use of the housing specifically for Newham Care Leavers, homeless single people in Newham or people owed a homelessness duty by the London Borough of Newham should be included in the description for the planning permission, alongside the temporary period the planning permission is sought for. Applicants, as part of their planning submission, should provide evidence of discussions with Newham's Temporary Accommodation service, and the Council's Children's commissioners where relevant, which show the length of time the accommodation will be required for. This will inform the length of time the temporary consent is granted for. Temporary periods for the use should be five years or fewer, and should have regard to the policy provisions for meanwhile uses set out in policy BFN1.8. Before submitting a planning application, Newham's Temporary Accommodation service (who also help facilitate the housing of children leaving care) and the Council's Children's commissioners, where relevant, should be contacted by the applicant in order to confirm that the accommodation provision is appropriate and to confirm the rents proposed would be suitable (thereby demonstrating compliance with H9.2). This evidence should be submitted alongside the planning application. The Council's Temporary Accommodation service and the Council's Children's commissioners, where relevant, will also be consulted as part of the application process, to confirm these details are correct. On the expiration of the temporary period secured through the planning permission, the accommodation should be reverted back to its lawful use as a single family dwellinghouse and any facilitating works removed. Given the evolving picture of need for these forms of accommodation, if Newham's Temporary Accommodation service and/or relevant commissioners state that these forms of accommodation are no longer needed, planning permission will not be granted for the change of use under this exception clause. For the purposes of H2.4.c, major roads are key arterial routes and local and destination routes that have town centres and local centres situated along them and/or are A roads within the borough.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)

Policy links

Local Plan:

- H1: Meeting housing needs
- H9: Houses in multiple occupation and large-scale purpose-built shared living
- H11: Housing design quality

London Plan 2021:

- H8 Loss of existing housing and estate redevelopment

H3: Affordable housing

1. Newham's policy priority is the provision of more social rent homes. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should provide 50 per cent of the total residential units as social rent housing and 10 per cent of the total residential units as affordable home ownership housing. Developments that do not meet these requirements and the delivery of the required level of family dwellinghouses (C3) under Local Plan Policy H4.2 will not be supported unless accompanied by a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered.
2. New residential developments with the capacity to deliver ten dwellinghouses (C3) or more should provide affordable housing on site. Where the Council considers that on site provision is inappropriate or undeliverable due to site conditions or the scale of the site, the applicant should:
 - a. prioritise off site provision of affordable housing with the equivalent quantity, tenure and size mix required under part 1; or
 - b. where off site provision of affordable housing is not deliverable, a payment in lieu of affordable housing may be accepted. The payment in lieu should result in the ability to secure a higher level of affordable housing provision than the 60 per cent strategic target sought by part 1 above; and
 - c. where applicants are proposing to not meet the requirements of parts 2.a or 2.b, this will not be supported unless an application is accompanied by a detailed financial viability assessment, demonstrating that the maximum viable amount will be delivered.
3. New residential developments which seek to provide additional residential units through the extension of an existing development on the same or an adjoining site (where the extension is reliant on the existing permission or development to function or to meet policy requirements or standards required elsewhere in the plan), will be assessed against the requirements of Local Plan Policy H3 based on the combined number of residential units of both the existing site and the proposed new residential units.

Planning Obligations

- Affordable housing delivery proposed by an application will be secured in perpetuity via a development's legal agreement. The legal agreement will also secure relevant review mechanisms, as per the requirements of Policy BFN4.
- A development's legal agreement may include a cascade clause where only a small number of affordable housing units can be delivered on site. In these circumstances, the development's legal agreement will require the delivery of affordable homes on-site. However, if the applicant is unable to secure a registered provider for the on-site units, the cascade clause would allow for the provision of off-site delivery or a payment in lieu of affordable housing. Applicants will need to demonstrate that best endeavours have been used to secure a registered provider, both at application stage and when it comes to discharging the relevant legal agreement obligation.

Justification

Policy H3 sets out Newham's expectations for affordable housing delivery, recognising the pressing need to deliver genuinely affordable homes to meet both Newham and London's wider housing needs. In particular, Newham residents need access to more social rent homes. The Newham Strategic Housing Market Assessment (SHMA) sets out that 54 per cent of housing need across the plan period is for affordable homes, with 66 per cent of this need being for social rent homes. This is due to the multiple, and often overlapping, housing issues our residents face. In recent years, wage rises have not kept pace with the significant increases in house prices and rents in the borough. Around 50 per cent of Newham's residents currently live in poverty when housing costs are taken into consideration, a situation that may worsen if cost of living increases continue along current trends. Furthermore, Newham has continuously had one of the largest housing registers in the country as well as the largest number of people in temporary accommodation.²⁴ The 2021 census also showed that 25% per cent of households in Newham are living in over-crowded conditions, the highest level of overcrowding in London.

Accordingly, Policy H3 seeks to address the significant affordability challenges our residents face by setting overall affordable housing and tenure mix targets that developments are expected to meet on site. Newham's strategic target seeks to deliver 60 per cent of all new homes delivered across the plan period as affordable housing. This will be delivered through various strategies, including significant areas of land in public ownership where the delivery of genuinely affordable housing will be prioritised, delivering Newham's estate regeneration and affordable homes programmes and through delivering affordable housing on all sites of 10 or more residential units. The prioritisation of social rent dwellings will also make sure we are addressing the needs of our residents, as these homes will only be available to people on Newham's housing waiting list. The policy does allow for provision of affordable housing off site or payment in lieu of affordable housing in limited circumstances where delivery on site is unfeasible. However, the stability of affordable housing as an asset means that delivering genuinely affordable homes forms a key foundation of the borough's housing delivery, particularly in a context of economic uncertainty.

Implementation

H3.1	Developments are expected to provide affordable housing in accordance with the requirements of part 1 of the policy. Affordable housing targets are measured using the gross number of new units within a development. Genuinely affordable housing should be included within the initial buildings or phases of developments and should not be concentrated in the final buildings or phases. To meet our affordable housing target, genuinely affordable housing delivery should be maximised on publicly owned sites, developments brought forward by registered providers, and sites where the loss of social infrastructure is deemed acceptable as per Policy SI2. While the borough's affordable housing targets seek to deliver 60 per cent affordable housing overall, the policy supports the delivery of 100 per cent affordable housing

²⁴ [GOV.UK Local Authority Housing Data](#); [GOV.UK Homelessness Statistics](#)

	developments, recognising the significant contribution such developments can make to strategic affordable housing delivery across the borough. Developments delivering above 60 per cent affordable housing should still seek to meet the tenure mix requirements of part 1 of the policy as a minimum (50% of the total units being social rent). Affordable homes delivered above the requirements of part 1 may be delivered as intermediate homes. In addition to the overall tenure mix sought by the policy, a development's proposed bedroom size mix of social rent housing should be informed by evidence of local housing need as published in Newham's most up-to-date Strategic Housing Market Assessment. This helps to ensure the delivery of different affordable housing tenures is responsive to Newham's latest evidence of housing needs, which currently shows a significant need for family-sized social rent homes. Developments are not required to submit a viability assessment where they meet the relevant affordable housing target and tenure mix requirement set out in part 1, and provide a policy compliant level of family housing as per Policy H4.2. Developments that do not meet these requirements should be justified and submit a detailed financial viability assessment with a Benchmark Land Value that uses an Existing Use Value plus approach. The financial viability assessment should robustly demonstrate that policy compliance is not viable but that the scheme is providing the maximum viable contribution towards the delivery of genuinely affordable housing. The viability assessment will be independently assessed. These developments will also be subject to review mechanisms as set out in Local Plan Policy BFN4. Where sites are unable to deliver on site affordable homes, officers also will closely scrutinise a development's proposed size mix. Where a higher proportion of family-sized homes are proposed, this may help to justify the under-provision of affordable housing.
H3.2	The policy sets an expectation that affordable housing provision should be delivered on site. However, part two of the policy recognises that there may be circumstances where off-site provision or payment in lieu of affordable housing may be necessary. The policy sets out that payment in lieu should only be considered when on or off site provision of affordable housing is not deliverable. Viability challenges alone will not be considered a justification for delivering off site affordable housing or a payment in lieu of affordable housing. One example where the provision of off-site or in lieu contributions towards affordable housing delivery may be justified are small-scale developments where registered providers are unwilling take on a small number of affordable homes. Where this is the case, the applicant should provide evidence of discussions with Newham's Housing team and Registered Providers on Newham's list of accredited providers, demonstrating no interest in the offer. These discussions would need to be evidenced at application stage. In such cases, officers may require the development's legal agreement to still require the delivery of genuinely affordable homes on-site, reflecting that circumstances can change and the importance of onsite delivery wherever possible. However, the section 106 would also include a cascade clause allowing for the provision of off-site delivery or a payment in lieu of affordable housing if on-site provision continues to be unfeasible. If, following the granting of planning permission a developer can provide evidence to demonstrate that 'best endeavours' have been used to secure a registered provider (in

	line with the evidence requested at application stage), but they have still been unable to do so, they would be able to provide offsite delivery, or, in exceptional circumstances, a payment in lieu. If off-site delivery is proposed, this would need to have planning permission secured and have commenced before the occupation of the original scheme which has secured off-site delivery through the cascade clause. Developments proposing off-site provision or a payment in lieu that do not meet the requirements of part 2.a or part 2.b, will be required to submit a detailed financial viability assessment. An application submission should provide clear and convincing justification and evidence that the provision of genuinely affordable housing on site is unfeasible and that homes are unlikely to be taken up. The financial viability assessment should robustly demonstrate that policy compliance is not viable but that the scheme is providing the maximum viable contribution towards the delivery of affordable housing.
H3.3	This requirement will apply to developments that seek to deliver an upwards or side extension to an existing block of housing, which results in additional units being delivered on the site. The reliance of developments on an existing building will be assessed through reviewing the overlap of site layouts, access, shared cores or entranceways and facilities. Where one site is judged to be reliant on the other to function or meet policy requirements or standards, affordable housing will be required based on the combined number of homes of the existing site and the new homes proposed through the development.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Newham Local Plan Viability Assessment, BNP Paribas (2024)

Policy links

Local Plan:

- BFN4: Developer contributions
- H1: Meeting housing needs
- H4: Housing mix
- H5: Build to rent housing
- H7: Specialist housing for older people
- H8: Purpose built student accommodation
- H9: Houses in multiple occupation and large-scale purpose-built shared living

London Plan 2021:

- H4 Delivering affordable housing
- H6 Affordable housing tenure
- H7 Monitoring of affordable housing
- H10 Housing size mix
- H11 Build to rent
- H13 Specialist older persons housing
- H15 Purpose-built student accommodation
- H16 Large-Scale purpose-built shared living

H4: Housing mix

1. All new residential developments should deliver a mix and balance of residential types and sizes. The appropriate mix of residential sizes, types and tenures will be determined through:
 - a. the need to secure mixed and inclusive communities; and
 - b. evidence of housing need as set out in Newham's latest Strategic Housing Market Assessment; and
 - c. development viability; and
 - d. the existing and pipeline mix of residential units in the area; and
 - e. the individual circumstances of the site in terms of site conditions, local context and site features, particularly on sites delivering below ten dwellinghouses (C3).
2. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should deliver 40 per cent of the number of new residential units as family dwellinghouses (C3) with three or more bedrooms. Developments that do not meet these requirements on site and the delivery of the required level of affordable housing under Local Plan Policy H3.1 will not be supported unless accompanied by a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered.
3. New residential developments on site allocations should provide a minimum of five per cent of the proposed residential units as four or more bed affordable family dwellinghouses (C3).
4. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should deliver no more than 15 per cent of the number of new residential units as one bedroom, two person dwellinghouses (C3).
5. New residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should deliver no more than 5 per cent of the number of new residential units as studio or one-bedroom, one person dwellinghouses (C3).
6. In exceptional circumstances, a portfolio approach to the delivery of affordable housing and/or family dwellinghouses (C3) may be accepted, subject to developments not resulting in an unacceptable impact on the mix and balance of residential types and sizes in an area. Developments within a portfolio delivering additional affordable housing and/or family dwellinghouses (C3) should be located in Newham, and completed and ready for occupation prior to the developments within the portfolio that deliver affordable housing and/or family dwellinghouses (C3) below the policy target set out in H3.1 and H4.2.

Justification

Policy H4 requires the delivery of a mix of housing types, sizes and tenures to help meet Newham's housing needs. Newham's latest evidence of housing needs suggests that around 60 per cent of Newham's housing need is for family-sized homes (three beds or larger). Two bedroom homes form a much smaller proportion of our housing need (just under 30 per cent) while one bedroom homes form a small proportion of need (around 12 per cent). Accordingly, the policy sets minimum targets for the provision of both family-sized homes within major development proposals and affordable

four-bedroom homes on site allocations. The lower minimum percentage requirements are reflective of Newham's latest viability evidence. Setting a minimum target for three bed or larger homes will help address the acute need for the provision of family homes within Newham, while a minimum four-bedroom target on site allocations will help to encourage multigenerational living, re-provide larger family homes through regeneration projects and help address the needs of overcrowded families living in temporary accommodation. The policy also sets an expectation that no more than a very small proportion of studio or one-bedroom, one person dwellinghouses will be supported on new major housing developments, as their size tends to lack sufficient flexibility to meet people's changing needs over the course of their lifetime.

Implementation

H4.1	Part 1 of the policy sets out the criteria that a development's housing mix will be assessed against. All developments with the capacity to deliver ten dwellinghouses or more will be expected to meet the criteria of parts 2, 4 and 5 of the policy (and part 3 for developments on site allocations), but the policy does allow some flexibility to consider various factors that may influence a development's housing mix. These include Newham's most up to date evidence of housing needs (the Strategic Housing Market Assessment, which shows a significant need for social rent homes and which will be reviewed and updated if necessary.), any financial viability assessment submitted alongside an application and an individual site's context. Sites are expected to prioritise the delivery of family-sized homes as part of their housing mix, before determining the respective mix of two-bed and one-bed provision aligned with identified need. In terms of development design, different housing types should be evenly distributed across proposals and within buildings, giving real choice of floor level, aspect and orientation to residents. Although sites delivering below ten dwellings are not required to meet the requirements of parts 2, 4 and 5 of the policy, developments for sites of this scale are expected to provide a mix of housing that includes family-sized housing, recognising this is one of Newham's most pressing housing needs. Failure to provide a genuine mix of housing sizes through minor or major scale developments may result in a refusal of an application.
H4.2	Part 2 of the policy sets out expectations for the delivery of three or more bedroom homes within a housing development. This requirement applies to any development delivering dwellinghouses, including general needs housing, age-restricted general needs housing and Build to Rent housing. Exceptions to this requirement include student housing, specialist housing including care, sheltered housing, extra-care and care home housing designed for older people. The aforementioned list is not exhaustive, and other housing types which could benefit from an exception to this policy requirement will be considered on a case-by-case basis. New housing developments on individual sites with the capacity to deliver ten residential dwellings or more that provide less than 40 per cent of the total proposed homes within a development as three bed or larger homes will be required to submit a financial viability assessment demonstrating that the maximum viable mix will be delivered. This viability assessment should use a Benchmark Land Value that uses an Existing Use Value plus premium approach. This financial viability assessment should also cover affordable housing

	delivery where the scheme does not achieve policy compliant levels as per the requirements of Policy H3.1 concerning overall affordable housing delivery and tenure mix. The financial viability assessment will be independently assessed. Where a development does not achieve a policy compliant level of family or affordable housing, the Council will consider the overall housing mix being provided within a development to decide any necessary trade-offs between affordable and family housing delivery.
H4.3	Developments on site allocations (identified in the Neighbourhoods chapter of the Local Plan) should aim to deliver a minimum of 5 per cent of proposed homes as four or more bedroom affordable dwellinghouses. This 5 per cent counts towards the overall 40 per cent family housing target sought under part 2 of the policy, and the affordable housing targets sought under policy H3. Exceptions to this requirement include student housing, specialist housing including care, sheltered housing, extra-care and care home housing designed for older people. The aforementioned list is not exhaustive, and other housing types which could benefit from an exception to this policy requirement will be considered on a case-by-case basis.
H4.4	H4.4 sets a maximum delivery expectation for one bedroom homes on major development sites. Developments delivering above 15 per cent of the total homes as one bedroom, two person homes will need to robustly justify this provision in accordance with the requirements of part 1 of the policy. Exceptions to this requirement include student housing, specialist housing including care, sheltered housing, extra-care and care home housing designed for older people. The aforementioned list is not exhaustive, and other housing types which could benefit from an exception to this policy requirement will be considered on a case-by-case basis.
H4.5	H4.5 sets a maximum delivery expectation for studio homes or one-bedroom, one person homes on major development sites. Developments delivering above 5 per cent of the total homes as studio or one-bedroom, one person homes will need to robustly justify this provision in accordance with the requirements of part 1 of the policy and are unlikely to be supported.
H4.6	It is recognised that in some instances, for example public sector developers bringing forward a range of small scale major housing developments, viability constraints may preclude the delivery of affordable and/or family dwellinghouse targets in some locations. Accordingly, the policy allows for the delivery of a portfolio approach in exceptional circumstances to address this issue. Developers will need to demonstrate that such an approach would not have an unacceptable impact on the mix and balance of residential types and sizes in an area, for example a much smaller proportion of family or genuinely affordable homes being delivered in one neighbourhood compared to another within the portfolio of developments. The justification for such an approach should be set out within an application's supporting documentation.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Newham Local Plan Viability Assessment, BNP Paribas (2024)

Policy links

Local Plan:

- H1: Meeting housing needs
- H3: Affordable housing

London Plan 2021:

- H4 Delivering affordable housing
- H10 Housing size mix

H5: Build to Rent housing

1. To qualify as a Build to Rent development the following criteria should be met:
 - a. the development or block or phase within the development should operate under unified ownership and management, within blocks or phases of at least 50 dwellinghouses (C3); and
 - b. all the dwellinghouses (C3) are self-contained and let separately; and
 - c. the dwellinghouses (C3) should be held as Build to Rent under a covenant for at least 15-years; and
 - d. a clawback mechanism is in place that ensures there is no financial incentive to break the covenant; and
 - e. the development, block or phase within the development should offer long term tenancies for private renters for a minimum of three years with a six-month break clause in favour of the tenant; and
 - f. providers do not charge up-front fees of any kind to tenants or prospective tenants, other than deposits and rent-in-advance; and
 - g. structured and limited in-tenancy rent and service charge increases should be made clear to the tenant in advance of the tenancy agreement signature, including any annual increases which should always be formula-linked; and
 - h. there is on-site management; and
 - i. providers have a complaints procedure in place and are a member of a recognised ombudsman scheme.
2. Developments of Build to Rent housing as a block or phase within a larger development are expected to deliver affordable housing that meets the requirements of Local Plan Policy H3.
3. Developments of Build to Rent housing as the sole residential tenure should provide at least 50 per cent of the total units as Affordable Rented Homes at equivalent rents to London Affordable Rent and 10 per cent of the total units being Affordable Rented Homes at equivalent rents to London Living Rent. These affordable homes will be secured as affordable housing in perpetuity irrespective of the covenant period secured through H5.1.c.
4. Developments of Build to Rent housing that fail to deliver sufficient affordable housing in accordance with the requirements of parts 2 or 3 and the delivery of the required level of family dwellinghouses (C3) under Local Plan Policy H4.2 will not be supported unless accompanied by a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered. Developments of Build to Rent housing that are required to submit a detailed financial viability assessment should submit dual viability assessments that incorporate viability testing that set outs outcomes in relation to 'Build for Rent' and 'Build for Sale' approaches and the subsequent impact upon the delivery of affordable housing.

Planning Obligations

- Developments for Build to Rent will be subject to a 15-year covenant and a clawback mechanism secured through a development's legal agreement.

- Affordable housing delivery proposed by an application will be secured in perpetuity via a development's legal agreement. The legal agreement will also secure relevant review mechanisms, as per the requirements of Policy BFN4.

Justification

Build to Rent housing is purpose-built housing that is designed for rent rather than sale. It is distinct from shared rented accommodation such as houses in multiple occupation or large-scale purpose-built shared living. Recent years have seen a significant growth in the role of the private rented sector, as a result of changes to letting policies and pressures on the housing stock that have made it less likely that young single persons will be allocated a one-bedroom social rent or affordable rented property. Latest evidence suggests there are roughly 50,000 private rented sector properties in the borough, with private renting particularly prevalent in people from white, non-British ethnic backgrounds and from Asian Indian backgrounds. Recognising its growing role in the housing market, Policy H5 looks to set quality standards for Build to Rent housing and requires the delivery of affordable housing. Affordable housing policy requirements for the policy have been formulated using Newham's latest evidence of housing need. Therefore, this policy broadly reflects the affordable housing tenure mix requirements set out in Policy H3 for build for sale general needs housing developments. Unlike build for sale homes, Build to Rent properties are not subject to market 'absorption rates' (the rate developers will release homes onto the market to prevent price falls), meaning that the delivery of high-quality and affordable Build to Rent housing can help to accelerate housing delivery within the borough.

Implementation

H5.1	Developments that do not meet the requirements of part 1 of the policy will not qualify as Build to Rent housing and will be considered as Build for Sale developments with respect to the delivery of affordable housing. A valuation of the market and affordable homes should be included within a development's legal agreement. This will allow for the calculation of the clawback level if the covenant, required under H5.1.c, is broken.
H5.2	Developments that deliver Build to Rent blocks or phases in larger developments that also deliver build for sale housing will be required to meet affordable housing requirements set out in Policy H3.1.
H5.3	Part 3 of the policy sets out affordable housing delivery expectations on sites where Build to Rent is proposed as the sole housing tenure within a development. In these instances, affordable Build to Rent housing should be provided as affordable rented housing, with 50 per cent of the total units as Affordable Rented Homes at equivalent rents to London Affordable Rent and 10 per cent of the total units being Affordable Rented Homes at equivalent rents to London Living Rent. Weekly rent benchmarks for London Affordable Rent are published on the Greater London Authority's website. The Mayor of London publishes benchmark London Living Rent levels for every neighbourhood in the capital, updated annually on the Greater London Authority's website.

H5.4	Developments that fail to provide affordable housing in line with the requirements of parts 2 and 3 of the policy and the delivery of the required level of family dwellinghouses (C3) under Local Plan Policy H4.2 will be required to provide a detailed financial viability assessment, with a Benchmark Land Value that uses an Existing Use Value plus premium approach. The financial viability assessment should robustly demonstrate that policy compliance is not viable but that the scheme is providing the maximum viable mix of family and affordable homes. The viability assessment will be independently assessed. These developments will also be subject to review mechanisms as set out in Local Plan Policy BFN4. Developments delivering Build to Rent housing, either as the only housing tenure on site or as an element of a broader development, should detail within their financial viability assessment the different outcomes of delivering built to rent homes against delivering build for sale homes. If a greater level of genuinely affordable housing delivery is possible through a build for sale scheme then permission may be refused.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Newham Local Plan Viability Assessment, BNP Paribas (2024)

Policy links

Local Plan:

- BFN4: Developer contributions
- H3: Affordable housing
- H4: Housing mix
- H11: Housing design quality

London Plan 2021:

- H4 Delivering affordable housing
- H6 Affordable housing tenure
- H10 Housing size mix
- H11 Build to Rent

H6: Supported and specialist housing

1. Specialist housing provision for vulnerable people will be protected, unless it can be demonstrated that one of the following criteria are met:
 - a. the needs of current residents, or potential residents (where the facility is not currently in use) can be met by new on or off-site replacement specialist housing or an existing Newham-based specialist housing site; or
 - b. relevant London Borough of Newham commissioning teams consider the existing provision to be low quality; or
 - c. the housing has been offered to, or is operated by relevant London Borough of Newham commissioning teams, and these commissioning teams consider the existing housing provision is not needed locally.
2. New or expanded supported or specialist housing developments will be supported where:
 - a. they deliver high-quality housing; and
 - b. they are provided in appropriate locations; and
 - c. the local need for the facility has been clearly evidenced.
3. New specialist or supported housing for people with care needs should meet current and/or projected local needs, determined through having regard to the Council's or other relevant public sector bodies' strategies and evidenced through early engagement with relevant London Borough of Newham commissioning teams.
4. New specialist or supported housing for people with care needs, with the exception of sheltered housing for older people, should ensure residents from outside of Newham should not comprise more than 33 per cent of the total residents.
5. Developments for specialist housing should include a detailed and resourced residential management plan.

Justification

Policy H6 seeks to meet the housing needs of different groups who may require specialist or supported housing, including people with learning disabilities or autism, care experienced children, care leavers and homeless people. The policy seeks to protect and deliver high-quality housing that meets needs and are in locations that are well-connected, that meet the safeguarding needs of residents and have access to adequate supporting facilities. Information from Newham's Adult Social Care team shows that people who need specialist or supported housing are currently housed outside the borough given a lack of available Newham-based housing. The Authority's latest evidence of housing needs also suggests that there are a significant number of people in Newham's population who may need a form of supported housing, due to factors such as age, disabilities, mental health issues, autism, drug and alcohol misuse, domestic abuse or homelessness. However, the evidence makes clear that the number of people identified within the population with a support need may not necessarily require specialist housing, recognising that many people may not be eligible for housing or will have an individual preference to receive care and support in their existing home. Accordingly, developments should be assessed having regard to both the locational suitability of housing, as well as the need for different types of housing.

Implementation

ALL	Specialist and supported housing is housing that incorporates support for a particular and/or vulnerable group. Individuals may live in supported housing for the long term or for shorter periods until they are ready to move on. These forms of housing vary in the level of support provided, although they are likely to include some communal facilities for residents. Typically, housing will be residential institutions (C2), but some provision may be considered sui generis or a dwellinghouse (C3).
H6.1	Part 1 of the policy outlines the set of circumstances under which developments may seek to convert, redevelop or remove specialist or supported housing. Developments seeking to meet the criteria of H6.1.a should show that sufficient housing is or will be available to meet the housing needs of residents who are using or would have utilised the facility to be lost. Housing should have sufficient capacity to meet the needs of existing or potential occupants of the facility to be lost at the point of decommissioning the existing housing, and should be available at the equivalent rent and care costs. The suitability of the replacement housing's location should be discussed with relevant London Borough of Newham commissioning teams to ensure its location is appropriate for the type of housing being provided and the needs of residents are fully considered (for example, they have convenient access to supporting facilities or are at an appropriate distance to a town or local centre and public transport connections). Part 1.b of the policy sets out that housing can be lost where relevant London Borough of Newham commissioning teams consider the existing provision to be low quality. Evidence of discussions with relevant London Borough of Newham commissioning teams should be submitted alongside an application. Alternatively, existing specialist or supported housing can be lost to other uses where relevant London Borough of Newham commissioning teams consider the existing housing provision is not needed locally. Applicants should evidence that they have drawn the relevant commissioning team's attention to the housing and that commissioning teams are in agreement that the housing provision is no longer required. Evidence of discussions with relevant London Borough of Newham commissioning teams should be submitted alongside an application, as well as reference to the Market Position Statements published by the relevant commissioning team. If provision is considered to be of suitable quality for occupation or is considered to be a locally needed type of housing, housing should not be lost to other uses and applicants should work with relevant London Borough of Newham commissioning teams to secure a provider for the housing. Alternatively, applicants should find sufficient capacity to meet the needs of existing or potential residents under the requirements of H6.1.a.
H6.2	Part 2 of the policy sets out the strategic principles that all developments for specialist housing will be assessed against, including all newly proposed housing and extensions to existing facilities increasing the intensity of use. To provide high-quality housing, developments should show, through their application drawings and supporting documents, how the proposed housing meets relevant quality standards set out within Policy H11. Applicants should also demonstrate engagement with relevant commissioning teams around the quality of housing, including whether the size and number of units of housing, private rooms or bed spaces are suitable for the residents

	of the housing, meet their support needs and will help maintain their wellbeing over the long-term. Applicants may also wish to make reference to best practice guidance around the proposed size of housing for different support needs, and how this has shaped the design of the proposed housing. For example: • see Carehome.co.uk 'Size matters in care homes with small doing better than large, says CQC' (2017) for quality standards for nursing and residential care homes. • specialist housing development with more than six bed spaces or private rooms is unlikely to be suitable for people with a profound and multiple learning disability. However, accommodation larger than this could be considered suitable if agreed in consultation with relevant teams within the Council's commissioning services to ensure the quality of housing meets the needs of future residents. Specialist or supported housing should form part of a broader housing mix within an area and should be located so residents will have access to both good quality public transport links and supporting facilities. These could include specialist healthcare or social and leisure opportunities. Applicants should consider whether existing supporting facilities can accommodate increased usage as a result of new housing provision. Typically, specialist or supported housing should be directed to locations that are accessible to town and/or local centres and relevant supporting facilities. Accessibility to these locations should typically be a 5–10-minute walk (approximately 400-800m), recognising that some residents may travel more slowly or find travelling further distances more challenging. However, in some instances proximity to town centres may be inappropriate. This could be because of safeguarding risks or distancing from potential health triggers. Alternative locations should be justified through early engagement with relevant London Borough of Newham commissioning teams. Given the potential for increased safeguarding risks, developments providing housing under H2.4.a for Newham Care Leavers should submit a Location Risk Assessment as part of their residential management plan (required under H6.5). The need for housing should be set out within an application's supporting documentation. In most instances, facilities should meet a local need for housing and accord with the requirements of parts 3 and 4 of the policy.
H6.3	Local need for housing should be evidenced through having regard to the Council's or other relevant public sector bodies' strategies and through discussions with relevant internal commissioning teams. London Borough of Newham commissioning teams will be consulted on proposals for specialist housing, and will indicate whether the form and scale of housing is needed locally, as well as the quality of the proposed housing in accordance with H6.2.a.
H6.4	The proposed occupancy of specialist or supported housing should be set out within a proposal's residential management plan. If the proposed facility is new and not yet operational, the applicant should set out which local authorities or charities the provider will be working with to show that residents from outside of Newham will not comprise more than 33 per cent of the total residents of the accommodation. Developments for sheltered housing for older people are not required to meet this requirement. Exceptions to this requirement may also be supported where housing is helping Newham to deliver a strategic sub-regional partnership approach to housing provision or where

	safeguarding issues require placement of residents outside of their borough. The suitability of exceptions to this requirement should be determined through evidenced early engagement with relevant London Borough of Newham commissioning teams. Sub-regional approaches should also be identified within strategic papers (for example, agreed Cabinet decisions).
H6.5	Residential management plans should demonstrate the residential population mix and other management practices that minimise safeguarding risks, maximise opportunities to create and sustain social networks and access appropriate support, and ensure that the development minimises amenity impacts. Residential management plans should also include: details of numbers of staff on site and staff routines; how residents will be placed within the housing; the level of care provided; how resident independence would be sustained; expected comings and goings; how amenity impacts on surrounding residents will be minimised; safeguarding practices; health and safety procedures; and the maintenance of the housing and any communal spaces provided. Developments providing housing under H2.4.a for Newham Care Leavers should submit a Location Risk Assessment as part of their residential management plan.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)

Policy links

Local Plan:

- H1: Meeting housing needs
- H7: Specialist housing for older people
- H11: Housing design quality

London Plan 2021:

- H3 Meanwhile use as housing
- H12 Supported and specialised accommodation
- H13 Specialist older persons housing

H7: Specialist housing for older people

1. Developments that deliver specialist housing for older people will be supported where they:
 - a. meet the relevant requirements of Local Plan Policy H6; and
 - b. with the exception of care home accommodation, are located in town centres or within 400 metres of a local centre or 800 metres of a town centre, unless specific care needs and/or vulnerabilities justify an alternative location. Alternative locations should be determined through evidenced early engagement with relevant London Borough of Newham commissioning teams; and
 - c. with the exception of care home accommodation, deliver affordable housing in accordance with Local Plan Policy H3.
2. Developments that deliver specialist housing for older people are encouraged to provide small-scale social infrastructure or main town centre uses that allow for interaction between residents and the local community in suitable locations and where supported by London Borough of Newham commissioning teams.

Planning Obligations

- Affordable housing delivery proposed by an application will be secured in perpetuity via a development's legal agreement. The legal agreement will also secure relevant review mechanisms, as per the requirements of Policy BFN4.

Justification

Policy H7 supplements the requirements of Policy H6, encouraging the provision of specialist housing for older people where the housing meets need, is of a high-quality and is provided in locations with access to supporting facilities. The London Plan 2021 sets Newham council an annual benchmark to deliver 85 older persons housing units per annum between 2017 and 2029. However, Newham's Strategic Housing Market Assessment suggests there is emerging picture of demand for different types of older persons housing, with different types of housing experiencing varying levels of demand and assistive technology meaning that people could stay in their homes for longer. There is an increasing emphasis on designing homes for people to 'age in place', with people's desire to move being influenced by their personal circumstances.²⁵

Evidence from Newham's commissioning teams demonstrate that while there is some limited need for sheltered housing in the borough, the majority of housing need for older persons is for extra-care and care home accommodation. More detailed analysis of Newham's need for housing for older people is set out in the 'Housing for older people Topic Paper' that supports the Local Plan. Newham faces challenges when finding housing placements for older residents, with the authority currently making comparatively low in-borough placements compared with other boroughs. This is due to Newham's relatively low rent costs and other boroughs' ability to outprice the host borough. Latest evidence suggests there is insufficient in-borough provision to meet our needs, particularly for people with complex needs or dementia.²⁶

²⁵ [Manchester School of Architecture, Greater Manchester Combined Authority And Greater Manchester Ageing Hub 'Rightsizing: Reframing The Housing Offer For Older People' \(2018\)](#)

²⁶ [London Borough of Newham Aging Well Strategy \(2022\)](#)

Older people within Newham also face challenges of housing affordability. Recent survey work undertaken as part of the Authority's [Ageing Well Strategy \(2022\)](#) suggests that around a fifth of residents surveyed aged over 50 found housing costs difficult to afford and 15 per cent very difficult to afford. Similarly, in 2019 37.3 per cent of Newham's residents aged 60 and over were living in poverty.²⁷ Accordingly, the policy seeks to address these issues, requiring that specialist housing for older people should provide genuinely affordable housing in line with the requirements of Policy H3 (with the exception of care home accommodation).

Implementation

ALL	Specialist older people's housing typologies typically include: • Sheltered housing: self-contained housing designed for independent living with support available if required. • Extra care/assisted living: self-contained housing within a wider development with 24-hour care and support available. • Care home accommodation: personal care and accommodation provided on site as a single package and often regulated by the care quality commission. Further details of these typologies can be found on the Age UK website (AGE.UK Sheltered Housing (2022); AGE.UK Assisted Living And Extra-Care Housing (2022)) and within the London Plan 2021 Policy H13. For clarity, some developments deliver age-restricted general market housing, which is generally for people aged 55 and over and the active elderly. It may include some shared amenities such as communal gardens but does not include support or care services, and is therefore use class C3. These forms of housing are not considered to be supported or specialist housing (covered by policies H6 and H7) and are, therefore, expected to meet the relevant policy requirements applied to general needs housing, including affordable housing and housing mix requirements.
H7.1	For the purposes of H7.1.b, applicants will need to consider the requirements of Policy D6 (Neighbourliness) where a development is located in proximity to pollution sources, recognising the disproportionate impact these may have on older residents. The requirements of H7.1.c do not apply to care home accommodation. 'Care home accommodation' for the purposes of this policy is defined as having the following attributes, as per the London Plan 2021 definition: • personal care and accommodation are provided together as a package with no clear separation between the two; and • the person using the service cannot choose to receive personal care from another provider; and • people using the service do not hold occupancy agreements such as tenancy agreements, licensing agreements, licences to occupy premises, or leasehold agreements or a freehold; and • likely Care Quality Commission-regulated activity will be 'accommodation for persons who require nursing or personal care'. The determination of whether a development is considered to provide care home accommodation will be considered on a case-by-case basis dependent on the nature of the

²⁷ [Office For Health Improvement And Disparities Productive Healthy Ageing Profile](#) (2019)

	accommodation being provided. This will be reviewed by London Borough of Newham commissioning teams based on relevant needs and capacity assessments. Developments that fail to provide affordable housing in line with the requirements of H7.1.c will be required to provide a detailed financial viability assessment. The financial viability assessment should robustly demonstrate that policy compliance is not viable but that the scheme is providing the maximum viable mix of genuinely affordable homes. This will be independently assessed. These developments will also be subject to review mechanisms as set out in Local Plan Policy BFN4.
H7.2	The policy supports the provision of small-scale social infrastructure or main town centre uses in housing for older people where provision is considered appropriate by Newham's relevant commissioning teams and falls within locations where social infrastructure and/or main town centre uses would be supported (see policies HS1, HS3 and SI2). The scale of such facilities should be appropriate to the scale of the development and allow for use both by residents of the facility as well as members of the public.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)

Policy links

Local Plan:

- BFN4: Developer contributions
- H3: Affordable housing
- H4: Housing mix
- H6: Supported and specialist housing
- H11: Housing design quality
- HS1: Newham's Town Centres Network
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services
- SI2: New and re-provided community facilities and health care facilities

London Plan 2021:

- H4 Delivering affordable housing
- H6 Affordable housing tenure
- H10 Housing size mix
- H12 Supported and specialised accommodation
- H13 Specialist older persons housing

H8: Purpose-built student accommodation

1. New purpose-built student accommodation in Stratford and Maryland neighbourhood will only be supported where:
 - a. it is located within or adjacent to an existing campus development in the neighbourhood; or
 - b. it is solely providing a replacement facility with no net increase in bed spaces.
2. New purpose-built student accommodation in all other neighbourhoods outside Stratford and Maryland will only be supported where:
 - a. it is located within or adjacent to an existing campus development in the borough; or
 - b. it is in a town centre or local centre location well connected by public transport (with a minimum Public Transport Accessibility Level of 4); and
 - c. it will not create an over-saturation of purpose-built student accommodation; or
 - d. it is solely providing a replacement facility with no net increase in bed spaces or it is located within or adjacent to an existing campus development in the borough.
3. New purpose-built student accommodation should provide at least 60 per cent affordable student accommodation as defined within the London Plan 2021. Developments for purpose-built student accommodation that do not achieve a policy compliant level of affordable student accommodation on site are required to submit a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered.
4. New purpose-built student accommodation should:
 - a. secure the majority of the bedrooms in the development, including all of the affordable student accommodation bedrooms, through a nomination agreement, for occupation by students of one or more higher education providers; or
 - b. in areas of over-saturation, secure all of the bedrooms in the development through a nomination agreement, for occupation by students of one or more higher education providers; and
 - c. where purpose-built student accommodation is being delivered within or adjacent to an existing campus development in the borough in accordance with H8.1.a or H8.2.d, the nominations agreement should be secured for occupation by students of the higher education provider that the development is located is within or adjacent to.
5. Developments delivering purpose-built student accommodation should provide ancillary communal space for study and sporting facilities that meet the needs of the student population within a development unless the accommodation is located within 1,200 metres of existing student campus-based facilities for studying and/or sport and recreation that have sufficient capacity to meet any increased need.
6. Developments for purpose-built student accommodation should include an appropriately detailed and resourced residential management plan.

Planning Obligations

- Affordable housing delivery proposed by an application will be secured in perpetuity via a development's legal agreement. The legal agreement will also secure relevant review mechanisms, as per the requirements of Policy BFN4.
- A nominations agreement should be agreed between the applicant and a higher education provider or providers in accordance with the requirements of H8.4.

Justification

Policy H8 seeks to support the delivery of purpose-built student accommodation, helping to ensure this accommodation provision contributes to neighbourhoods having a mix and balance of different housing types and sizes. In recent years, Newham has seen high levels of student accommodation permitted, particularly within Stratford and Maryland. As of January 2024, just over 3,600 bed spaces have been permitted or completed in this neighbourhood since the financial year 2019/20. This equates to around ten per cent of London's wider need for purpose built student accommodation, completed or permitted in only three years of the London Plan's (2021) ten year plan period. As of January 2024, around 33 per cent of approvals in the Stratford and Maryland neighbourhood were for student bed spaces.²⁸ Conversely, the Authority's housing needs evidence suggests that the borough should deliver around 210 bed spaces of purpose-built student accommodation annually, which equates to 4 per cent of the borough's annual London Plan housing target. Therefore, the policy seeks to prevent additional student housing delivery in the Stratford and Maryland neighbourhood unless linked to a campus-based expansion, noting that the majority of pipeline and delivered student bed spaces in recent years have been provided within this neighbourhood.

Newham's latest evidence of housing needs suggests that Newham campuses account for a small proportion (around six per cent) of students enrolled in higher education providers in London as of 2020/21. Accordingly, the policy seeks to regulate levels of student housing delivery and manage potential over-saturation, to better reflect Newham's higher education economy. This approach seeks to secure associated local jobs and economic benefits that student accommodation accompanied by campus expansion can provide without undermining the delivery of general needs housing. Outside of Stratford and Maryland and areas of over-saturation, student housing delivery will also be supported in town and local centres with good public transport connectivity, recognising in particular the public transport links offered by the Hammersmith and City, District and Elizabeth Line stations in the borough to London's large higher education facilities.

This approach to regulating purpose-built student accommodation delivery recognises that general needs housing offers the most flexible accommodation over the long-term. Alongside delivering appropriately located accommodation, the policy also requires the delivery of affordable student bed spaces and looks to ensure that social infrastructure, namely libraries and sport facilities, in proximity of new student accommodation do not face undue pressures as a result of new student populations who require space to study and exercise.

²⁸ Percentage calculated using total number of student bed spaces approved, divided by the total student bed spaces plus total general needs dwellinghouses approved in the neighbourhood.

Implementation

ALL	This policy will seek to monitor over-saturation of student bed spaces in each neighbourhood. For the purposes of this policy, over-saturation of purpose built student accommodation in a neighbourhood or resulting from a development is considered to be: • over 25 per cent of net residential approvals and completions over the plan period being delivered as purpose built student accommodation in a neighbourhood; and/or • a proposal would lead to over 800 beds of student housing being located within a radius of 300 metres from an existing purpose built student accommodation site or approved development.
H8.1	Part 1 of the policy sets out spatial requirements for the delivery of purpose built student accommodation in the Stratford and Maryland Neighbourhood. In the Stratford and Maryland neighbourhood, developments for purpose-built accommodation will only be permitted where they either deliver a campus-based expansion linked to an existing higher education campus in the neighbourhood or are replacing an existing facility. These developments should be located within or adjacent to an existing campus development in the borough. Replacement accommodation should only re-provide the same number of bedrooms as the existing development and should not result in a net increase of student bed spaces.
H8.2	Part 2 of the policy sets out spatial requirements for the delivery of purpose built student accommodation in all other neighbourhoods outside of Stratford and Maryland Neighbourhood. Accommodation should either be directed to campus developments within Newham, or to town centre or local centre locations that are well-connected by public transport, with a minimum base year Public Transport Accessibility Level of 4. Forecast Public Transport Accessibility Level increases may be considered where there is sufficient certainty improvements to Public Transport Accessibility will be delivered (for example, a public transport improvement project linked to the forecast increase is underway). Where a new development would lead to an over-saturation of student accommodation in a neighbourhood (see definition of over-saturation in the 'ALL' implementation text for Policy H8 above), accommodation should either: • only re-provide the same number of bedrooms as the existing development and should not result in a net increase of student bed spaces; or • deliver a campus-based expansion linked to an existing higher education campus in the neighbourhood. These developments should be located within or adjacent to an existing campus development in the borough.
H8.3	Affordable student accommodation is defined in the London Plan 2021 Policy H15, with the appropriate rent level published annually within the Mayor of London's Annual Monitoring Report. Developments that fail to provide affordable student accommodation in line with the requirements of part 3 of the policy will be required to provide a detailed financial viability assessment, demonstrating that the maximum viable mix will be delivered. This viability assessment should use a Benchmark Land Value that uses an Existing Use Value plus premium approach. The viability assessment will be independently assessed. These

	developments will also be subject to review mechanisms as set out in Local Plan Policy BFN4.
H8.4	Areas of over-saturation will be assessed in accordance with the definition of over-saturation in the 'ALL' implementation text for Policy H8 above. In areas that don't experience over-saturation of purpose-built student accommodation, the majority of purpose-built student rooms are required to be secured through a nominations agreement as part of a development's legal agreement. This agreement should ensure that reasonable endeavours are used to secure the majority of the bedrooms in the development, including all of the affordable student accommodation bedrooms, for occupation by students of one or more higher education providers by the point of first occupation. At pre-application stage, a letter of comfort should also be provided by the interested Higher Education Provider(s), showing the provider's intent to continue discussions with the developer and indicate their likelihood to enter into contractual obligations with the developer in relation to the proposals. The letter of comfort should also outline the provider's present and future accommodation needs, and how the design of the development meets these needs. If a nominations agreement cannot be secured by the point of first occupation, the local planning authority should be notified to show that all reasonable endeavours have been taken. In the interim, a cascade mechanism of direct lets should be secured. The following hierarchy will be applied: • full-time higher-education students at local Higher Education Providers (within Newham's borough boundary). • those at other London HEPs with good sustainable transport connections to the site. • any other higher-education student at a London HEP campus. • as a last resort, any other higher-education student with a need to reside in London. Proposals that would create or worsen an over-saturation of purpose-built student accommodation should secure all of the bedrooms in the development through a nomination agreement with a higher education provider(s). Where purpose-built student accommodation is being delivered within or adjacent to an existing campus development in the borough in accordance with H8.1.a or H8.2.d, the policy requires the nominations agreement to be secured for occupation by students of the higher education provider that the development is located is within or adjacent to. Proposals creating an over-saturation will need to provide additional certainty around a nominations agreement being signed prior to first occupation of the development in accordance with the requirements of parts 4.b and 4.c of the policy. Developments seeking to comply with parts 4.b and 4.c of the policy will not have a cascade mechanism of direct lets forming part of their legal agreement. Without sufficient certainty of nominations provided throughout pre-application and application discussions, an application will be refused. In order to demonstrate certainty around a nominations agreement being signed, it is expected that the Higher Education provider(s) who are expected to sign up to a development's nominations agreement attend pre-application meetings for a proposal. This is to demonstrate that the design of a development has taken into consideration the

	needs of the Higher Education provider whose students the development will be accommodating.
H8.5	Developments for purpose-built student accommodation should provide ancillary communal space for study and sporting facilities to meet the needs of their student population proportionate to the scale of the development. There is an exception to this requirement where existing campus-based student study and/or sports and recreation spaces are within 1,200m of the development (a 15 minute walk, to support the delivery of a network of well-connected neighbourhoods) and have the capacity to meet the increased need from the new development, which would need to be evidenced as part of a submission. Regarding the provision of sporting facilities, consideration should be given to how affordable the facilities are for students to access, recognising this provision should be meeting the needs of students living in the new accommodation. Developments delivering new or expanded education floorspace alongside the provision of student accommodation should also meet the requirements of Policy SI4. This policy contains specific requirements on providing access to other community uses outside of core hours.
H8.6	Residential management plans should outline management practices that minimise safeguarding risks, maximise opportunities for students to create and sustain social networks and access appropriate support, and ensure that the development minimises amenity impacts. Regarding appropriate support, a development's residential management plan should set out how students can conveniently access staff who can offer trained pastoral support, with links to the Higher Education provider(s) signed up to the nominations agreement. Residential management plans should also include details of: safeguarding practices; health and safety procedures; the maintenance of the accommodation and any communal spaces provided; and how the accommodation will be used outside of term time.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Newham Local Plan Viability Assessment, BNP Paribas (2024)

Policy links

Local Plan:

- BFN4: Developer contributions
- H3: Affordable housing
- H11: Housing design quality
- SI2: New and re-provided community facilities and health care facilities
- SI4: Education and childcare facilities
- Section 4: Neighbourhoods

London Plan 2021:

- H4 Delivering affordable housing
- H15 Purpose-built student accommodation

H9: Houses in multiple occupation and large-scale purpose-built shared living

1. Developments for houses in multiple occupation and large-scale purpose-built shared living developments should include a detailed and resourced residential management plan.
2. Houses in multiple occupation secured under the requirements of Local Plan Policy H2.4 should be secured as long-term additions to the supply of low-cost residential, by ensuring that rents are capped at the relevant Local Housing Allowance Shared Accommodation Rate for the area.
3. Large-scale purpose-built shared living developments should deliver:
 - a. affordable housing in accordance with Local Plan Policy H3, where housing is being delivered as part of a wider mix of tenures within the application boundary; or
 - b. a payment in lieu contribution towards general needs affordable housing. The payment in lieu contribution should secure a higher level of affordable housing provision than the 60 per cent target sought by Local Plan Policy H3.1.Developments for large-scale purpose-built shared living that are proposing to not meet the requirements of parts 3.a or 3.b, this will not be supported unless an application is accompanied by a detailed financial viability assessment, demonstrating that the maximum viable amount will be delivered.
4. Large houses in multiple occupation (sui generis) or large-scale purpose-built shared living developments should be directed to town and local centres or along major roads well connected by public transport (with a minimum Public Transport Accessibility Level of 4).
5. Large-scale purpose-built shared living developments should be under single management, with a minimum tenancy length of three months.
6. Main town centre uses or social infrastructure provided within large-scale purpose-built shared living developments are only acceptable in suitable locations and if the facilities are publicly accessible.

Planning Obligations

- Affordable housing delivery will be secured in perpetuity via an application's legal agreement. The legal agreement will also secure relevant review mechanisms, as per the requirements of Policy BFN4.
- Payment in lieu will be secured via an application's legal agreement.

Justification

Policy H9 seeks to ensure that shared accommodation is delivered in suitable locations, is neighbourly and contributes to the supply of affordable accommodation within the borough. Latest housing needs evidence suggests that recent graduates are increasingly occupying houses in multiple occupation given pressures on the availability of social housing and rising private rents. Accordingly, there is a necessity in Newham to balance the need to protect family housing from

conversion while also allowing for the delivery of new houses in multiple occupation that are of a high-quality and affordable to young people.

Policy H9 covers different types of shared accommodation, houses in multiple occupation and large-scale purpose-built shared living (sui generis). While large-scale purpose-built shared living developments are described in the London Plan as being generally of at least 50 units, in Newham large-scale purpose-built shared living is defined as typically being occupied by over ten individuals. This definition is lower in Newham, to reflect the Authority's Guidance on Accommodation Standards for licenced houses in multiple occupation, which provides quality standards for homes occupied by up to ten sharers. It is important that shared accommodation occupied by more than ten people is of sufficient quality to support a higher intensity of occupation. Where developments between 11 and 50 occupiers cannot meet the additional policy requirements for large-scale purpose-built shared living developments it will be more appropriate to deliver general needs housing, which represents the majority of Newham's housing need.

Forms of shared accommodation that are more intensely occupied, namely large houses in multiple occupation (sui generis) and large-scale purpose-built shared living developments, are directed to well-connected sections of the borough's major roads where residents will have better access to services and supporting facilities. Similarly, these locations can help mitigate amenity impacts from more intensely occupied forms of multi-occupancy housing, including increased trip generation and the potential amount of noise and waste generated from the housing. Large-scale purpose-built shared living developments are also expected to deliver affordable housing, either as part of a wider mix of tenures or via a payment in lieu of affordable housing.

Implementation

ALL	Policy H9 includes requirements for different forms of multiple occupancy housing. These include: • Houses in multiple occupation: There are two types of houses in multiple occupation: ○ Houses in multiple occupation (C4): Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. ○ Large houses in multiple occupation (sui generis): Shared houses occupied by between seven and ten unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. For the purposes of Newham's Local Plan, shared accommodation occupied by eleven or more unrelated individuals is considered to be a large-scale purpose-built shared living development. • Large-scale purpose-built shared living: Shared housing occupied by over ten individuals, as their only or main residence, who shared basic amenities including kitchens and communal amenity areas. Additional services and facilities are often included within these developments such as room cleaning, bed linen, on-site gyms and concierge services. Private rooms within large-scale purpose built shared living should not be able to be lived in as self-contained accommodation. This form of housing can sometimes be referred to as 'co-living'. Where policies refer to 'houses in multiple occupation', they are referring to both 'houses in multiple occupation (C4)' and 'large houses in multiple occupation (sui generis)'. Where policies are referring to only one form of 'houses in multiple occupation', they will refer

	to either houses in multiple occupation (C4)' or 'large houses in multiple occupation (sui generis)'.
H9.1	Residential management plans should contain: • management practices that minimise safeguarding risks; and • opportunities for residents to create and sustain social networks; and • measures that will minimise the housing's amenity impacts; and • security and fire safety procedures. For large-scale purpose-built shared living developments, the residential management plan should also include all of the following: • confirmation that the accommodation will be under single management, with a minimum tenancy length of three months; • maintenance of the internal and external areas of the building, including communal spaces and private rooms; • how services for the residents will operate, for example the concierge service, gyms, room cleaning or linen changing services; • the management of deliveries for servicing the development and residents; and • arrangements for moving in and out of the accommodation.
H9.2	For houses in multiple occupation secured under Policy H2.4 as housing for Newham Care Leavers or homeless single people or people owed a homelessness duty by Newham Council, adherence with this policy should be demonstrated via rents being agreed with Newham's Temporary Accommodation service, evidence of which should be submitted alongside a planning application. Local Housing Allowance Rates for an area can be found on the GOV.UK website: Search for Local Housing Allowance rates by postcode or local authority : DirectGov - LHA Rates (voa.gov.uk)
H9.3	The affordable housing requirements for large-scale purpose-built shared living will depend on whether large-scale purpose-built shared living is being delivered as part of a wider mix of tenures within an application's boundary. If a wider mix of tenures are being proposed, then developments are expected to deliver genuinely affordable housing in accordance with the requirements of Policy H3 of the Local Plan. If large-scale purpose-built shared living is being delivered as the sole tenure on site, then developments are expected to deliver a payment in lieu contribution towards general needs affordable housing provision, at a higher level of affordable housing to Newham's overall 60 per cent affordable housing target. Developments that fail to provide affordable housing in line with the requirements of parts 3.a or 3.b of the policy will be required to provide a detailed financial viability assessment, demonstrating that the maximum viable amount will be delivered. This viability assessment should use a Benchmark Land Value that uses an Existing Use Value plus premium approach. The viability assessment will be independently assessed. These developments will also be subject to review mechanisms as set out in Local Plan Policy BFN4.
H9.4	Part 4 of the policy includes requirements for the location of more intensely occupied forms of multiple occupancy housing. These include large houses in multiple occupation (sui generis) and large-scale purpose-built shared living developments. The policy requires these forms of multiple occupancy housing to be located within Town and Local Centres or along major roads well connected by public transport (with a minimum Public Transport Accessibility Level of 4). For the purposes of H9.4, major roads are key arterial

	routes and local and destination routes which have town centres and local centres situated along them and/or are A roads within the borough.
H9.5	These details should be set out in a development's residential management plan.
H9.6	Suitable locations are those which are defined as acceptable for Main Town Centre uses under Local Plan Policy HS1, Policy HS3 and social infrastructure under Policy SI2.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Newham Local Plan Viability Assessment, BNP Paribas (2024)

Policy links

Local Plan:

- BFN4: Developer contributions
- H2: Protecting and improving existing housing
- H3: Affordable housing
- H11: Housing design quality
- HS1: Newham's Town Centres Network
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services
- SI2: New and re-provided community facilities and health care facilities

London Plan 2021:

- H4 Delivering affordable housing
- H6 Affordable housing tenure
- H16 Large-Scale Purpose-Built Shared Living

H10: Gypsy and Traveller accommodation

3. The designated Gypsy and Traveller site is safeguarded as a site for Gypsy and Traveller accommodation.
4. Developments that propose accommodation for Gypsies, Travellers and Travelling Showpeople, including those for new sites and pitches, will be supported where they meet identified need.
5. Developments that propose accommodation to meet these needs of Gypsies, Travellers and Travelling Showpeople should be located:
 - a. outside of the Green Belt or Metropolitan Open Land, unless there are very special circumstances; and
 - b. in flood zone 1 or exceptionally in flood zone 2, subject to meeting the requirements of Local Plan Policy CE7; and
 - c. on sites that can provide the associated necessary (primarily physical) infrastructure requirements to service the needs of a development or wider site; and
 - d. on land that provides safe access to the highway and should not result in any unacceptable impact on the capacity and environment of the highway network; and
 - e. the site is in a sustainable location, appropriate for residential development and in reasonable proximity to relevant services and facilities, including transport, education, healthcare and other relevant social infrastructure provision.
6. Developments that propose accommodation to meet the needs of Gypsies, Travellers and Travelling Showpeople should:
 - a. provide an appropriately detailed management plan; and
 - b. demonstrate that quality standards have been co-designed in consultation with representatives of the local Gypsy, Traveller and Travelling Showpeople community.

Justification

Policy H10 seeks to ensure that the housing needs of Gypsy, Traveller and Travelling Showpeople communities are met. Under the government's published Planning Policy for Traveller Sites, Gypsies and Travellers are considered to be:

"Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."

The Planning Policy for Traveller Sites requires Local Planning Authorities to identify sufficient sites to meet any need identified for Gypsies and Travellers across their plan period. Newham's latest evidence of Gypsy and Traveller accommodation needs found a need for 23 pitches in the borough. We are also aware of emerging evidence of need being led at the regional level by the Greater London Authority, which will consider the need for pitches across London. We will seek to meet the need identified through our local and the emerging regional evidence base through the Council's Small Sites Options Appraisals and Modular construction programme.

Policy H10 allows for developments for new pitches to come forward in appropriate locations that have access to necessary services and infrastructure. The Local Planning Authority will continue to work with colleagues in housing to meet the accommodation needs of Newham's Gypsy and Traveller community where sites are proposed to be brought forward on publicly owned land. The policy also sets design quality requirements that new developments for Gypsy and Traveller accommodation should meet. These seek to deliver high-quality accommodation, while also looking to address the health inequalities that Gypsy, Traveller and Travelling Showpeople communities can often face.

Implementation

H10.1	The designated Gypsy and Traveller site is labelled 'Gypsy and Traveller Site' on the policies map. Any development brought forward on the safeguarded site for uses other than Gypsy and Traveller accommodation will be refused.
H10.2	Developments proposing accommodation to meet the needs of Gypsies, Travellers and Travelling Showpeople should demonstrate need for the accommodation being proposed. In most instances, evidence should refer to the findings of Newham's Gypsy and Traveller Accommodation Assessment, but additional details can be submitted alongside the application as necessary. This could be in the form of an up to date, robust needs assessment or evidence about personal circumstances and the adequacy of existing accommodation provision.
H10.3	Part 3 of the policy sets out locational requirements for new Gypsy and Traveller accommodation. Accommodation proposed in flood zone 2 should be justified with regards to the requirements of Policy CE7. The policy also sets out requirements for infrastructure provision and access to services and facilities. Primary physical infrastructure should include access to waste management, as well as access to specialist utility and communal spaces, and accommodation and access for large vehicles.
H10.4	A Maintenance and Management Strategy will be secured to ensure the long-term and suitable maintenance and management of the site and its infrastructure. A site's residential management plan should outline how features such as communal infrastructure are managed on an ongoing basis to maintain neighbourliness within and beyond the site and ensure housing quality and amenity for residents. This should be proportionate to the scale of the development proposed. Applicants can refer to good practice design guidance (for example, see Places we are proud of: A short guide to providing and managing site for Gypsies and Travellers (2021)) and should demonstrate that quality standards have been co-designed with representatives of Newham's local Gypsy, Traveller and Travelling Showpeople communities.

Evidence base

- Newham Gypsy and Traveller Accommodation Assessment, Opinion Research Services (2022)

Policy links

Local Plan:

- H1: Meeting housing needs
- CE7: Managing flood risk and drainage

London Plan 2021:

- H1: Increasing housing supply
- H14: Gypsy and Traveller accommodation
- SI12: Flood risk management

H11: Housing design quality

1. All new residential development should be designed to:
 - a. locate building structural elements to enable internal reconfiguration and minimise irregular geometry that limits reconfiguration of internal layouts; and
 - b. promote health and wellbeing of residents by providing good living and environmental conditions including high levels of natural daylight, sunlight, natural ventilation and individual climate controls, by maximising internal levels of daylight through orientation, articulation and incorporation of breaks in massing.
2. All new general needs housing should be designed to:
 - a. meet the internal space standards of the London Plan 2021 as a minimum, as well as provide adequate external private outdoor space (as set out in London Plan Guidance or subsequent updates); and
 - b. minimise the number of private outdoor amenity spaces accessed from bedrooms; and
 - c. ensure the number of dual-aspect dwellings are maximised, including all three or more bedroom dwellinghouses (C3) which must be dual-aspect; and
 - d. avoid single-aspect dwellinghouses (C3), particularly where these are north-facing; and
 - e. locate any ground floor private amenity spaces away from street-facing facades.
3. New developments of specialist and supported housing or residential other than general needs housing should have evidenced regard to the following applicable quality design standards:
 - a. Specialist and supported housing providing care should have evidenced regard to:
 - i. Care Quality Commission criteria or any subsequent updates or replacements where relevant; and/or
 - ii. HAPPI principles where housing is designed for older people; and
 - iii. meeting a Setting the Standard Temporary Accommodation Inspection Service Ranking of Grades A, B or C, where the housing will provide temporary accommodation; and
 - iv. the Council's Housing Support Approved Accommodation Standards or any subsequent updates or replacements where relevant; and
 - v. providing sufficient space for care workers to undertake personal care in the bathroom and main bedroom, where relevant; and
 - vi. supporting the ability to install telecare if required in the future.
 - b. Specialist housing for older people should provide:
 - i. ten per cent of private rooms as wheelchair adapted rooms, including access to a wheelchair-accessible wet room and in line with best practice guidance; and
 - ii. sufficient storage space and charging facilities for residents' mobility scooters; and
 - iii. pick up and drop off facilities, close to the principal entrance, suitable for taxis (with appropriate kerbs), minibuses and ambulances.
 - c. In addition, extra care housing for older people should provide:
 - i. bedrooms that are at least 12m²; and
 - ii. living areas at least 20m² in size; and
 - iii. enough space for residents to move around comfortably and accommodate their belongings; and
 - iv. a layout that is easy to navigate; and

- v. a variety of communal spaces for residents to socialise and relax.
- d. In addition, older persons' care homes should incorporate dementia friendly design.
- e. Purpose-built student accommodation should provide either:
 - i. ten per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300- 2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
 - ii. 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice.
- f. Houses in multiple occupation and large-scale purpose-built shared living should:
 - i. have evidenced regard to Newham and Pan-London Private Sector Rental Licensing benchmark criteria; and
 - ii. ensure all private rooms, internal kitchen and communal facilities have openable windows to allow for adequate access to daylight, sunlight and ventilation in habitable spaces; and
 - iii. provide a minimum of 1m² built in storage per resident in either private rooms or communal areas; and
 - iv. provide internal communal space arranged so as to provide sufficient and convenient access for all residents. Internal communal space should meet or exceed the following standards:

Up to 100 residents	4m ² per resident
Between 101 and 400 residents	3m ² per additional resident above 100 residents
Additional residents above 400 residents	2m ² per additional resident above 400 residents

- g. In addition, large-scale purpose-built shared living should provide:
 - i. communal kitchens on every floor, with any alternate arrangements required to demonstrate convenient access for residents; and
 - ii. ten per cent of private rooms as wheelchair adapted rooms in line with best practice guidance; and
 - iii. private rooms of between 18-27m² and wheelchair adapted rooms between 28m²-37m².
4. Development referable to the Mayor of London should design a proportion of social rent rooms in accordance with the recommendations of Newham's forthcoming 'Housing design needs study' guidance.
 5. Major residential developments should incorporate shared amenity spaces that foster social interaction and a sense of community. External communal amenity spaces should be designed to:
 - a. provide 50m² for the first ten residential units or private rooms (if not self-contained) and 1m² for each additional residential unit or private room (if not self-contained); and
 - b. provide overlooked, attractive, landscaped spaces easily accessible to all residents. Direct access should be provided where possible between the communal courtyards and adjacent private terraces; and
 - c. offer spaces with a variety of functions; and

- d. avoid external spaces that face onto major roads with higher levels of noise and air pollution; and
 - e. provide onsite play provision in accordance with both the requirements of London Plan 2021 Policy S4 and Local Plan Policies GWS5 and, where relevant, D2. Off-site play space will only be supported in exceptional circumstances where it can be demonstrated that it would lead to the provision of facilities, accessible to the development site, which are of greater quality and quantity than can be provided onsite.
6. Developments which include affordable housing should ensure:
- a. affordable housing is of an equivalent quality to private residential units in terms of its location, orientation, proportion, external appearance, communal entrances and amenity areas, without resulting in a significant increase in the cost of tenants of affordable housing's service charges.
 - b. access to any on-site services and facilities are provided via a membership model, available to all residents at a comparable cost to other Newham-run and private facilities in the locality.
7. All new residential developments should:
- a. meet requirement M4[2] of Building Regulations Approved Document M (for 'accessible and adaptable dwellings') as a minimum and ten per cent of residential dwellings in new residential developments should meet the enhanced requirement M4[3] of Building Regulations Approved Document M (for 'wheelchair user dwellings'); and
 - b. where they are delivering social rented homes that are wheelchair user dwellings, design these dwellings to meet Building Regulation M4[3](2)(b) standard (wheelchair accessible dwellings); and
 - c. where they are delivering affordable wheelchair user dwellings (Part M4[3]), be designed to provide:
 - i. affordable wheelchair user dwellings (Part M4[3]) that are a mix of dwelling sizes and all such dwellings contain only double and not single bedrooms; and
 - ii. where feasible, two lifts, where such dwellings are provided on upper floors; and
 - iii. a layout that allows sufficient room for turning circles within the dwellings and in communal areas when furniture layouts are taken into consideration; and
 - iv. a layout that avoids long corridors with unpowered heavy communal doors; and
 - v. a layout that avoids long travelling distances from dwellings to blue badge parking bays.
8. A portfolio approach to the delivery of wheelchair user dwellings (M4[3] of Building Regulations Approved Document M) will be supported where it can be demonstrated that the wider portfolio of developments meet the requirements of part 7 above. Developments within a portfolio delivering additional wheelchair user dwellings should be completed and ready for occupation prior to the developments within the portfolio that deliver wheelchair user dwellings below the policy target set out in part 7.a above.

Table 13: Application of Policy H11 to different housing types

	General needs housing	Supported and specialist housing	Specialist housing for older people	Purpose-built student accommodation	Houses in multiple occupation (C4)	Large houses in multiple occupation (Sui Generis)	Large-scale purpose-built shared living
H11.1	✓	✓	✓	✓	✓	✓	✓
H11.2	✓		✓ if proposing sheltered or extra care housing				
H11.3		✓	✓	✓	✓	✓	✓
H11.4	✓		✓ if proposing sheltered or extra care housing				
H11.5	✓	✓	✓	✓		✓	✓
H11.6	✓		✓ if proposing sheltered or extra care housing	✓			
H11.7	✓		✓ if proposing sheltered or extra care housing				
H11.8	✓		✓ if proposing sheltered or extra care housing				

Planning Obligations

- Access to services and facilities should be provided via a membership model, with access for residents living in affordable housing being of a comparable cost to using other Newham-run and private facilities in the locality. This will be secured through a development's legal agreement.
- Contributions to off-site play space provision or the improvement of a nearby existing play space and its maintenance will be secured. Any shortfall in the required amount of child play space will be charged at £950 per square metre. £950 per square metre is an average cost in Newham for delivering play space, which includes all costs including maintenance, fees and construction costs.

These will be calculated using the following formula: Delivery of off-site play space: £950 cost x play space area (sqm) = financial contribution

Justification

Policy H11 ensures that housing developments are designed for long term comfort and flexibility, and ease of maintenance. The design of homes should support residents to maintain good physical and mental health and be designed with adaptability in mind. This may include increased space for homeworking and study, provision of private gardens or amenity spaces, creating well-lit and airy spaces and, in larger developments, providing areas for play and communal recreation. Homes should also be able to adapt to people's changing needs as they age. In tandem with policies promoting the provision of genuinely affordable housing, securing the delivery of high-quality housing is a key means to improve the health of our residents. The policy also sets an expectation, as per the London Plan 2021, that all new homes delivered will be wheelchair accessible, with 10 per cent of new homes being either adaptable or adapted to meet the needs of disabled residents. Provision of fully wheelchair adapted social rent homes will help to meet the needs of people on the Council's waiting list.

Implementation

ALL	The requirements of Policy H11 are intended to be read in conjunction with, and build upon, the requirements of London Plan 2021 policy and guidance, notably the Housing Design Standards London Plan Guidance (June 2023). They apply to all new housing developments, including homes created from subdivision, conversion or new builds.
H11.1	Applicants should submit adequately detailed drawings showing furniture layouts, including as part of pre-application discussions where detailed designs are considered so that officers can make an assessment against H11.1a. Developments should maximise non-load bearing walls to allow for potential future reconfiguration, and mark these on application drawings or within the design and access statement. Where requested by the Council's Design Officer, drawings should illustrate alternative furniture layouts that maintain circulation and views out. Developers should refer to the best practice standards around 'Choice and flexibility' in the Housing Design Standards London Plan Guidance (June 2023), and incorporate these, where feasible, into the design of new housing.

	Similarly, the design of rooms should allow for different functions throughout the day through intelligent placement of windows, doors, internal lighting, power and providing sufficient room widths. Considered placement of fenestration, lighting, sockets and utilities can allow for both layout changes and ease of maintenance. For example, the provision of cable ducts can enable convenient access to a home's electrics. This can also allow for rooms to provide different functions (for example living rooms could be used as areas for studying, play or exercise throughout the day). Typically, habitable rooms within general needs housing should be designed to allow for the potential use as a bedroom. New housing developments should seek to comply with the Building Research Establishment (BRE): Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition), or any subsequent updates to the guidance. Window placement should allow for natural light and ventilation within habitable spaces. Kitchens in dual aspect homes should allow for natural light and for the potential separation from dining or living spaces. Positioning and height of glazing should be considered in terms of the impact on furniture placement and residents' privacy. Windows should be designed with an unobstructed openable area of at least 0.33m² and a minimum of 450mm high and wide, to allow for means of escape in an emergency.
H11.2	Part 2 of the policy sets the expectation that developments for general needs housing should meet the internal space standards of the London Plan 2021 and provide adequate external private outdoor space. This includes the requirement to provide built-in storage within a home. Further guidance on minimum and best practice internal space standards and storage are set out in the Housing Design Standards London Plan Guidance (June 2023). The relevant number of bed spaces for a home will be determined based on the size of bedrooms shown on the application drawings; for example, if a one bed home provides a double-sized bedroom of 11.5sqm, then it will be assessed against the minimum gross internal floor area standard for a one-bedroom, two-person home. Developments should provide good quality outdoor private external amenity space that is proportioned to be easily used and adapted to the functions that a garden should have, such as dining and drying laundry. Private amenity space should be accessed from, and feel like a usable extension of, a home's main living space. These spaces should also be large enough to allow for all occupants to use the space together. At certain heights, typically above the seventh storey, recessed or semi-recessed balconies, or enclosing balconies as glazed, ventilated winter gardens may be appropriate. Where proposed, these should follow the quality standards set out in the Housing Design Standards London Plan Guidance (June 2023). Where poor external conditions are present, for example where housing would be sensitive to significant noise, air quality or visual impacts, homes should provide an alternative aspect, with private external amenity spaces located on the aspect with better environmental conditions.

	Developments should avoid placing bedrooms on street-facing facades at ground level. Where this is unavoidable, the design of boundary treatments and defensible space need to be carefully considered to allow for convenient and private use of the bedroom by residents. This should take into consideration privacy and amenity issues, as well as the requirements of Policy D1. Where bedrooms are provided on the ground floor, at least one ground floor bathroom should provide washing facilities able to be adapted for use by people with reduced mobility. In seeking to avoid the provision of single-aspect, north-facing homes, typologies such as gallery access homes, maisonettes or larger through-units (homes that extend the full depth of a building) should be considered along north-facing facades. One or two-bedroom single aspect homes may be acceptable if they are generously sized (at least 10 to 15 per cent above the minimum gross internal floor areas standard), shallow in plan (i.e. not too deep) and east or west facing. Where these are proposed, development should set out how these units will benefit from adequate daylight and privacy and how they meet relevant passive design principles, in accordance with the requirements of CE4.2.
H11.3	When designing supported and specialist housing, applicants should consult with relevant London Borough of Newham commissioning teams about the quality of proposed housing provision. The Council's Housing Support Approved Accommodation Standards can be found on the Council's website. Setting the Standard is a centralised inspection service that grades temporary accommodation based on health and safety requirements. Further information can be found about the inspection criteria and design requirements on the Commissioning Alliance's website: Setting the Standard (StS) - Commissioning Alliance Alongside the standards set out within part three of the policy, applicants providing specialist and supported housing are also encouraged to review good practice design guidance related to the housing type they are providing. Applicants should refer to any good practice design guidance that has informed design within their supporting planning documents. The design of homes should also help facilitate effective management of the housing, for example providing a room where carers can sleep in addition to dedicated offices. Like developments for general needs housing, it is expected that 10 per cent of private rooms in specialist older persons housing and large-scale purpose-built shared living are delivered as wheelchair accessible housing. This excludes specialist older persons housing that is considered to be 'general needs' housing, which should meet the requirements of part 7 of the policy. Drawings must demonstrate how the rooms provide wheelchair access. Rooms and communal areas should be designed in accordance with guidance relevant to the accommodation type set out in the following guidance BS 8300-2:2018 31 Jan 2018 BSI Knowledge (bsigroup.com).

	Providing dementia-friendly design should build upon best practice set out in guidance.²⁹ Legible signage, tactile paving and hearing loops can aid residents' navigation through care homes. Requirements for the delivery of accessible purpose-built student accommodation (BS 8300-2:2018) is available on the bsi.knowledge website: BS 8300-2:2018 31 Jan 2018 BSI Knowledge (bsigroup.com). Where providing accessible homes for these specialist housing typologies, applicants should provide drawings of indicative furniture layouts and measurements (in m²) to ensure convenient use for residents who use a wheelchair. As well as private homes or rooms, the wider development should be designed for use by people who use wheelchairs or have reduced mobility. This includes the design and location of outdoor spaces, car and bicycle parking, communal facilities, communal door openings and internal circulation spaces e.g., hallways and lobbies. This should be clearly set out in planning application drawings. For the purposes of H11.3.f.iv, internal communal spaces for houses in multiple occupation should accommodate kitchen facilities, dining space and living areas. As part of the required internal communal space per resident, applicants may also optionally include workspace and other recreation or entertainment spaces for the exclusive use of residents and/or ancillary workspace without a charge. These optional spaces will count towards meeting the policy requirements of H11.3.f.iv, along with the required kitchen facilities, dining space and living areas. Applicants in their planning statement should specify the expected maximum occupancy level of the proposed development. This will then inform the amount of internal communal space provided. For example, in a development expected to be occupied by 450 residents, 1,400m² of internal communal space should be provided: $(4\text{m}^2 \times 100) + (3\text{m}^2 \times 300) + (2\text{m}^2 \times 50) = 1,400\text{m}^2$. In addition to the required internal communal space per resident, applicants should provide laundry facilities, space for a concierge service for large-scale purpose-built shared living, circulation space, cycle storage and additional communal toilets. These requirements and the requirement for 1m² built in storage under H11.3.f.iii should be provided in addition to the requirements for the minimum internal communal space required per resident.
H11.4	An application's design and access statement should set out how they have addressed the recommendations of Newham's forthcoming 'Housing design needs study' guidance. This guidance looks at the housing design needs of neurodivergent residents, residents with learning disabilities and residents on Newham's housing waiting list. It will include guidance on design measures that can be incorporated into new homes to meet the needs of these groups, or residents who have been unable to find a social rent property whose design and layout meets their needs.
H11.5	This requirement for the provision of communal external amenity space should be read in conjunction with the qualitative guidance within London Plan Policies S4 and D6.

²⁹ See [Dementia Services Development Centre And University Of Stirling, Good Practice In The Design Of Homes And Living Spaces For People With Dementia And Sight Loss; Alzheimer's Society Dementia-Friendly Housing Guide](#) (2017)

	Where site allocations are required to deliver publicly accessible open, this should be in addition to the requirement to deliver external communal amenity spaces under this policy part. It is not necessary to provide external communal amenity space dedicated to each building when there is more than one block in a development. However, such spaces should have convenient access for residents, typically within 100 metres of their building's entrance. Applicants should consider providing a range of usable spaces with different functions within a developments external communal amenity space provision, with adequate noise and privacy mitigation where needed. Irrespective of how these space(s) are distributed across a site, all residents of a development should be aware of and have access to all external communal amenity space. External communal space should be of a sufficient size so as to have a range of functions. Communal external amenity should be landscaped, accessible to residents with reduced mobility and should be well-overlooked. It is good practice to provide direct access to communal external amenity spaces from private terraces where possible. Above the seventh storey level, these spaces should be sheltered to allow for use throughout the year. For the purposes of H11.5.c, spaces with a variety of functions are defined as shared external amenity areas where residents are able to host informal social gatherings configured to their needs, for example birthday parties. For the purposes of H11.5.d, major roads are key arterial routes and local and destination which have town centres and local centres situated along them and/or are A roads within the borough. It is expected that the vast majority of shared amenity space is provided externally. However, if it is not viable to provide the required amount of shared amenity space externally, a small proportion of shared amenity space could instead be incorporated internally within the development. This should be a useable space, providing necessary facilities such as surfaces on which to make hot drinks and wash up. It is important that these spaces, if proposed, are accompanied by details of how they will be managed, and a comparison of the costs of providing a proportion of space internally, versus providing the full requirement of shared amenity space externally. If the provision of a proportion of this space internally would improve the viability of the scheme, and the cost of this space would not cause a significant increase in resident's services charges, this may be supported as an alternative. Where small sites are located adjacent to existing communal amenity land on existing housing estates, as defined through policy GWS1, the requirements of this policy could instead be met through delivering significant improvements to the existing communal amenity land. However, this will only be considered acceptable where it can be demonstrated that the reconfiguration of existing communal amenity land would deliver both improved biodiversity and functional green space value for the residents. Further guidance on how key interventions will be assessed can be found in the implementation text for Policy GWS1.2. Off-site provision and/or a financial contribution towards play provision will only be accepted where there are demonstrable site constraints and the council is satisfied

	that it would deliver a better outcome. Subject to agreement with the Parks and Leisure teams, this may include funding for the upgrade or assortment of play facilities in nearby parks or improvements to access arrangements from the development to the playground. The financial contribution will be based on costs for similar upgrades to parks and play facilities undertaken by the council elsewhere in the Borough. The financial contribution will include maintenance and repair costs for a 15-year period based on comparable equipment / play facilities. The acceptability of off-site provision and/or financial contributions is at the discretion of the council.
H11.6	Consideration of H11.6.a, which requires affordable housing to be of an equivalent quality to private residential units, should be provided in an application's planning statement. Namely this should set out expectations around who is anticipated to take on management of communal spaces that have an impact on service charges. Keeping service charges affordable for residents of affordable homes should be of key importance. At an application stage there should be a consideration of whether design features would result in a disproportionate charge to tenants of affordable housing (for example, the need to abseil in order to clean windows may result in more costly service charges or use of more or less hardwearing materials). This should form part of a developments Design and Access Statement. For the purposes of H11.6.b, which requires access to any on-site services provided via a membership model, the comparable cost of other facilities in the locality should be determined by reviewing the nearest Newham Council managed and private facilities to a development site. Costs should not be subsidised via residents' service charges; instead, these facilities should be run as a separate business, with the cost of accessing these facilities being kept as low as possible to allow access for all.
H11.7	It is expected that prior to the submission of major applications, or minor applications delivering M4[3](2)(b) homes, engagement is undertaken with the Council's Housing Occupational Therapist. They can provide further information on the size and demand for wheelchair user adapted homes, and such information should help inform the mix, design and distribution of wheelchair adapted dwellings provided within a development. Applicants should clearly set out within plans and an application's Design and Access Statement the location, size and tenure mix of M4[3] and M4[3](2)(b) dwellings. Applicants should provide drawings of indicative furniture layouts and measurements (in m²) to ensure convenient use for residents who use a wheelchair. As well as private dwellings or rooms, the wider development should be designed for use by people who use wheelchairs or have reduced mobility. This includes the design and location of outdoor spaces, car and bicycle parking, communal facilities, communal door opening and internal circulation spaces e.g., hallways and lobbies. This should be clearly set out in planning application drawings. As the mix, design and distribution of wheelchair adapted dwellings provided within a development will have been informed through discussions with the Authority's Occupational Therapist, it is expected that any M4[3](2)(b) homes delivered through a development should be allocated to individuals on the Authority's waiting list for

	affordable wheelchair adapted dwellings. M4[3](2)(b) dwellings should be clearly indicated within the submission, with the design allowing for swift occupation of the dwellings on the completion of a development. Applicants should demonstrate as part of a proposals design and access statement how they have addressed the criteria of part 7.c of the policy. Where developments are unable to meet all of the design requirements set out in this policy, the supporting documentation should set out clear and convincing justification and evidence that delivering these on site is unfeasible, and that detrimental impacts of these choices have been mitigated. For example, M4(3) dwellings may be accessible from the ground floor where only one lift is provided, or housing mix may be based on feedback from the Council's Occupational Therapist to address longstanding needs (in particular, the need to deliver larger fully adapted social rent homes with four or more bedrooms).
H11.8	It is recognised that in some instances, for example areas of high flood risk, site constraints may preclude wheelchair adapted housing being delivered on the ground floor of a development. This may, in turn, limit the ability of individual developments to meet the overall 10 per cent quota; result in a limited distribution of M4[3](2)(b) dwellings at ground floor in neighbourhoods within flood risk areas; or result in homes at upper floor with access to only one lift, where it is only viable to deliver one lift per core on smaller major developments. Accordingly, the policy allows for the delivery of a portfolio approach in limited circumstances to address this issue. The justification for such an approach should be set out within an application's supporting documentation.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Newham Characterisation Study, Maccreanor Lavington with New Practice, Avison Young and GHPA (2024)

Policy links

Local Plan:

- H1: Meeting housing needs
- H2: Protecting and improving existing housing
- H5: Build To Rent housing
- H6: Supported and specialist housing
- H7: Specialist housing for older people
- H8: Purpose built student accommodation
- H9: Houses in multiple occupation and large-scale purpose-built shared living
- HS2: Managing change within Town and Local Centres
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services
- SI1: Existing community facilities and health care facilities
- SI2: New and re-provided community facilities and health care facilities
- GWS1: Green Spaces
- GWS5: Play and informal recreation for all ages

London Plan 2021:

- D3 Optimising site capacity through the design-led approach
- D6 Housing quality and standards
- D7 Accessible housing
- S4 Play and informal recreation

Green and Water Spaces

Green and water infrastructure is essential to the successful development of the borough and is much loved and valued by the people living and working in Newham. The borough has an existing network of natural spaces; not just nature reserves, parks, and rivers but also playgrounds, playing pitches, allotments, gardens, hedges, green walls, green/brown roofs, cycle and footpaths, street trees, docks, lakes, and ponds. Newham has a significant number of water spaces, including the historic Royal Docks. Newham also borders the three largest rivers in London, with the Thames to the south, the River Lea in the west and, to the east, the River Roding.

With a total of 926 hectares³⁰ of open space, which includes the borough's 308 hectares of water spaces. Newham has a rate of provision for green and water space of 2.57 hectares per 1,000 residents. This is a precious, but scarce resource.

This infrastructure provides a significant range of benefits (often described as 'ecosystem services'), enhancing the health and wellbeing of people living in the borough, supporting Newham's economy by making the borough an attractive place to live and work and helping to address the twin challenges of the climate change and biodiversity emergencies. Newham's [Just Transition Plan \(2023\)](#) and the borough's health and wellbeing strategy, Well Newham, [50 Steps to a Healthier Borough \(2024\)](#) recognise the important role open spaces play in helping address the climate emergency and improving our health and wellbeing. Green and water spaces can limit the risks to human health and the economy from extreme weather events and environmental threats through absorption of carbon dioxide and pollution, cooling the air and reducing the risk of flooding and pressure on sewage and water management systems.

The research undertaken in Newham's Green and Water Infrastructure Strategy (2024) informs the policies in this chapter. The Strategy sets out 11 principles, which provide a template for how we should protect, manage and monitor our green and water spaces. Green infrastructure provision and development pressure in Newham are such that the meaning of 'environment' in the borough needs to be re-considered. The idea that the 'environment' and access to nature are provided only in specific places must be replaced with an approach that identifies opportunities for better provision right across the borough. Developing an approach to green and water infrastructure that will support the delivery of a well-connected neighbourhoods with local green spaces for new play facilities, community growing opportunities and better walking, wheeling and cycling routes.

Easy and fair access to green and water space is important, it enhances the quality of our lives and makes Newham a more attractive and safer place. Well-connected, designed and managed green and water spaces provide social and cultural benefits, with spaces for physical activity, play and community events all helping to improve mental and physical health. Children, young people and adults need safe spaces for play and recreation which allow for the freedom to explore.

This chapter addresses the protection and enhancement of existing green and water spaces (quantity, quality, function, connectivity and accessibility), the creation of new biodiverse places, the development of green and waterside corridors to better link these spaces and the provision and protection of trees and hedges. It also ensures the provision of publicly accessible play and informal recreation.

³⁰ Total open space provision includes: 1. Parks and Gardens; 2. Amenity greenspace; 3. Natural and semi-natural greenspace; 4. Water infrastructure; 5. Green corridors; 6. Outdoor sports facilities; Playgrounds; Allotments and growing spaces; Cemeteries and churchyards.

This section contains the following policies:

- GWS1: Green spaces
- GWS2: Water spaces
- GWS3: Biodiversity, urban greening, and access to nature
- GWS4: Trees and hedgerows
- GWS5: Play and informal recreation for all ages

GWS1: Green spaces

1. Development should provide or help to deliver easy access to a network of high-quality green spaces. This will be achieved through:

- a. protecting existing green space to ensure there is no net loss, except where it meets the criteria set out in part 3 below; and
- b. maintaining the open character of Metropolitan Open Land and Green Belt in accordance with the London Plan (2021) and national Green Belt policy; and
- c. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of existing green space; and
- d. ensuring development next to green space does not negatively impact its functionality, connectivity, quality and accessibility; and
- e. maximising opportunities to deliver new and improved green space (including playing fields and ancillary sporting facilities), with particular focus on the locations which will experience the highest level of need over the plan period as set out in the Green and Water Infrastructure Strategy (2024) and the Playing Pitch Strategy (2024); including the requirements of the neighbourhood policies, site allocations and Local Plan Policies H11 and D2; and
- f. requiring development referable to the Mayor of London, or where a specific green space need has been identified by the Council, including in the site allocations, to provide on-site publicly accessible green space; and
- g. requiring all development to consider at the earliest opportunity the form, function, and extent of green infrastructure opportunities, to maximise urban greening and improvements to Newham's network of green links as part of schemes; and
- h. requiring major development to demonstrate an integrated approach to green infrastructure in a Design and Access Statement.

2. Existing playing fields will be protected and should not be lost to other uses, reconfigured, reduced in size or relocated unless it can be demonstrated that:

- a. the existing playing field is no longer required, as demonstrated by an assessment that the existing use is surplus to current and future needs; or
- b. the development is for ancillary facilities supporting the principal use of the site as a playing fields, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use; or
- c. the development affects only land incapable of forming part of a playing pitch and does not negatively impact the pitch or ancillary facilities; or
- d. the area of playing field to be lost as a result of the development will be replaced, prior to the commencement of the development, by a new area of equivalent or better quantity and quality playing field in a suitable location; or
- e. the development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field; and
- f. no adverse harm is demonstrated in a Social Value and Health Impact Assessment (see Local Plan Policy BFN3).

3. Developments on green space (excluding Metropolitan Open Land and Green Belt) will only be supported in exceptional circumstances where:

- a. it will not create or increase publicly accessible green space deficiency (at any scale); and

- b. replacement green space is provided in Newham, which provides equivalent or better functionality, quality and quantity in the existing well-connected neighbourhood or in an area of identified publicly accessible green space deficit; or
 - c. it is communal amenity land on existing housing estates, where it can be demonstrated that the reconfiguration of the site would deliver both improved biodiversity and functional open space value for the residents; or
 - d. the development will deliver local scale facilities which improve the usability and enjoyment of a green space or will provide new or enhanced outdoor recreational facilities, enabling alteration or replacement of existing buildings which are for green space dependant uses; and
 - i. delivers a high standard of design which complements the character and appearance of the green space; and
 - ii. improves the function of the green space while not having a negative impact on wildlife and biodiversity; and
 - iii. is designed for people of all ages and physical abilities.
4. Where a development is providing publicly accessible green space, it should:
- a. deliver welcoming spaces with a high standard of design which complements the local character and which are designed to be enjoyed by people of all ages and physical abilities; and
 - b. be co-designed in consultation with local people, early on in the preparation of an application, to bring local views into the development of the space; and
 - c. maintain, and maximise opportunities to deliver improvements to active travel and the borough's network of green links; and
 - d. maximise biodiversity, delivering a minimum 10 percent Biodiversity Net Gain in a way that is particular to the local need and environmental character (see Local Plan Policy GSW3); and
 - e. maximise tree planting to contribute to an increase in borough canopy cover (see Local Plan Policy GWS4); and
 - f. demonstrate how landscaping choices respond to the climate emergency; and
 - g. demonstrate how the scheme improves local air quality, through species selection and the layout of landscape features; and
 - h. integrate Sustainable Urban Drainage Systems (see Local Plan Policy CE7); and
 - i. evaluate Newham's Playing Pitch Strategy (2024) and deliver new playing field provision if required; and
 - j. integrate play and space for informal recreation (see Local Plan Policy GWS5); and
 - k. integrate community and/or food growing opportunities, where feasible and practical; and
 - l. incorporate off-lead dog play and exercise space, where space allows.
5. It is expected that new green space on site allocations or space which will function as a local park will be transferred into the Council's ownership. A commuted sum, to cover the cost of maintenance over a period of 15 years, will be secured through a legal agreement. Where it is agreed that the publicly accessible green space will not be adopted, a Management Plan should be provided which demonstrates how the requirements of the Public London Charter principles will be met and secured.

Planning Obligations

- Replacement off-site green space, with an appropriate Maintenance and Management Plan, will be secured if loss and replacement is considered acceptable.

- Contributions may be secured from residential development which generates additional demand for playing fields and ancillary sporting facilities but where a new playing pitch is not being delivered on-site.
- Securing a 15-year maintenance financial contribution may be required if the new publicly accessible green space is adopted by Newham Council.

Justification

Newham's green spaces offer opportunities for social interaction and, in a densely populated borough, give a valued link to nature and a place of quiet retreat as well as a place of learning. There are also economic benefits, with beautiful green and water spaces encouraging people to spend time and money in a place and helping to generate and sustain green economy jobs.

Newham's green spaces are highly treasured by those living in the borough, and parts of the borough appear to be very green, however the overall provision of publicly accessible green space in Newham is low, with a rate of just 0.72 hectares per 1,000 residents, far below neighbouring boroughs. The borough currently also experiences shortfalls in areas for community and food growing and play space.

Green space is also unevenly distributed across the borough and residents can have very different experiences when trying to access open space where they live. Beckton, for example, is relatively well served with publicly accessible green space, with a rate of 2.15 hectares per 1,000 residents, significantly above the borough average. In contrast, Canning Town South has a rate of just 0.20 hectares per 1,000 residents³¹.

Over the Plan period, Newham's population is projected to increase by just over 27 per cent. Assuming that publicly accessible green space provision remains the same (i.e. current provision is sustained and no new publicly accessible greenspace sites are added) publicly accessible greenspace in Newham will fall to 0.57 hectares per 1,000 residents in 2038.

In order for Newham to enjoy the same, or greater, level and quality of provision over the Plan period, we need to deliver more publicly accessible green space. Just to sustain provision at the 2023 standard we will need to create 66 hectares of additional publicly accessible green space so as to sustain provision at the 2023 standard.

Newham has 15 allotments and community growing spaces with a total area of 17.88 hectares. The National Allotment Society recommends the provision of 0.125 hectares per 1,000 residents. The borough currently provides 0.049 hectares per 1,000 residents. Both the current and projected rates of provision in 2038 are below the recommended standards. Spaces for community growing (including allotments) are important, not only do they deliver direct health and environmental benefits, but also enhance social connection and may deliver climate benefits through reduced food transportation and improved biodiversity.

With a relatively low level of publicly accessible green space provision, when compared to other London boroughs, it is vital that we seek to deliver new and publicly accessible open spaces. We must also take every available opportunity to green the urban environment.

Of equal importance over the Plan period will be the protection of the spaces we already have, making sure we take a sensitive approach to their improvement. How well a green space is designed and the

³¹ Please note, the Green and Water Spaces Strategy (2024) uses Newham's pre-2022 Ward boundaries. The Wards were revised in 2022 but demographic data is currently unavailable for the new boundaries.

opportunities for activities to take place in it can encourage more physical activity and benefit social connection and mental health.

Playing fields and pitches play a vital role in building healthy neighbourhoods, contributing to physical, mental and emotional wellbeing. Without access to these spaces, the quality of life and wellbeing of our residents is reduced. The borough has identified playing pitch deficits for football, cricket, rugby union and tennis. Newham's Playing Pitch Strategy (2024) has established that the existing shortfalls identified can be met by better utilising current provision. As such, there is no present requirement for the creation of additional provision. However, with shortfalls existing, there is a clear need to protect all existing provision until all current and future demand is met (and with clear spare capacity established). There is also a requirement to replace provision to an equal or better quantity and quality before it is lost.

Implementation

ALL	For the purpose of the Local Plan, green space is defined as space in either public or private ownership, which can have unrestricted access, partially-restricted access or restricted access. This includes all vegetated open space of public value (whether publicly or privately owned), including: • parks, • woodlands, • nature reserves and other natural areas with wildlife conservation and other benefits such as storing flood water, • sports fields, and spaces which offer opportunities for sport and recreation, • play space, • grassed areas, • growing space (including allotments and community gardens), • green corridors (paths, rivers, railway embankments and cuttings, roadside verges, canals, parks and playing fields etc.), • derelict, vacant and contaminated land which has the potential to be transformed. These spaces are considered green space whether or not they are accessible to the public but it does exclude private residential gardens.
GWS1.1	This policy seeks to protect all existing green space (including spaces not designated on the Policies Map), maintain the quality and distribution of spaces; as well as creating new space to meet the additional demand from new development. Over the Plan period we will: • maintain 0.72 hectares per 1,000 residents of publicly accessible green space, • maintain 0.049 hectares per 1,000 residents of allotment and community garden space. Within areas of Metropolitan Open Land and Green Belt, development that is more likely to either be capable of maintaining its openness or exceptionally, meet the very special circumstances test, is development which would enhance the quality and function of the MOL or Green Belt. For example, this could be providing new or enhanced outdoor recreation facilities or enabling alteration or replacement of existing buildings. Functionality

	Any new or enhanced green space should adopt a multi-functional approach to its design. This is to ensure that public space can provide as many different benefits as possible, whether they are direct benefits to people (e.g. leisure and recreational spaces) or indirect benefits (e.g. carbon sequestration and biodiversity connectivity). The Green and Water Infrastructure Strategy (2024) sets out how the functionality of a green space will be considered. Applicants must demonstrate the elements a green space (existing and/or proposed) and clearly set out how the development proposal will enhance its functionality. In addition to these functionality considerations, new or enhanced publicly accessible green space should also demonstrate how it meets the eight principles set out in the Public London Charter (2021). This includes ensuring public space is primarily offered for use by the public free of charge. Development next to green space must not negatively impact: • views into and out of green space • provision of natural light • the experience of people already using the space or the biodiversity value of the space due to intensification of use, with consideration to existing maintenance budgets Connectivity To deliver improvements to connectivity, opportunities for new green links should be maximised between green spaces by creating more legible and greener routes along streets and through development sites along the link, especially where Low Traffic Neighbourhoods are being implemented. The Green and Water Strategy (2024) sets out opportunities to improve green links in Newham. These have been reflected in the Local Plan Neighbourhoods chapter and relevant site allocations. Housing estates can also play a role in the creation of green links. Accessibility Access points and public access to green space should be protected, enhanced, and created. Walking and cycle routes along or through green spaces should be improved and, where possible, expanded to provide improved wayfinding, safety, and better links to the existing transport network and other green spaces. The design of routes to, and within, green space must also improve equity of access. Delivery of new and improved publicly accessible green space Areas experiencing public open space and community growing space (including community growing and allotments) deficiency are set out in the Green and Water Infrastructure Strategy (2024). Newham's Playing Pitch Strategy (2024) sets out the need for playing pitches over the plan period. We will have regard to Sport England's Sports Pitch Calculator and the findings of the Playing Pitch Strategy (2024) to determine an appropriate amount and type of contribution or provision of playing pitches with new residential development. For large-scale residential development, it may be considered appropriate to seek on-site provision of sports pitches. Where new pitches are determined as being required, consideration should be given to providing multi-pitch sites with suitable ancillary provision, including appropriate clubhouse/changing facilities. Single pitch sites which

	have been provided traditionally by developers are not considered to provide long term sustainable provision for the relevant sports. Contributions may be sought, for residential development which generates additional demand for playing fields and ancillary sporting facilities but where a new playing pitch is not being delivered on site. Contributions will be sought to enhance existing provision of playing pitches, based on additional demand generated by new residential development and in line with Local Plan Policy BFN4 and the Playing Pitch Strategy (2024). The Plan's neighbourhood policies and site allocations give further detail of where new publicly accessible green space, community growing space and playing pitches should be delivered. Applications for development referable to the Mayor of London, or where a specific green or water space need has been identified by the Council, including in the site allocations will be required to provide publicly accessible green space. The need to provide this green space has been established through the work undertaken for Newham's Green and Water Infrastructure Strategy (2024) to understand where additional publicly accessible green space is required to maintain 0.72 hectares per 1,000 residents of publicly accessible green space; and where new community growing space is required to maintain 0.049 hectares per 1,000 residents of allotment and community garden space. Local Plan Policy H11 sets out the external communal outdoor space requirements for residential development. Where site allocations are required to deliver publicly accessible green space, this should be in addition to the requirement to deliver external communal amenity space. Local Plan Policy D2 sets out the public realm requirements for a development. Policy GWS1 and D2 are complementary and must be considered together. Early consideration of green space The Green and Water Infrastructure Strategy (2024) should be consulted early in the preparation of an application, ideally before the pre-application stage, so that it can inform the design of the scheme. Applicants are expected to design green infrastructure into the scheme from the earliest possible stage. Green space is integral to the success of a development and should not be seen as an 'add on' at the end of the design process. Consideration of green infrastructure opportunities from the outset requires developments to make green space a central part of masterplanning, in line with Local Plan Policy BFN2. More guidance on ways to incorporate urban greening and deliver green links is provided in the Green and Water Infrastructure Strategy (2024). Urban greening can include features such as street or balcony planters, roof gardens, podiums and green walls. Taking an integrated approach Major development proposals should demonstrate in a Design and Access Statement how the scheme takes an integrated approach to green infrastructure. Taking an integrated approach to green infrastructure means considering the site in its wider green infrastructure context and considering how the site can optimise existing natural

	and green assets, through improving their size or functionality or connectivity and address any shortfalls in the types of green infrastructure in the site and wider area. Schemes which impact existing green space and/or provide new green space should provide to the Council and Greenspace Information for Greater London CIC compatible data on the existing and proposed landscaping elements. • Space type and the size of each green space provision (based on Greenspace Information for Greater London CIC typologies), • Details of any access restrictions (unrestricted, limited and restricted) including overnight closures, • Living building features (including green roofs), • Water space (see Local Plan Policy GWS2), • Public realm – hard landscaping, • Site facilities e.g. play spaces, benches, drinking fountains, • Site owner and manager. Information on data standards can be found on the Greenspace Information for Greater London CIC website: https://www.gigl.org.uk/recording-surveying/links-and-resources/survey-data-standards-and-guidance/. Please also see Natural England’s Green Infrastructure Framework (GIF), in particular the Green Infrastructure Planning and Design Guide: https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx
GWS1.2	Surplus to current and future needs An assessment should follow Sport England’s latest Playing Pitch Strategy guidance or an alternative methodology acceptable to Sport England. The assessment of need should provide a robust and carefully documented assessment of the supply of, and current and future demand for, playing pitches in the catchment area taking into account the quantity, quality, accessibility and availability of provision. Ancillary facilities The provision of new or enhanced ancillary facilities is supported and encouraged. They can play an important role in helping people to become and stay active as well as improving the use and viability of the playing field for sport. Facilities should be of an appropriate scale and are encouraged to comply with relevant Sport England and national governing bodies of sport design guidance. They should have no significant detrimental impact on the principal use of the site as a playing field and its ability to accommodate playing pitches. Affecting land incapable of forming a playing pitch The development of minor parts of a site unsuitable for playing pitches (e.g. frontage or steep sloping land) can sometimes provide a way to enhance its sporting use. However, the development should only affect only land incapable of forming part of a playing pitch and it should not: • reduce the size of any playing pitch; • result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas); • reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality; • result in the loss of other sporting provision or ancillary facilities on the site; or • prejudice the use of any part of a playing field and any of its playing pitches.

	Replacement playing field Where a replacement area of playing field and associated facilities can be provided which are equivalent or better than the existing area of playing field and its facilities, it may be beneficial to sport to take this opportunity. The new area of playing field should be: • of equivalent or better quality, and • of equivalent or greater quantity, and • in a suitable location, and • subject to equivalent or better accessibility and management arrangements. Benefit the development of sporting use There may be occasions when the development of a new or extended indoor or outdoor facility for sport, which is to be fully or partly located on an area of playing field, can be judged to be sufficiently beneficial to the development of sport in the local area as to outweigh the detriment caused by the loss of the area playing field, or the impact on the use of the remaining playing field or pitches. The potential benefit of any new or extended sports facility may include whether the facility: • meets an identified local or strategic need, as set out in the Playing Pitch Strategy (2024) and/or a sports national governing body strategy (rather than duplicating existing provision); • fully secures sport-related benefits for the local community; • helps to meet identified sports development priorities • complies with relevant Sport England and national governing bodies of sport design guidance; • improves the delivery of sport and physical education on school sites; and • is accessible by alternative transport modes to the car. Please see Sport England's Playing Fields Policy and Guidance (2018) for further details. A Social Value Health Impact Assessment (see Local Plan Policy BFN3) is needed to support any application for a loss, reduction, replacement, reconfiguration or relocation of a playing pitch.
GWS1.3	For applications on, or impacting Metropolitan Open Land (MOL) or Green Belt please refer to GWS1.1. For applications on, or impacting playing pitches please refer to GWS1.2. It is important that everyone living in Newham has the opportunity to access green space within walking distance from their home. This is a key part of delivering a network of well-connected neighbourhoods. For the purpose of this Local Plan, the scale of a publicly accessible green space follows the hierarchy set out in Table 8.1 of the London Plan (2021) and includes: • Regional Park (400 hectares) • Metropolitan Park (60 hectares) • District Park (20 hectares) • Local Park and Open Spaces (2 hectares) • Small Open Spaces (under 2 hectares) • Pocket Parks (under 0.4 hectares) • Linear Open Spaces

	An application which increases the severity or extends an area of deficiency, at any of the above scales, will not be permitted. It is important to realise that it is not acceptable to offset different scales of open space. For example, an application which will see an increase in Pocket Park deficiency, in a location where there is an excess of space at the District Park scale would not be permitted. These two spaces provide different experiences and meet different user needs. In the first instance replacement green space should be provided on site. If this is not possible, replacement space should be directed to the development's existing well-connected neighbourhood. Only when this is not possible should space be provided in another part of Newham. If replacement space must be provided outside of the development's well-connected neighbourhood it must be directed to an area experiencing open space deficiency. To demonstrate the acceptable location of proposed replacement off-site green space development, proposals must include the submission of up-to-date spatial mapping of the 15 minute green space network. This mapping exercise must identify the development site location in the context of the replacement green space location (including town centres) within a 15 minute walking distance (identified using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users) of the site. This will demonstrate the suitability of the replacement site in relation to the existing green space. Many of Newham's housing estates include areas of communal amenity green space with limited function. Maximising the range of benefits this green space provides has the potential to improve the function and overall resilience of the borough's green infrastructure. Key interventions may include, but are not limited to: • improving habitat for wildlife to improve access to nature, • transformation of underused areas of hard surface to create new communal green space, • structural planting to provide a barrier to air and noise pollution, • planting trees and other vegetation to create cool, quiet spaces, • raingardens to store and release storm water, • run-off creating community food-growing areas. Changes to the existing green space on housing estates will need in-depth consultation with residents and should respect the role of the existing landscape to provide privacy and amenity space for residents. It will only be appropriate to allow a net loss of green space where it can be demonstrated that it will lead to the provision of facilities that will improve the way people can use and enjoy a green space. Suitable enhancements may include, but are not limited to: drinking fountains, cafes, public toilets, art, and interventions to improve nature interpretation or to enhance historical features, outdoor play, and fitness equipment. Importantly, any such additions should not have a negative impact on wildlife and biodiversity. The development or enhancement of existing outdoor sport and/or recreational facilities on green space must be for green space dependent uses and, should be of an appropriate scale and be developed in accordance with Local Plan Policies SI2 and SI3.

	Green space dependant uses can include, but are not limited to sports pitches, outdoor classrooms or cultural uses such as an amphitheatre. Please also see Natural England’s Green Infrastructure Framework (GIF), in particular the Green Infrastructure Planning and Design Guide: https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx
GWS1.4	We will always seek new publicly accessible local park (2 ha), where space allows. However, the creation of small open spaces (under 2ha), pocket parks (under 0.4 ha) and opportunities for urban greening throughout the borough is of equal importance. These spaces provide a patchwork of green stepping stones to complement our larger green spaces. Examples include, but are not limited to: • the development of new pocket parks to serve the needs of the borough’s network of well-connected neighbourhoods where there is a lack of local open space and in locations where people do not have access to private gardens, • underutilised spaces, such as surface level car parks and left-over land parcels should, wherever possible, be repurposed to provide open space and/or local community / food growing opportunities, • the creation of new publicly accessible roof gardens, with community/food growing opportunities, where space at ground level is especially limited. Applicants should refer to the priorities and green space needs set out in Newham’s Green and Water Infrastructure Strategy (2024). New open space should normally be provided as publicly accessible green space. New or improved hard landscaped public space, such as a public square, may be considered appropriate in certain high footfall areas. This will be assessed on a case-by-case basis. Where green space is not possible, development should maximise urban greening features such as planting and permeable paving. Development must consider the following principles when improving existing or delivering new green space: High quality and welcoming • be distinctive and welcoming – encouraging people to stay, • be distinctive and designed to create a 'public welcome' and promote access for all, encouraging people to stay, • be designed and managed to meet diverse and changing needs of Newham’s population, • address the particular needs of existing and emerging local community, • provide free to-access and accessible places to sit, designed to promote social interaction and informal eating and meeting, • deliver a place that is inclusive of all genders and protected characteristics, • be designed for effective management and maintenance, • have clear entry points with signage, which is attractive, clear, and well located, • be overlooked, • avoid rigid boundaries, where it is safe to do so, by blurring the boundaries between park and built environment, by greening the public realm surrounding parks and creating more seamless transitions between park and street, • provide generous seating and social space for children, young people, and adults, including provision of seating in the shade,

	• provide shade, shelter, and lighting suitable to the local environment, • meet the GLA Cool Spaces criteria, including but not limited to providing public toilets or clear signage to nearby facilities and access to free drinking water, • be capable of changing and evolving over time; Co-designed • be co-designed with residents from the outset. Designs should be sensitive to any existing function of green spaces, • co-design should include activities to target population groups who are least often heard by the council, who use green spaces least, or who have specific needs. This may include children and young people, older people, disabled people, or other groups, • meaningful, inclusive, and diverse co-design can help ensure spaces achieve their intended outcomes, meet the needs of those who use them, and improve equity of access, with subsequent benefits to health inequalities; Connectivity • deliver an improved network of green grid links in line with the Green and Water Infrastructure Strategy (2024) to enhance access to key destination points (town centres, community facilities and publicly accessible green spaces) and to and along water spaces, • create/improve links with other green infrastructure and permeability with the wider area be located on safe routes and minimise the number of crossings to access them, • provide ecological corridors for wildlife, • provide clear wayfinding / signage improve habitat for wildlife, • cycle and pushchair storage; Climate emergency • increase sustainability benefits, including urban cooling, provide shading and sustainable drainage, including the use of permeable surfaces and use of sustainable materials, • consider the suitability of the planting for the climate – thinking about drought impact, waterlogging and the potential for warmer and wetter winters and hotter summers, • rising temperatures caused by climate change is leading to longer allergy seasons and worsen air quality. Species selection should take this into account and seek to mitigate this impact; Biodiversity (see also Local Plan Policy GWS3) • maximise biodiversity benefits and access to nature, by incorporating areas of biodiversity that complements, and where possible provides links to, the surrounding habitats, • increase the structural and species diversity of vegetation; • provide trees, bushes and other plants which will thrive in the local conditions, will attract wildlife, provide interest, shade and where appropriate species which provide berries for birds, • maximise the inclusion of plants for pollinators and beneficial insects (with year-round benefits); Air quality (see also Local Plan Policy CE6)

	- mitigate the impact of air pollution by following the guidance in the Greater London Authority publication: Using Green Infrastructure to Protect People from Air Pollution (2019); Sustainable Urban Drainage Systems (see also Local Plan Policy CE8) - maximise opportunities to reduce the adverse impacts of traditional surface water systems; remove pollutants from urban run-off at source; and to combine surface water management with green space for amenity, recreation and wildlife benefit; Play and informal recreation (see also Local Plan Policy GWS5) - accommodate and encourage physical activity for all, promoting walking, cycling and social interaction, - provide shade and shelter, - provide features for socialising (seating, gathering places), - provide opportunities for the space to be used flexibly for different purposes / events, - consider informal sports facilities (ball courts, wheeled sports facilities), - provide free Wi-Fi and spaces for sitting and places to study, - maximise the range and inclusivity of play, including: - fixed play opportunities, - non-prescriptive play features (for example: boulders, hillocks, logs, trails, sand, water, loose play material and objects), - provide suitable lighting. This is particularly important for the accessibility of outdoor sports facilities. The form of lighting will depend on the facility and its use, but efforts should be made to minimise the impact on the surrounding area, and not to cause a demonstrable harm to the local community or biodiversity. The hours of use of lighting should be agreed early in the planning process; Community /food growing - maximise opportunities to provide and improve access to community and food growing spaces; Dogs - where space allows, the provision of areas for dogs to be off-lead separated from other park users and activities.
GWS5	Management Plans and agreed uses should be considered at the early stages of a project and should be informed by an understanding of the site and the awareness of any long-term capital funding required for the governance and maintenance of the proposal. Management should enable lasting flexibility of use and continued access to shared and communal spaces. Where it is agreed that the publicly accessible green space will not be adopted a Maintenance and Management Strategy will be secured to ensure the long-term and suitable maintenance and management of the site and its infrastructure Commitment to Public London Charter will be secured where delivering new publicly accessible green space that is privately owned and managed.

Evidence base

- Green and Water Infrastructure Strategy, Jon Sheaff and Associates with London Wildlife Trust (2024)
- Newham Metropolitan Open Land Review (2024)
- Newham Sites of Importance for Nature Conservation Review (2022)
- Newham Playing Pitch Strategy, KKP (2024)
- Greenspace Information for Greater London CIC data records.
- Characterisation Study, Maccreeanor Lavington with New Practice, Avison Young and GHPA (2022)
- [Air Quality Action Plan 2019 – 2024, Newham \(2019\)](#)
- [Climate Emergency Action Plan, Newham \(2020\)](#)
- [Public London Charter, GLA \(2021\)](#)
- [Cool Spaces Criteria, GLA \(2023\)](#)
- [Using Green Infrastructure to Protect People from Air Pollution, GLA \(2019\)](#)
- [Green Infrastructure Framework – Principles and Standards for England, Natural England \(2023\)](#)

Policy Links

Local Plan:

- GWS3: Biodiversity, urban greening, and access to nature
- GWS5: Play and informal recreation for all ages
- CE6: Air quality
- CE8: Sustainable drainage
- Section 4: Neighbourhoods

London Plan 2021:

- G1: Green infrastructure
- G2 London's Green Belt
- G3 Metropolitan Open Land
- G4 Open space
- G5 Urban greening
- G5 Biodiversity and access to nature
- G7 Trees and woodlands
- G8 Food growing
- S5 Sports and recreation facilities
- SI 1 Improving air quality
- SI 4 Managing heat risk
- SI 13 Sustainable urban drainage

GWS2: Water spaces

1. Development should provide or help to deliver a network of improved, high-quality water spaces. This will be achieved through:

- a. protecting and, where possible, enhancing all existing water spaces; and
- b. supporting the aims of the European Union Water Framework Directive, Thames River Basin Management Plan, Thames Estuary 2100 Plan, Thames Vision, Royal Docks and Beckton Riverside Integrated Water Management Strategy and the South East Marine Plan.

2. Development affecting and/or adjacent to water space should improve the existing water space network, including navigation, biodiversity (including riparian trees and wet woodland), water quality, visual amenity, character, and heritage value. This will be achieved through:

- a. requiring major development adjacent to, and all development affecting water space, to demonstrate an integrated approach to water infrastructure in a Design and Access Statement; and
- b. maximising opportunities for improving the functionality, connectivity, quality, and accessibility of existing water space, with a particular focus on the locations set out in the Green and Water Infrastructure Strategy (2024); including the requirements in the neighbourhood policies and site allocations; and
- c. requiring no loss or covering of any water space unless it is a water-related or water-dependent use; and
- d. ensuring no harm to the openness of the water space and securing a design which is sensitive to the wider landscape setting; and
- e. maximising biodiversity, delivering a minimum 10 percent Biodiversity Net Gain (see Local Plan Policy GSW3); and
- f. protecting and where possible improving access points to and along water spaces, delivering waterside walkways and cycle paths where appropriate; and
- g. providing suitable setbacks from water space edges to mitigate flood risk and to allow waterside walkways and cycle paths where appropriate; and
- h. contributing to the improvement of flood defences and river walls where necessary, while providing associated landscape, amenity and habitat improvements (see Local Plan Policies CE7 and CE8); and
- i. improving the safety and public use of the borough's water spaces by providing active frontages to improve surveillance and riparian lifesaving equipment, where appropriate.

3. Applications for water-related or water-dependent facilities on or adjacent to water spaces will be supported where:

- a. it can be demonstrated there is a deficit in provision for such water-dependent uses locally; and
- b. it can be demonstrated that the activation of the water space is appropriately scaled and located and does not negatively impact on navigation, ecological value, water quality, the openness and character of the water space and the amenity of surrounding residents.

4. Applications for residential and visitor moorings will supported, outside of Strategic Industrial Locations and Local Industrial Locations, where:

- a. supporting uses and facilities are or will be in place (see Local Plan Policy CE6); and
- b. it can be demonstrated that residential and visitor moorings are appropriately located and do not negatively impact on navigation, water quality, the openness and character of the water space and the amenity of surrounding residents.

Justification

Newham has a unique set of water infrastructure that includes the Thames and two of its major tributaries (the Lea and Roding) and an extensive area of repurposed dock infrastructure that is now a significant focus for regeneration.

The borough's waterways provide habitats for wildlife, help mitigate the urban heat island effect as well as offering unique views of water that gives the borough its specific identity. Newham's rivers and docks add significantly to the borough's biodiversity capacity and provide unique habitat opportunities (particularly in the tidal and inter-tidal areas of rivers). Newham's water infrastructure assets all function as wildlife corridors, connecting different parts of the borough and to a broader green and water infrastructure hinterland beyond the borough boundary.

Newham's waterways also provide significant and unique opportunities for leisure uses and activities both on and around the water. Access to water infrastructure can enhance physical and mental health and wellbeing by providing capacity for active and passive recreation and by providing physical space (contrasting with adjoining densely developed urban areas).

The different attributes of Newham's water spaces need to be balanced with the intrinsic natural value of the waterways.

Our rivers and docks present some of the most exciting opportunities to increase access to nature and to deliver improvements to biodiversity. Better connections in the walking environment along the rivers Roding, Lea, Thames and the Royal Docks would be transformative for those living in Newham.

Restoring, preserving and protecting our water environments can also increase connectivity between habitats and provide avenues for species to alter their distribution in response to climate change. With urban environments set to get hotter water spaces can provide a vital cooling effect and contribute to managing surface water run-off.

It is therefore important to protect our valuable water spaces and seek to deliver improvements to public access, enhance biodiversity, to promote appropriate water-related and water-dependent recreation and to deliver high quality design to celebrate and recognise better the industrial heritage of our water spaces.

Implementation

ALL	For the purposes of the Local Plan, water space is defined as outdoor environments within an urban area (either natural or man-made) that prominently feature water, either public or private ownership, which can have unrestricted access, partially-restricted access or restricted access. In Newham this can include: • rivers (River Thames, River Roding and River Lea) and streams, • lakes and ponds, • docks (Royal Albert, Royal Victoria and King George V).
GWS2.1	Development should be compliant with the Water Framework Directive and should seek to enhance the river or estuary habitat and hydromorphology, delivering Water Framework Directive actions and Thames River Basin Management Plan objectives. It is important to note that all in land waterbodies are protected under the Water Framework Directive not just main rivers.

	Early engagement, with appropriate key stakeholders is encouraged. Timely engagement is important, it helps to ensure proposed developments align with wider priorities and these strategies. Development proposals in proximity to water space should incorporate work with the Council and our partners (including the Port of London Authority, the Canal and River Trust, Royal Docks Management Authority (RoDMA), the London Lea Catchment Partnership, Beam and Ingrebourne Catchment Partnership and the Environment Agency), landowners and the community.
GWS2.2	All development affecting water space should set out the components of good design within a Design and Access Statement. For major development, this is also required for proposals adjacent to water. The Green and Water Strategy (2024) sets out opportunities to improve Newham's water space. The Plan's neighbourhood policies and site allocations give further details of where and how water space and access to it can be enhanced. Development must consider the following, to ensure high-quality water spaces are delivered: Functionality • Development adjacent to water space should recognise and conserve its importance as a valuable social, environmental, and economic resource. Where heritage assets are present, design should pay special regard to their setting. Connectivity • Development should contribute to a cohesive approach to movement (especially for pedestrians and cyclists),. • The proposal should integrate positively with wider connections and minimise or reduce barriers to movement, • River re-naturalisation will be encouraged (see Local Plan Policy CE7), wherever feasible, design measures can include, but are not limited to: - replacing hard engineering alongside and within river channels with soft engineering options where feasible. - reconnecting rivers with their floodplains for flood risk reduction and resilience against climate change as well as habitat enhancement. - de-culverting river channels, unless it can be demonstrated it is not possible. Mitigation will be sought for any hard `engineering solutions applied to any river channels to compensate for any loss of habitat (including buffer zones). - including flood tolerant trees, bushes/shrubs and other plants. These should be trees and plants capable of lessening the impact of surface flood water, ideally with deep roots (dependant on the proximity to buildings). Quality To ensure high quality design, development proposals should: • maintain or enhance the quality of water space on or adjacent to the site, for example through plant species in the water or by ensuring that no waste or pollution enters it.

Accessibility

To improve physical access development should:

- Maximise opportunities to improve public access to and along the borough's water spaces, particularly where access is currently restricted. This will be sought around the three docks (Royal Albert, Royal Victoria, and King George V), the River Lea, the River Roding, and the River Thames (e.g., the Thames Path and Capital Ring). See Local Plan neighbourhood proposals and site allocations for further details of area specific improvements.
- Provide a clear strategy for pedestrian movement within the proposal to give easy access to the water and associated amenities. This should include for children, older people and those with reduced mobility, e.g. seating, cycle storage, refuse bins, access steps and ramps.

Loss

- Overshadowing reduces the recreational and biodiversity value of water space. Development in proximity to water space should not result in loss or covering of water space and demonstrate that it will not compromise the suitability of the water space for water-related uses.

Openness

- Proposals should ensure no negative impacts on the characteristics of views, tranquillity, and openness of the water body.

Biodiversity

- Schemes should maximise opportunities to incorporate existing habitats and vegetation.
- Planting should include only species suited to the on-site conditions (types and maturities) and be managed appropriately to achieve maximum benefit for biodiversity and river health. Invasive non-native species must be avoided, and where possible, reduced.
- External lighting should be designed to minimise light pollution and disruption to habitats and species. Low-level LED lighting with warmer colour temperatures with peak wavelengths greater than 550nm (~3000°K) should be used as these have been shown to cause less impacts on bats.

Flood risk and set backs

- Development affecting and /or adjacent to the water should, where possible, include green spaces and Sustainable Urban Drainage Systems and look to enhance the water environment and preserve buffer zones (see Local Plan Policies CE7 and CE8).
- The edges of water space are an extremely important part of the functioning of water space as ecosystems, green space, and transport networks. There should be a minimum of an eight metre buffer zone for all freshwater courses. This is measured from the bank top and is needed to provide an effective and valuable river corridor and improved habitat connectivity.
- There should be no new or additional hardstanding or structures installed within the eight metre buffer zone. A 16 metre buffer should be in place for intertidal waters.

	- Any development within 16 metres of the tidal Thames, Lea or Roding should follow the design principals of Estuary Edges to deliver ecological design for softening these 'edges' to encourage wildlife into urban estuaries. Around ponds a buffer of 5 metre should be in place to help preserve their value for wildlife. Safety - The proposal should promote passive surveillance and should have a positive impact on perceptions of safety at night, for example by opening up or preserving sight-lines, or illuminating previously dark spaces. - Railings and barriers should be sufficiently designed to mitigate the risk of collision and falling into the water, in a manner that is appropriate to the water's edge of which they form a part. Any necessary barriers should be designed in an integrated way, so that they don't visually dominate or reduce perceptions of how the water is accessed. - Development in proximity to water space should consider appropriate suicide prevention measures, such as appropriate fencing, signage and/or CCTV, to further improve the safety of the borough's water spaces. The PLA Drowning Prevention Strategy (2019) provides practical steps to be taken to improve water safety.
GWS2.3	Water spaces provide significant habitats for wildlife, as well as a unique visual amenity which gives many parts of Newham a specific identity. There are also opportunities for leisure use and recreation activities both on and around the water. The balance of these uses will be managed by directing an appropriate intensity and type of activation to the right water space locations. Development proposal should respond to a clearly identified local need, make a positive contribution to the water body and respond positively to adjacent land uses. When assessing planning applications, consideration will be given to the water coverage and human experience of the openness of water space in terms of its visibility and visual connections across the water from the surrounding public realm. The Built Leisure Needs Assessment (2024) provides an understanding of water-related leisure activities in Newham and the need for these uses over the Local Plan period.
GWS2.4	We will work in partnership with the Port of London Authority and the Canal and River Trust, RoDMA, the Environment Agency and other appropriate authorities and stakeholders, to determine the suitability of residential and visitor moorings. In coming to a decision, we will with consider: - Navigation, - Water quality, - Biodiversity, - Openness and character of the water space and surrounding area, - Surrounding residential amenity, - The adequate provision of supporting uses and facilities, including: - Waste management (for example rubbish and sewage disposal) - Supply of adequate electricity including for heating (see Local Plan Policy CE6) - Supply of fresh water

Evidence base

- Green and Water Spaces Infrastructure Strategy, JSA with LWT (2024)
- Characterisation Study, Maccreeanor Lavington with New Practice, Avis and Young, GHPA (2024)
- Built Leisure Facilities Needs Assessment, Strategic Leisure (2024)
- [Newham Sustainable drainage design and evaluation guide \(2020\)](#)[TE2100 Plan, Environment Agency](#)
- Emerging Lea Valley Strategic Integrated Water Management Strategy
- Emerging (Sub-regional and Local) Integrated Water Management Strategies (Greater London Authority)
- Emerging Riverside Strategy (Royal Docks Team, Greater London Authority, Environment Agency)
- [Drowning Prevention Strategy, Port of London Authority \(2019\)](#)

Policy Links

Local Plan:

- GWS3: Biodiversity, urban greening, and access to nature
- CE6: Air quality
- CE7: Managing flood risk
- CE8: Sustainable drainage
- Section 4: Neighbourhoods

London Plan 2021:

- S14 Waterways – strategic role
- S16 Waterways – use and enjoyment
- S17 Protecting and enhancing London’s waterways
- S14 Managing heat risk
- S11 Improving air quality
- S13 Sustainable urban drainage
- G5 Biodiversity and access to nature
- S5 Sports and recreation facilities

GWS3: Biodiversity, urban greening, and access to nature

1. Development should contribute to nature recovery in Newham by protecting and enhancing biodiversity (green and water). This will be achieved through:
 - a. protecting existing habitats and features of biodiversity value. If this is not possible, replacing lost features within the development site, delivering improved biodiversity value; and
 - b. maximising improvements to existing habitats including:
 - i. the most valuable habitats within existing Sites of Importance for Nature Conservation; and
 - ii. the network of green and water corridors; and
 - iii. creating new wildlife habitats in the borough's larger green spaces to supplement those within the existing Sites of Importance for Nature Conservation network; and
 - c. maximising opportunities to create new onsite habitats and to deliver missing ecological links (green and water); and
 - d. maximising 'living building' elements as a key feature of the site and building design. Appropriate, site considered opportunities should be integral to the design of a development from the outset; and
 - e. maximising biodiversity measures within the London City Airport Safe Guarded Area, whilst also ensuring that the airport is appropriately safeguarded from bird strikes; and
 - f. demonstrating, through a Management Plan, how existing and new areas of biodiversity value will be funded and maintained.
2. Major development irrespective of location, and all development in close proximity to a Site of Importance for Nature Conservation or which is likely to have an impact on protected or a priority species or habitat is required to submit an ecological assessment. Data recorded on the habitat(s) (type and size) and species present currently on site and data on the size and type of green space and 'living building' features proposed should be shared with the Council and Greenspace Information for Greater London Community Interest Company (GiGL).
3. Development in areas deficient in access to nature should deliver new or improved green or water spaces which have intrinsic nature conservation value that would qualify as a Borough Site of Importance for Nature Conservation. Where this is not possible development should deliver:
 - a. habitat creation onsite and/or in locations accessible to residents and the wider public; and
 - b. environmental interpretation materials to provoke curiosity and provide information on the green and water space on site and in the wider neighbourhood; and
 - c. improved walking routes and access to nearby accessible Site of Importance for Nature Conservation.
4. Development must deliver a Biodiversity Net Gain of at least 10 per cent. All opportunities should be explored to deliver Biodiversity Net Gain on-site. Where it can be demonstrated that on-site net gain is not possible, applicants must seek to deliver their off-site Biodiversity Net Gain in Newham. Out of borough registered off site Biodiversity Net Gain will only be accepted where it can be demonstrated there are insufficient sites and credit schemes in Newham to deliver the required net gain.

5. Development should meet the London Plan (2021) Urban Greening Factor.
6. Sites of Importance for Nature Conservation should be protected. Where harm to a Site of Importance for Nature Conservation, a protected or priority species or habitat, and where the benefits of the development clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:
 - a. avoid damaging the significant ecological features of the site,
 - b. minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site,
 - c. deliver off-site compensation, in Newham, of better biodiversity value,
 - d. where appropriate compensation is not possible, planning permission will be refused.
7. The Epping Forest Special Area of Conservation will be protected and enhanced by ensuring that development within 6.2km of the boundary of Epping Forest Special Area of Conservation demonstrates that, if necessary, measures are put in place to avoid or mitigate any potential adverse effects, through:
 - a. developments of new net additional residential homes contributing towards the delivery of the agreed Strategic Access Management and Monitoring Strategy; and
 - b. developments of new net additional residential homes contributing to the provision of Suitable Alternative Natural Greenspace.

Planning obligations

- Funding for delivering or monitoring Biodiversity Net Gain will be secured.
- Contributions towards Epping Forest Mitigation will be secured where required to mitigate the impact of development.

Justification

As an urban borough, Newham's network of natural spaces act as a green lung; protecting biodiversity by giving much needed space for wildlife (animals, birds, trees, plants, insects and fungi) and as well as reducing air pollution, helping water management and moderating urban temperatures. Having a biodiverse borough means having a rich mix of plants and animals; and this variety and complexity helps nature to thrive.

As the number of homes increases over the Plan period, it will be of fundamental importance to match this growth by protecting and improving existing natural spaces (both green and water) and increasing the amount of habitat creation and through ecologically sensitive landscape design within the urban environment.

The provision of urban greening through new developments and on existing streets will provide benefits to wildlife and people living in Newham. Whilst this may not provide space for recreation, such greening can improve people's mental health and well-being, enhance the character of the townscape, and provide opportunities for community and food growing.

Green corridors (connecting habitat for wildlife) can significantly improve the capacity of existing parks and nature conservation areas by extending their reach beyond their current boundaries. The

provision of green corridors to provide access to existing parks and green spaces via safe and less polluted routes will also help people to access the existing network of green spaces.

Located outside the borough to the north of Manor Park, Epping Forest is the largest green space in London. The Forest is formed of ancient woodland and acid grasslands which cover an area of approximately 2,450 hectares. Two thirds of Epping Forest has been designated as a Site of Special Scientific Interest and a Special Area of Conservation. Epping Forest is a popular visitor destination, including for Newham residents. The rise in visitor numbers to Epping Forest from the surrounding area has led to a need to better balance the ecological needs of Epping Forest. Newham has been working with the City of London and neighbouring authorities in London and Essex to develop a joint governance and delivery approach to the Strategic Access Management and Monitoring Strategy.

Implementation

GWS3.1	The ecological value of existing Sites of Importance for Nature Conservation is maximised when they are connected by areas of complementary or supporting habitats in the form of green corridors or ‘stepping-stones’. This is habitat that allows some species to move through the urban environment. This supporting habitat also provides wildlife with a wider range of opportunities for meeting their foraging or breeding requirements. Green corridors can be created and improved by: • creating pockets of wildlife habitat between existing Sites of Importance for Nature Conservation • increasing the species and structural diversity of vegetation in parks, amenity green spaces and the public realm to enable a wide variety of species to move between parts of the Sites of Importance for Nature Conservation network. Living building elements enhance biodiversity, examples of living building elements include, but are not limited to: • green and brown roofs, • green walls, • swift bricks and artificial nest sites, • roost bricks for bats and designing lighting in a bat friendly way, • ensuring boundaries allow hedgehogs to move freely, • nature based Sustainable Drainage Systems which mimic natural processes in managing rainfall through the use of landscape form and vegetation. Living building features should be specified in accordance with best-practice guidance. This is available from BS 42021:2022 and from Chartered Institute of Ecology and Environmental Management (CIEEM).
GWS3.2	Applicants should carry out proportionate ecological assessments for major developments, and all development in close proximity to a Site of Importance for Nature Conservation, or for any proposed development which is likely to have an impact on a protected or priority species or habitat, as listed in Section 41 of the Natural Environment and Rural Communities Act. Priority habitats and species are those listed under Section 41 of the Natural Environment and Rural Communities Act, 2006 and UK Biodiversity Action Plan (UK BAP). Further information is available here: Habitats and species of principal importance in England. It is important to recognise that priority species and habitats may include building-based biodiversity.

	Ecological assessments must be developed from the earliest stages of the pre-application process and should demonstrate as a minimum how the natural resource will be retained, enhanced and if necessary restored. The requirement for ecological surveys and assessments to be submitted in this policy also applies to refurbishment works which may impact species using the existing building, such as swifts or bats. The scale and detail of the survey will be dependent on the likely impact on biodiversity. The ecology assessment should include: • information assessing the characteristics and situation of the site; and details on how the proposals will protect, replace and enhance existing biodiversity on the proposed site, including measures for wildlife habitats and features aimed at particular species. The ecological assessment should provide to the Council and Greenspace Information for Greater London CIC compatible data on the following: • space type and the size of each provision (based on Greenspace Information for Greater London CIC typologies), • details of any access restrictions (unrestricted, limited and restricted) including overnight closures, • water space, • site owner and manager. Information on data standards can be found on the Greenspace Information for Greater London CIC website: https://www.gigl.org.uk/recording-surveying/links-and-resources/survey-data-standards-and-guidance/ Ecological surveys to inform the ecological assessment must identify potential development impacts likely to harm the ecology of the site and recommend mitigation and enhancement measures. Where a survey is required, this must occur early in the design process of a proposal and be undertaken by an appropriately qualified ecologist.
GWS3.3	Newham's Green and Water Infrastructure Strategy (2024) shows those areas of the borough that are currently under-provided with natural and semi-natural greenspace and Sites of Importance for Nature Conservation. This is known as an area in deficiency of access to nature and they are also mapped on the policies map. They are defined as those parts of Newham where residents do not have adequate access to the natural environment as they live more than one kilometre from an accessible borough Site of Importance for Nature Conservation. When bringing forward development in these areas of deficiency applicants should consider whether, through on-site habitat creation and/or ecological improvement of an existing green space, areas of natural greenspace can be established which would meet borough Site of Importance for Nature Conservation criteria. Where this is not possible development should include green links and routes through to allow residents to access the wider network of Sites of Importance for Nature Conservation and greenspaces. On-site interpretation boards, to show how habitats contribute to and support the wider biodiversity aspirations of the borough, and visible onsite features such as bird boxes and wildflower planting can help engage local communities positively in new developments. Interpretation boards can ensure best use of green and water spaces;

	and can help to foster a sense of local pride by helping people to visualise the meaning and significance of new habitats within developments. Interpretation boards should be designed to be accessible (e.g. for visual/hearing impairments, considering reading age, language barriers and use of visuals).
GWS3.4	London Plan Policy 2021 G5 requires all major developments to include urban greening as a fundamental element of site and building design. The policy introduces the use of an Urban Greening Factor (UGF) to evaluate the quantity and quality of urban greening provided by a development proposal. A UGF calculator has been prepared to help applicants calculate the UGF score of a scheme and present the relevant information as part of their application. Applicants for major development should use the London Plan Guidance Urban Greening Factor (2023), or subsequent updates, to ensure proposals meet the requirements of London Plan 2021 Policy G5. The guide provides information to help applicants to apply the UGF to proposed developments.
GWS3.5	Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Development proposals must secure a net gain in biodiversity value, with a clear priority for on-site measures. Development should use the latest Department for Environment, Food & Rural Affairs metric to quantify the baseline and post-development biodiversity value of the development site and off-site areas proposed for habitat creation. The assessment should be undertaken by a suitably qualified and/or experienced ecologist and should be submitted together with baseline and proposed habitat mapping in a digital format with the application. Any off-site habitats created should be provided in the borough and be located to maximise opportunities for local nature recovery and to improve access to nature. Biodiversity Net Gain should not be applied to irreplaceable habitats. Any mitigation and/or compensation requirements for designated sites should be dealt with separately to Biodiversity Net Gain provision. Applicants should refer to the latest government legislation and guidance and the Mayor of London's Urban Greening for Biodiversity Net Gain: A Design Guide (2021) to ensure proposed green infrastructure achieves a Biodiversity Net Gain.
GWS3.6	Newham's Green and Water Infrastructure Strategy (2024) shows those areas of the borough that are currently under-provided with natural and semi-natural greenspace and Sites of Importance for Nature Conservation. This is known as an area in deficiency of access to nature. Newham's Sites of Importance for Nature Conservation are also mapped on the policies map and detailed in Newham Sites of Importance for Nature Conservation Review (2023)
GWS3.7	Under the Conservation of Species and Habitats Regulations 2017 Newham has duties to ensure that planning decisions do not result in adverse effects on the Special Area of Conservation. The Habitats Regulations Assessment element of the Local Plan Integrated Impact Assessment has considered the impact of the growth proposed in this plan, along and in combination with other Plans.

	The need for Mitigation Strategies adopted by the Council to offset the effects of recreational pressure on Epping Forest Special Area of Conservation have been identified. These strategies will be reviewed and updated as required over the plan period. Currently the Council is working with partners to develop a package of mitigation measures which fall into two categories: • Strategic Access Monitoring and Management Strategy, which was adopted by Cabinet in July 2022. • Suitable Alternative Natural Greenspace, which is being developed and will be published as additional guidance.

Evidence base

- Green and Water Infrastructure Strategy, Jon Sheaff and Associates with London Wildlife Trust (2024)
- Newham Metropolitan Open Land Review (2024)
- Newham Sites of Importance for Nature Conservation Review (2023)
- Greenspace Information for Greater London CIC data records.
- [Biodiversity Metric, DEFRA/ Natural England](#)
- [Biodiversity Net Gain: Good Practice Principles for Development. A Practical Guide, CIRIA/CIEEM/IEMA \(2016\)](#)
- [Urban Greening Factor London Plan Guidance, Greater London Authority \(2023\)](#)
- [Urban Greening for Biodiversity Net Gain: A Design Guide \(2021\)](#) Characterisation Study, Maccreeanor Lavington with New Practice, Avis and Young, GHPA (2024)[Air Quality Action Plan 2019 – 2024, Newham \(2019\)](#)
- [Climate Emergency Action Plan, Newham \(2020\)](#)
- [Nature Conservation in Newham, Ecology Handbook, 17, London Ecology Unit \(1998\)](#)
- [Lee Valley Regional Park, Landscape Character Assessment and Landscape Strategy, LUC \(2019\)](#)
- [All London Green Grid: River Roding and Epping Forest Area Framework, GLA \(2012\)](#)
- [All London Green Grid: Lea Valley and Finchley Ridge Area Framework, GLA \(2012\)](#)
- [Cody Dock Tidal Lea Ecology Report 2021 – 22, Gasworks Dock Partnership \(2022\)](#)
- Newham's Biodiversity Action Plan, LUC (2010)
- [Green Infrastructure Framework – Principles and Standards for England, Natural England \(2023\)](#)

Policy Links

Local Plan:

- CE6: Air quality
- CE7: Managing flood risk
- CE8: Sustainable drainage

London Plan 2021:

- G5 Urban greening
- G5 Biodiversity and access to nature
- SI 1 Improving air quality
- SI 4 Managing heat risk
- SI 13 Sustainable urban drainage

GWS4: Trees and hedgerows

1. Development should protect and deliver a network of improved tree stock and canopy cover with greater species and age diversity to ensure a healthy, balanced tree population. Over the plan period we will seek to deliver 20 per cent canopy cover in the borough, this will be achieved through:
 - a. protecting all trees, including street trees; and
 - b. seeking a net increase in trees on all new development sites; and
 - c. requiring an arboriculture report at the planning application stage for all new development with trees on or adjacent to the site.
2. In exceptional circumstances, where sufficient evidence is provided to justify their loss, development which requires the removal of trees or hedgerows will only be supported where it:
 - a. re-provides an adequate replacement based on the existing value of the tree(s) and/or hedgerow(s) removed on site wherever possible; or
 - b. makes appropriate mitigating financial contributions towards local tree and/or hedgerow planting provision.
3. Development should:
 - a. safeguard existing trees, hedgerows and vegetation which are to be retained, both onsite and adjacent, including provision of appropriate protection during the demolition and construction phases; and
 - b. incorporate additional trees and hedgerows wherever possible, ensuring that any planting in green space and historic landscapes is appropriate and considers the existing character of the space; and
 - c. design and plan for appropriate trees and hedgerows from the outset, including consideration of existing and proposed trees, hedgerows and vegetation, bio-security, and appropriate species selection, size, and location; and
 - d. provide sufficient space for the crowns and root systems of existing and proposed trees, providing adequate space for their future growth; and
 - e. provide suitable growing conditions for new trees; and
 - f. ensure that a Tree Management Plan is in place.

Planning Obligations

- Contributions towards off-site tree and/or hedgerow planting may be secured where on-site loss is considered justified.

Justification

Trees and woodland cover 16 per cent of the borough, this figure is made up of all trees in Newham, which includes those on both private and Council land. The Council's tree stock is made up of 19,697 street trees, 5,548 trees within housing areas and 9,942 trees within parks.

Trees and woodlands play an important role in Newham. Street trees have long been a feature of urban environments and can help to form green links between the network of parks and green

spaces. They add to local amenity, provide a valued connection to nature for people and a habitat for wildlife. The planting of additional trees (especially large canopy trees) will assist in providing shade in hot weather and help to mitigate the impact of climate change. Trees also absorb rainwater and filter noise and air pollution.

The Mayor of London wants to increase tree canopy cover in London by 10 per cent by 2050. Given the many and varied benefits trees provide, it is important we ensure future development protects the trees we have and wherever possible we take the opportunity to plant more trees. These steps will help to achieve an increase in Newham's canopy cover and contribute to the extent of London's urban forest (the area of London under the canopy of trees).

Hedgerows, especially in an urban environment like as Newham, are a simple, space saving, cost-effective green intervention with the potential to alleviate a number of local environmental problems. In urban areas hedgerows contribute to services such as climate regulation, sustainable urban drainage, reducing airborne particulates and atmospheric pollution, whilst providing wildlife habitat. They also improve the aesthetic appearance of the built environment.

Implementation

GWS4.1	We will seek to deliver 20 per cent tree canopy cover over the plan period. To achieve this we will need to ensure that there is a net gain of trees on all Site Allocations, along with undertaking planting projects on Council owned land and where possible private land such as education sites. Major development with trees on or adjacent to the site should undertake an i-Tree study, to be submitted with the planning application. An i-Tree study enables the council to understand the existing and ultimate canopy cover. This should then be repeated at the end of the development condition period to show the gains made with the infrastructure planting.
GWS4.2	The development potential of a site should be optimised in a way which does not result in tree or hedgerow loss and loss should only occur when there are no feasible engineering solutions or arboricultural techniques (such as root or canopy pruning) to mitigate any issues. Any application to fell a tree(s) will need to provide suitable evidence to document the reason why the removal of the tree(s) is considered necessary. This should be presented in an arboricultural report which includes: • Images to demonstrate the issue(s), • Decay detection report (where relevant), • Site plan indicating clearly the tree(s) proposed for removal. Major development which proposes to remove a tree(s) must undertake a Capital Asset Value for Amenity Trees (CAVAT) study, to be submitted with the planning application. This is required to understand the financial value of the tree(s). CAVAT is a tool for valuing amenity trees and is used to determine the appropriate level of compensation where trees are damaged or removed and to provide a basis for managing public trees as assets rather than liabilities. In instances where a tree or hedgerow are to be removed there will need to be mitigation for the lost vegetation. This should be through suitable on-site replacement planting. Where we are convinced that replacement trees or hedgerows cannot be incorporated

	on sites, appropriate financial mitigation will be sought based on the submitted CAVAT study. Should there be an ancient or veteran tree(s) on your site please see the Natural England and the Forestry Commission for additional advice: https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions.
GWS4.3	Careful consideration should be given to the size, species, and location of new trees and hedgerows. To ensure best practice is observed, all tree planting should follow BS 8545 (or the latest standard if updated over the course of the Plan period). BS 8545 gives recommendations for transplanting young trees, with a view to achieving their eventual independence in any landscape scheme. Care should be taken when choosing tree and hedge species to ensure the species chosen best meets the demands of the space (right tree, right place, right reason). When specifying, the Tree Design Action Group publication 'Tree Species Selection for Green Infrastructure: A Guide for Specifiers' should be consulted. Where possible, large canopy trees will be encouraged as they provide a wide range of benefits for biodiversity and urban cooling. Applications should consider how trees and hedges can be used to improve local air quality (see Local Plan Policy CE6). Due to the increasing risks posed to the flora and fauna in the UK, planting should be sustainably sourced and where possible grown in the UK. This will reduce carbon emissions from importing plants whilst also reducing the risk of importing pests and diseases into the country. Consideration needs to be given to species diversity when planting to ensure that, should plants be affected by a pest or disease, there will be variation within the species to mitigate the spread and damage caused. The use of native trees and hedgerow species is supported. However, it is also important to ensure species are suitable for the changing climate and offer resilience to pests and disease through species diversity across the tree inventory of a development site and the borough more broadly. Where planting can be adequately set back from the road, the use of fruit and nut trees should also be explored to create 'mini' food forests. Where possible, utilities should be located within ducts or in a designated area away from planting. This will avoid damage to tree roots if repairs to utilities are required. In addition, it will assist in preventing root damage to the utilities. Growing space should be considered early on in the design of a scheme to ensure that adequate space is provided to reduce compaction. If possible, cell confinement systems should be used in addition to permeable surfaces. Using cellular confinement systems can be used for ground protection in areas where tree roots might be at risk from soil compaction and where it is unacceptable to dig into the ground to lay a conventional sub-base. Compaction can occur for many reasons but vehicles passing over unreinforced ground are particularly damaging, although repeated foot traffic can also

	be detrimental to soil structure. Integration of trees and hedgerow planting early on in landscape plans will achieve the most benefits and it is vital they are given the space to grow above and below the ground. In instances where trees and hedgerows are planted, a Tree and Hedgerow Management Plan, including maintenance will be secured. This is to ensure that all green infrastructure is established and thriving at the end of the condition period. Maintenance should include: • Three years of watering to establish planting (how much will depend on the size of the tree(s) / hedging planted), • Routine visits to weed, • Formative pruning, • Loosening ties/guards, • Eventual removal stakes/ties.

Evidence base

- Green and Water Spaces Infrastructure Strategy, Jon Sheaff and Associates with London Wildlife Trust (2024)
- Characterisation Study, Maccreeanor Lavington with New Practice, Avison Young and GHPA (2022)
- [Air Quality Action Plan 2019 – 2024, Newham \(2019\)](#)
- [Climate Emergency Action Plan, Newham \(2020\)](#)
- [Natural Green Infrastructure Framework \(2023\)](#)
- [COP15 Global Biodiversity Framework](#)
- [GLA GIS database](#)
- [Natural England database](#)

Policy Links

Local Plan:

- CE6: Air quality
- CE7: Managing flood risk
- CE8: Sustainable drainage

London Plan 2021:

- G7 Trees and woodlands
- G5 Biodiversity and access to nature
- SI 1 Improving air quality
- SI 4 Managing heat risk
- SI 13 Sustainable urban drainage

GWS5: Play and informal recreation for all ages

1. Development should provide or help to deliver play and informal recreation facilities. This will be achieved through:
 - a. protecting existing play and informal recreation facilities. The loss of play and informal recreation facilities will be resisted unless replacement space of equivalent size and functionality is provided either onsite or in the local well-connected neighbourhood, with unrestricted public access.
 - b. maximising opportunities to deliver new and improved play and informal recreation facilities, with a particular focus on the locations which will experience the highest level of need over the plan period as set out in the Green and Water Infrastructure Strategy (2024); including delivering the requirements in the site allocations and Local Plan Policies H11 and D2.
2. New play and informal recreation facilities should be designed to meet the needs of Newham's population, be inclusive, accessible and safe, through:
 - a. co-production with local adults, children and young people, parents, and carers on the design of new provision early on in the development of an application; and
 - b. designing play and informal recreation facilities which are exciting and engaging for all abilities and ages. Facilities should be well-designed, secure, and free to use. It should provide for a range of interests and address barriers to play by tackling issues of inclusion and equity; and
 - c. reducing the harm caused by poor air quality through the favourable location of play and informal recreation facilities away from busy roads or other high pollution areas. Where this is not possible, it must be demonstrated, to the Council's satisfaction, that the provision of appropriate mitigation (such as careful layout and choice of soft landscaping) will minimise exposure to pollutants.

Justification

London is a city with a youthful population and with 0-25 year olds making up 37% of the population, Newham has the highest number of young people anywhere in the country. Having access to stimulating and safe spaces for play and informal recreation is of huge value to the children and young people living in Newham. Providing places in the borough for children and young people, which are not their home or school environment, gives the opportunity for younger people to meet in a space in which they can be independent, feel comfortable, make important social connections, and feel connected to the neighbourhood in which they live. For children and young people, the right to play, to gather and to participate in decisions that influence them, are enshrined in the United Nations' Convention on the Rights of the Child.

Children have a right to be present and visible in public, shared and communal spaces, and their movement and play should always be regarded as a legitimate activity. Spaces which encourage independent and self-directed play have many benefits. Physical activity through play is closely linked to improving children's physical and mental health³².

Despite our young population, Newham currently has a low level of play and informal recreation space. The borough has 83 publicly accessible playgrounds, with a total area of nine hectares. The Fields in Trust recommends a standard of 0.25 hectares per 1,000 residents for playgrounds. Newham currently falls short of this, with just 0.025 hectares per 1,000 residents, this represents a

³² Bornat, D. Between Edges and Hedges. Essay: Designing for Play, 2018a

shortfall of 82.34 hectares. As Newham's population increases to 456,462 over the Plan period, play space provision will fall to 0.019 hectares per 1,000 residents. To achieve the standard in 2038 will require the creation of 105 hectares of new play space. Newham's existing play spaces, as well as being low in number, are not in a good condition, with 70 per cent being 'very poor', 'poor' or 'fair'. In common with parks, most poor quality playground sites are to be found in the most deprived areas across the Borough. It is therefore vital we maximise any opportunity to provide new publicly accessible play space. These spaces must not be exclusively for those living in new developments but must provide much needed play space to our existing neighbourhoods.

Well-designed, environmentally friendly, and visually pleasing playground equipment should be an available resource for everyone's benefit at all ages and stages of life. Play and informal recreation spaces can and should also be designed to encourage activity and provide a space for social interaction for adults – who also have a right to play. Playground equipment and informal recreation spaces offer physical, intellectual, emotional and behavioural benefits which transcend age.

Older adults (over 65), children under 12 and those with certain pre-existing health conditions (e.g. asthma, chronic obstructive pulmonary disease) are most vulnerable to air pollution. Extra care should be taken to separate people and pollution in places such as play and informal recreation facilities, which are used by these vulnerable groups.

Implementation

GWS5.1	In the first instance replacement play space should be provided on site. If this is not possible, replacement space should be directed to the development's 15 minute neighbourhood. To demonstrate the acceptable location of proposed replacement off-site play space development proposals must include the submission of up-to-date spatial mapping of the 15 minute play space network. This mapping exercise must identify the development site location in the context of the replacement play space location (including town centres) within a 15 minute walking distance (identified using isochrones with additional analysis to consider a detailed understanding of the actual walking and wheeling conditions for a range of different users) of the site. This will demonstrate the suitability of the replacement site in relation to the existing play space. Delivery of new and improved play space Areas experiencing play space deficiency are set out in the Green and Water Infrastructure Strategy (2024). The Plan's site allocations give further detail of where new plays space should be delivered to meet local deficiencies. Local Plan Policy H11 requires play space for residential development to be delivered in accordance with the London Plan 2021. Where a site allocation is required to deliver publically accessible play space, this should be in addition to the requirement in Local Plan Policy H11 to deliver external communal play space. Local Plan Policy D2 sets out the public realm requirements for development. Local Plan policies H11, GWS5 and D2 are complementary and must be considered together. Policy D2 requires development to deliver improvements to public realm, this could include the delivery of publicly accessible play and it could include making any play space which it is required to be delivered under Local Plan Policy H11 publicly accessible and not just accessible to residents.

	Applicants should refer to the mapping and audits of play and informal recreation facilities in the Green and Water Spaces Infrastructure Strategy (2024) to understand if their proposal falls in an area of deficit. This is so that the design of new play space can be best tailored to compliment any existing play space in the surrounding area and to seek to deliver a more complete mix of play space typologies in the neighbourhood. The Strategy has categorised play provision using the Fields in Trust standards which are as follows: • LAP (Local Area for Play): A small area of open space specifically designated and primarily laid out for very young children to play close to where they live i.e. within one minute's walking time. LAPs are designed to allow for ease of informal observation and supervision and primarily function to encourage informal play and social interaction for toddlers. The LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged. • LEAP (Locally Equipped Area for Play): An area of open space specifically designed and laid out with features including equipment for children who are beginning to play independently. The number and nature of equipment and structures is a matter for local decision, though provision for a minimum number of six play experiences is recommended. Play features including equipment are an integral part of the LEAP and the attractiveness of such spaces, though it is also important that the space can be used for physical activity and games. LEAPs can also include landscaped areas of play; containing little formal equipment but imaginatively designed and contoured, using as far as is possible natural materials such as logs or boulders which create an attractive setting for play. • NEAP (Neighbourhood Equipped Area of Play): This is an area of open space specifically designated, laid out and equipped mainly for older children but potentially with play opportunities for younger children as well. It can provide play equipment and a hard surface area for ball games or wheeled activities such as roller skating or cycling. It may provide other facilities such as a ramp for skateboarding, a rebound wall, and a shelter for meeting and socialising. NEAPs can often be combined with LEAP provision.
GWS5.2	Play and informal recreation facilities are an important element of a successful 15 minute neighbourhood. It is important such spaces are accessible, be inclusive, accessible and safe. To determine this, when assessing schemes the following questions will be considered:³³ • Can a child/young person walk or cycle to and from the provision alone? • Will children and young people feel welcome and able to play in public and communal spaces? • What proportion of outside space is car-free, well overlooked and directly accessible from residential developments? • Do children and young people have a high level of input into decision making regarding the built environment? • Does the environment create conditions for children and young people to be outside after dark? Co-production should be meaningful – weight and status should be given to feelings, opinions and experiences of children and young people, which should enable them to have an impact on policy, design, and development. Engagement should use creative methods to ensure children and young people are stimulated, including online and digital

³³ Adapted from: [Greater London Authority, 2020, Making London Child Friendly](#)

	tools. Participation needs to be understood as a long-term process; ensuring post-intervention feedback and analysis means co-creation is not limited to the design of a space, but also its management and iterative changes. The testing of ideas through meanwhile use programmes for spaces to gather early-stage feedback from residents and young people should be considered. Play and informal recreation facilities should be designed to allow for creative and challenging activities that help all, irrespective of age, to stay in shape mentally and physically. Play space should meet the needs and expectations of the people living or due to be living in the neighbourhood. This means being mindful of different cultural requirements, abilities, ages and gender. Play England, Design for Play should be used to ensure the creation of successful play spaces: https://www.playengland.org.uk/designforplay. In addition, the following design features, which are often overlooked should be considered: For under 3s • Provide activities and facilities to enable standing, crawling, climbing, jumping and balancing, • Give access to sand, water, sound, loose parts/open-ended play, small spaces, and plants. For teen-friendly (12+) spaces • Provide lighting and safety features, art, play spaces for children and adults, study space, places to meet and spaces to relax with friends, and the ability to host music events, • Access to free Wi-Fi, a place to get food and drink, trees, flowers, nature, and water features. For adults • Provide fitness areas, outdoor gym equipment, climbing walls, swings large enough to accommodate adults, parkour and obstacle courses. Gender differences in how spaces are used and experienced should be considered. In addition to skate parks, BMX tracks, football pitches and MUGAs the design of spaces should consider incorporating more diverse elements such as those listed below³⁴: • Provision of gym bars for hanging on, leaning against, sitting on. • Gym equipment designed to encourage social interaction. • Robust hammock swings for older teenagers to meet and spend time with friends. • Dividing up MUGA space so there is not just a pitch but also less prescriptive space, to give more chance for different types of play. Seating should be designed into the perimeter of the MUGA. Such spaces allow people to choose how to use the space. • Social Seating – allowing people to speak, circular designs achieve this well. • Consider innovative ways to provide shelter from rain and/or heat. • Stages can provide space for performances both formal and informal. • Spaces for older children to hang out.

³⁴ Adapted from: Make Space for Girls, What does better look like? <https://makespaceforgirls.co.uk/what-does-better-look-like/>

	The following indicators demonstrate a play space has been designed to embrace diversity, equality, and inclusion³⁵: • The space should provide freedom to move and allow for a choice of activities. This can include places to retreat to when things are too busy, green spaces and equipment which provides different levels of height and difficulty. • The space considers independence and access, with provision of accessible facilities, suitable equipment for children with additional support needs. Schemes should think about the accessibility of paths and surfaces, seating and tables. • The sensory qualities of play spaces have been considered, for example including: things that spin and you can touch, contrasting light and colour and the use of natural materials in place spaces (e.g. sand, planting, long grasses). • Good play spaces avoid segregating children on the basis of age or ability, and are laid out so that equipment and features can be used by a wide range of children, even allowing different patterns of usage throughout the day or week. New play and informal recreation facilities should not be located close to pollution sources, such as beside roads or in areas where vehicles idle. Air quality should be considered at the earliest stages of planning and design, before the position of infrastructure and buildings is decided. A site-specific air quality appraisal should form part of any application that includes play or informal recreation facilities. Understanding the air quality constraints of a site as early as possible can benefit the design of a development. The GLA guidance, Using Green Infrastructure to Protect People from Air Pollution (2019), provides best practice on how green infrastructure can reduce exposure to air pollution in an urban environment. Consultation with Newham's Environmental Health Officers is essential.

Evidence base

- Green and Water Spaces Infrastructure Strategy, Jon Sheaff and Associates with London Wildlife Trust (2024)
- Characterisation Study, Maccreeanor Lavington with New Practice, Avison Young and GHPA (2022)
- Interim Built Leisure Facilities Needs Assessment, Strategic Leisure (2022)
- [Making London Child-Friendly, Greater London Authority \(2020\)](#)
- Urban Design Playground. How child-friendly planning and design can save cities, Tim Gill (2021)
- [Air Quality Action Plan 2019 – 2024, Newham \(2019\)](#)
- [Using Green Infrastructure to Protect People from Air Pollution, GLA \(2019\)](#)
- [Climate Emergency Action Plan, Newham \(2020\)](#)

Policy Links

Local Plan:

- CE6: Air quality
- D2: Public realm net gain
- H11: Housing design quality
- Section 4: Neighbourhoods

³⁵ Adapted from: Tim Gill, 2021, Urban Design Playground. How child-friendly planning and design can save cities

London Plan 2021

- S4 Play and informal recreation

Climate Emergency

Ensuring that development can occur in Newham without adversely affecting, and indeed while improving, the health of residents in the borough, the local environment, and the climate itself, is a crucial element of planning. This includes considering how to improve the borough's environment and air quality, reduce emissions which contribute to the climate emergency, mitigate and adapt to impacts of climate change, and minimise and manage the risks of all sources of flooding.

Historically, Newham's environment has been polluted by heavy industry, leading to contaminated land and groundwater across the borough. Over the past 40 years, development has meant that many sites have been remediated or capped. However, the legacy of historical industrial use remains in many parts of the borough. These historic industrial uses, as well as major roads passing through the area, has led to a poor quality environment in many parts of the borough.

One in seven of Newham's population are exposed to levels of Nitrogen dioxide (NO_x) that is above the UK limit value for human health. On average, Newham residents are also exposed to a level of airborne particulate matter (PM_{2.5}) that is 35 per cent greater than the World Health Organisation guidelines. According to Public Health England, poor air quality in the borough kills an estimated 96 residents every year. Policies to improve air quality in the borough – in conjunction with transport policies – are key in improving the quality of life and the health of residents.

There is overwhelming scientific consensus that significant climate change is happening. The UK, London and Newham are increasingly affected by extreme weather events including flash flooding and heatwaves, demonstrating the reality of human driven climate change. These policies consider ways to mitigate and adapt to extreme weather events.

The Climate Change Act 2008 legislates that the UK carbon account for 2050 must be 100 per cent lower than 1990 levels – i.e. the UK must be net zero carbon by 2050. In 2019, Newham Council declared a Climate Emergency, setting a wide range of measures to tackle climate change and commits us to be net zero for council operations by 2030 and net zero in Newham by 2045. In 2023, Newham Council became the first local authority in the UK to publish a Just Transition Plan. Planning policy, through ensuring that new buildings are designed and built to net zero targets and encouraging and enabling retrofitting of existing buildings, has a key role in delivering these measures to meet our targets.

This section contains the following policies:

- CE1: Environmental design and delivery
- CE2: Zero Carbon development
- CE3: Embodied carbon and the circular economy
- CE4: Overheating
- CE5: Retrofit and the circular economy
- CE6: Air quality
- CE7: Managing flood risk
- CE8: Sustainable drainage

CE1: Environmental design and delivery

1. All development must address the climate emergency throughout its design, construction, operation and lifetime of a building, including considering the likelihood of consequential extreme weather events, increased water scarcity and warmer temperatures.
2. Development should be resource-efficient, minimising consumption and waste throughout the lifecycle of a building.
3. Development should remediate contaminated land and address groundwater pollution.
4. Development should help to improve environment degradation in the borough (such as poor water quality and habitat loss).
5. All development will incorporate water efficiency measures to achieve a consumption target of 105 litres or less per head per day for residential or 'excellent' Wat 01 rating for non-residential development.

Justification

This policy sets out key principles to support Newham's mitigation of and adaption to the Climate Crisis, in light of Newham's declaration of a Climate Emergency, as well as future extreme weather events that will affect Newham. In future, it is anticipated that London will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and other extreme weather events. Newham is especially vulnerable to extreme weather events, such as flash flooding and heatwaves due to our geography – including the urban heat island, a lack of green spaces compared to other London boroughs, and its location surrounded by three rivers. When designing schemes, developments must consider these extreme weather events in line with relevant design policies and other policies in this chapter.

Over the last century, heavy industry in the form of gasworks, chemical works, tanneries, dye works, paint works, distilleries, railways, and docks, combined with domestic refuse tipping, has left Newham with a legacy of land and water pollution. Most of this affected land, and associated groundwater, is located adjacent to the Lower Lea Valley and south of the A13 in the Royal Docks and Beckton.

Over the last 40 years, as development has occurred across Newham, many sites have been remediated or capped. However, the legacy of historical industrial use remains in many parts of the borough, notably in the Lower Lea Valley, Beckton Riverside and the Royal Docks. This includes contaminated land and the remnants of industrial use such as gasholders. Without land remediation and amelioration of environmental degradation prior to development, a site may not be viable or may even be harmful to future residents or occupiers.

This policy therefore ensures that contaminated land is remediated, environmental degradation is improved and that groundwater pollution is protected against.

Development should consider resource efficiency in the design, construction, operation and lifetime of a building, as part of addressing the Climate Emergency. The Environment Agency has designated the Thames Water region (of which Newham is part) to be an area of “serious water stress” – where demand exceeds the available supply of water. The warming climate and increased population will put further pressure on the supply of water. Water efficiency across London has improved over the last decade, however the London Plan target of 105 litres or less per head per day is not being achieved. In light of the water stress, this policy therefore seeks to ensure that new development will meet the target of 105 litres or less per head per day, with installation of water efficiency devices.

Implementation

CE1.1	Development should demonstrate how the climate emergency is addressed in the design, construction, and operation of the scheme, including in a Design and Access Statement, Flood Risk Assessment and Overheating Assessment. It is expected that all measures to improve resilience and adaption should be passive and not rely on energy intensive solutions, such as air conditioning. Examples of ways that developments can respond to the climate emergency include addressing the risk of overheating in design, through orientation, inclusion of cool spaces, use of materials, overhangs and planting (expanded on in Policy CE4: Overheating); using drought resistant planting and designing a building and its surrounding landscape and townscape for flooding (expanded on in policies CE7 and CE8) Development should also consider the latest available Drainage and Wastewater Management Plan (DWMP), which ensures that drainage infrastructure can cope with the increased intensity of storms.
CE1.2	Development should demonstrate consideration of resource efficiency throughout the life of a building, including in the construction, operation, use, and decommissioning of a building. Examples of ways that developments can consider resource efficiency throughout the life of a building include design choices and choice of materials (expanded on in policies CE3, CE5 and D1), construction (expanded on in Policy CE3), operation (expanded on in Policy CE2) and waste and recycling (expanded on in Policy W3).
CE1.3	Given Newham’s complex industrial past, developments are strongly recommended to engage with the Council’s Environmental Health team at the earliest possible opportunity, to gain an understanding of any potential land contamination or environmental degradation on site. Where land contamination or environmental degradation is known or suspected, proposals should include adequate investigation of the contamination/degradation. Remedial works should be agreed with the Council prior to the start of development. The protection of controlled waters – such as regulated groundwater and surface water – fall under the remit of the Environment Agency. Proposals on sites situated in a vulnerable groundwater area within Source Protection Zones (SPZs) or on an aquifer must protect the underlying groundwater. This is especially important where the previous land

	use at the site suggests the potential presence of contamination, or if the proposed land use is potentially contaminative. Groundwater SPZs are mapped on MagicMap. Developments within SPZs must follow the Environment Agency guidance and position statement and should engage with the Environment Agency and any abstraction licence holders at the earliest opportunity to ensure development proposals and construction management plans do not impact groundwater quality. For sites where piled foundations are proposed in a SPZ, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised. A desk study and site investigation verification report by a competent person will be required in order to provide confirmation that work has been undertaken in line with best practice. These include (but are not limited to): - London Borough of Newham: Contaminated Land Strategy 2003 - London Borough of Newham: Developing Contaminated Land - LQM/CIEH: Suitable 4 Use Levels - DEFRA: Environmental Protection Act 1990: Part IIa Contaminated Land Statutory Guidance, 2012 - DEFRA and EA: Land Contamination: Risk Management - DEFRA and EA: Land contamination: technical guidance - British Standards: BS 10175:2011+A2:2017: Investigation of potentially contaminated sites – Code of practice - EA: The Environment Agency's approach to groundwater protection, 2018
CE1.4	Development should help to improve environmental degradation in the borough. Examples of how this could be achieved include: - new green space or expanding/improving existing green spaces (expanded in policies GWS1 and GWS3), - improving biodiversity and urban greening (expanded on in Policy GWS3), consideration of design and amenity impacts (expanded on in Policies D1 and D7), - improving air quality (expanded on in Policy CE6), and - improving the water quality of rivers and docks (expanded on in Policy GWS2).
CE1.5	Development should be designed to be water efficient and reduce water consumption. Development should demonstrate that water efficiency targets can be met, using a Part G Water Efficiency Calculator (Water Research Centre Limited). Ways to achieve these water efficiency targets include the installation of water efficient fittings, installation of modern appliances (that will also use ultra-low amounts of energy in operation as per Policy CE2), as well as the capture and reuse of water on site. Major developments, and developments that have a high water usage (such as hotels, hostels or student accommodation) should include a grey water and rainwater harvesting system. Where such a system is not feasible, it should be demonstrated why this is the case. Developments that have a high water use should also use management practices to mitigate this high water use, such as reducing the demand for laundry. This could be demonstrated through a hospitality sustainability certification such as Green Key.

	Thames Water offers financial incentives to developers that achieve evidenced water efficiency targets, with the aim of achieving water neutrality (where the total demand for water is the same after the new development was built, as it was before) for new developments. Applicants should engage with Thames Water at the earliest opportunity regarding water and wastewater, as per Policy W4.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- London Borough of Newham Contaminated Land Strategy (2023)
- Climate Resilience Report for London, Greater London Authority (2023)

Policy links

Local Plan:

- Policy CE2: Zero Carbon development
- Policy CE3: Embodied carbon and circular economy
- Policy CE4: Overheating
- Policy CE5: Retrofit and circular economy
- Policy CE6: Air quality
- Policy CE7: Managing flood risk
- Policy CE8: Sustainable drainage
- Policy D1: Design standards
- Policy D7: Neighbourliness
- Policy W3: Waste management in developments
- Policy GWS1: Green spaces
- Policy GWS2: Water spaces
- Policy GWS3: Biodiversity, urban greening and access to nature

London Plan 2021:

- GG6 Increasing efficiency and resilience
- SI 2 Minimising greenhouse gas emissions
- SI 5 Water infrastructure

CE2: Zero Carbon development

1. New development should be designed and constructed to be Net Zero Carbon in operation, using as little energy as possible to heat a building over a year, and meeting the following standards:
 - a. All new residential units should achieve a space heating demand of less than 20 kWh/m² GIA/yr.
 - b. All new non-domestic buildings except industrial buildings should achieve a space heating demand of less than 20 kWh/m² GIA/yr.
 - c. All new industrial buildings should achieve a space heating demand of less than 15 kWh/m² GIA/yr.
 - d. All other development is encouraged to use as little energy as possible to heat the building.
2. New development should not use fossil fuels for heat or energy, and should meet the following standards:
 - a. No new developments should be connected to the gas grid.
 - b. Heat should be provided through low carbon sources.
 - c. Future heating technologies will be supported if it can be demonstrated that they are low carbon and sustainable.
3. New development should be designed and constructed to be Net Zero Carbon in operation, using as little energy as possible over a year and should meet the following standards:
 - a. All new residential units should achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr.
 - b. New non-domestic buildings should achieve an Energy Use Intensity (EUI) of no more than the following by the following use:
 - i. Student accommodation – 35 kWh/m² GIA/yr.
 - ii. Offices, Retail, Higher Education Teaching facilities, GP surgeries, Hotels– 55 kWh/m² GIA/yr.
 - iii. Schools – 65 kWh/m² GIA/yr.
 - iv. Leisure, warehouses, and light industrial units – 100 kWh/m² GIA/yr.
An additional 20 kWh/m² GIA/yr budget is available for warehouses/industrial units that operate for 24 hours a day.
 - c. In all cases, a building should use as little as energy as possible.
4. New development should generate renewable energy on site, to a level equivalent to, or in excess of, the predicted annual energy demand of the building, in accordance with the following requirements:
 - a. As a minimum, the amount of energy generated in a year must be:
 - i. at least 80 kWh/m² per building footprint per annum for all building types except industrial buildings; and
 - ii. at least 120 kWh/m² per building footprint per annum for industrial buildings
 - b. Where it can be sufficiently evidenced that it is not technically possible for the amount of energy generated in a year through onsite renewable energy production to match or exceed the predicted annual energy demand of the building, the applicant should fund renewable energy generation (equivalent to the shortfall) elsewhere in the borough through a cash-in-lieu contribution.

5. New development must demonstrate they are delivering the intended performance approved, and that the 'performance gap' between design and actual in-use energy has been minimised, by:
 - a. Demonstrating and committing to the use of an assured performance method (e.g. Passivhaus or AECB) to ensure that the building's operational energy performance will meet the design intentions.
 - b. Major developments should monitor their total energy use and renewable energy generation and submit the annual figures to the London Borough of Newham for the first 5 years of operation.

Planning Obligation

- Development should pay an energy monitoring fee, allowing for monitoring of the energy performance of a scheme by the Council.
- Developments will be required to pay an offset payment to fund renewable energy generation if policy requirements cannot be met onsite.

Justification

In order to meet national, regional, and local climate commitments, we need to be delivering net zero buildings today. We should not be permitting homes that will need to be retrofitted in future. This is in line with the recommendations of the Climate Change Committee, the Low Energy Transformation Initiative (LETI) and the Royal Institute of British Architects (RIBA).

Operational carbon emissions associated with new buildings that meet current planning policy requirements are still very significant. Newham also has the highest rate of fuel poverty in England, with nearly a fifth of households affected.

This policy therefore ensures that all new buildings should be designed and built to be net zero carbon in operation. The benefits of net zero buildings are substantial and wide ranging – whether global and national impacts from the reduced use of fossil fuels, regional and local impacts from improved local air quality and individual impacts for residents such as lower energy bills and an improved living environment. It will also allow the Council to meet its Climate Emergency and Air Quality commitments.

The Climate Change Committee recommends a space heating demand of less than 15-20 kWh/m²/yr for new homes. This recommendation is also in line with the recommendations of the Royal Institute of British Architects (RIBA), the Low Energy Transformation Initiative (LETI) and the UK Green Building Council. As a dwelling with a low space heating demand loses heat very slowly, it will make it easier for the wider energy system to deliver energy in a flexible way, helping to maximise the contribution from renewable energy and reduce energy costs for residents.

New buildings cannot continue to burn fossil fuels for heating if the London Borough of Newham is to stay within carbon budgets. Low carbon heat sources are therefore an essential component of a net zero carbon building. Low carbon heat can be produced with electricity or using waste heat sources – several viable technologies are already available, including heat pumps (including air, ground and water source) and direct electric radiators). Electricity can be provided through on-site renewables and through grid electricity, which is becoming increasingly de-carbonised. The use of electricity for heating also benefits air quality, as there are no local emissions.

The Council understands that several fossil fuel heat networks are present in the borough, and they must be decarbonised if we are to achieve our climate change targets. Therefore, connections to existing heat networks will only be permitted where a fully funded decarbonisation plan that will be implemented within the lifetime of the plan has been agreed. For new buildings to be compliant with our climate change targets, they need to reduce the amount of energy they use over a year. A building that uses ultra-low amounts of energy will directly reduce energy costs for residents and building occupiers. Energy use can also be measured post-construction, therefore helping to drive down the 'performance gap' which is a significant issue in the construction industry.

New buildings should contribute to the significant increase in renewable energy generation required between now and 2050. The most robust way to deliver the overall objective to balance total energy use and total renewable energy generation is for new developments to seek to achieve this balance at the site level. This also has the advantage of generating 'free' electricity close to its point of use, helping to deliver significant energy cost savings for residents and building occupiers, helping with Newham's [Just Transition](#).

The Climate Change Evidence Base indicates that solar PVs are one of the most effective means of generating onsite renewable energy. We acknowledge there are alternative uses for roof spaces in a dense urban environment, but we are prioritising this use due to the importance of reaching net zero and the ability to deliver better useable greenspace at ground level for use by residents and the public. It is noted that roof space can have multi-functional benefits, with solar PVs installed in combination with smaller elements of green or brown roofs, as well as wildlife habitats (insect hotel, bird boxes etc.) Evidence also shows how the installation of solar PVs can reduce the urban heat island effect, by reducing the build-up of heat in the built environment. When combined with battery energy storage systems, solar PVs can also reduce peak demand on the electricity grid, by allowing energy to be stored and released when demand is highest.

As outlined by the Climate Change Committee, offsetting must have a very limited and defined role if we are to achieve net zero by 2050. The Climate Change Evidence Base details that mid to high-rise residential blocks compliant with the recommended net zero carbon policies may be unable to fully generate sufficient on-site renewable energy to meet operational annual net zero. Therefore, this policy therefore proposes that the development should pay into the Council's offset fund a sum of money equivalent to funding a PV renewable energy system elsewhere in the borough able to generate the shortfall amount of energy. The Climate Change Evidence Base outlines that this is technically and financially feasible.

The Council considers that the use of land for solely for renewable energy generation or battery energy storage systems is unlikely to be appropriate, in light of the limited land available in the borough.

In order for the net zero carbon buildings policy to be effective, it is important that new buildings deliver their intended performance. Unfortunately, the actual energy performance of buildings often fails to meet the design standard. This difference is commonly referred to as 'the performance gap'. The Zero Carbon Hub concluded in their 2014 Evidence Review Report that a compliance process focused on design, rather than as built performance is a key contributor to the 'performance gap'. Excellent design and detailing need to be matched by high quality construction and commissioning for the 'performance gap' between the design and actual in-use energy to be reduced.

This policy therefore proposes use of an energy performance construction quality assurance scheme to demonstrate compliance with the CE2 policies, as well as driving down this 'performance gap'.

The policy does not prescribe use of a particular scheme, noting that there are several well regarded and accredited schemes (such as Passivhaus, Association for Environment Conscious Building (AECB) or Building Energy Performance Improvement Toolkit (BEPIT)) currently being used in the UK. Buildings assured with these schemes are superior in build quality, have improved occupant comfort and wellbeing, reduced energy bills, lower carbon emissions and reduced maintenance costs.

The requirements to monitor and report operational energy in use is already incorporated in the London Plan “Be Seen” policy. It requires major development to report on energy performance for at least five years following completion, with online guidance and a data reporting spreadsheet available.

Part L energy assessment methodologies (e.g. Standard Assessment Procedure (SAP) for domestic buildings and National Calculation Methodology (NCM) for non-domestic buildings) are currently used to evidence the energy and carbon efforts for all planning applications and demonstrate their compliance with current policy requirements. However, it is important to note that these were developed only to check compliance with Building Regulations, not whether buildings comply with net zero carbon buildings policies, and or the prediction of future energy use.

Use of Passive House Planning Package (PHPP) for new build residential schemes is therefore recommended, as it has been shown to predict energy use much more accurately than SAP. Comparative SAP/PHPP modelling undertaken on different typologies suggest that SAP underestimates space heating demand by more than 50 per cent.

For new non-residential schemes, this policy encourages the use of Chartered Institution of Building Services Engineers (CIBSE) Technical Memorandum 54 (TM54) predictive energy modelling. IESVE, TAS and PHPP are three energy modelling packages that can be used to carry out TM54 assessments. Predictive energy modelling using CIBSE Technical Memorandum 54 (TM54) allows to estimate the operational energy for all end uses of a building (regulated and unregulated) much more accurately. With TM54, more realistic operational scenarios such as the length of hours the building is used can be taken into account.

Implementation

CE2.ALL	All new buildings should be designed and constructed to be net zero carbon in operation. These net zero buildings should use ultra-low amounts of energy, use low carbon heat (systems that release little or no carbon into the atmosphere), and contribute to the generation of renewable energy on-site. They should also have been constructed with low levels of embodied carbon.
CE2.1	The space heating demand is the amount of heat energy needed to heat a home over a year and is expressed in kWh/m²/yr. It is a measure of the thermal efficiency of the building elements. Various design and specification decisions affect space heating demand including building form and orientation, insulation, air-tightness, windows and doors and the type of ventilation system.

	For new build residential schemes (CE2.1.a), this policy recommends use of Passive House Planning Package (PHPP) to demonstrate compliance with policy requirements. For new non-residential schemes (CE2.1.b and CE2.1.c), this policy encourages the use of CIBSE Technical Memorandum 54 (TM54) predictive energy modelling. IESVE, TAS and PHPP are three energy modelling packages that can be used to carry out TM54 assessments. For all other development (CE2.1.d), space heating demand should be considered in the design of the building, so that as little as energy as possible is used to heat the building.
CE2.2	Development should demonstrate they will not use fossil fuels in operation – whether for heat or energy. Development should use low carbon heat sources for heating. This should be demonstrated through the submission of an energy statement and in the design of a scheme. Heat pumps (including air, ground and water source) are currently the most viable technology to achieve widespread electrification of heat at scale while limiting overall demand on the electricity network. The Climate Change Evidence Base also considered ‘direct electric’ heating, however these have high operating costs for occupants. Other options, such as a heat network using nearby waste heat sources, or a hybrid approach of using direct electric radiators with domestic hot water from a heat pump system is also possible. Decarbonisation of existing fossil fuel powered heat networks is strongly encouraged. A development may connect to a heat network powered by gas only where there is a fully funded decarbonisation plan that will be implemented within the lifetime of the plan. The Council will not support development that will use fossil fuels in a heat network beyond the lifetime of the Plan, nor will the Council support the installation of new fossil fuel powered heat networks. At the present time, technology such as green hydrogen (i.e. hydrogen produced without using fossil fuels) is unavailable or not commercially viable. We also cannot foresee what technology will emerge as we move away from gas and other fossil fuels. Given this context, future heating technologies will be supported if demonstrated that they are low carbon and sustainable – e.g. ‘brown’ or ‘grey’ hydrogen made from fossil fuels would not be supported. Waste heat can be a potential source of low carbon heat, however any facility producing waste heat must: • follow the waste hierarchy by reducing the amount of waste produced to the greatest extent possible, as set out in Policy W1. • ensure that energy efficiency is maximised, using as little as energy as possible before producing waste heat, as set out in Policy CE2.1 • Consider air quality impacts, as set out in Policy CE6 Waste heat would not considered a benefit of a scheme, unless a development pays for the heat network infrastructure that would allow the waste heat to be delivered – i.e. passive provision is not considered a public benefit.

CE2.3	Energy Use Intensity (EUI), or metered energy use, is the total energy needed to run a building over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m²/yr). The EUI of a building covers all energy uses: space heating, domestic hot water, ventilation, lighting, cooking, and appliances. For new residential units (CE2.3.a), this policy recommends use of Passive House Planning Package (PHPP) to demonstrate compliance with policy requirements. For new non-domestic buildings (CE2.3.b), this policy encourages the use of CIBSE Technical Memorandum 54 (TM54) predictive energy modelling. IESVE, TAS and PHPP are three energy modelling packages that can be used to carry out TM54 assessments. Where a non-domestic development does not have an applicable category of use outlined in the policy (e.g. data centres), the development should discuss with the Council what the EUI target should be as early as possible. For all other development (CE2.2.c), the development should demonstrate efficiency, with a building that uses as little energy as possible – in both regulated and unregulated energy.
CE2.4	The amount of energy generated per year should be measured in kWh per square metre of building footprint. Solar PV panels should be high quality, monocrystalline panels, with efficiency of at least 380 Watt Peak. For developments that are unable to achieve the quantity of renewable energy generation on site as outlined in CE2.4, an offset payment to fund renewable energy generation in the borough is to be sought. This offset payment would cover the purchasing and installation of a PV renewable energy system elsewhere in the borough, which is able to generate the amount of energy equivalent to the gap in onsite provision. Offsetting will only be accepted as a means to achieving planning policy compliance if the building is compliant with all other Net Zero Carbon buildings policies, namely: • The proposed building must not use fossil fuels on-site, as set out in Policy CE2.2 • It must have a level of space heating demand and energy use intensity (EUI) compliant with levels set in the Local Plan in CE2.1 and CE2.3. • On-site renewable energy generation (e.g. through PVs) has been maximised and achieves at least 80 kWh/m² building footprint for all building types (and 120 kWh/m² building footprint for industrial buildings). • Detailed energy assessment provided as part of an energy statement demonstrating compliance with Policy CE2. The applicant should establish the shortfall in renewable energy generation to enable the annual renewable energy generation to match the Energy Use Intensity in kWh. As set out in the Climate Change Evidence Base, a floor price of £1.25/kWh has been set, with a 20 per cent project management fee added. This leads to an offset price of £1.5/kWh. These figures are based on the current average price and performance of a PV system, and the cost may vary over time reflecting the costs of delivering the required offset projects.

	Proposals that include battery energy storage systems in conjunction with on-site renewable energy generation are encouraged to discuss proposals with London Fire Brigade.
CE2.5	Developments should demonstrate that the 'performance gap' has been minimised in an energy statement, and through the use of an energy performance construction and quality assurance scheme. An energy performance and construction quality assurance scheme should demonstrate compliance with the targets in Policy CE2 as well as other design and technical criteria in the individual quality assurance scheme. The energy performance and construction quality assurance scheme used must be recognised by an accredited industry body. Examples of schemes include the Passivhaus standard, the Building Energy Performance Improvement Toolkit (BEPIT), and the Association for Environment Conscious Building (AECB) standard. Major development should report on energy performance for at least five years following completion, with online guidance and a data reporting spreadsheet available – as per the London Plan "Be Seen" guidance.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Hydrogen: A decarbonisation route for heat in buildings?, LETI (2021)
- Delivering Net Zero – An evidence study to support planning policies which deliver Net Zero developments, Etude (2023)
- GLA Roofs Designed to Cool, A Review of Reflective and Solar PV Roofs for London, Greater London Authority (2023)

Policy links

Local Plan:

- Policy CE1: Environmental design and delivery
- Policy CE6: Air quality
- Policy W1: Waste management capacity
- Policy W4: Utilities and Digital Connectivity Infrastructure
- Policy D1: Design standards
- Policy J4: Delivering Community Wealth Building and Inclusive Growth

London Plan 2021:

- GG6 Increasing efficiency and resilience
- SI2 Minimising greenhouse gas emissions
- SI Energy infrastructure

CE3: Embodied Carbon and the circular economy

1. Embodied Carbon should be considered as early as possible in the planning process, as upfront embodied carbon contributes the largest proportion of embodied carbon across a building's life cycle.
2. The planning of a building should apply circular economy principles and reduce embodied carbon by considering:
 - a. how a building is to be built; and
 - b. how energy and waste can be minimised throughout the construction process; and
 - c. how a building could be deconstructed in future; and
 - d. how a building could facilitate future modification, adaption or retrofitting work.
3. Major developments should submit a Circular Economy Statement in accordance with the requirements outlined in London Plan (2021) Policy SI 7 or any additional requirements in the East London Joint Waste Plan.
4. Modern Methods of Construction (MMC) should be used carefully and, where appropriate, the use of MMC must comply with other energy policies.
5. Major developments should undertake a Whole Life Carbon assessment in accordance with the requirements outlined in London Plan (2021) Policy SI 2.
6. Major developments are expected to meet embodied carbon limits of less than 500kg CO₂/m².

Justification

Both operational and embodied carbon must be reduced to address the climate crisis. Operational carbon has historically been more closely monitored in current legislation and policy, and Policy CE2 strengthens our policies on operational carbon. To achieve our climate targets, embodied carbon must also be drastically curtailed throughout the building life cycle. Embodied carbon refers to the greenhouse gas emissions associated with the manufacture, transport, construction, repair, maintenance, replacement, and deconstruction of all building elements.

The concept of whole life carbon brings together embodied carbon, operational carbon, as well as any benefits associated with recovery, reuse, or recycle beyond the system boundary. By considering embodied carbon, operational carbon and other benefits together at the earliest stage, ways to reduce carbon can be comprehensively considered, resulting in larger carbon savings.

Consideration of whole life carbon reductions at the earliest stages of design can reduce embodied carbon by minimising the quantity used and waste created in both in the construction process and methods. It can also 'future proof' the development, by allowing deconstruction of a building for a new use; or allowing for modification, adaption or retrofitting of a building in future.

The built environment industry uses a large quantity of materials when buildings are constructed, maintained and retrofitted. Materials are often disposed of when they are no longer required in a particular use or building, leading to resource scarcity and environmental degradation. A circular

economy is as one where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste.

The policy encourages applicants to consider how circular economy principles can be applied to the design, construction, use and deconstruction of new developments – helping the built environment industry to move away from using an unnecessarily large amount of materials, reducing the quantity of material thrown away at their end of use in a building and allowing for future adaption, reuse and retrofit of buildings. The London Plan (2021) Policy SI 7 sets out a requirement for developments to promote circular economy outcomes and aim to be net zero-waste, currently this is only for projects referred to the Mayor of London. This policy expands that requirement to all major developments.

Modern Methods of Construction (MMC) are increasingly being used in the construction industry, with parts or components of a building manufactured offsite. MMC does not directly reduce embodied carbon, as it is the materials of components that attribute the most to the Whole Life Carbon calculations. There are some benefits to MMC that can be used to address embodied carbon in a building's concept design, procurement and end of life considerations – such as efficient control, reuse, recycling and proper disposal of waste. However, MMC can also result in higher levels of embodied carbon – due to over engineering of components and transport of components over a large distance (i.e. avoid overseas manufacture).

A life cycle assessment (LCA) is the process by which Whole Life Carbon is calculated. The London Plan (2021) Policy SI 2 sets out a requirement for developments to calculate and reduce Whole Life Carbon Emissions, currently this is only for projects referred to the Mayor of London. This policy expands that requirement to all major developments. By requiring design teams to calculate embodied carbon, this policy helps developers and Newham Council start to quantify and then reduce embodied carbon. It is important that buildings meet both the upfront embodied carbon and the life cycle embodied carbon targets. An upfront embodied carbon target is important, as it is in the direct control of the developer and contractor. The calculations should be confirmed post completion, to ensure compliance with the policy.

At present, there are no universal standard targets for embodied carbon due to a limited evidence base across multiple typologies; however the Low Energy Transformation Initiative (LETI) and Royal Institution of British Architects (RIBA) have set baseline targets for embodied carbon. [LETI research](#) indicates that current “average design” achieves an E (around 800kg CO₂/m²), with ‘good designs’ achieving a C score (around 500kg CO₂/m²). Evidence base from other authorities indicates that embodied carbon targets of C can be achieved with a “zero cost uplift” (West of England Combined Authority) and “on cost parity with current building practices” (City of Westminster).

This policy therefore has embodied carbon limits of less than 500kg CO₂/m², as research indicates this is currently deliverable using industry best practice.

Implementation

CE3.1	Major development proposals should show how they have considered embodied carbon as early as possible, including, where applicable, in the pre application process. All development is encouraged to consider embodied carbon. Major development should reference the “Whole Life Carbon” principles in the Whole Life-Cycle Carbon Assessments London Plan Guidance, noting the interventions and measures proposed as a consequence of these principles. This could be demonstrated in a

	Design and Access Statement, as well as in an embodied carbon report at the time of submission. The embodied carbon report should be aligned with the energy strategy of the site.
CE3.2	Compliance with these requirements should be demonstrated in an embodied carbon report at the time of application submission. Examples of ways this could be demonstrated include: • Demonstration that options for retaining and reusing existing buildings and structures have been fully explored before considering substantial demolition (including incorporating the fabric of existing buildings into the new development); • designing the building for a long life, or allowing for future deconstruction/reuse; • assessment of the carbon emissions associated with pre-construction demolition; • an estimate of the percentage of the new build development which will be made up of existing façades, structures, buildings; • demonstration that the potential for future deconstruction, modification, adaption, renovation and retrofitting has been considered in the design of the scheme; • details of how the Whole Life Carbon principles have informed the development of the site; and • use of high quality, durable and long life materials that allow for easy maintenance and renovation in the future. More information regarding the circular economy can be found in the LETI Circular Economy 1-pager. The emerging East London Joint Waste Plan requirement should also be adhered to.
CE3.3	Major developments should submit a Circular Economy Statement in line with the Circular Economy Statement London Plan Guidance that was published by the Greater London Authority in March 2022 (or subsequent updates), and any additional emerging requirements set out in the emerging East London Joint Waste Plan. This should be submitted to the Council for assessment.
CE3.4	A development proposing Modern Methods of Construction (MMC) should demonstrate: • That an MMC design will meet space heating target and airtightness requirements, as per Policy CE2. • That an MMC design will meet net zero targets (i.e. space heating target), and that thermal bridging and connection have been considered. • That overseas manufacture of MMC elements has been avoided. • A quantification of amount of wastage – a typical figure is five per cent. • That an MMC design will meet embodied carbon net zero targets through an embodied carbon assessment, and target figures in line with LETI guidance.
CE3.5	Major developments should undertake a Whole Life Carbon assessment in line with the Whole Life-Cycle Carbon Assessments London Plan Guidance that was published by the Greater London Authority in March 2022, or subsequent updates. This should be submitted to the Council for assessment.
CE3.6	Major developments should demonstrate as part of the Whole Life Carbon assessment that the embodied carbon limits of less than 500kg CO ₂ /m ² can be met.

	This should also demonstrate options assessed in order to optimise reduction of embodied carbon, as well providing details of the calculation of the expected upfront embodied carbon of buildings. At the outline planning stage this can be based on default figures from the RICS professional statement. At the detailed planning stage this should be based on bespoke building assumptions. These embodied carbon calculations should be reconfirmed post completion. More information regarding embodied carbon is available from LETI (“Embodied Carbon target alignment” paper) and the GLA (London Plan Guidance – Circular Economy Statements). Developers are also encouraged to offset the remaining embodied carbon of new buildings, delivering developments that are zero carbon in both construction and operation. As part of the London Borough of Newham Just Transition Plan, the Council is setting up a Just Transition Fund, which will fund and administer projects that help the borough to achieve a just transition to net zero by 2045. Developers are encouraged to use this fund to offset their remaining embodied carbon, rather than offsetting this embodied carbon elsewhere in the UK or the world.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Climate Change Evidence Base – Embodied carbon topic paper, Etude (2022)
- LETI Circular Economy 1-Pager, LETI (2022)
- LETI Embodied Carbon target alignment, LETI (2021)
- Circular Economy Statement London Plan Guidance, Greater London Authority (2022)
- Whole Life-Cycle Carbon Assessments London Plan Guidance, Greater London Authority (2022)
- Housing Design Standards London Plan Guidance, Greater London Authority (2023)
- Evidence Base for West of England Net Zero Building Policy: Embodied Carbon, West of England Combined Authority (2021)
- Embodied Carbon Evidence Base, Westminster City Council (2024)

Policy links

Local Plan:

- Policy CE1: Environmental design and delivery
- Policy CE5: Retrofit and circular economy
- Policy D1: Design standards

London Plan 2021:

- SI2 Minimising greenhouse gas emissions
- SI7 Reducing waste and supporting the circular economy

CE4: Overheating

1. All new development must consider the potential of overheating, in the light of the changing climate and increased likelihood of heatwaves, and seek to reduce overheating risk. This must be demonstrated through:
 - a. All proposals for new residential units must submit the [Good Homes Alliance 'Early Stage Overheating Risk Tool'](#). If a medium or high risk score (>8) is indicated, applicants should undertake overheating modelling; and
 - b. For major residential applications, a Dynamic Thermal modelling overheating risk assessment should be undertaken.
 - c. All major non-residential development is expected to demonstrate how overheating potential has been minimised, reflecting the end use of the building.
 - d. All development should consider the potential of overheating, and how overheating potential can be minimised.
2. Developments should mitigate overheating by using 'passive design' principles, rather than relying on 'active cooling' such as air conditioning.
3. All development where Building Regulations Part O applies should submit proof of ability to meet Part O provided as part of the planning application.

Justification

In an increasingly warming climate, overheating is becoming extremely critical. High temperatures can lead to premature deaths, especially older people or those with underlying health conditions such as respiratory illness. The [Greater London Authority's Climate Risk map](#) shows that the majority of the borough has a high level of heat risk, with homes in London particularly at risk to overheating due to the urban heat island effect and the dense population. The Climate Resilience Report for London states that London could experience multiple 45°C days in the foreseeable future. The Climate Change Committee reported that – if not addressed – overheating in buildings is expected to cause some 4,500 premature deaths per year by 2050 in the UK.

In light of the above, all development should consider overheating, within new homes and their wider environment, being designed to mitigate overheating effectively.

The Climate Change Evidence Base that supports Policy CE2 sets out how heat gain can be beneficial for buildings, as less heating is required. However, the design of new development should strike the right balance between helpful heat gain in winter and unhelpful heat gain in summer. All development can suffer from overheating, such as new homes, commercial development and industrial warehouses. Some buildings – such as health or educational facilities – may also have vulnerable users at risk from overheating.

This policy promotes clear and simple, design based solutions to mitigate overheating potential at the very earliest stage of design, while acknowledging that Building Regulations and detailed overheating modelling can also play an important role in reducing overheating in new homes. The [Building Regulations Part Document O](#) released in December 2021 requires a relevant project to demonstrate that unwanted solar gains are limited, and that heat can be adequately removed from the indoor environment.

However, overheating needs to be considered at the earliest possible stages of design, so that ‘passive design’ principles can be incorporated. Design elements that can mitigate overheating risk include the orientation of buildings, reducing glazing, increasing the openable area of windows, ensuring dual aspect and cross ventilation and external shading. A poor quality design may require ‘active cooling’ such as air conditioning to meet building regulations – which would also hamper a development’s ability to meet Policy CE2 given the substantial amount of energy required to run a system.

Implementation

CE4.1	For new residential units, applicants are recommended to submit the ‘Early Stage Overheating Risk tool’ as early as possible – such as at the pre application stage. This allows for overheating to be comprehensively considered during the early stages of design. Guidance on the tool is available on the Good Homes Alliance website. If a medium or high risk score (>8) on the tool is indicated, an Overheating Report should be submitted – including overheating modelling using the Dynamic Thermal Modelling method in accordance with CIBSE TM59 but with the additional limitations stipulated in Approved Document O. Major residential schemes should provide initial results of the Dynamic Thermal Modelling overheating risk assessment during the pre-application process and a further iteration of the assessment should be provided at the time of the planning application. All development should consider overheating, with non-residential development demonstrating this in a Design and Access Statement, noting the available guidance and design considerations to mitigate overheating. Overheating modelling should take into account the effects of climate change, consider the outputs of the ‘Early State Overheating Risk tool’ and align with relevant Greater London Authority and Chartered Institution of Building Services Engineers guidance. Consideration should be given to the future use of the building and the people who will use it (such as identified vulnerable users), noting health and equity considerations.
CE4.2	All new development should demonstrate use of ‘passive design’ principles to mitigate overheating in the Design and Access Statement. Where overheating potential is identified by the Early Stage Overheating Risk Tool as outlined in Policy CE4.1, consideration of ‘passive design’ principles to mitigate overheating should be shown. Examples of ‘passive design’ principles include: 1. optimising solar gains (such as building orientation, overshadowing from buildings, external/internal glazing, the g-value of glazing, shutters and external shading); 2. reducing or minimising internal heat gains (using ultra-low energy appliances as per Policy CE2); 3. maximising passive cooling potential (such as window size and location, window openable areas, mechanical ventilation, cross ventilation and dual aspect); 4. consideration of materials;

	5. local microclimate (such as avoiding large areas of unshaded concrete/tarmac, using watercourses for urban cooling). Consideration should also be given to reducing the urban heat island effect, installing cool roofs (reflective and solar PV), minimising areas of unshaded concrete/tarmac, using watercourses for urban cooling and urban greening – in line with Policy D2 and Policy GWS1. This policy does not support the use of ‘active cooling’ such as air conditioning to mitigate overheating risk, unless a high levels of external noise, significant local pollution, or ‘agent of change’ issues must be mitigated against. Specialist older persons housing can have ‘active cooling’ in communal areas, to safeguard vulnerable residents during extreme hot weather events.
CE4.3	Developments should provide proof of ability to meet Building Regulations Part O in an overheating statement at the time of the planning application. Meeting Building Regulations Part O should also be considered alongside other standards in the Local Plan including noise standards. Applicants in noisier areas must consider ways to reduce overheating which do not rely on opening windows, where this would expose occupants to uncomfortable or unacceptable noise levels. As noted in CE4.2, there may be circumstances where ‘active cooling’ is required to mitigate a significant noise, pollution or ‘agent of change’ issue, or for specialist older persons housing. Policy H11 should also be considered, which requires the provision of alternative building aspects where poor external conditions including noise and visual amenity exist.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Climate Change Evidence Base – Overheating guidance and topic paper, Etude (2022)
- Research into overheating in new homes, MHCLG (2019)
- Overheating in New Homes – Tool and guidance for identifying and mitigating early stage overheating risks in new homes, Good Homes Alliance (2019)
- Housing Design Standards London Plan Guidance, Greater London Authority (2023)
- Climate Resilience Report for London, Greater London Authority (2023)
- GLA Roofs Designed to Cool, A Review of Reflective and Solar PV Roofs for London, Greater London Authority (2023)

Policy links

Local Plan:

- Policy CE1: Environmental Design and delivery
- Policy CE2: Zero Carbon development
- Policy D1: Design Standards
- Policy D2: Public realm net gain
- Policy D7: Neighbourliness
- Policy GWS1: Green spaces

- Policy H11: Housing design quality

London Plan 2021:

- D6 Housing quality and standards
- SI4 Managing heat risk

CE5: Retrofit and the circular economy

1. Retrofit measures that improve energy efficiency, reduce carbon emissions and extend the lifespan of a building are strongly encouraged. Any retrofit measures should use best practice improvements to the building fabric.
2. Applicants are strongly encouraged to undertake positive retrofit action when other development is occurring, even when the retrofitting would not require planning permission. The submission of a comprehensive energy improvement strategy is also encouraged.
3. Where planning permission is required for retrofit work:
 - a. a retrofit plan should be submitted.
 - b. use of quality assurance processes such as [EnerPHit](#) or [Energiesprong](#) is recommended.
4. Applicants should consider the circular economy when undertaking retrofit measures, using high quality materials and considering the future flexibility and adaptability of a building.

Justification

New buildings will only make-up a small percentage of Newham's buildings. While the energy performance of existing buildings in Newham is improving, it remains poor. It is estimated that 80 per cent of the buildings in the UK will still be present in 2050, and energy consumption of existing buildings is around 34 per cent of the UK's annual carbon emissions. Therefore, existing buildings will have to be retrofitted if Newham is to achieve its climate objectives and achieve a Just Transition.

Retrofitting involves upgrading or replacing parts of a building to improve energy efficiency, reduce carbon emissions and extend the lifespan of an existing building. High quality retrofit measures can deliver reduced fuel bills and reduced fuel poverty, reduce carbon emissions, improve air quality, reduce demand for renewable energy, improve health outcomes and increase the value and functionality of a building.

Retrofitting, rather than demolition and rebuild, is generally a lower embodied carbon strategy – if the retrofit measures are high quality and comprehensive.

For many residential buildings, most common retrofit measures do not require planning permission. Therefore, this policy seeks to enable suitable retrofit schemes which do require planning permission and encourage the inclusion of further retrofit measures which reduce the carbon associated with a building and the submission of a comprehensive energy improvement strategy, alongside any works requiring permission. The costs of undertaking retrofit measures are significantly reduced when undertaken alongside other works to a building.

'Best practice' fabric improvements – i.e. high quality, comprehensive retrofit measures – are encouraged to ensure that a building does not need to be retrofitted twice. The Climate Change Evidence Base explains that 'shallow' retrofits of a building will only lead to a limited reduction in energy use, leading to neutral or even adverse effects. For example, replacing a gas boiler with a heat pump may result in higher costs if the building has very high levels of space heating demand – the fabric of the building must be retrofitted at the same time. Another example – building a well

insulated roof extension without insulating the rest of the house can lead to overheating in the new room(s) as heat is trapped.

This policy also supports the installation of solar PVs on existing buildings, noting heritage and design considerations.

A retrofit plan demonstrates how retrofitting has been considered comprehensively across the building, including various retrofit measures that could be undertaken and specific technologies that could be used. The retrofit plan therefore allows an understanding of the best retrofit works for a building, as well as the cost, impact and disruption of various options

Quality assurances processes such as [EnerPHit](#) or [Energiesprong](#) include targets for heating demand, energy consumption and renewable energy generation. Taken together, these allow for an understanding of the quality of a proposed retrofit project, and the improvements that will be made to the building.

A circular economy is as one where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. This policy encourages applicants to consider the circular economy principles while undergoing retrofit – helping the built environment industry to move away from using an unnecessarily large amount of materials, reducing the quantity of material thrown away at their end of use in a building and allowing for future adaption, reuse and retrofit of buildings.

Implementation

CE5.1	Best practice fabric improvements to the building could include improvements to building insulation (wall, roof, floor), new windows, new external doors, heat pumps, PV solar panels and mechanical ventilation with heat recovery (MVHR). Overarching principles of retrofit include: - Reducing energy consumption - Prioritising the health of occupants - Considering the integrity and functionality of the building - Considering retrofitting of the whole building - Measuring performance of retrofit interventions - Considering impact on embodied carbon Proposed retrofit works for listed buildings or non-designated heritage assets should have regard to relevant guidance from Historic England, and are recommended to engage with the Council's pre application advice service at the earliest opportunity. Substantial guidance on retrofit is available from bodies such as LETI (Climate Emergency Retrofit Guide) and the UK Green Building Council (Key Considerations for Commercial Retrofit).
CE5.2	Applicants are encouraged to submit a retrofit plan, including an energy improvement strategy – to ensure that the retrofit actions they are undertaking will deliver substantial benefits to the building. Examples of positive retrofit actions that may not require planning permission include replacing windows (double or triple glazing), replacement of insulation, replacing heating

	systems (with low carbon heat such as heat pumps or direct electric), installing a battery energy storage system, installing wastewater heat recovery, installing PV solar panels and replacing older appliances with ultra-low energy ones. Applicants are encouraged to discuss retrofit measures going beyond those that do require planning permission with the Council through the pre-application process. Substantial guidance on retrofit is available from bodies such as LETI (Climate Emergency Retrofit Guide) and the UK Green Building Council (Key Considerations for Commercial Retrofit).
CE5.3	Where planning permission is required for retrofit work, development should submit a retrofit plan, including an energy improvement strategy. Development is encouraged to use quality assurance processes such as EnerPHit or Energiesprong. A retrofit plan should: • Consider all aspects of Policy CE2, including energy targets. For example, a heating energy demand target (which is an indicator for comfort and health and enables a larger range of heating technologies to be used), a total energy consumption target, and a total renewable energy generation target. Some example targets are given by initiatives such as the LETI Climate Emergency Retrofit Guide, the Passivhaus EnerPHit standard or Energiesprong. • Set out key building information, constraints, risks, and opportunities. • Ensure that the most appropriate combination of technologies and measures are used for the building. • Use the whole house approach, maximising energy savings while minimising unintended consequences to health and the building structure. • Be appropriate in the level of detail and intervention for the project • Include a plan for monitoring and reporting energy consumption following retrofit works. For large scale developments, a retrofit plan should be developed with the support of a Retrofit Co-Ordinator, an individual who project manages a retrofit project. They oversee identification, specification and evaluation of retrofit measures for installation and their subsequent monitoring and evaluation.
CE5.4	Where planning permission is required for retrofit works, applicants should demonstrate consideration of the circular economy in a retrofit plan. Existing buildings undergoing retrofit measures should aim (where possible) to: • Restore or refinish existing parts of a building • Repurpose or reuse structures, systems, components and materials • Make use of recycled or repurposed materials • Remanufacture, reprocess or recycle materials at the end of their use in the building In all instances, high quality, long life materials should be used that allow for easy maintenance and renovation of the building in the future. More information regarding the circular economy can be found in the LETI Circular Economy 1-pager. The emerging East London Joint Waste Plan should also be considered.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Climate Change Evidence Base – Retrofit topic paper, Etude (2022)
- Delivering Net Zero: Key Considerations for Commercial Retrofit, UKGBC (2022)
- LETI Climate Emergency Retrofit Guide, LETI (2021)
- LETI Circular Economy 1-Page, LETI (2022)
- Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency, Historic England (2018)

Policy links

Local Plan:

- Policy CE1: Environmental design and delivery
- Policy CE2: Zero Carbon development
- Policy CE3: Embodied carbon and circular economy
- Policy D1: Design standards
- Policy H11: Housing design quality
- Policy D8: Conservation Areas and Areas of Townscape Value
- Policy D10: Designated and non-designated buildings, ancient monuments and historic parks and gardens

London Plan:

- GG6 Increasing efficiency and resilience
- SI2 Minimising greenhouse gas emissions
- SI7 Reducing waste and supporting the circular economy

CE6: Air quality

1. All development should mitigate and improve Newham's poor air quality. Development will not be supported where it will create an increase in local pollutant emissions, and/or residents will be negatively impacted.
2. Development along major roads or in other locations that experience poor air quality that cannot be mitigated through local measures should improve the dispersal of identified pollutants and reduce exposure to poor air quality.
3. Measures to improve local air quality should be delivered on site, especially in cases where emissions need to be reduced to meet Air Quality Neutral requirements – or to reduce the impact of the development on local air quality. Where it is not possible to fully mitigate the air quality impacts of a new development on site, contributions will be sought to contribute to off-site measures.
4. Development should show regard to the [Non-Road Mobile Machinery](#) (NRMM) requirements and other elements of [The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, Mayor of London, 2014](#).
5. New moorings on waterways must include an electrical hook-up at each mooring point.
6. Masterplans and development briefs for large-scale development proposals subject to an Environmental Impact Assessment must consider how local air quality can be improved across the area of the proposal as part of an Air Quality Positive approach.

Planning obligation

- Development may be required to make a financial contribution to pay for off-site measures to improve air quality elsewhere in the borough, when a development is unable to mitigate levels of poor air quality on site, or where a large scale development causes a large number of vehicle trips.

Justification

Newham has very poor air quality, with one in seven of Newham's population exposed to levels of Nitrogen dioxide (NO₂) that is above the UK limit value for human health. Newham residents are also exposed to an average level of airborne particulate matter (PM_{2.5}) that is greater than the World Health Organisation guideline value of 5µg/m³. Poor air quality increases the risk of life-changing illnesses such as cancer, asthma, lung disease and dementia in older people. The poor quality of air has resulted in Newham having the highest rate of deaths from pollution in England – amounting to an estimated 96 people dying prematurely each year.

Newham has several major roads that run through the borough (A13, Barking Road and Romford Road) and major roads that run adjacent to the borough boundary (A406 (North Circular) and A12). This leads to poor levels of air quality adjacent to these routes. Transport for London have implemented the Ultra Low Emission Zone (ULEZ) across Greater London, with 97 per cent of vehicles in inner London compliant to the emission standards as of October 2023. However, ULEZ limits NO₂ emissions but does not directly seek to reduce CO₂ emissions or particulate matter, and further efforts to improve air quality are required.

Newham's industrial past means there are substantial polluting uses located across the borough, especially in the Royal Docks. Industry that supports construction is also a major contributing factor to poor air quality.

Given the above, the whole borough was designated an Air Quality Management Area in 2018, and the Newham Air Quality Action Plan (AQAP) sets out measures to reduce emissions from key sources of air pollution in the borough. As with most areas in London, Newham is also a Smoke Control Area, which allows the borough to enforce the use of smokeless fuels in chimneys or fireplaces. It is noted that smokeless fuels still produce PM2.5.

This policy is therefore crucial in ensuring that development does not worsen levels of poor air quality, and improves air quality for residents in the borough. Other Local Plan policies such as the transport, neighbourliness and economy policies will also help to deliver better levels of air quality in the borough.

This policy sets out specific design interventions and considerations for development, ensuring that air quality levels in the borough are improved, and that health of residents is prioritised in the design of new residential developments.

Since 2010, the number of houseboats in London has doubled. Over 50 per cent of boats do not have a permanent mooring. Heating systems on houseboats are typically fuelled by oil, natural gas or solid fuel such as wood and coal. All these heating sources contribute to poor air quality, however solid fuel sources are particularly inefficient – leading to high levels of nitrogen dioxide and airborne particulate matter. This policy therefore sets out to encourage a move towards greener and less polluting houseboats, by ensuring that new moorings on waterways have electrical hook-ups, and encouraging the installation of electrical hook-ups at existing moorings.

The Greater London Authority's Air Quality Positive approach aims to maximise benefits to local air quality in and around a large-scale development sites and masterplan area while also minimising exposure to existing sources of poor air quality.

Physical and green buffers can improve local air quality locally. This is especially important along major routes and sensitive uses, where a physical buffer can reduce air pollution and improves views and aspects.

Extending the distance between pollution sources and a facility allows for air pollution to disperse (mix into clean air), and can reduce exposure. Nature based solutions can also be introduced to act as a green screen buffer around play and informal recreation facilities (as per policies GWS1 and GWS3). The use of nature based solutions can also help with other of climate impacts, such as flooding, drought and overheating.

However, it should be noted that green infrastructure in itself is not the solution to air pollution. The amount of pollution removed or deposited on tree or shrub leaves is very low when compared to urban pollution concentrations. As a component of good urban design, green infrastructure also can help to³⁶ reduce emissions.

³⁶ Ferranti, EJS., Acton, WJF., Lindop, A., Wolstencroft, M., Han, U.P., Levine, J.G., MacKenzie, AR., Grayson, N. 2021. Urban Design for Air Quality. A Design Charter produced by the WM-Air Project, University of Birmingham. Funding provided by NERC Innovation grant NE/S003487/1.
<https://doi.org/10.25500/epapers.bham.00003493>

Implementation

CE6.1	Development should demonstrate how Newham's poor air quality will be improved, with development meeting Greater London Authority thresholds submitting an air quality assessment showing regard to GLA guidance. The Council will have regard to the national Air Quality standards and the World Health Organisation Air Quality Guidelines when assessing air quality. Our current guidance on air quality assessments requires all development to be Air Quality Neutral (as does the London Plan (2021)). Where the development involves a significant increase in deliveries to or from the development, the air quality assessment should also consider the impact of vehicle trips. Air quality assessments should show how the development will not create unacceptable risk of high levels of exposure to poor air quality. In mixed-use developments, less sensitive uses should be used as a buffer to residential uses and outdoor amenity spaces. Considered placement of uses should respond to the existing environmental quality of sites. Masterplans and larger developments have the opportunity to locate more sensitive uses strategically away from sources of noise and air pollution. This is expanded on further in Policy D7. Where back up generators are required as part of a development (such as at a hospital or data centre), these should be high quality, of the highest environmental standards. Battery energy and zero carbon alternatives to fossil fuel powered generators are strongly encouraged, in light of the Council's Climate Emergency commitments.
CE6.2	Development should demonstrate how poor air quality from major roads (or other polluting uses) will be mitigated, as part of an air quality assessment having regard to Greater London Authority guidance, as well as in the design of the scheme (such as in a Design and Access Statement). The Newham Characterisation Study provides specific guidance and recommendations on how local measures can improve the dispersal of identified pollutants and reduce exposure to poor air quality. Along highly trafficked vehicular routes, building orientation and massing should maximise the environmental quality of external private amenity spaces, play space and internal spaces within apartments. In locations where residential uses are directly facing onto busy roads, internal layouts should be carefully considered to maximise the environmental quality in all habitable rooms and outdoor amenity spaces. This is expanded on further in Policy H11. Extending the distance between pollution sources and a facility allows for air pollution to disperse (mix into clean air), and can reduce exposure. Nature based solutions can also be introduced to act as a green screen buffer around play and informal recreation facilities (see policies GWS1 and GWS3). Species mix, density height and leaf shape should be selected to reduce the most harmful airborne pollutants. Ways that green infrastructure can help to reduce emissions includes encouraging usage of cycleway and footpaths; extend the distance between pollution sources and individuals

	via mixed planting to create heterogeneous surfaces, or grass verges between roads and footpaths and; protect vulnerable people (e.g. green barriers).
CE6.3	As part of an air quality assessment having regard to Greater London Authority guidance, development should demonstrate how measures to improve air quality will be delivered on site, and how emissions will be reduced to meet Air Quality Neutral requirements. Measures to improve air quality should take place on site, by minimising combustion and reducing the quantity of fossil fuels used. In situations where it is not possible to fully mitigate levels of poor air quality from new development, developers will contribute to off-site measures to improve air quality elsewhere in the borough. Major developments that cause a large increase in vehicles trips will also have to contribute to mitigating levels of air quality in the borough, linking to the objectives of the Transport policies to reduce vehicles trips and improve air quality.
CE6.4	Development should show regard to the Non-Road Mobile Machinery (NRMM) requirements set out in the Greater London Authority Control of Dust and Emissions During Construction and Demolition SPG. The use of battery energy and zero carbon alternatives to power NRMM and other construction equipment on site is strongly encouraged, in light of the Council's Climate Emergency commitments. Major development should also demonstrate compliance with the Code of Construction Practice endorsed by the Mayor of London, with all development having regard to it when undertaking construction or demolition work. Development should also register Non-Road Mobile Machinery on the Greater London Authority website.
CE6.5	Development should demonstrate that all new houseboat moorings will provide suitable infrastructure to enable houseboats that use the new moorings to use electricity for heating when moored, rather than using fossil fuels. Existing houseboat moorings are also encouraged to install suitable infrastructure to enable houseboats to use electricity for heating when moored, rather than using fossil fuels. Applicants are recommended to discuss their proposal with the Canal and River Trust at the earliest possible opportunity.
CE6.6	Developments required to meet Air Quality Positive standards should demonstrate how they have done so within an Air Quality Assessment containing an Air Quality Positive statement having regard to with Greater London Authority guidance, as well as in the Design and Access Statement. This should demonstrate how proposals have considered ways to maximise improvements to local air quality and what measures or design features will be put in place to reduce exposure to pollution, and how they will achieve this.

	The Greater London Authority's Air Quality Positive approach aims to maximise benefits to local air quality in and around large-scale development sites and masterplan areas while also minimising exposure to existing sources of poor air quality. It requires planners, designers, architects, and air quality experts to demonstrate what measures have been taken during the design stages to achieve the best possible outcomes for air quality.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Newham Characterisation Study, Maccreanor Lavington (2024)
- Future of Freight: a long-term plan, Department for Transport (2022)
- Transitioning to zero emission cars and vans: 2035 delivery plan, Department for Transport (2021)
- Air Quality Action Plan 2019 – 2014, London Borough of Newham (2019)
- Air Quality Positive London Plan Guidance, Greater London Authority (2023)
- Air Quality Neutral London Plan Guidance, Greater London Authority (2023)
- Control of Dust and Emissions during Construction and Demolition SPG, Greater London Authority (2014)

Policy links

Local Plan:

- Policy D4: Tall Buildings
- Policy D7: Neighbourliness
- Policy H11: Housing design quality
- Policy CE1: Environmental design and delivery
- Policy CE2: Zero Carbon development
- Policy T1: Strategic transport
- Policy T2: Local transport
- Policy T3: Transport behaviour change
- Policy T4: Servicing a development
- Policy T5: Airport

London Plan 2021:

- GG3 Creating a healthy city
- D3 Optimising site capacity through the design-led approach
- SI1 Improving air quality
- SI3 Energy infrastructure

CE7: Managing flood risk

1. All new development must avoid placing people or essential infrastructure at increased risk of flooding through considering flood risk at the earliest design stage and, where required, by liaising with the Environment Agency, infrastructure providers and the Council (including the Lead Local Flood Authority) to deliver climate resilient development. To meet this requirement, all new development must:
 - a. assess the risk of flooding from all sources as informed by the Strategic Flood Risk Assessment (SFRA) or subsequent updates of the evidence and best available data; and
 - b. be located in areas with the lowest risk of flooding, as informed by passing the sequential test and if necessary the exception test. The sequential approach applies across the borough and within sites, so that areas with the lowest risk are identified and prioritised for development, according to the vulnerability of the proposed use; and
 - c. avoid and reduce the risk of flooding from all sources both on site and elsewhere on any location; and
 - d. provide a Flood Risk Assessment, when required by, and in accordance with, national requirements, the SFRA and Environment Agency advice.
2. Developments within Flood Zones 2 (medium probability of flooding), or where detailed more up to date modelling shows it will be at increased risk of flooding due to the impacts of the climate emergency, should:
 - a. create space for water; and
 - b. be designed and constructed to be flood resilient; and
 - c. locate vulnerable uses above ground floor level, while still delivering active, welcoming and functional street level design; and
 - d. ensure all basement locations provide internal access and egress via floors no less than 300 millimetres above the one per cent annual probability flood level and an allowance for the impact of the climate emergency, or above the 2100 tidal breach flood level where the site is within the Thames tidal breach flood extent; and
 - e. ensure all 'more vulnerable', 'highly vulnerable' and 'essential infrastructure' uses have finished floor levels no less than 300 millimetres above the one per cent annual probability flood level and an allowance for the impact of the climate emergency; and
 - f. provide safe access/egress, such that occupants can reach Flood Zone 1 via public rights of way or, if not possible, safe havens on higher floors.
3. Developments (including redevelopment of existing buildings and sites) must be set back a minimum of 16 metres from the landward side of tidal flood defences and eight metres from the landward side of river defences to future proof against increased risks of fluvial flooding, taking into account the requirements set out in the Thames Estuary 2100 Plan. Where no formal defences are present, development must be set back eight metres from the top of the river bank.
4. Development adjacent to flood defences must confirm through liaison with the Environment Agency, that defence structures are in good condition and will provide protection for the lifetime of the development including taking into consideration the latest Climate Change Allowance modelling, and, where applicable, meet the provisions set out in the Thames Estuary 2100 Plan. If any improvements are required, these should be made at the earliest possible stage (factoring in impacts on scheme phasing and the end users of schemes) and

should consider the need to design for extreme climate change scenarios.

5. Proposals within N1 North Woolwich, N2 Royal Victoria, N3 Royal Albert North N4 Canning Town, N5 Custom House, N6 Manor Road and N17 Gallions Reach neighbourhoods must have regard to the infrastructure requirements and recommendations set out in the Royal Docks and Beckton Local Integrated Water Management Strategy, particularly in relation to alleviating localised surface water drainage problems, ensuring sufficient infrastructure capacity and surface water and fluvial flood risk measures.

Planning Obligation

- Contributions towards flood and water management infrastructure upgrades where required.

Justification

Newham has declared a climate emergency, which requires urgent action to be taken to counter the impacts of climate change. Recent climate change projections suggest that London will experience changing rainfall patterns. This will mean more intense rainfall episodes for longer periods of time and sea level rise with potential for increased storm surges, including within the tidal Thames.

Newham's watercourses are at the Thames, Roding and Lea Rivers with some major growth areas falling within Zones 2 and 3. Flood risk, both the likelihood and severity of occurrences, is therefore likely to increase from a range of sources: tidal, fluvial (rivers), rain (surface water), groundwater, sewer overflow and reservoir failure. As such, it is vital that development minimises flood risk, and in particular reduces the risk to people and essential infrastructure.

Tools to reduce this risk include the sequential test and exception test which, as outlined in the NPPF and Planning Policy Guidance (PPG), must be followed; sustainable drainage solutions; and delivery of well-designed and integrated flood defences, which should be designed to be sufficiently resilient as weather patterns change.

The Greater London Authority has published a Sub-Regional and a Local Integrated Water Management Strategy (to cover the Royal Docks and Beckton Opportunity Area) to identify options for sustainably managing water to meet the needs of growth. These strategies will supplement this policy as guidance to reduce the risks of flooding across the development areas and wider drainage network, whilst minimising the demand on stressed water resources, factoring in climate change.

Implementation

CE7.1	Applicants will be required to demonstrate their proposals have taken account of flood risk from all sources (tidal, fluvial (rivers), rain (surface water), groundwater, sewer overflow and reservoir failure) and in the context of predicted climate change. If a site is not currently shown to be within Flood Zone 2 or 3, but more detailed and up to date modelling shows it is expected to be impacted when climate change is assessed, then the same design considerations should be applied as if it was within a higher risk Flood Zone. The SFRA has identified catchments in the borough which are more sensitive to flood risk from the cumulative impact of development and where more stringent policy regarding flood risk is recommended. Any development in these areas should seek to contribute to

	work that reduces wider flood risk in those catchments. The locations of these catchments and relevant recommendations can be found in the SFRA. Major proposals must use the SFRA as the primary document to inform site assessments and provide responses to this, in relation to mapping, flood defences and the use of Sustainable Urban Drainage System. In line with the NPPF this information should be used for Flood Risk Assessments (FRAs) where required. The SFRA also outlines when site-specific Flood Risk Assessments are required. However, this should be supplemented with the latest and most relevant information from the Environment Agency, which may include models more up-to-date than those used in production of the SFRA. The assessment must set out the known flood risk potential from all sources of flooding to the development site, the potential off-site flood risk issues and set out how this will be managed, with due consideration to the impacts of the climate emergency. An exceptions test is required for sites not allocated in the Plan and where it includes development which is classed as; • More vulnerable in Flood Zone 3a. • Highly vulnerable in Flood Zone 2 (this is not permitted in Flood Zone 3a or 3b). • Essential infrastructure in Flood Zone 3a or 3b. • Any development with significant risk in the surface water 1 per cent AEP event plus 40 per cent climate change allowance flood extent. • Any development with significant risk in the Risk of Flooding from Reservoirs mapping 'Wet Day' flood extent. Investigation on flood risk issues should be commenced sufficiently early in the design and planning process so that all opportunities to reduce flood risk can be identified and maximised.
CE7.2	Applicants must have regard to areas at risk from all sources of flooding to ensure that vulnerable uses (as defined by the NPPF) are not located in areas at risk of flooding and that suitable flood resilience and evacuation measures are incorporated into the design. Design measures to reduce and mitigate flood risk must be in conformity with the design policies and other relevant policies of the plan, including the spatial strategy for the location of different land uses. Applications for proposals in areas at risk of flooding must refer to the SFRA and PPG and design in measures from the outset. The design measures must reflect the vulnerability classifications of the proposed land uses. This should be considered at the earliest possible stage. The full list of vulnerability classifications are set out in the PPG and are categorised as; • 'Essential Infrastructure' – including transport and utilities infrastructure. • 'Highly Vulnerable' – including emergency services stations, basement dwellings and emergency dispersal points. • 'Most Vulnerable' – including hospitals, residential institutions, dwelling houses, drinking establishments, non-residential uses for health services, nurseries and education establishments. • 'Less Vulnerable' – including emergency services stations not required to be operational during flooding, buildings for shops, professional services, waste

	treatment, sewage treatment works if flood management control is in place, car parks. • 'Water Compatible' –including flood control infrastructure, docks, marinas and wharves, navigation facilities, ship building, amenity open space, outdoor sports and recreation.
CE7.3	Flood defences covered by this policy can include underground components such as tie rods and ground anchors which may protrude into the site. The Thames Estuary 2100 Plan Flood defence (set-back) buffering line is indicative only and applicants are responsible for investigating the status and nature of flood defences, in consultation with the Environment Agency, at the earliest stage. All changes should result in improved access to existing defences. This process should be undertaken in liaison with the Environment Agency and the Local Authority.
CE7.4	The future raising requirements of the flood defences levels in Newham are as follows: • Raising of all defences along the Thames upstream of the Thames Barrier by up to 0.5m by 2050, and by an additional 0.5m by 2100. • Raising of defences on the River Lea (from Three Mills to the Thames) in 2050 and 2100 by up to 1m in total. • Raising of defences on the River Roding (from Ilford Bridge to Barking Barrier) in 2050 and 2100, by up to 1m in total. • The Thames Estuary 2100 Plan contains a number of high-level options to manage flood risk in London and the Estuary to the end of the century and beyond. This may require modification to the existing Thames Barrier, and so any proposed developments or land uses, within the vicinity of the Thames Barrier site, must ensure it does not prevent this modification from occurring. • If the decision is made to modify / improve the Thames Barrier rather than build a new barrier further downstream, it will be required to raise all defences downstream of the Thames Barrier by up to 1.1m by 2070, and by an additional 0.5m by 2100. The flood control gate on the King George V Dock would also require replacement, and may do irrespective of a decision regarding the Thames Barrier. Development around the George V Flood Gate must ensure that it will not impact on the ability for this upgrade to take place when required. Further detail is set out in the Thames Estuary 2100 Plan regarding the need for existing flood defences improvements and requirements to be considered in designing proposals adjacent to the river. For the purposes of this policy, the lifetime of a development is considered to be at least 100 years for residential developments and 75 years for commercial developments. The safeguarding, and future proofing, of flood defences is critical to achieving climate resilient development. Proposals are expected to plan for the most extreme weather events with due consideration to the phasing of major development proposals and to implement flood defences and any identified upgrades at the earliest possible stage. The Environment Agency and the Local Authority can advise on delivering these requirements.

CE7.5	Developments within the neighbourhoods which form the Royal Docks and Beckton Opportunity Area 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.

Evidence base

- London Borough of Newham Strategic Flood Risk Assessment, Parts 1 and 2, JBA Consulting (2023)
- London Borough of Newham Sequential and Exception Tests (2024)
- Climate Change Risks for London: A review of evidence under 1.5c and different warming scenarios, JCSC (2019)
- Royal Docks and Beckton Integrated Water Management Strategy, Greater London Authority (2023)
- Local Flood Risk Management Strategy, London Borough of Newham (2015) and Draft Local Flood Risk Management Strategy, London Borough of Newham (2022)
- Sub-regional Integrated Water Management Strategies, Greater London Authority (2023)
- Thames Estuary 2100 Plan, Environment Agency

Policy links

Local Plan:

- Policy BFN2: Co-designed masterplanning
- Policy GWS1: Green spaces
- Policy GWS2: Water spaces
- Policy CE1: Environmental design and delivery
- Policy D2: Public realm net gain
- Policy W4: Utilities and digital connectivity infrastructure
- Section 4: Neighbourhoods

London Plan 2021:

- SI12 Flood risk management
- SI14 Waterways – strategic role

CE8: Sustainable drainage

1. All development is required to reduce the risk of surface water flooding, through separating foul and surface water flows and incorporating Sustainable Urban Drainage Systems that reduce surface water run-off.
2. All development must promote an integrated approach to water management through greening and incorporating rainwater storage for reuse and irrigation. In addition:
 - a. major development must maximise the multifunctional benefits of Sustainable Urban Drainage Systems including improving biodiversity, amenity, cooling and water quality and/or
 - b. site allocations within the N1 North Woolwich, N2 Royal Victoria, N3 Royal Albert North N4 Canning Town, N5 Custom House, N6 Manor Road and N17 Gallions Reach Neighbourhoods must implement blue-green infrastructure runoff reduction interventions or Sustainable Urban Drainage systems on 50 per cent or more of their site area.
3. There is a presumption against impermeable hard-standing on domestic gardens and public open space.
4. All major development and any new development falling within a Critical Drainage Area must reduce surface water run-off to greenfield run-off rates through the application of Sustainable Urban Drainage Systems and other design considerations, which:
 - a. maximises the use of Sustainable Urban Drainage Systems and follows the Drainage Hierarchy of the London Plan (2021); and
 - b. has regard to the recommendations of the latest Newham's Surface Water Management Plan and Local Flood Risk Management Strategy; and
 - c. delivers a water sensitive design, having regard to the guidance set out in Newham's Sustainable Drainage Design and Evaluation Guidance (and any subsequent updates); and
 - d. where culverted watercourses are present, investigates opportunities for de-culverting.
5. All major development and any new development falling within a Critical Drainage Area must be accompanied by a Surface Water Drainage Strategy that includes:
 - a. the pre and post development run-off rates and water quality impacts, ensuring run-off is clean and safe; and
 - b. the ownership, management and maintenance arrangements of any Sustainable Urban Drainage System features; and
 - c. in the limited circumstances where it can be demonstrated that site conditions prohibit the achievement of greenfield run-off, that a rate as close as feasible to greenfield will be achieved within the constraints, while maximising additional Sustainable Urban Drainage Systems benefits of the proposal.

Planning Obligations

- Appropriate contributions may be required from development towards on site-specific mitigation including sustainable drainage systems and/or de-culverting. For major development, and where there is a need, more direct delivery of water infrastructure improvements may be

required. It is expected that applicants must work collaboratively with Newham, service providers, stakeholders and the Council as the Lead Local Flood Authority to undertake this process.

Justification

The policy recognises the environmental and cost benefits which can be achieved from an integrated approach to water management. Sustainable Urban Drainage Systems (SuDS) are an effective flood and water management approach within the built environment, helping to protect existing and new communities from the harmful effects of surface water flooding. SuDS function by managing surface water run-off by treating it as near to the source as possible and by slowing down the rate of discharge. To deliver sustainable growth in urbanised areas like Newham, all new developments will be required to incorporate greening and drainage measures, which have many benefits including managing flood risk and disruption, water quality improvements, biodiversity, increased natural cooling, and improved amenity.

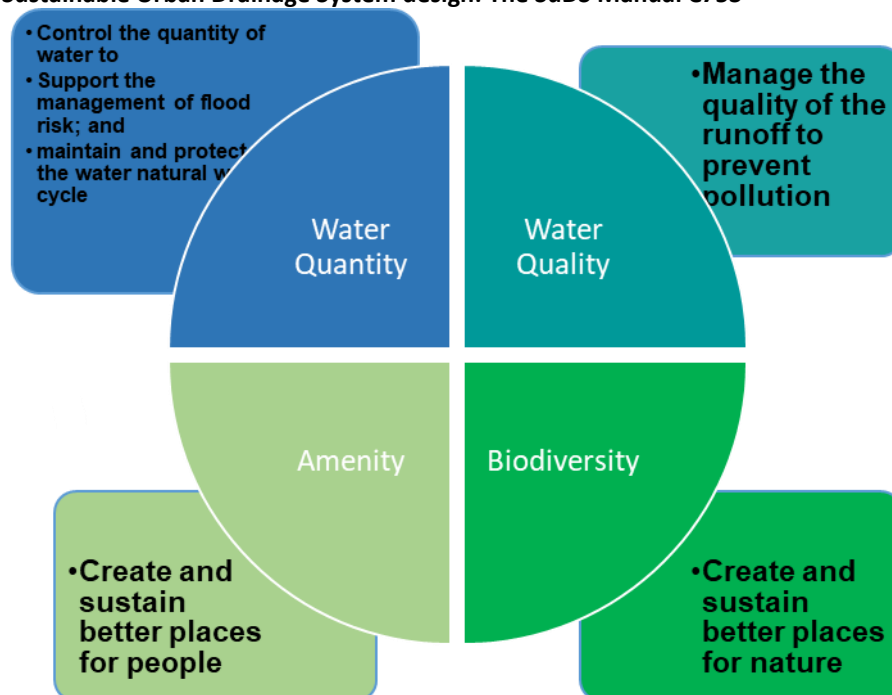
Localised flooding is already occurring on a regular basis in parts of Newham and is being raised as a key issue by local residents. With increased and heavier rainfall predicted because of climate change, the possibility of flood risk in urbanised areas from both surface water build up and subsequent sewer overflow is likely to increase even further. All new development can impact water management and quality in many ways, including creating pressure on capacity within the sewer network as well as design measures that can reduce surface water run-off and improve drainage solutions. The policy actively promotes an integrated approach to water management from small-scale design considerations, such as greening and water reuse, to larger options around SuDS.

In urban areas like Newham, it is important that all opportunities for permeable ground surface are secured. Factoring in the cumulative impacts of development, the loss of permeable ground surfaces increases surface water flood risk in the borough. Newham has experienced loss in the quantity of grassed areas as people pave over gardens or seek alternative hardstanding on ground surfaces. Given the surface water risks this presents to people, properties and public spaces across the borough there is an expectation that permeable surfaces will be used as far as possible to reduce this risk.

Implementation

CE8.1 and CE8.2	All new development must demonstrate the management of the risk of surface water flooding by reducing rainwater run-off and the implementation of sustainable drainage solutions. SuDS deal with excess water from the site and return it to the water system in a controlled manner, to alleviate flood risk and reduce discharge from other pollutants. The policy expects all proposals to adopt a more integrated water management approach. This includes due consideration in the design of the overall water management including wastewater disposal, quality, supply and flood management as well as wider biodiversity, amenity and other benefits. The Construction Industry Research and Information Association describe the four main categories of benefits that can be achieved by Sustainable Urban Drainage Systems as shown below:

Four Pillars of Sustainable Urban Drainage System design: The SuDS Manual C753



The selection of SuDS measures must be appropriate to the site, scale and nature of the proposed development/or operations. As set out in the Sustainable Urban Drainage Systems Hierarchy below the more natural the solution the better the benefits. Given these multi-functional benefits (including environmental and amenity) of Sustainable Urban Drainage features, design solutions should be considered and chosen according to the Sustainable Urban Drainage System Hierarchy (Table 14).

Table 14: Sustainable Urban Drainage Systems Hierarchy

	SuDS Technique	Flood reduction	Pollution reduction	Landscape and wildlife benefit
Most Sustainable  Least Sustainable	Living Roofs	✓	✓	✓
	Basins and Ponds • Constructed Wetland • Balancing Ponds • Detention Basins • Retention Ponds	✓	✓	✓
	Filter Strips and Swales	✓	✓	✓
	Infiltration Devices • Soakaways • Infiltration trenches and basins	✓	✓	✓
	Permeable surfaces and filter drains • Gravelled areas • Solid paving blocks • Porous barriers	✓	✓	
	Tanked systems • Over-sized pipes and tanks • Storm cells.	✓		

Source: Environment Agency 'SuDS A Practical Guide'

	It is also important that the selection of SuDS measures considers the previous uses on the site and any potential risk of contamination resulting from surface water infiltration, which could pollute controlled waters. Particular care must be taken at locations within Source Protection Zones or upon principle or secondary aquifers, where groundwater is vulnerable. The use of infiltration SuDS must therefore be demonstrated to be appropriate in a location to manage potential adverse impacts on groundwater and avoid unacceptable levels of water pollution. In these circumstances, an Environmental Permit for discharges of surface water run-off may be required and early engagement with the Environment Agency is recommended. Flooding from foul and combined sewers occurs when rainfall exceeds the capacity of the networks or when there is an infrastructure failure. Separating foul water and run off is vital to reduce pressure on the sewer network. All new development should be designed holistically in line with the drainage hierarchy to deliver mitigating measures to overcome constraints on capacity and the separation of foul and surface water flows must be made if possible. Where only combined sewers are present, developments must incorporate the means to separate flows as sewer upgrades are made over time. Early discussions on SuDS can ensure that the implementation of high quality drainage solutions maximise their benefits for the wider design of the scheme. For major development, drainage solutions and mitigation should be a consideration in any site masterplan and for smaller scale development these should be set out in design and access statements. Further guidance on opportunities to deliver blue-green infrastructure runoff reduction interventions and SuDS on each site allocation in the Royal Docks and Beckton Opportunity Area is included in the Royal Docks and Beckton Opportunity Area Integrated Water Management Strategy (2023). Arrangements for the long term maintenance of any such interventions and systems must be suitably secured.
CE8.3	Further detail on measures to implement permeable surfaces for front gardens is set out in government guidance: Guidance on the permeable surfacing of front gardens and within the Newham Sustainable Drainage Design and Evaluation Guide.
CE8.4	For major development and proposals within Critical Drainage Areas, a Sustainable Water Drainage Strategy is required, demonstrating how greenfield run-off rates have been achieved through the application of SuDS and other design considerations. Greenfield run-off rates are the run off that would occur from a site in an undeveloped natural state. It is recognised that in limited circumstances greenfield rates cannot be achieved due to site conditions. All available design options must have been explored for this conclusion to be supported. Achieving greenfield run-off rates must be delivered in line with the requirement to discharge surface water run-off as high up the drainage hierarchy as possible. The drainage hierarchy is as follows: 1. Re-use on site 2. Infiltration into the ground 3. A natural watercourse 4. Surface water sewer

	5. Combined sewer It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the main contributor to sewer flooding. Developers should refer to recognised best practice guidance set out in the CIRIA (The SuDS Manual C753) and Newham's Sustainable Drainage Design and Evaluation Guidance in designing SuDS into the scheme. This provides further detail and advice on design, greenfield run-off rates and practical solutions to maximise sustainable drainage options within new development. In circumstances where opportunities for de-culverting are present but not possible within the realities of a site, contributions to de-culverting elsewhere in the borough may be sought.
CE8.5	A Surface Water Drainage Strategy is a report detailing how surface water can affect a site and its surroundings. Proposals must establish how water will behave on a site, estimating surface water run-off rates, viable flow pathways and likely sub-surface infiltration. This will also include consideration of SuDS and measures to reduce run-off. The strategy should follow this broad structure: • Summary of proposal within surface water volumes and flows. • Plans, drawings and specification of SuDS proposed, integrated with landscaping and materials requirements. • Demonstration of SuDS considerations within the drainage hierarchy. • Methods of water quality control provided (including management and maintenance of SuDS). For sites where it can be demonstrated that site conditions prohibit the achievement of greenfield run-off, the Surface Water Drainage Strategy must demonstrate how the following additional SuDS benefits have been achieved: water quality and reuse, amenity and biodiversity value. The above details may also be required for smaller scale development where development is proposed within an area at risk of flooding from all sources and for proposals likely to increase flooding locally. Identifying such sites and the provision of this detail will be undertaken in consultation with the Council as the Lead Local Flood Authority and Environment Agency, if required.

Evidence base

- London Borough of Newham Strategic Flood Risk Assessment, Parts 1 and 2, JBA Consulting (2023)
- London Borough of Newham Sequential and Exception Tests, London Borough of Newham (2024)
- Royal Docks and Beckton Integrated Water Management Strategy, Greater London Authority (2023)
- Sub-regional Integrated Water Management Strategies, Greater London Authority (2023)
- Local Flood Risk Management Strategy, London Borough of Newham (2015) and Draft Local Flood Risk Management Strategy, London Borough of Newham (2022)

- Newham Sustainable Drainage Design and Evaluation Guide, McCloy Associates and Robert Bray Associates (2020)
- The Sustainable Urban Drainage Systems Manual C753, CIRIA (2015)
- Guidance on the permeable surfacing of front gardens, Communities and Local Government, Environment Agency (2009)

[Policy links](#)

Local Plan:

- Policy GWS1: Green spaces
- Policy GW2: Water spaces
- Policy D2: Public realm net gain
- Policy CE1: Environmental design and delivery
- Policy W4: Utilities and digital connectivity infrastructure
- Section 4: Neighbourhoods

London Plan 2021:

- SI12 Flood risk management
- SI13 Sustainable drainage
- SI14 Waterways – strategic role

Transport

High quality, sustainable transport is key to delivering many of Newham's objectives – ensuring economic growth, allowing mobility for all, improving the health and wellbeing of residents and assisting in tackling the Climate Emergency and achieving a Just Transition. To achieve these aims, we need to move away from a car dominated borough towards active and sustainable transportation. These policies cover all forms of transportation in Newham – walking, cycling, public transport, cars, vans, heavy goods vehicles, boats and planes.

As outlined in the Sustainable Transport Strategy (2024), Newham has enjoyed substantial investment in public transport (DLR, Jubilee line, High Speed 1, Elizabeth line) over the last 40 years. The borough also has a very high number of accessible stations, with only four stations without step free access. Due to this investment, the borough has a very high public transport mode share at around 40 per cent, almost six per cent higher than the inner London average.

Newham has a target of 83 per cent of all trips to be made on foot, by cycle or using public transport by 2041, set in the Mayor of London's Transport Strategy. The borough also has a low car ownership rate, with over half of residents not owning a car. However, cycling mode share in Newham is low (around two to three per cent) and the reduction in car use has plateaued in recent years.

There are also multiple barriers to connectivity across the borough, with major roads, rivers and historic urban grain limiting the movement of residents. A significant number of Newham residents are regularly exposed to poor air quality which is harmful to their health. Poor air quality is a major contributor to asthma, heart disease and other health conditions. Air quality monitoring data also clearly shows that poor air quality is concentrated along major roads in the borough.

By increasing the number of residents who use active travel modes to get around, we can improve health (obesity levels, mental health, inactivity, sedentary lifestyles), safety (road deaths) and equality (making the most of opportunities that Newham and London offers residents). Delivery of strategic transport infrastructure can speed up journey times for residents, improve connectivity and unlock large development sites for housing. Better quality public transport can also deliver substantial benefits – connecting jobs, schools and community facilities to where people live – in a fast, cost effective and convenient way. By reducing vehicle use, these benefits are amplified further, as air quality in the borough is improved, road safety is improved and public transport journeys become more reliable.

Although these policies aim to encourage active travel and public transport, it is acknowledged that electric vehicles can play a key role in delivering Newham's Climate Emergency targets – these are therefore encouraged for residents and businesses that do require vehicles.

This section contains the following policies:

- T1: Strategic transport
- T2: Local transport
- T3: Transport behaviour change
- T4: Servicing a development
- T5: Airport

T1: Strategic transport

1. Development will be required to protect and enhance the strategic transport network through:
 - a. Ensuring that it will not adversely impact on the safety, functionality, reliability and viability of existing transport networks.
 - b. Protecting the ongoing function and provision of strategic transport infrastructure unless formally released or agreed to be surplus or released by the relevant infrastructure provider. These include:
 - i. Radar stations and sightline
 - ii. Rail (including National Rail, Elizabeth line, Tube, DLR) lines, stations and depots
 - iii. Buses – priority measures, stands (including drivers' facilities), stations and depots
 - iv. Protected mooring points, public river access points and piers
 - v. Bridges
 - vi. Safeguarded wharves and their access requirements
 - vii. Rail heads and their access requirements
 - viii. London City Airport (including the Public Safety Zone and Aerodrome Safeguarding requirements)
 - c. Where appropriate, supporting the delivery of, and safeguarding land required for, future strategic transport schemes. Development that would prevent the delivery of future strategic transport schemes will not be supported.
2. Proposals for new strategic transport schemes must:
 - a. unlock growth, increase public transport mode share and active travel, improve safety, accessibility and connectivity, support the delivery of a network of well-connected neighbourhoods, improve air quality and reduce carbon emissions.
 - b. minimise social, economic and environmental impacts, while balancing the cost and technical feasibility of a project.

Planning Obligations

- Development may be required to deliver specific infrastructure that unlocks the development site, provide funds to deliver strategic transport investment and improvements, or safeguard land for future strategic transport schemes.

Justification

Policy T1 considers strategic transport infrastructure delivered by infrastructure providers, and how developers can support (and not hinder) the delivery of this strategic transport infrastructure. Policy T2 considers infrastructure that developers could deliver and link onto their site, part of a wider transport network. Policy T3 considers how development can deliver behaviour change through onsite measures.

This policy will protect transport networks from impacts, such as a development decreasing safety on the road network, a building impacting radio coverage for transport staff, or a development overcrowding a transport network to an unsafe level. It also aims to protect the current and future Strategic Transport network, as well as related ancillary facilities from development – unless they are declared surplus. This is to ensure the ongoing successful function of the transport network. This

policy also helps to protect existing Safeguarded Wharves and strategic railheads, following the safeguarding directions issued by the Secretary of State in 2021, and the policy set out in the London Plan (2021).

Newham strongly supports future strategic transport investments in the borough – such as the DLR extension to Beckton Riverside and Thamesmead, and future improvements to Stratford Station. Newham will proactively protect land and access points to ensure the delivery of these projects in the future. These projects are required in order to increase public transport accessibility and capacity, support growth, improve air quality, increase residents’ access to services and facilities and reduce carbon emissions from transport.

The Mayor of London, Transport for London and Newham Council are working collaboratively to deliver these strategic transport improvements. Long delivery timeframes mean that safeguarding projects and the land required to deliver them is crucial to ensure that strategic transport projects can be delivered at a future date.

Implementation

T1.1	Development should engage with relevant infrastructure providers such as Transport for London and London Borough of Newham Highways team at the earliest opportunity and demonstrate that the development will minimise impacts on existing transport networks. Any development that may impact strategic transport infrastructure – whether due to proximity, scale or nature of the development – should demonstrate that negative impacts on the strategic transport infrastructure are minimised to an acceptable level. This should be discussed with the relevant consultees, as outlined below, at the earliest possible stage. Applicants should refer to the London Plan Guidance (LPG) on Sustainable Transport, Walking and Cycling which provides guidance on protecting transport infrastructure. • Radar stations and sightline – Port of London Authority and London City Airport • Rail (National Rail and High Speed 1) lines, stations and depots – Network Rail and High Speed 1 • Rail (Elizabeth line, Tube and DLR) lines, stations and depots – Transport for London • Buses – priority measures, stands (including drivers’ facilities), stations and depots – London Borough of Newham Highways and Transport for London • Protected mooring points, public river access points and piers – Port of London Authority and Royal Docks Management Authority (RoDMA) • Bridges – relevant landowners and Port of London Authority • Safeguarded wharves and their access requirements – Port of London Authority • Rail heads and their access requirements – Network Rail • London City Airport (including the Public Safety Zone and Aerodrome Safeguarding requirements), as well as height limitations – London City Airport Mapping of transport infrastructure is available on the Council’s website and on the Policies Map, however this should not be the sole resource used to understand the safeguarding requirements of consultees given the complex and technical nature of these matters. If a piece of strategic transport infrastructure is proposed to be formally released or agreed to be surplus by the relevant infrastructure provider, agreement for this should be provided, as well as demonstration that the development will not impact other operational transport infrastructure.

	Development should demonstrate that any proposal in close proximity to a future strategic transport project would not impact the delivery or function of the future project. A temporary development will still need to demonstrate that it would not impact the delivery or function of the future project. Developments should support, deliver and contribute to Strategic Transport projects where required. Specific strategic transport projects are set out in Newham Sustainable Transport Strategy, the latest Newham Infrastructure Delivery Plan, Transport for London and Mayor of London publications such as the Mayor's Transport Strategy, as well as in the Local Plan Neighbourhood policies and site allocations, where relevant.
T1.2	Applications for new Strategic Transport Projects are expected to discuss the proposals with the Council's planning and transport departments at the earliest possible opportunity. A detailed assessment should be provided and should be available for the scrutiny by the Council, local residents and other stakeholders. A wide range of delivery options should be considered and presented, alongside their assessments. At application stage, the discussions with the Council should be demonstrated in the business case or options scoping of a strategic transport project. Infrastructure providers (or others delivering new Strategic Transport projects) should work in partnership with Transport for London and neighbouring boroughs, as required.

Evidence Base

- Newham Sustainable Transport Strategy, SYSTRA (2024)
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022–2024 (LIP), London Borough of Newham (2022)

Policy links

Local Plan:

- Policy T2: Local transport
- Policy T3: Transport behaviour change
- Policy T5: Airport
- Policy GWS2: Water spaces
- Policy HS1: Newham's Town Centres Network

London Plan 2021 Policies:

- GG2: Making the best use of land
- GG5: Growing a good economy
- SI 14: Waterways – strategic role
- SI 15: Water transport
- T1: Strategic approach to transport
- T3: Transport capacity, connectivity and safeguarding
- T7: Deliveries, servicing and construction

T2: Local transport

1. Development should support a network of well-connected neighbourhoods, improve air quality, maximise health benefits, improve accessibility, reduce carbon emissions and deliver sustainable growth. This will be achieved through:
 - a. Prioritising walking, cycling and public transport and discouraging vehicle use in the design and management of developments.
 - b. Supporting the delivery of the Sustainable Transport Strategy, including walking and cycling improvements.
 - c. Improving accessibility and mobility for all residents.
 - d. Enhancing the reliability, accessibility, attractiveness and ease of interchange of public transport services.
 - e. Supporting existing or delivering new Low Traffic Neighbourhoods and School Streets, subject to consultation with local residents.
 - f. Delivering Healthy Streets principles.
2. Major development should provide or contribute towards:
 - a. Wayfinding in the local area, including through contributions towards Legible London. Large scale development, as well as sites delivering their own streets or multiple blocks of housing should also deliver high quality wayfinding on site.
 - b. Publicly accessible cycle hire provision. This could include the provision of a cycle hire dock on the development site.
 - c. Car clubs, providing an appropriate number of car club parking bays, taking into account the scale of development, existing local car club bays and local parking demand.
3. Development that supports the introduction of new transportation technology will be supported, where this new technology does not cause amenity impacts for residents or impact the wider transport network.

Planning Obligation

- Contributions may be sought for major developments for:
 - Funding for Legible London wayfinding – as per Transport for London’s request.
 - Local cycle hire – as per the Sustainable Transport Strategy. This may involve monies for a docking station nearby, and/or land for a docking station to be located on site.
 - Car club parking bays and support for residents/occupiers – as per London Borough of Newham’s and Transport for London’s request.
 - Funding for local transport improvements – as outlined in Transport for London’s and London Borough of Newham’s request.
- Contributions may be sought from all developments (where required) for improvements to the public highway through agreement with London Borough of Newham Highways team (Section 278 agreement) – such as dropped kerbs or improvements to pavements.

Justification

Policy T2 considers infrastructure that developers could deliver and link onto their site as part of a wider transport network. It will deliver and increase sustainable transport, support the delivery of a network of well-connected neighbourhoods and deliver multi-functional benefits for the borough

and residents. These benefits include improved air quality, health and climate, as well as sustainable growth and will help to achieve Newham's air quality and public health objectives, as well as achieve a Just Transition.

This policy supports the delivery of the Council's network of walking and cycling infrastructure, as well as pieces of local infrastructure including Low Traffic Neighbourhoods (LTNs), School Streets and local connections. The borough has plans to roll out LTNs to the entirety of the borough and School Streets to as many schools as possible. By supporting existing interventions, and helping to deliver new interventions, development will facilitate improved street environments, better connections to local facilities and improved local neighbourhoods for walking and cycling thanks to reduced traffic volumes.

The policy also supports improvements to public transport, enhancing the reliability, accessibility, attractiveness and ease of interchange of public transport services. The Sustainable Transport Strategy outlines several potential improvements across the borough, including upgrades and refurbishments of stations, the provision of step-free access and the delivery of bus priority measures.

Newham has several major barriers to movement, such as road and railway infrastructure, natural features like rivers and canals, as well the urban environment with disconnected street patterns and fence lines. For some residents, barriers to movement are worsened by other factors such as disability, age or safety fears. By delivering specific interventions outlined in the Sustainable Transport Strategy, a development will assist in overcoming these barriers, improving connections, delivering well-connected neighbourhoods and further encourage walking and cycling in the borough. Access to the three rivers that surround Newham will also be delivered, with routes along the Thames, Lea and Roding.

Through financial contributions or direct delivery, development will support local transport improvements such as bus stops, pedestrian crossings or improved highway works. The level of improvement will vary depending on the nature of the development and the nature of the necessary intervention. Development should be accessible to all residents, with work to improve access and mobility across the borough including the provision of dropped kerbs at junctions, removal of pavement parking and by ensuring that pavements are free of trip hazards/obstructions.

This policy also seeks to deliver regional transport initiatives including the Healthy Streets approach, cycle hire provision and wayfinding, all of which are designed to help Londoners use cars less and walk, cycle and use public transport more. Embedding these approaches in Newham ensures residents benefit from access to a wider network of connectivity and the delivery of best practice design approaches.

Car clubs are an excellent way to allow occasional vehicle use by residents without encouraging car ownership or continuous car use. This policy therefore supports and encourages car clubs, providing them at a level appropriate to the scale of development, existing local car club bays and local parking demand.

The policy also seeks to enable future transportation technology that may arrive over the Plan period. Technology such as light freight by river, drones or electric vehicles are starting to be more commonplace, whereas delivery robots or fully autonomous vehicles are not yet available. The policy supports development that supports new technologies – where these do not cause amenity impacts for residents (such as noise, privacy, safety or air quality) or impact the smooth function of the transport network.

Implementation

T2.1	Development should show that the design of the scheme prioritises walking, cycling and public transport, and discourages vehicle use. Measures that improve the local public transport network or enhance existing journeys are also supported. Developments should seek to reduce barriers to movement, benefiting pedestrians and cyclists in particular. Large buildings and development sites can also act as barriers, so masterplanning should consider optimal routes to, from and around sites. Developments should demonstrate that sites are accessible for all residents, with pavements free of trip hazards/obstructions. Immediate access to a site should also be considered, with the provision of dropped kerbs at junctions or removal of pavement parking. Development should consider the recommendations of the Sustainable Transport Strategy, and support delivery of the strategy by: • supporting improved and quicker connections to employment locations, high streets, community facilities and green space; and • supporting and/or improving existing or delivering new Strategic Cycle Corridors as shown in the Sustainable Transport Strategy; and • supporting and/or improving existing or delivering new strategic walking routes identified in the Sustainable Transport Strategy such as the Greenway, Leaway, River Roding Way and Thames Path. The Neighbourhoods policies (Local Plan Section 4) provide further detail on transport improvements and projects in neighbourhoods in Newham. Development should enhance the reliability, accessibility, attractiveness and ease of interchange of public transport services. Applicants are expected to discuss improvements to public transport and other interventions with the Council's planning and transport departments, as well as with infrastructure providers such as Transport for London. These improvements should be discussed at the earliest possible stage. Applicants should demonstrate relevant delivery of improvements to public transport and other interventions in a Design and Access Statement, as well as in a Transport Assessment (see Policy T3). Ongoing management should be demonstrated in a Servicing and Management Strategy. A Low Traffic Neighbourhood is a predominantly residential area that is bounded by main roads, in which a set of modal filters has been installed to prevent motor vehicles from using the residential area as a shortcut. School Streets are interventions outside of schools to improve air quality, and encourage more families to make journeys to school on foot or cycle. Applicants should demonstrate that they have considered Low Traffic Neighbourhoods and School Streets in the design of their scheme, liaising with the Council's transport department and consulting on new schemes as appropriate. Developments adjacent to existing Low Traffic Neighbourhoods or School Streets should support these existing installations, delivering improved public realm, cycle parking and implementing a development that discourages vehicle trips.

	Where a new school is proposed, the development should embed School Street principles from the outset of design – minimising vehicle trips to/from the school. Applications for new schools are expected to discuss the proposals with the Council’s planning and transport departments at the earliest possible opportunity. Applicants should show that the Healthy Streets principles have been considered throughout the design of the development. This should be demonstrated in a Transport Assessment (see Policy T3), and in a Design and Assess Statement.
T2.2	Applicants should demonstrate in the Design and Access Statement that wayfinding signage has been considered, with the placement of Legible London signage as appropriate. Applicants should work in partnership with Transport for London regarding the installation and ongoing maintenance of Legible London signage. For large scale development sites, a wayfinding statement or a signage strategy should be submitted for approval. Applicants should demonstrate consideration of publicly accessible local cycle hire, following the recommendations in the Sustainable Transport Strategy. Cycle hire should be available to the public, not restricted to certain occupiers or residents of a development. Applicants should work in partnership with operators as appropriate – Transport for London regarding Santander Cycle Hire, London Borough of Newham regarding Brompton Bike Hire and other operators as relevant. The Council’s emerging Car Club Strategy and the Sustainable Transport Strategy outlines the preferred approach towards car clubs. Applicants should work in partnership with London Borough of Newham, Transport for London and car club providers to understand the proposed level of car club bays and level of contributions required. This should take into account the scale of development, existing local car club bays and local parking demand. Car club parking bays should be accessible to members of the public, not restricted to certain occupiers or residents of a development.
T2.3	Applications that enable or support new transportation technologies are expected to discuss the proposals with the Council’s planning and transport departments at the earliest possible opportunity. It should be demonstrated that new transportation technologies and development that supports or enables new transportation technology does not negatively impact residents or the transport network. Depending on the size, scale and nature of development, this may include submission of air quality impact assessments, Transport Assessments and Travel Plans.

Evidence Base

- Newham Sustainable Transport Strategy, SYSTRA (2024)
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022–2024 (LIP), London Borough of Newham (2022)
- Cycle Infrastructure Design Local Transport Note 1/20, Department for Transport (2020)

Policy links

Local Plan:

- Policy T1: Strategic transport
- Policy T3: Transport behaviour change
- Policy D1: Design standards
- Policy D2: Public realm net gain
- Policy HS1: Newham's Town Centres Network
- Section 4: Neighbourhoods

London Plan 2021 Policies:

- T2: Healthy streets
- T3: Transport capacity, connectivity and safeguarding
- T5: Cycling

T3: Transport behaviour change

1. All new development will be car free, apart from limited provision in line with the following requirements:
 - a. Residential car parking (outside of blue badge spaces) will not be supported.
 - b. Car parking for employment uses and town centre uses (outside of blue badge spaces) must be kept to the lowest justified quantity, within the maximum standards set by the London Plan.
 - c. For residential developments, mobility scooter parking may be considered appropriate instead of additional blue badge spaces in areas of the borough with high levels of public transport accessibility and close to accessible stations.
 - d. Short term operational bays allocated for specific uses – such as deliveries, servicing, pick up/drop off, taxi ranks and short term visitor parking – will be supported only where need for the bays is evidenced.
2. Development that proposes a drive-through will not be supported. Development which results in the loss of existing car parking or excess road space would be supported.
3. The limited provision of parking within the site should form part of the wider urban design strategy so that it:
 - a. Is integrated with other street infrastructure including planting, Sustainable Urban Drainage Systems, Electric Vehicle Charging Points, cycle parking, public transport, and wayfinding.
 - b. Considers the requirements of Electric Vehicle Charging Points, locating them out of the footway to not obstruct pedestrian movement.
 - c. Where car parking is consolidated into podium structures, entrances should be located away from primary frontages and minimise inactive blank façades.
 - d. Surface level parking ancillary to commercial buildings or public spaces should be designed to minimise the visual dominance of parking through use of landscaping and pedestrian public realm.
4. All new development should deliver high quality, sustainable transport storage (including cycle parking, in line with, or higher than, London Plan standards) and should meet the following requirements, as relevant:
 - a. Storage should be safe, secure, well lit, clean and prominent.
 - b. Storage should be accessible to all, allowing parking of a wide variety of mobility options – including bicycles, foldable bikes, e-bikes, tandems, cargo bikes, buggies and mobility scooters.
 - c. For homes with three or more bedrooms with standalone bike parking, the provision of at least one more cycling parking space than number of bedrooms is encouraged.
 - d. Provision for larger ‘non-standard’ cycle parking (such as for cargo bikes) should comprise a minimum of five per cent of spaces, or one space where the total level of parking provision is below twenty spaces.
 - e. Larger ‘non-standard’ cycle parking should provide enough space to park and manoeuvre a non-standard cycle, be step-free, provide a range of stand types, and be clearly labelled to avoid misuse.
 - f. Major employment development should include facilities for changing and washing for cyclists.

5. Major developments should make provisions for safe and convenient charging of E-bikes and mobility scooters.
6. Electric Vehicle Charging Points will be supported where the following requirements must be met:
 - a. Any new development that does provide parking (including blue badge spaces) must provide Electric Vehicle Charging Points – with 100 per cent of spaces at residential development, and 20 per cent of spaces for other types of development providing them. Remaining space should be future proofed to allow for future installation of Electric Vehicle Charging Points.
 - b. 20 per cent of any short term visitor or delivery parking bays should have Electric Vehicle Charging Points provided.
 - c. Major developments with zero car parking on site must provide contributions towards Electric Vehicle Charging Points in other parts of the borough.
 - d. No works that enable parking of an electric vehicle in a front garden (removal of boundary treatments, paving of front gardens, installation of dropped kerbs) will be supported.
7. All major developments and/or proposals that meet the thresholds outlined in table 16 below are required to submit a Transport Assessment.

Table 15: Transport Assessment Thresholds

Use Class	Threshold
E(a) shop (other than for sale of hot food)	1,000 sqm or greater
E(b) Food and drink	750 sqm or greater
E(g) office, research and development, non-detrimental industrial processes	2,500sqm or greater
B2 General industrial	
B8 Storage or distribution	
C1 Hotels	50 beds or above
C3 Dwellinghouses	30 units or above
E(e) Medical services	50 staff or above
F1(a) Education	2,500 sqm or above
F1(f) Place of Worship	200 or greater members / attendees
E(d) Indoor sport or recreation F2(c-d) library, museum	1,000sqm or greater
Sui Generis	Case by case basis

8. Developments that meet the thresholds outlined in part 7 are also required to submit a Travel Plan. Travel Plan Statements will also be required for residential developments providing 10–30 units. Travel Plan Statements may also be required for other developments falling below these thresholds for site specific reasons.

Planning Obligation

- Contributions may be sought from developments for Electric Vehicle Charging Points to be located elsewhere in the borough – as appropriate to the scale of development.

- Occupants of new developments will not be able to apply for residential or business parking permits.

Justification

To achieve its modal share target, Newham needs a substantial shift in behaviour towards public transport and active travel. Other policies are helping to improve the infrastructure in the borough – this policy is designed to discourage vehicle use, encourage zero emission mobility and increase active travel.

The policy follows the approach laid out in the London Plan (2021), with car free development as the starting point for all new development in inner London. Residential car parking (outside of blue badge spaces) is not supported, noting that the charging of electric vehicles is not considered a valid reason to provide car parking at a residential development. A quantity of car parking could be justified for employment use and town centre uses – depending on the hours of operation, shift patterns, employment density and PTAL of the site, with the Council seeking the lowest possible quantity of parking.

This policy does not support drive-throughs in light of their specific impacts including idling vehicles, littering and health impacts from takeaway food and reduced mobility. This policy also encourages efforts to remove car parks, reduce the quantity of car parking and remove excessive use of road space, making effective use of land and kerbside space, as well as delivering Public Realm Net Gain (Policy D2).

Newham's poor air quality is exacerbated by the quantity of vehicle trips in the borough and to/from other boroughs. National policy is that all new cars and vans will be zero emission at the tailpipe by 2035, and by 2040 all new heavy goods vehicles will be zero emission at the tailpipe. This policy aims to increase the percentage of vehicles on Newham's roads that are electric, given the public health, climate emergency and air quality benefits of zero-emission vehicles.

However, this policy maintains restrictions on new car use in the borough, given the need to reduce car dependency, encourage active travel and reduce ongoing particulate emissions from vehicles. This policy encourages the uptake of zero-emission vehicles only in cases where residents and businesses require a vehicle, as outlined in the Sustainable Transport Strategy.

This policy acknowledges that developments need to receive deliveries and be serviced, and that residents will receive visitors who use cars. This policy therefore seeks to increase the number of available Electric Vehicle Charging Points, installing them where parking is proposed, and seeking contributions from car free developments. This policy also supports the provision of short term parking bays for specific uses (such as deliveries or visitors) where the need for this can be justified and evidenced. This will ensure that a sustainable network of charging points is available across the borough, allowing the servicing and transport needs of all residents, including in car free developments, to be met by electric vehicles.

London Borough of Newham does not support new dropped kerbs, as they remove front gardens (worsening biodiversity and increasing rainwater runoff), cause accessibility issues for pedestrians and reduce the quantity of available on-street parking. Given the above, and the increasing availability of Electric Vehicle Charging Points, the desire to charge an electric vehicle is not considered a reason to deviate from this long standing position.

Over the last 20 years, large quantities of cycle parking have been provided as part of new development. As the number of people cycling in London continues to grow, the supply of cycle parking is extremely important.

The policy outlines criteria for high quality cycle parking, ensuring that they have space for, and can be used by, an increasing variety of mobility options – becoming sustainable transport storage. This could include parking for bicycles, foldable bikes, e-bikes, tandems, cargo bikes, buggies and mobility scooters. According to research by Transport for London, 76 per cent of disabled people are able to ride a cycle, but may rely on adapted cycles such as handcycles, tricycles or recumbent cycles. These types of cycles will not always be able to use standard cycle parking.

Cargo bike parking is also important to encourage greater cargo bike use – for both businesses and households – to move shopping, bulky items and children and pets around the borough, enabling these trips to be made without the use of a motor vehicle. By 2030, two thirds of cycle purchases in the EU and UK are expected to be of electric-assist models. The policy sets design specifications for non-standard cycle parking stands, in the absence of London-wide standards.

This policy also encourages greater provision of cycle parking for homes with three or more bedrooms that have standalone cycle parking. This follows feedback from residents that the space available to park bikes was not large enough, especially when families often have prams/buggies, bikes for small children as well as other mobility devices such as scooters.

This policy also plans to cement changes through the successful use of Travel Plans – long-term management strategies that aim to facilitate change in travel behaviours in favour of active, efficient and sustainable transport modes. By working to implement, monitor and report on their Travel Plan, developments will deliver on the intended outcomes.

Implementation

T3.1	All new development will be car free, apart from limited provision in line with policy. Developments should provide a quantity of blue badge spaces, proportionate to the scale of the development and the quantity of existing blue badge spaces in the local area. Although individual spaces are not allocated to individual residents, blue badge parking should be located as close as possible to the access point of the building they are associated to. They should be clearly marked as designated for disabled persons. The parking spaces should be on firm, level ground, as should the route to the building entry, or where this is not possible, a step-free gently sloping route is acceptable. Where developments wish to provide mobility scooter parking alongside a smaller quantity of blue badge spaces, applicants should demonstrate that the approach is suitable. The route to/from accessible public transport should be high quality, with accessible pavements and dropped kerbs. There must be a range of local services and facilities available within easy, accessible reach. Mobility scooter provision would not be appropriate in areas of poor public transport accessibility, or in areas without accessible stations. Applicants should demonstrate the blue badge provision in a Transport Assessment containing a parking stress survey, as well as through discussions with the Council's transport and occupational therapy teams.

	For employment uses and town centre uses, a small quantity of parking may be considered acceptable where these uses have 24-7 hours of operation, multiple shift patterns, low employment density and a very low PTAL (level 2 or below). Where parking can be justified, the Council will seek the lowest possible quantity, within the maximum standards set by the London Plan (2021). Applicants should demonstrate this in a Transport Assessment. Developments that propose short term operational bays – such as for deliveries, servicing, pick up/drop off, taxi ranks and short term visitor parking – should evidence the need for their installation, as well as providing details on how the bays will be managed. Applicants that wish to propose on-street short term bays should discuss the acceptability of this with the Council’s transport department.
T3.2	Applications containing drive-throughs will not be supported. Consideration of the proposed use will be considered under the high street policies – a suitable use would not mean that the drive-through element would be supported. Removal of car parking or car parks would not justify otherwise unacceptable uses or development. Applications that seek to remove car parking should consider parking thresholds outlined in T3.1, noting the individual requirements of each development.
T3.3	Developments should demonstrate that parking has been considered cohesively as part of the design of the urban realm and building. Where including parking as part of the design of the urban realm, good design principles are that they: • Be capable of changing and evolving over time, • Maximise biodiversity benefits, providing street trees, bushes and other plants, • Be provided in short rows of up to three car spaces, or one larger servicing parking space, interspersed with trees; and preferably on only one side of the street, • Protect trees with sturdy tree guards, • Consider sustainable drainage, including the use of permeable surfaces and rain gardens/bioswales, • Place Electric Vehicle Charging Points out of the footway, • Use street design elements such as kerb extensions, gateway treatments and pinchpoints, • Follow the Healthy Streets approach. Or where including parking inside podium structures, in a basement or otherwise inside a building, it should: • Be capable of changing and evolving over time, • Ensure that car parking cannot block or hinder access to sustainable transport storage, • Ensure that access to/from parking is easy and clear, • In larger parking structures, consider use of supergraphics and other wayfinding signage elements, • Use high quality lighting and consider of blind spots, • Provide CCTV for security. In all cases, it should have:

	• A broader public realm material palette, to increase the perceived footway width and reinforce pedestrian priority in any space. • Consideration of all, including older persons and disabled people • Clear, easy to understand signage Applicants should demonstrate this in a Parking Design and Management Plan, as well as in a landscaping statement.
T3.4	Applicants should demonstrate the quantity of sustainable transport storage proposed (including cycle parking in line with, or higher than London Plan (2021) standards) in a Transport Assessment. Cycle parking should meet London Cycle Design Standards. The Sustainable Transport Strategy outlines that a minimum of five per cent of cycle parking should be dedicated to larger non-standard cycle parking. This larger non-standard cycle parking should preferably be provided in the same location as standard cycle parking. It should accommodate a range of non-standard cycles, through provision of sufficient space to park and manoeuvre and step-free access. Where standard parking is provided in the form of Sheffield Stands, the end stands can be dedicated to non-standard cycles if there is sufficient space at either side. Other stand options could include ground anchors or lower and extended Sheffield Stands. All larger non-standard cycle parking should be clearly labelled to state that it is dedicated to larger non-standard cycles only. Applicants should demonstrate in a Design and Access Statement that they have considered the following to ensure delivery of high quality sustainable transport storage: • Who will use the storage – residents, shoppers, employees, children etc, • Security of the storage, and how it's accessed, • Consideration of routes to and from the storage– to the street, interior of the building and other facilities, • Avoiding sharp corners that a larger non-standard bike would be unable to use, • Consideration of ease of use for all, including older people, children and disabled people, • High quality lighting and consideration of blind spots, • Clear, obvious signage, • In larger parking structures, consideration of supergraphics and other wayfinding signage elements, • Potential provision of ancillary equipment – such as a manual air pump, stand and basic tools, • Provision of CCTV for security, • Accessibility for all mobility options, • Where applicable, location and access to sufficient supporting facilities including lockers and showers, with this located close by.
T3.5	Applicants should demonstrate consideration of how E-bikes and mobility scooters can be charged safely and conveniently. Applicants should demonstrate what chargers are to be provided, and how they are to be maintained and managed.

	Applicants should liaise with Building Control and the London Fire Brigade to understand the current recommendations and requirements.
T3.6	The Sustainable Transport Strategy sets out appropriate levels and standards for Electric Vehicle Charging Points. All parking at residential developments should include Electric Vehicle Charging Points. At non-residential developments it is expected that 20 per cent of long-term parking spaces have active Electric Vehicle Charging Point provision, with the remaining spaces being equipped with necessary infrastructure such that charging could subsequently be installed (this is also known as passive provision). For visitor parking, 20 per cent of spaces should have active Electric Vehicle Charging Points installed. For short term parking spaces (i.e. loading or deliveries) or taxi ranks, fast chargers are strongly recommended. Developments that propose Electric Vehicle Charging Points should ensure that they also meet the requirements of Policy T3.3, noting the requirements for high quality realm, and Policy T2.1c noting the requirements for accessibility. Electric Vehicle Charging Points that introduce 'trip hazards' or other obstructions to the public realm will not be supported. Signage and road markings should make clear that spaces are dedicated to Electric Vehicle Charging Points. Details regarding the charging point operator should also be clearly signed, with contact information to report faults or damage.
T3.7	Applicants should undertake a Transport Assessment following Transport for London's Healthy Streets Transport Assessment format, or the latest version if updated over the course of the Plan period. The Transport Assessment should illustrate accessibility to the site by all modes, the likely modal split of journeys to and from the site, impacts to the transport network, proposed measures to improve access or mitigate transport impacts using public transport, walking and cycling, as well as demonstrate compliance with other transport policies, including the London Plan (2021) Healthy Streets Approach. A Transport Assessment should be proportionate to the scale of the development. Applicants are recommended to discuss the potential transport implications of the development with the Council's planning and transport teams, as well with relevant infrastructure providers such as Transport for London. The thresholds are suggested as a guide and the Council reserves the right to vary the requirement for site specific reasons. For smaller scale development such as in dense town centres or on a busy road, Transport Statements may be required setting out the transport impacts of development.
T3.8	Travel Plans are a long term strategy that facilitates changes in travel behaviours in light of Newham's modal share objectives. These should be drafted and submitted in line with the Council's Travel Plan guidance. Developments should implement, monitor and report on their Travel Plan, in line with the Travel Plan guidance. Where outcomes fall short of the intended outcomes in the Travel Plan, changes should be made to ensure that these outcomes are delivered.

	For smaller scale development such as development in dense town centres or on a busy road, Travel Plan Statements may be required setting out measures to promote sustainable travel.

Evidence Base

- Newham Sustainable Transport Strategy, SYSTRA (2024)
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022–2024 (LIP), London Borough of Newham (2022)
- Cycle Infrastructure Design Local Transport Note 1/20, Department for Transport (2020)

Policy links

Local Plan:

- Policy T1: Strategic transport
- Policy T2: Local transport
- Policy T4: Servicing a development
- Policy D1: Design standards
- Policy D2: Public realm net gain
- Policy CE8: Sustainable drainage

London Plan 2021 Policies:

- T2: Healthy streets
- T3: Transport capacity, connectivity and safeguarding
- T5: Cycling
- T6: Car parking
- T7: Deliveries, servicing and construction

T4: Servicing a development

1. Development should consider servicing and deliveries to and from their site from the outset of design.
2. Development should consider how construction deliveries to the site will be facilitated.
3. Developments should ensure that servicing, deliveries and construction traffic to and from a site can take place safely, without causing highways impacts or endangering vulnerable road users.
4. Developments are required to design schemes that enable and encourage servicing using sustainable means, such as using zero emission vehicles and/or cargo bikes.
5. Developments that service and/or deliver to other locations should:
 - a. Ensure that these journeys are undertaken by zero emission vehicles or cargo bikes for 'last mile' journeys.
 - b. Provide a servicing and deliveries management plan to ensure compliance with this policy.

Justification

Department for Transport data shows that over the last 25 years, light goods vehicle use in London has increased by 54 per cent, while heavy goods vehicles use in London has decreased by six per cent over the same period. Registrations of light goods vehicles in the UK grew by 30 per cent from 2010 to 2020, compared to 13 per cent for all vehicles. One of the reasons for this rise is that over the past 20 years, there has been substantial growth in online shopping and deliveries – as shown in the Retail and Leisure Study.

As the population of Newham grows, and the quantity of deliveries and servicing increases, there will be increased demand for the limited road space in the borough – noting the requirements and considerations in the other transport policies (cycle lanes, bus priority, Electric Vehicle Charging Points).

Consequently, servicing and deliveries need to be considered from the outset of design. Poor quality design could lead to impacts on the highways network, as well as decreased safety for vulnerable road users.

Construction of a development can also have impacts on the road network as well as on local residents. Servicing and deliveries to/from a construction site often use heavy goods vehicles and large vans and therefore safety must be considered. Development should also consider how a development can be constructed and how construction deliveries to the site can be managed.

Newham's poor air quality is exacerbated by the quantity of servicing and deliveries to developments in the borough and other boroughs. This policy should be read alongside Policy HS7, which directs delivery led businesses to specific locations in the borough.

National policy is that all new vans will be zero emission at the tailpipe by 2035, and by 2040 all new heavy goods vehicles will be zero emission at the tailpipe. The Sustainable Transport Strategy

outlines how servicing by sustainable means can be encouraged through the use of zero-emission vehicles or e-cargo bikes, increased numbers of parcel lockers as well as freight consolidation between businesses.

Consequently, this policy encourages servicing and deliveries to take place using more sustainable means – such as zero emission vehicles and cargo bikes. Development should support and encourage the transition to zero emission servicing and deliveries, through the provision of appropriate infrastructure – following policy HS7: Delivery-led businesses.

Implementation

T4.1	Where possible, servicing and deliveries should take place within the curtilage of the development. Developments located in close proximity to navigable waterways should demonstrate consideration of the use of waterways for ongoing servicing and deliveries. Development should show how servicing and deliveries have been considered in the design of the development in a Design and Access Statement, with major development demonstrating how servicing and deliveries will be managed in a Servicing and Deliveries Management Plan. Applicants are recommended to discuss servicing and deliveries in the pre application process, liaising with London Borough of Newham Highways team as appropriate.
T4.2	Development should also consider how construction deliveries will be managed. Developments located in close proximity to navigable waterways should also demonstrate consideration of the use of waterways for construction deliveries. This should be demonstrated in a Demolition and Construction Logistics Plan. Applicants are recommended to discuss servicing and deliveries in the pre application process, liaising with the London Borough of Newham Highways team as appropriate.
T4.3	Development should consider the safety implications of servicing, deliveries and construction traffic. This should be demonstrated in a Demolition and Construction Logistics Plan (D/CLP), Transport Assessment and a Servicing and Deliveries Management Plan. An outline D/CLP should be submitted as part of the planning application, with a detailed D/CLP submitted and implemented during the pre-construction/demolition and construction stage. The D/CLP Guidance provides further information on this. Accreditation such as Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) are recommended. Heavy Goods Vehicles are also recommended to comply with the current Direct Vision Standard. Applicants are recommended to discuss highways safety matters in the pre application process, liaising with the London Borough of Newham Highways team as appropriate.
T4.4	The Sustainable Transport Strategy outlines how servicing by sustainable means can be encouraged through the use of e-cargo bikes or zero-emission vehicles, increases in the

	number of parcel lockers as well as freight consolidation between businesses. Development should support these measures through the provision of appropriate infrastructure such as Electric Vehicle Charging Points, cargo bike parking and delivery lockers.
T4.5	Development should demonstrate how deliveries and servicing to other sites will occur using sustainable or zero emission means. This could include details of vehicles, Electric Vehicle Charging Points and cargo bikes within a Servicing and Deliveries Management Plan.

Evidence Base

- Newham Sustainable Transport Strategy, SYSTRA (2024)
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022–2024 (LIP), London Borough of Newham (2022)
- Demolition and Construction Logistics Plan (D/CLP) Guidance, London Borough of Newham (2024)
- Cycle Infrastructure Design Local Transport Note 1/20, Department for Transport (2020)

Policy links

Local Plan:

- Policy T1: Strategic transport
- Policy T2: Local transport
- Policy T3: Transport behaviour change
- Policy J1: Employment and growth
- Policy HS7: Delivery-led businesses

London Plan 2021 Policies:

- T7: Deliveries, servicing and construction

T5: Airport

1. Development at London City Airport that consolidates ancillary airport infrastructure will be supported, where this makes the most efficient use of land and creates land availability for other employment generating uses that are suitable for close proximity to the airport.
2. Development proposals at London City Airport must mitigate negative impacts on local residents. Development which would result in an increase in unacceptable negative impacts to existing local residents and to development proposals for new homes and their future residents, will not be supported.
3. Development that facilitates the use of zero carbon technologies at the airport will be supported, where this does not adversely impact local residents.
4. Development proposals should improve sustainable access to the airport site for both airport passengers and staff alike. This could include:
 - a. Development that reduces the level of car parking on site.
 - b. Development that makes improvements to public transport and active travel access to the airport.
5. Development proposals at London City Airport should work to support local residents into airport and aviation related jobs.
6. Development in proximity to the airport needs to consider a range of factors, including the Agent of Change principle, noise and height limitations.

Planning obligation

- Contributions may be sought to mitigate negative impacts from airport development where appropriate.
- Contributions may be sought from airport developments for Our Newham Work.
- Contributions may be sought from airport developments for improved public transport and active travel access to the airport.

Justification

London City Airport is one of London's major airports. Destinations include Europe and other parts of the UK, with a mixture of business and leisure travel. Between 2000 and 2019, the number of passengers using the airport grew from around 1.5 million a year to 5 million a year. Two thirds of passengers access the airport using public transport, the highest proportion of any airport in the UK. However, nearly 60 per cent of airport staff still use private cars to travel to the airport.

Since opening in 1987, the airport has been expanded several times. The current planning permission for the airport was granted in 2016 by the Secretaries of State for Transport and Communities and Local Government.

The airport is one of the largest private sector employers in the borough and a catalyst for investment in East London. National policy states that the best use should be made of existing airport capacity, as well as the need to support long term economic growth. National policy also notes that a priority is making best use of existing runway capacity at all UK airports.

Residents have told us they do not support an increase in the number of flights (actual aircraft movements) or a reduction in the extant respite period – especially in light of Newham’s declaration of a Climate Emergency and Air Quality commitments. In addition, the area around London City Airport is transforming rapidly from a predominantly industrial area to an increasingly residential and mixed use part of the borough, providing new homes and jobs at a scale of significance to the whole of London. The location of a major airport in a rapidly densifying part of central London is unique and careful land use management has ensured that current scale and nature of the airport – as secured in the City Airport Development Programme (CADP) Permission (13/01228/FUL) and associated conditions – is able to operate within this emerging context.

As the planning authority, the Council has limited powers regarding the airport and the use of the site. Our approach in exercising these powers is to balance these different objectives by working with the airport to enable its current aviation role to continue on a consolidated and more efficient site. This includes ensuring greater community benefits are secured from changes, including access to stable, well paid jobs in the aviation industry and adjacent industries.

We also support improvements to surface access to the airport by sustainable means, and would support development that facilitates this – such as Electric Vehicle Charging Points and carpooling. The policy also encourages a reduction in the quantity of parking at the airport site alongside efforts to increase public transport and active travel mode share.

We also support efforts by London City Airport to achieve net zero, and would support development that facilitates this – such as solar panels and removal of fossil fuels from the airport site. The Council acknowledges that zero or low emission technology for commercial air travel is in a very early stage and that airlines, the airport and the Council are unaware of the requirements for such technologies. As we are unaware of what zero or low emission commercial aviation will look like, this policy requires that residents will not be adversely impacted by new technology.

By the nature of the use of the airport, changes to the size, function, operating hours and frequency of the airport activity will cause negative impacts to local residents. Where those negative impacts would be unacceptable even following mitigation, development would not be supported.

London City Airport has historically been a passenger focused site, with very small freight volumes. In light of this – the Council would not support dedicated freight planes using the airport or a large increase in freight volumes on passenger aircraft, especially given the consequential rise in goods vehicle trips that would result from these flights. Nor are proposals to introduce helicopters and other noisy aerial uses such as commercial sized drones supported, in light of the adverse impacts to local residents and housing sites in close proximity to the airport.

Implementation

T5.1	Development should show how it will make the best use of the limited airport site, enabling land to be unlocked for other employment uses that are suitable for close proximity to the airport, subject to other policies. This could include uses that support or complement the airport. This should be demonstrated in a Design and Access Statement.
T5.2	The City Airport Development Programme (CADP) Permission (13/01228/FUL) was granted in 2016. This permission replaced all of the previous planning permissions at the airport. The

	planning conditions and planning obligation on the CADP Permission are therefore the only ones that regulate the airports operations. It includes conditions which: • Allows for 111,000 actual aircraft movements per calendar year. • Restricts flight numbers on specified days (Saturdays, Sundays and bank holidays). • Manages the hours that aircraft can take off and land, with exemptions when delays have occurred. • Restricts any non-fixed wing aircraft including helicopters, tilt rotors or gyrocopters. The Council considers that any changes to the size, function, operating hours and frequency of the airport activity will have impacts on existing and future residents. Development should therefore demonstrate how negative impacts on existing and future residents will be mitigated. Examples of impacts that would need to be mitigated include noise, vibration, smell and air quality. Mitigation should be demonstrated in documentation submitted as part of a planning application. Works to mitigate impacts may be secured. Where negative impacts would be unacceptable even following mitigation, development would not be supported. It is considered that the following changes in the use and function of the airport would result in an un-mitigatable and unacceptable impact to existing local residents and to development proposals for new homes: • Development proposals that reduce the extant respite period or introduces night flights. • Development that would enable the use of the airport site for helicopters or drones. • Development that would encourage greater use of the airport by freight planes and increases the number of goods vehicle trips.
T5.3	The Council is supportive of ongoing research and development to increase the use of zero carbon technologies in the airport's operations. This is on the condition that any new technology does not lead to unacceptable impacts on existing residents and future housing developments and their occupants. Examples of impacts that would need to be mitigated include noise, vibration, smell and air quality. Under the Aircraft Noise Categorisation Scheme we are required to check that a new aircraft meets the established noise limits. The airport also need to demonstrate that new aircraft won't cause a wake turbulence impact within one year of being introduced.
T5.4	Improvements to surface access which would be supported are those that would improve sustainable access for local residents and staff to get to/from the airport. Examples could include reduction of car trips in the early morning and late at night, improvements to active travel around the Royal Docks and improved connections to ExCeL and local hotels. The Sustainable Transport Strategy indicates that the Council does not require an Elizabeth line station at the airport to facilitate the levels of growth in the Royal Docks – however the Council would support a privately funded station to improve access to the airport site. Development that improves sustainable access to the airport site should demonstrate the modal shift that will result. A Transport Assessment and Travel Plan should be submitted as appropriate to the scale of development, as per Policy T3.

T5.5	Development at the airport should liaise with the Council's economic regeneration and Our Newham Work teams at the earliest opportunity to support local residents into airport and aviation adjacent jobs. This should be demonstrated at the time of submission, with the quantity of local residents supported into airport and aviation adjacent jobs secured.
T5.6	Development in proximity to the airport should demonstrate consideration of London City Airport at the time of submission. This could include noise, air quality, safety, wider Agent of Change principles, and height limitations (including construction cranes). Applicants that propose developments in proximity to the airport should discuss the potential implications of the development with London City Airport and the Council's planning team as early as possible. Details regarding height limitations, noise contours and the Public Safety Zone can be found on the Council's website. The outcomes of discussions with London City Airport should be shared with the Council as part of any application.

Evidence Base

- Newham Sustainable Transport Strategy, SYSTRA (2024)
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022–2024 (LIP), London Borough of Newham (2022)

Policies link

Local Plan:

- Policy T1: Strategic transport
- Policy T2: Local transport
- Policy T4: Servicing a development
- Policy D7: Neighbourliness

London Plan 2021 Policies:

- GG2: Making the best use of land
- GG5: Growing a good economy
- E4: Land for industry, logistics and services to support London's economic function
- E7: Industrial intensification, co-location and substitution
- E11: Skills and opportunities for all
- T8: Aviation
- D13: Agent of Change

Waste and Utilities

Sustainable waste disposal, collection and management are the foundations of a healthy city. As a member of the East London Waste Authority, it is important that Newham works with its east London neighbours (the London Boroughs of Redbridge, Barking and Dagenham and Havering) to manage waste capacity across East London. The London Plan 2021 sets a target for Newham to manage an apportioned quantity of London's household, commercial and industrial waste: 383,000 tonnes by 2021 and 407,000 tonnes by 2041. The Joint East London Waste Plan (2012), which is being updated, will set out in detail which existing waste sites in Newham will be safeguarded to meet this target.

Alongside the updated Joint Waste Plan, the Local Plan's waste and recycling policies will guide the management of waste in new developments and the operation of waste sites. These policies can help ensure that waste is managed in a sustainable manner, reducing the amount of waste generated and minimising the environmental and amenity impacts of processing waste. Working in tandem with the Joint Waste Plan update, the policies safeguard existing waste sites and encourage the delivery and improvement of waste sites. The policies also seek to enhance the quality of waste and recycling stores within housing and commercial developments (town centre, office and employment uses). Historically, Newham has had some of the lowest recycling rates in the country as a result of the high density developments delivered in the borough. As such, it is important that new developments support the delivery of the circular economy and help improve the Authority's reuse and recycling rates.

Utility infrastructure relates to the provision of facilities to deliver a range of critical functions such as providing heat, power, digital connectivity and communications, drainage, water supply and wastewater removal. These are necessary for quality of life and a functioning economy. The NPPF requires Local Plans to align growth needs with infrastructure delivery as a component of sustainable development. This includes undertaking assessments of the quality and capacity of infrastructure, including utilities, to meet demand.

This section contains the following policies:

- W1: Waste management capacity
- W2: New or improved waste sites
- W3: Waste management in developments
- W4: Utilities and digital connectivity infrastructure

W1: Waste management capacity

1. The management of waste and the development of waste sites in Newham should follow the principles of the circular economy and waste hierarchy, prioritising reduction, reuse, recycling, and energy recovery before final disposal.
2. Newham will meet its identified apportionment target set out within the London Plan 2021 through the delivery of an updated East London Waste Plan in collaboration with the East London Waste Authority boroughs.
3. Existing waste sites within Newham will be safeguarded and should be retained in waste management use.
4. Developments that would reduce or undermine the continued or enhanced use of an existing waste site will only be supported where appropriate compensatory capacity is made within London at or above the same level of the waste hierarchy and the compensatory capacity at least meets, and should exceed, the maximum achievable throughput of the site proposed to be lost.

Planning Obligations

- In some cases, it may be necessary for developments that are proposing the loss of waste sites to secure appropriate compensatory capacity via a development's legal agreement.

Justification

Policy W1 outlines that waste management in Newham should follow the principles of the circular economy. This concept reflects efforts to retain materials in use at their highest value for as long as possible. Materials are then re-used or recycled, leaving a minimum of residual waste. The benefits of such an approach include saving resources, increasing economic efficiency and lower carbon emissions. This strategic principle seeks to build flexibility into the assessment of waste sites and management facilities to allow for changing circumstances and new technologies to be brought forward over the course of the plan period.

The policy also sets out Newham's commitment to manage the apportioned tonnage of household, commercial and industrial waste target set for the borough within the London Plan 2021. The forthcoming updated Joint East London Waste Plan will outline which waste sites within Newham are safeguarded to meet our apportionment target. Our latest evidence sets out that Newham has more than enough management capacity to meet our apportionment target. As such, as the preparation of the Joint East London Waste Plan commences, it is likely that some waste sites will be identified as suitable for release. These sites will be agreed upon collectively with the other east London boroughs, considering the future waste management needs of East London and London Plan 2021 policy SI9, which requires the proposed release of current waste sites to be part of a plan-led process. However, until agreement is reached with the other East London boroughs, Newham will continue to safeguard existing waste sites within the borough that contribute to our apportionment target unless

compensatory capacity can be made elsewhere within London. This will ensure the Authority contributes to delivering net waste self-sufficiency for London by 2026.

Implementation

W1.1	This sets the strategic principle for the assessment of developments that seek to manage waste within developments or develop waste sites in the borough. Achieving the principles of the circular economy will be a key component of decision-making. Applicants should adhere to the requirements of Local Plan Policy CE3, as well as any additional requirements set out within the Joint Waste Plan in relation to achieving a circular economy.
W1.2	Newham will deliver an updated Joint East London Waste Plan in collaboration with the east London Boroughs of Havering, Barking and Dagenham and Redbridge. This document will set out safeguarded sites within the borough that should be retained as in-use waste sites. Until the adoption of the Joint East London Waste Plan, developments proposing the loss of a waste site will be assessed in accordance with parts 3 and 4 of the policy. Once adopted, an updated Joint East London will set out any safeguarded waste sites which should be retained in waste management use. Newham's Annual Monitoring Report will also identify any new sites granted planning permission following the adoption of the Joint Waste Plan. The policies of the London Plan, Local Plan and Joint Waste Plan will be used to assess any proposals for the redevelopment of waste sites in Newham.
W1.3	The Evidence Base for the East London Joint Waste Plan (Anthesis, 2021) sets out the waste sites identified in Newham as having capacity applicable to meeting Newham's London Plan 2021 apportionment target and construction, demolition and excavation (CDE) waste needs. As progress is made on the drafting of the updated Joint East London Waste Plan, it is likely that some waste sites will be identified for release. These may be sites that have been vacant for several years or may be on site allocations and located outside of strategic industrial land. As such, the list of sites that will be safeguarded will be updated through the various plan-making stages of the production of the updated Joint East London Waste Plan. The adopted 2012 East London Waste Plan, which is being updated, safeguards land in Beckton Riverside as a potentially available and suitable site for a future waste sites. However, the latest evidence of waste capacity suggests that east London has sufficient capacity from existing waste sites to meet its London Plan 2021 apportionment target. Accordingly, the land at Beckton Riverside is not safeguarded within the Local Plan, noting that surplus waste management capacity is currently available in the borough.
W1.4	Maximum throughput should be calculated using the maximum throughput for the site over the last 5 years.

Evidence base

- Evidence Base for the East London Joint Waste Plan, Anthesis (2021)

Policy links

Local Plan:

- W2: New or improved waste sites

- W3: Waste management in developments

London Plan 2021 Policies:

- D3: Optimising site capacity through the design-led approach
- SI7: Reducing waste and supporting the circular economy
- SI8: Waste capacity and net waste self-sufficiency
- SI9: Safeguarded waste sites

W2: New or improved waste sites

1. Re-provided, new or intensified waste sites will be supported where:
 - a. They are located on safeguarded waste sites or existing waste sites or strategic industrial land or local industrial locations; and
 - b. they observe the 'Proximity Principle', dealing with waste as close to its source as possible; and
 - c. where feasible, they prioritise rail and water transport over use of the principal road network; and
 - d. they demonstrate effective implementation of the waste hierarchy and its contribution to the circular economy and, where possible, seek to achieve a positive carbon outcome in accordance with the requirements of the London Plan 2021 Policy SI 8; and
 - e. they seek to minimise amenity impacts on surrounding areas in terms of noise, odour, air quality and impacts on the transport network, according with Agent of Change principles. Developments that propose waste sites should be fully enclosed or provide an equivalent level of environmental protection with respect to air quality.
2. Developments involving the re-provision of an existing waste site should ensure that capacity is at or above the same level of the waste hierarchy and at least meets, and should exceed, the maximum achievable throughput of the site proposed to be re-provided.
3. Developments that propose waste sites should include an appropriately detailed and resourced waste operator management plan demonstrating details of:
 - a. vehicle movements within the site, demonstrating there is adequate road capacity to accommodate any vehicle movements generated and that vehicles can enter, wait, unload and leave the site without prejudicing the safety of pedestrians and other vehicles; and
 - b. how dust, mud or debris build up will be minimised on hard surfaces outside designated waste storage or processing areas; and
 - c. site surfacing, ensuring the integrity of this surface can support frequent movement of heavy goods vehicles around the site; and
 - d. where and how waste is stored, how material drop heights from tipping will be minimised and stockpile height limits; and
 - e. any water or odour neutralising misting system to prevent the escape of dust or odour from the site, and its maintenance; and
 - f. wheel washing facilities to ensure vehicles do not track mud or debris around the site or onto the highway; and
 - g. how vehicles will be sheeted and securely covered where carrying materials likely to generate dust or odour onto the public highway; and
 - h. how any build-up of dust or mud will be monitored and reduced where it would inhibit the safe and efficient operation of the site; and
 - i. site maintenance and record keeping.

Justification

Policy W2 seeks to ensure that new, replacement or intensified waste sites support the circular economy and reduce environmental and amenity impacts associated with their use. The policy seeks to incorporate flexibility into the assessment of new waste management uses, recognising the evolving nature of both waste management practices and national and regional policies that may result in a need for retrofit or the delivery of new waste sites in the borough. The criteria outlined within the policy will help to ensure that waste sites are located in sustainable locations, both in terms of amenity impacts and proximity to the sources of waste. Similarly, the policy seeks to reduce heavy goods vehicle movements where sites have the capability to support rail and water transport of waste, recognising that much of the borough's industrial land is located next to the River Thames, the River Lea and the River Roding.

The policy also sets out requirements for waste sites to provide waste operator management plans, to avoid amenity impacts associated with waste uses. While quality standards will be partly addressed through Environment Agency permits, the policy seeks to secure best practice through site layouts, design and regular maintenance checks. These requirements will help to ensure that sites do not produce significant amounts of dust emissions or track mud or dirt onto the highway.

Implementation

W2.1	Applicants should demonstrate how they meet the requirements of part 1 of the policy through an application's supporting documents. In W2.1.a 'safeguarded waste sites' refer to those sites listed in Appendix 5 of the Evidence Base for the East London Joint Waste Plan (Anthesis, 2021), or any updated list of safeguarded waste sites produced as part of the update of the East London Joint Waste Plan, that have been identified as contributing to capacity applicable to either the London Plan 2021 apportionment target or Construction, Demolition and Excavation Waste capacity. Existing 'waste sites' refer to those sites where existing waste sites are operating with planning permission which have been identified either via: • the Evidence Base for the East London Joint Waste Plan (Anthesis, 2021); or • any updated list of safeguarded waste sites produced as part of the update of the East London Joint Waste Plan; and • following the adoption of the updated East London Joint Waste Plan, any new waste sites with planning permission. These sites will also be identified through the borough's Authority Monitoring Report. Further guidance on applying circular economy principles can be found in the following documents: • Greater London Authority London Environment Strategy (2018) • Greater London Authority Circular Economy Statement Guidance (2022) (relevant to developments referable to the Mayor of London). It is recognised in some instances that it may not be viable for existing waste sites to fully enclose their facilities. This may be the case where sites have temporary permissions to allow for the future redevelopment to other uses (for example, on site allocations). In these instances, applicants should demonstrate they have undertaken all feasible measures to limit noise and dust exposure to neighbouring uses through their waste operator management plan.

W2.2	Further guidance on the meaning and application of the waste hierarchy is available from the following sources: • Greater London Authority London Environment Strategy (2018) • Department for Environment, Food and Rural Affairs Guidance on applying the waste hierarchy (2011) • Department for Environment, Food and Rural Affairs Guidance on applying the waste hierarchy to hazardous waste. (2011)
W2.3	Waste facility management plans should be submitted as a standalone document for waste sites (see glossary for definition). They should specify the throughput of the site and make reference to Environment Agency permit requirements where relevant. For the purposes of W2.3.c, details of how the surfacing will be cleaned, monitored and maintained should be provided to support the safe and efficient operation of the site and prevent the build-up of mud and/or windborne material.

Evidence base

- Evidence Base for the East London Joint Waste Plan, Anthesis (2021)

Policy Links

Local Plan:

- D6: Neighbourliness
- W1: Waste management capacity
- J2: New employment floorspace

London Plan 2021 Policies:

- SI7: Reducing waste and supporting the circular economy
- SI8: Waste capacity and net waste self-sufficiency
- SI9: Safeguarded waste sites

W3: Waste management in developments

1. New residential development should provide sufficient and accessible space to separate and store dry recyclables, organics and residual waste for collection, both within individual units and for the building as a whole. Waste storage facilities within residential developments should be designed to avoid any adverse amenity impacts.
2. Major residential development proposals should be accompanied by a Waste Management Plan that gives evidenced regard to the requirements of Newham's most up-to-date Waste Management guidelines for new developments.
3. Major residential developments on site allocations should provide a well-managed re-use and circular economy room, where residents can leave items for other residents to collect and reuse and/or which residents can use as a space for tool sharing.
4. Developments should provide only one waste management solution or technology on site.
5. Non-residential developments should give evidenced regard to the requirements of Newham's most up-to-date Waste Management guidelines for new developments. Applicants should identify the types of businesses intended for any units proposed on their site and ensure that adequate storage capacity is provided for the likely quantity of waste generated. Waste and recycling stores for non-residential uses should be separated from residential waste and recycling stores.
6. Major non-residential developments should seek to provide waste management services as part of the service charges to businesses, with one contractor appointed for all business waste collections.
7. Provision of waste storage and collection should be informed through early engagement with relevant London Borough of Newham service areas.
8. Developments that propose alternative waste management technologies, including those site allocations that require the delivery of an automated vacuum waste collection system, should be discussed at an early stage of design with the waste and recycling team. Automated vacuum waste collection systems should be able to collect dry recyclables, organics and residual waste as separate streams.

Justification

Policy W3 seeks to set quality standards for the design of waste and recycling stores in new developments. It is recognised that Newham's recycling rates are noticeably below the East London Waste Authority's target for Newham to achieve a minimum 28 per cent recycling rate for Local Authority Collected Waste by 2030.³⁷ The quantity and high density nature of developments in Newham has historically made it challenging for the Authority to meet its recycling targets. Accordingly, the policy sets best practice criteria for the delivery of waste storage facilities within new developments, providing convenient access and use for residents and minimising and potential

³⁷ [East London Waste Authority Joint Strategy for East London's Resources and Waste 2027 - 2057 \(2022\)](#)

amenity impacts. This includes encouraging the delivery of 're-use and circular economy rooms' on site allocations, allowing residents to leave belongings they no longer require for other residents to use or functioning as a space for tool sharing. The policy also provides requirements for commercial developments (town centre, office and employment uses), and allows for the delivery of innovative waste collection systems such as underground storage or automated vacuum collection systems where agreed with Newham's Waste and Recycling team.

Implementation

W3.1	The amenity of future residents and neighbours should be considered when designing waste storage facilities for new developments, taking into consideration Newham's Waste Management Guidelines for Architects and Property Developers or any replacement guidance.
W3.2	As a minimum, Waste Management Plans should set out: • How private housing units are designed to provide adequate internal storage, usually within the kitchen, for the segregation of recyclable materials from other waste. The design of private housing units should be future-proofed to allow for the potential future storage of food waste bins. • The provision and management of on-site composting facilities for use by residents and caretakers, including individual compost bins in private gardens and community composting sites in major developments. • How the waste will be delivered from private housing units to waste and recycling stores and the path from these to the vehicle, taking into consideration convenience for residents and the needs of people with disabilities. Residents should not have to travel further than 30m from their front door (excluding vertical distances travelled by stairs or in a lift) when carrying refuse and recycling. • How the waste storage arrangement for the entire development, or individual blocks, provides satisfactory storage arrangements for domestic waste, recyclable material and the future ability to meet storage requirements for food waste collection. The size of waste and recycling stores should allow for a potential increase in waste generation and/or a change in council service provision per dwelling, including the future ability to meet storage requirements for food waste collection. A bin store's size and layout should allow for reorganisation of bins when individual bins become full, and should allow for arrangement of bins side-to-side, to allow residents to access bins from the wide front edge. • The location of bin stores, ensuring they will not cause significant odour impacts and considering land gradients when accessing the store. Bin stores should be located a sufficient distance from bedrooms or other habitable rooms to avoid odour impacts to residents. • How collection distances from the presentation point to the collection vehicle accord with the requirements of Newham's most up-to-date Waste Management guidelines for new developments. For the transportation of bins to collection vehicles, the distance from the presentation point to where the collection vehicle can safely stop should be no more than 15m for bins of up to 240 litres, or 10m for larger containers. • Any proposed separate collection point from the bin stores, and the method/timings for transferring waste to this location. • Storage areas for special collections of bulky household items.

	• The management of re-use and circular economy rooms where these are provided. • For Underground Refuge Storage (URS) systems: ○ Details of the maintenance of the URS system and surrounding areas/surfacing, including the marking of any URS systems that are not functioning properly, ○ The clearing of excess waste from URS systems, ○ Suitable areas of hardstanding of a suitable size for a collection vehicle with its stabilising legs fully extended, ○ The locking of all hatches to prevent misuse. • How vehicles will safely access from the public highway, arrive at collection points, and leave the site safely. Access and highway proposals are required to demonstrate how they respond to other significant constraints, such as landscaping, playspace, and public realm layout. Vehicle access arrangements should ensure they can accommodate the Council's vehicle dimensions and be of a suitable road strength. Swept path analysis should be provided through an application's supporting documents. • Details of the management and maintenance of bin areas, and how information on storage area cleanliness will be distributed to residents. Signage within the bin store should be clear, displaying information on what items can be recycled in the recycling bins. Signage should follow Resource London guidance Making recycling work for people in flats: Toolkit for the Flats Recycling Package (2020) to allow for the convenient use of bin stores by residents. • The approach to resident induction, that includes information on local organisations and businesses that will accept bulky and other items for reuse. The above guidelines should be read in conjunction with Newham's Waste Management Guidelines for Architects and Property Developers or any replacement guidance and Newham's Recycling and Waste Collection Policy.
W3.3	A reuse and circular economy room is a dedicated space for the practice of circular economy principles within a development. This can be a space for re-use of household items between residents or which residents use for tool sharing. While the policy lists examples of room uses, other examples of appropriate uses can be proposed by applicants. However, this space should be separate from any internal communal amenity space or social infrastructure on site. Applicants should set out how such spaces will be managed within their Waste Management Plan. Further guidance on the management of this space are set out in Newham's Waste Management Guidelines for Architects and Property Developers.
W3.4	Only one type of refuse vehicle should be needed to service a site. For example, if a development proposes an underground storage of waste, this should be the only waste management solution across a development to allow for efficient servicing by a suitable collection vehicle.
W3.5	Further guidance on designing waste storage facilities for commercial (town centre, office and employment uses) and mixed-use developments can be found in Newham's Waste Management Guidelines for Architects and Property Developers or any replacement guidance.
W3.6	This requirement will help to minimise the environmental impacts of these developments, reducing vehicle movements and fuel consumption, minimising impacts on congestion, air quality and decreasing carbon emissions.
W3.7	The outcome of these discussions should be reflected in the development's Waste Management Plan.

W3.8	Discussion of alternative waste management technologies with Newham’s waste and recycling team will help to ensure the development can provide vehicle collection capacity, and allow for interrogation of the feasibility of providing such technologies. Such technologies could include Underground Refuse Stores (URS) or automated vacuum waste collection systems. Design of these alternative technologies should follow the guidance set out in Newham’s Waste Management Guidelines for Architects and Property Developers or any replacement guidance. In addition to Newham’s most recently published waste management guidelines, Newham’s Recycling and Waste Collection Policy contains additional guidance on the management and maintenance of URS systems. This guidance should be considered when designing URS systems for new developments. Those site allocations that are required to provide automated vacuum waste collection systems are: • Beckton Riverside; • Silvertown Quays; • Connaught Riverside; • Thameside West; and • Parcelforce.

Evidence base

- Evidence Base for the East London Joint Waste Plan, Anthesis (2021)

Policies Link

Local Plan:

- W1: Waste management capacity

London Plan 2021 Policies:

- D6: Housing quality and standards
- SI7: Reducing waste and supporting the circular economy

W4: Utilities and Digital Connectivity Infrastructure

1. All major development proposals will be expected to meet all the requirements below:
 - a. Undertake effective engagement with utility providers (including gas, water supply and sewer system/wastewater, electricity, energy, digital connectivity and communications) at the pre-application stage to ensure the construction approach and end design address providers' requirements, to ensure utilities networks and connections can serve the development and to ensure any existing infrastructure assets are not affected by the development.
 - b. Demonstrate that there is sufficient utility infrastructure capacity both on and off-site to meet the demand of development during the construction and operation phases, taking into consideration the cumulative impact of current and proposed development. Where there is an identified deficit in utilities capacity to meet the needs of the development, proportionate contributions will be sought towards studies or upgrades where necessary. Developments likely to have a significant impact on utility infrastructure capacity, which may limit the delivery of future developments in the area or key objectives in this Plan, may be refused or required to delay delivery until sufficient capacity is delivered to meet their needs.
 - c. Demonstrate that the spatial, visual, amenity, environmental and transport impacts of utilities infrastructure will be minimised and where feasible reduced, particularly where existing facilities are being expanded or reconfigured.
2. Utilities infrastructure (including upgrades and expansion) will need to align with growth requirements and support the creation of new neighbourhoods and economic opportunities. Utilities proposals must support the requirements set out in the Spatial Strategy and Neighbourhoods Policies in the Local Plan. Projects set out in the Infrastructure Delivery Plan (IDP) will be supported in principle.
3. All new development, including road and rail schemes, should incorporate future-proofed ducting to accommodate utilities connection requirements, rectify existing, and avoid future, pipe misconnections, and be designed to accommodate access and safety considerations in relation to key utilities infrastructure including high voltage cabling.
4. All development within 800m (including on site allocations) of Beckton Sewage Treatment Works will be required to undertake an Odour Impact Assessment and respond with appropriate mitigation.
5. Major developments should prioritise connections to heat networks only where the source of the heat network is, or planned to be, sufficiently decarbonised to be considered a renewable energy or is a waste heat source, to support the transition to create zero emission solutions for clean and integrated energy systems.
6. Major development proposals (including those within employment areas) must improve digital connectivity by:
 - a. providing sufficient ducting space for full fibre connectivity for end users; and
 - b. promoting digital inclusivity by addressing gaps in digital connectivity and reducing barriers to digital access including affordability; and
 - c. supporting digital connectivity infrastructure projects. Undertaking effective engagement with Counter Terrorism Security Advisors at the pre-application stage to ensure security is appropriately considered.

Planning Obligations

- Contributions to support future studies exploring sufficiency of utilities infrastructure capacity or utilities upgrades may be secured.

Justification

This policy seeks to ensure that sufficient utilities infrastructure is provided to ensure new developments and neighbourhoods in Newham have access to power, heat, fresh water, sewage and digital connectivity. The successful delivery of high quality utilities infrastructure is critical to enable wider plan objectives to be met, particularly around the climate emergency and sustainability, delivering a modern economy and to meet the needs of development and growth in Newham. As such the policy sets out an integrated, facilitating and place-based approach to utilities planning, design and delivery. For digital infrastructure the policy aims to harness growth that builds on Newham's good digital connectivity to homes and places of employment.

In addition, the policy seeks to address the challenges created as new development starts to be delivered in close proximity to existing infrastructure facilities and networks. This requires the delivery of high quality sensitive design to better integrate utilities into the urban landscape as well as managing potential amenity and neighbourliness impacts.

Implementation

W4.1	Applicants must proactively engage with utilities providers at the pre-application stage to design-in suitable connections and future proofed solutions to ensure construction and occupation demands are supported by sufficient utilities capacity. Utilities sufficiency must be included in the Infrastructure Sufficiency Statement as part of the application. This must set out expected demand, factoring in the cumulative impacts of growth in the area and the influence of climate change on future demands, and provide evidence there is sufficient capacity from utility providers both on and off-site to meet this need. Applicants must also engage with utilities providers at the pre-application stage to discuss their development proposals and intended delivery programme to assist with identifying any potential utility network and reinforcement requirements in order for utilities providers to undertake the necessary upgrades. Where required, developments which result in capacity constraints must ensure that any necessary infrastructure upgrades (both on or off-site) are delivered ahead of the occupation of the relevant phase(s) of development. Developments which place an unusually large demand on utilities provision, such as data centres on power networks, must demonstrate that meeting their requirements will not undermine the ability for future planned housing and employment development, required to meet targets set out in this Plan. If this cannot be demonstrated, such developments may be refused or conditions (with attention to phasing) may be applied to ensure sufficient capacity is provided in advance of their delivery. Proposals for new and expanded utilities are expected to make the most efficient use of space whilst addressing any potential environmental and amenity impacts e.g. noise, smells, vibration. Where relevant, utilities proposals with installations on ground level should address potential transport impact e.g. highways and circulation. Proposals should demonstrate through an options appraisal that the favoured scheme is the most appropriate in terms of spatial and environmental impacts, costs and feasibility. Applicants must use the Greater London Authority's Infrastructure Mapping Tool, to assess infrastructure capacity, understand the existing utilities' conditions and planned utilities infrastructure to identify future requirements and to support growth in London. Development proposals should ensure the existing utility assets are not affected and should reflect best practice guidance including those published by statutory consultees and utilities providers, including Environment Agency, National Grid, Thames Water and UKPN. Developments should demonstrate how these design guides and principles have been

	applied at the masterplanning stage and how the impact of the assets has been reduced through good design.
W4.2	The Infrastructure Delivery Plan sets out specific infrastructure improvement and delivery requirements to support the anticipated growth in the borough over the plan period. Utilities proposals including energy, telecommunications and digital connectivity infrastructure, and water infrastructure as set out in the Infrastructure Delivery Plan will be supported subject to requirements in the Spatial Strategy and Neighbourhood Policies in the Local Plan.
W4.3	New developments should demonstrate sufficiency in ducting space to accommodate existing and planned utilities connection. Development proposals should be designed to address existing misconnection of wastewater infrastructure on-site and ensure the proposal will not create new misconnection. Developments should demonstrate how the safety and access requirements as set out in the best practice guidance including those published by statutory consultees and utilities providers, including Environment Agency, National Grid, Thames Water and UK Power Networks have been applied in the design and how the impact of the assets has been reduced through good design.
W4.4	Odour Impact Assessments will need to be submitted incorporating details of good scheme design and mitigation measures to address odour impacts from existing odorous uses in the vicinity. Mitigation which resolves potential conflicts may be necessary for development to proceed. Advice should be sought from Newham's Environmental Health team at the pre-application stage highlighting any key issues with proposals relating to odour. Proposals should have regard to the latest Institute of Air Quality Management Guidance on the assessment of odour for planning.
W4.5	Connections to decarbonised heat networks are an increasingly important driver for heat network deployment and objectives in the plan to transition to carbon free development. Proposals for new networks will need to demonstrate that they are utilising renewable energy or is a decarbonised waste heat source through the submission of an Energy Statement and in accordance to Local Plan Policy CE2. Proposals for extended networks will either need to demonstrate the above or have an agreed plan in place that will be implemented in the lifetime of the plan. Proposals seeking connections to heat networks should support zero carbon ambitions. Heat networks should be designed, constructed and managed (including decarbonising the energy source) with regard to the London Heat Network Manual II (May 2021). The London Heat Map (including proposals within Heat Network Priority Areas) should be used by applicants to identify opportunities to connect to existing or future planned energy networks. This should be undertaken in liaison with the Greater London Authority's energy infrastructure team. Applicants should have regard to existing Heat Networks established within Stratford and the Royal Docks.
W4.6	The provision of high quality digital infrastructure and communications infrastructure is an essential component of modern neighbourhoods and the delivery of sustainable and inclusive growth in Newham. Proposals must improve digital connectivity and should focus on affordability, security, sufficiency of power and resilience to ensure provision of digital infrastructure meets the current and future needs of Newham and London. Further guidance on planning for digital infrastructure will be set out in the emerging Greater London Authority's sub-regional Digital Strategy and Digital Connectivity Infrastructure London Plan Guidance. Applicants must proactively engage with Counter Terrorism Security Advisors of the Metropolitan Police at the pre-application stage to ensure security is appropriately

	considered at the earliest opportunity. Contact information of a Counter Terrorism Security Advisors can be found on Police.UK .

Evidence base

- Greater London Authority Utilities Infrastructure Mapping, Greater London Authority (2015)
- London Heat Map, Greater London Authority, Greater London Authority's London Heat Network Manual II, Greater London Authority (November, 2021)
- Royal Docks Digital Connectivity Study Executive Report, Arcadis (2022)
- Coordinating Utilities Infrastructure Through Local Planning, Greater London Authority, RTPI, Infrastructure Coordination (October 2020)
- Royal Docks and Beckton Riverside Power Capacity Review, Aecom (2018)

Policy links

Local Plan:

- CE1: Environmental design and delivery
- CE8: Sustainable drainage
- D6: Neighbourliness
- J1: Employment and growth
- J2: New employment space

London Plan 2021:

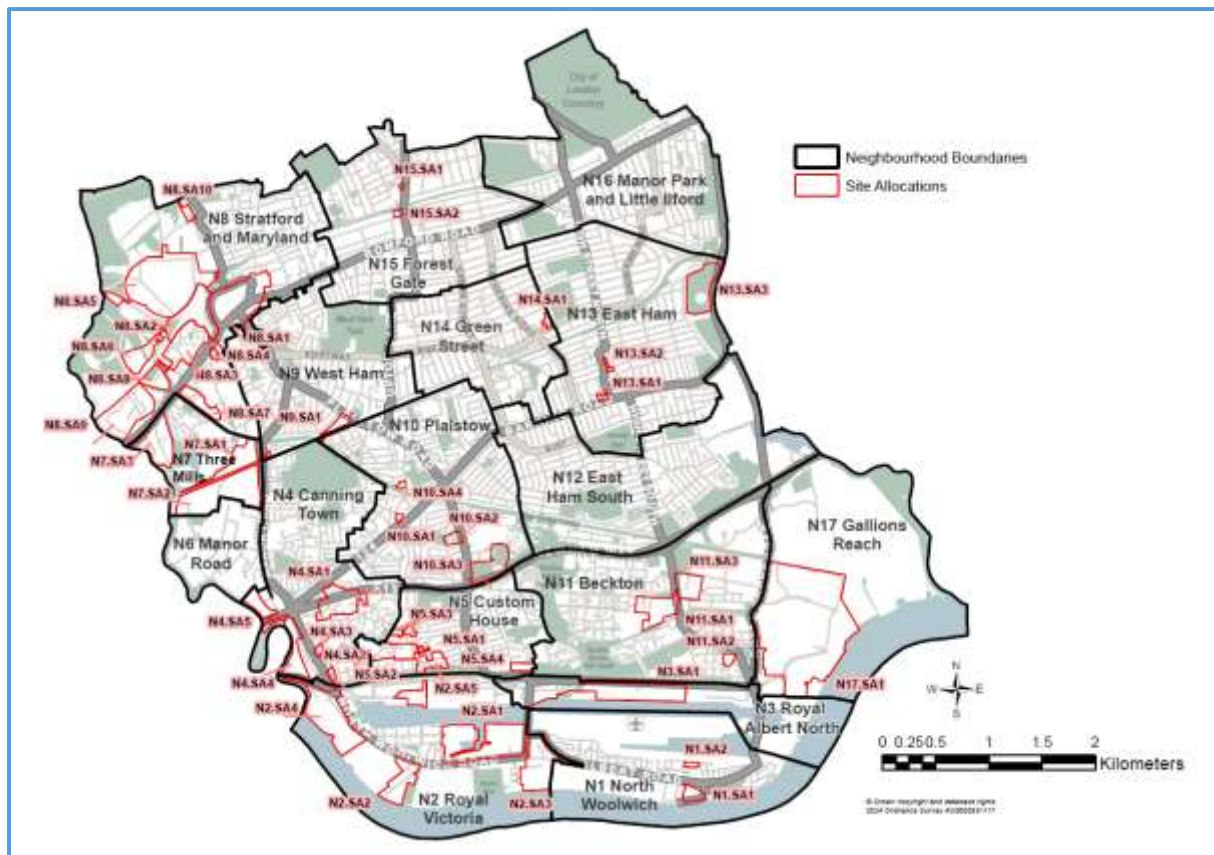
- SI3: Energy infrastructure
- SI5: Water infrastructure
- SI6: Digital infrastructure
- E4: Land for industry, logistics and services to support London's economy
- D13: Agent of Change

Section 4: 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



Justification

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.

The strategy is not intended to create isolated and self-sustaining areas but to support access to services and facilities for everybody. Newham's well-connected neighbourhoods therefore form part of a wider network of well-connected neighbourhoods, which give residents a choice in where they access different facilities and services, whether that is within their own neighbourhood or within the wider network. It also supports the delivery of a just transition to resilient, connected and green neighbourhoods across the borough.

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

The policies in this chapter set out how each neighbourhood will change up to 2038. The policies provide the vision, design and development principles for each neighbourhood, which will inform and guide development in each neighbourhood. All applications will be assessed against the relevant neighbourhood policy and, where applicable, the site allocation. Site allocation policies will inform and guide development on specific sites. The neighbourhood policies and site allocations are to be read alongside the other policies in the Local Plan which set out the standards and requirements for different uses and factors such as design and transport. 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 2024

Employment Land Review 2022

Green and Water Infrastructure Strategy 2024

Metropolitan Open Land Review 2024

Sites of Importance for Nature Conservation Review 2024

Playing Pitch Strategy 2024

Sustainable Transport Strategy 2024

East London Waste Plan Evidence Base 2022

Site Allocation and Housing Trajectory Methodology 2024

Strategic Integrated Water Management Strategy 2023

Local Integrated Water Management Strategy 2023

Strategic Flood Risk Assessment Level 1 and Level 2 2023 and Sequential and Exception Tests 2024

N1 North Woolwich

Neighbourhood profile

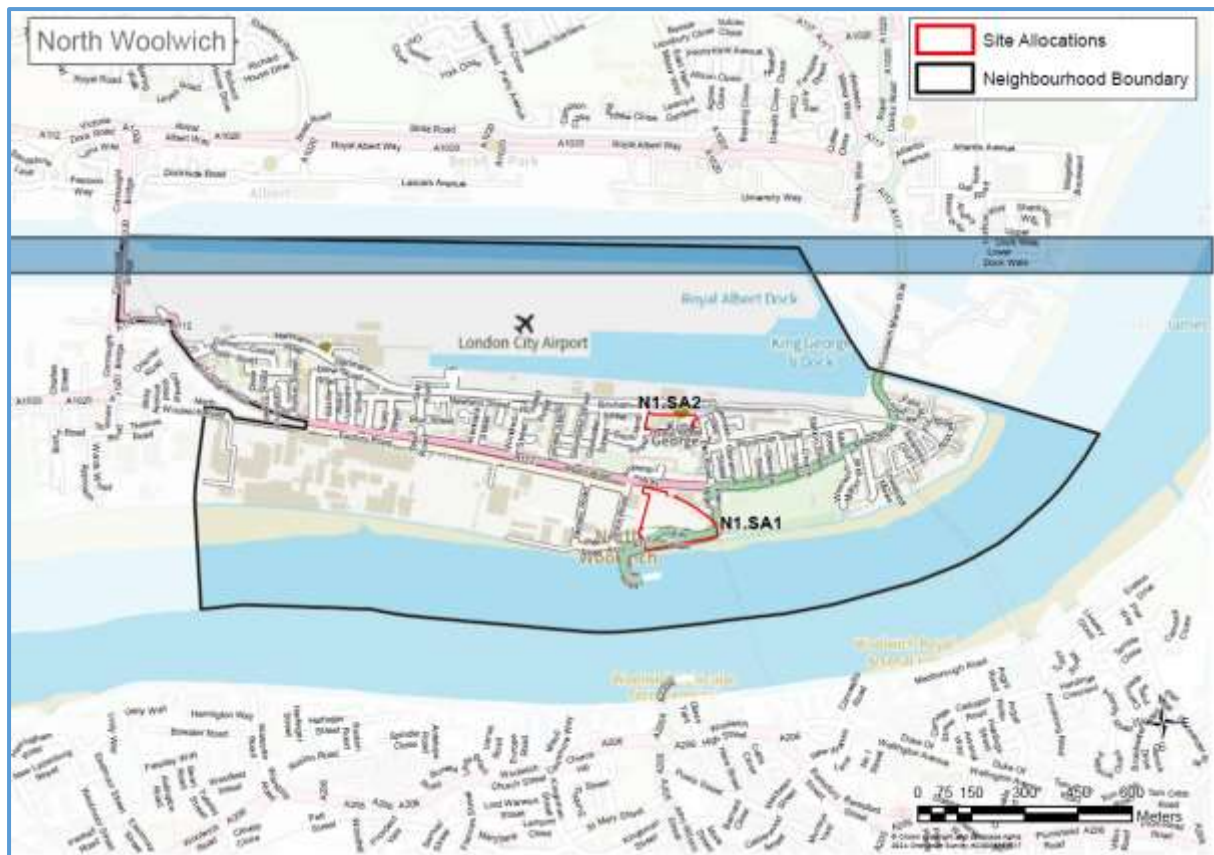
The North Woolwich neighbourhood is located in the south east of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by Royal Albert Dock to the north and the River Thames to the south. Albert Road and two sets of train tracks which run east to west cut across 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.

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.

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.

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.

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.



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.

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 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;
16. retaining existing mature trees and maximising the provision of new open 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;
17. protecting and supporting enhancements to playing pitches and sports courts at Royal Victoria Gardens;
18. improving air quality and reducing exposure to poor air quality, particularly along Albert Road and Pier Road;

19. mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses.

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 open space by head of population in 2038. Adjacent to: Royal Victoria Gardens park and SINC River Thames and tidal tributaries SINC Air Quality Management Area
Map	
Existing uses	North Woolwich Ferry Bus Stand, former railway station last used as a museum, and vacant brownfield land.
Development principles	Residential with employment uses, community facility and open 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.

	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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 21-32m (ca. 7-10 storeys) with a taller building up to 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. 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. 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 open space deficiencies by providing a pocket park. The open space provision should prioritise community growing opportunities. In addition to the open 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.
Phasing and implementation	Medium 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 open space by head of population in 2038. Air Quality Management Area
Map	
Existing uses	Vacant land and former temporary school.
Development principles	Residential, main town centre uses and social infrastructure, including community facilities, health centre, and open 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

	Building heights should range between 9-21m (ca. 3-7 storeys) with taller buildings up to 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.
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 open space deficiencies by providing a linear pocket park. The open space provision should prioritise community growing opportunities. In addition to the open space provision, development should provide publicly accessible play space in form of a Locally Equipped Area for Play.
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

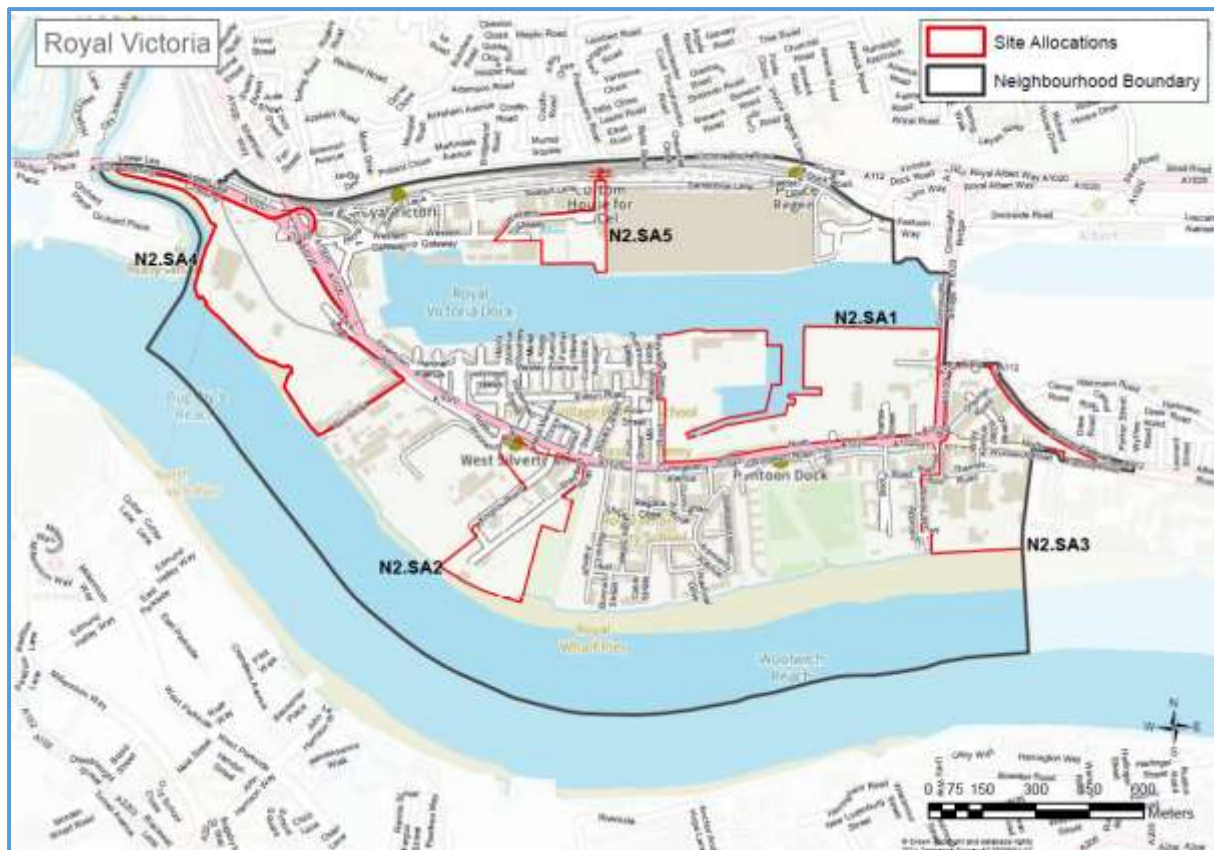
The Royal Victoria neighbourhood is located in the south west of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by Victoria Dock Road to the north and the River Thames to the south. North Woolwich Road and Connaught Bridge and the DLR tracks, which run east 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.

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.

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.

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 km². 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.

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.



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.

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 through;
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. 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;
5. 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;
6. 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;
7. supporting new community facilities when in conformity with Local Plan Policy SI2;
8. 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;
9. 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;
10. managing the transition between industrial and non-industrial uses through careful masterplanning, appropriate mitigation, buffering and design and the delivery of modern industrial premises;
11. 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 London Borough of Greenwich;
12. 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;
13. retaining existing mature trees and maximising the provision of new open 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;
 14. 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;
 15. mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses;
 16. providing education provision in the form of three primary schools at N2.SA1 Silvertown Quays, N2.SA3 Connaught Riverside and N2.SA4 Thameside West;
 17. 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;

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 open space by head of population in 2038. Royal Docks Site of Importance for Nature Conservation
Map	
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).
Development principles	Residential, employment uses, main town centre uses and social infrastructure, including community facilities, sports and recreation facilities, education, and open 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. 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 (2023).

Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 21 – 32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys). Massing should step down towards the south west of the site to sensitively integrate with the low rise context on Mill Road. 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. 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 open space deficiency by providing a consolidated local park with a minimum area of 2 hectares to service nearby residential neighbourhoods. The open space provision should prioritise community growing opportunities. In addition to the open 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, in accordance with the requirements of Local Plan Policy W3.8. 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 upgrading 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 open space by head of population in 2038. Adjacent to Lyle Park and River Thames Site of Importance for Nature Conservation Air Quality Management Area
Map	
Existing uses	West Silvertown DLR Station, residential and employment uses. The site contains waste sites with temporary planning permissions.
Development principles	Residential, employment uses, open 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 proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
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 London Borough of Greenwich, to ensure development does not compromise their operation. Building heights should range between 21 – 32m (ca. 7 – 10 storeys) with taller buildings up to 40m (ca. 13 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 the watercourse to avoid 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.

	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 open space deficiencies and improve the quality and functionality of Lyle Park by providing an extension to the northern section Lyle Park. The open space provision should prioritise community growing opportunities. In addition to the open 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 open space by head of population in 2038. Hazard Zone (London City Airport and Tate and Lyle)
Map	
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).
Development principles	Residential development, employment uses, open 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. 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 (2023). 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 range between 21-32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys) to the western part of the site and along the River Thames edge. Buildings should set back from the watercourse to avoid 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 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 open space deficiencies by providing a small open space. The open space provision should prioritise community growing opportunities. In addition to the open 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, in accordance with the requirements of Local Plan Policy W3.8. 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. Development should provide an upgrade of Pontoon Dock Station, including escalators to improve access to the station.
Phasing and implementation	Short to long 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 open space by head of population now and in 2038. Air Quality Management Area and Air Quality Focus Area
Map	
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.
Development principles	Residential and employment uses, new DLR station, open 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 deliver the same quantity of industrial floorspace as the permitted scheme. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 21-32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys) along the River Thames edge and adjacent open spaces. Buildings should set back from the watercourse to avoid 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. Open space should be provided adjacent to the Strategic Industrial Location within the site allocation, acting as a buffer to the bulk of residential development. Open 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 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 of a minimum of 2 hectares to service nearby residential neighbourhoods. The open space provision should prioritise community growing opportunities. In addition to the open 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, in accordance with the requirements of Local Plan Policy W3.8. 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 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
Map	
Existing uses	Main entrance to Excel conference centre with open space, a nursery, offices and residential accommodation at Warehouse W.
Development principles	Residential development, community facility and open space. Development should retain and enhance the existing open space along the waterfront edge. Royal Victoria Square to be reconfigured at the east of the site creating an inviting entrance to the Excel conference centre site. 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 21-32m (ca. 7-10 storeys) with a taller building up to 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.

	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 protect existing open space and address open space deficiency by reproviding and enhancing Royal Victoria Square Civic Space as a consolidated open space. The open space provision should prioritise community growing opportunities. In addition to the open 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.

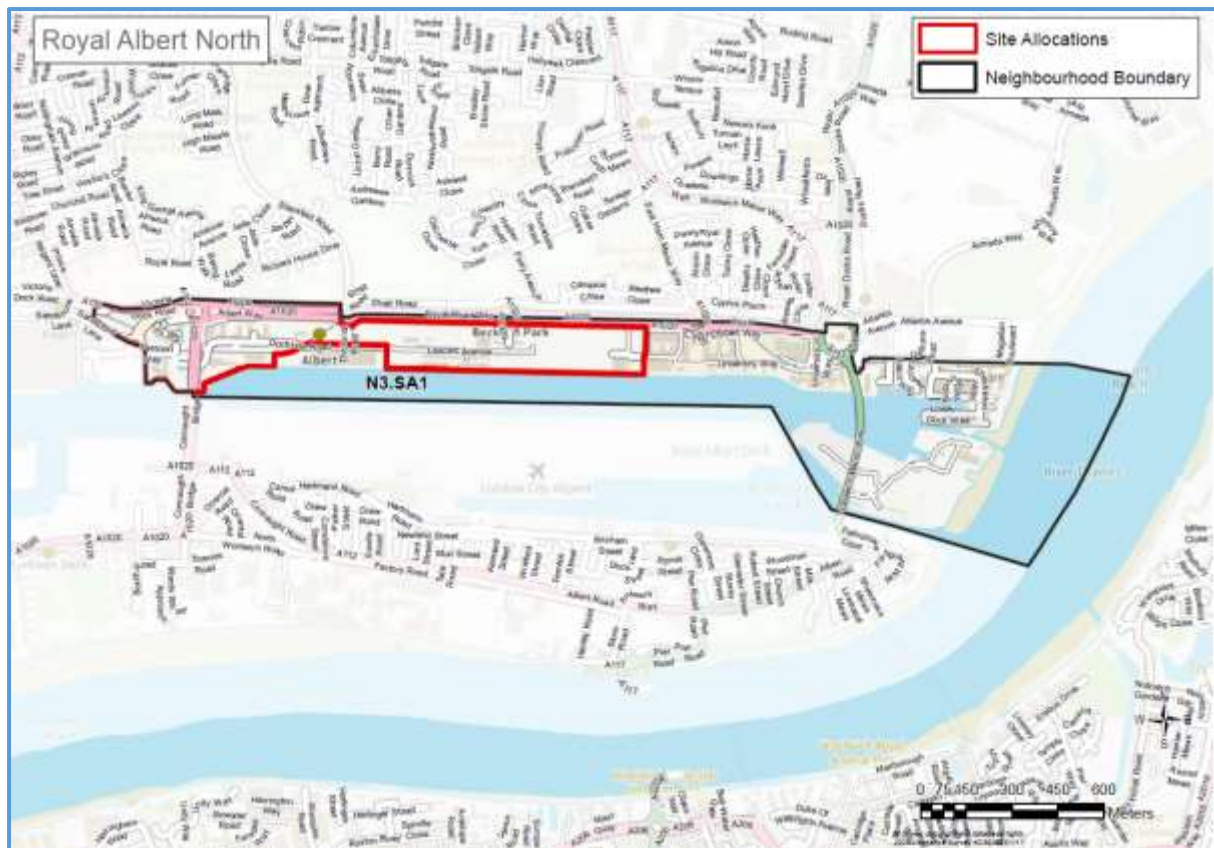
N3 Royal Albert North

Neighbourhood profile

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.

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 km² 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.

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.



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.

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 open 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 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;
15. improving air quality and reducing exposure to poor air quality, particularly along Connaught Bridge, Royal Albert Way and Woolwich Manor Way;
16. mitigating the noise impacts of the airport through appropriate design solutions, including considering the location of uses;
17. supporting improvements to the University of East London campus, including protecting and supporting enhancements to playing pitches.

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)
Map	
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.
Development principles	Residential development, employment uses, open 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. 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 (2023).
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 range between 21-32m (ca. 7-10 storeys) with taller buildings up to 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. 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 open 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. 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. Open 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 open space deficiencies by providing a sequence of pocket parks with a combined area of 2 hectares. The open space provision should prioritise community growing opportunities. In addition to the open 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. Development should deliver platform lengthening and secondary means of escape at Royal Albert DLR Station.
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, 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

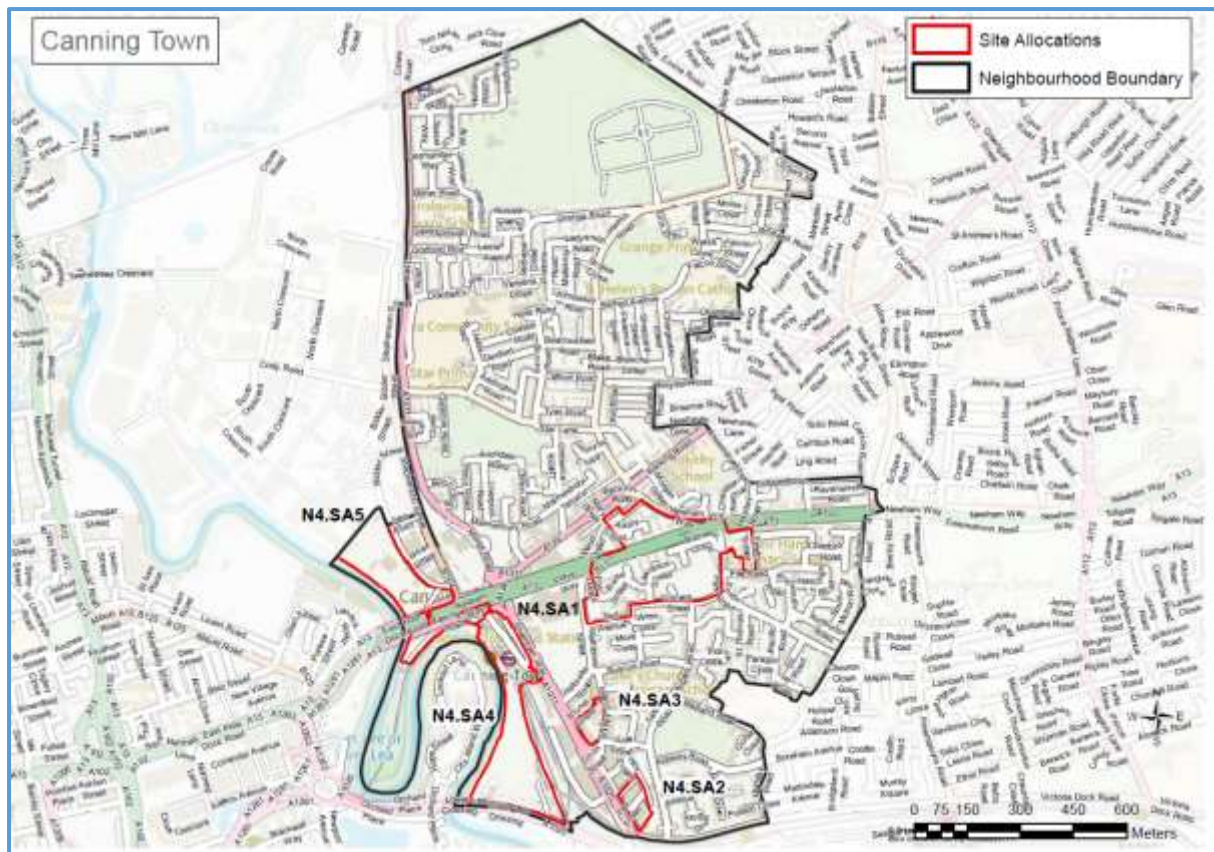
Neighbourhood profile

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.

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.

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.

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.



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.

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. 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;
4. 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.
5. protecting existing and delivering new small scale employment floorspace to increase local economic opportunities as part of the network of well-connected employment uses;
6. 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;
7. 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;
8. retaining existing mature trees and maximising the provision of new open 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 ChaplinPeace Garden and surrounding streetscape and through street trees and ground plane planting, particularly on Victoria Dock Road;
9. maximising opportunities to access the water, including through the extension of the Leaway path from Cody Dock south to Canning Town;
10. 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;

11. mitigating the noise impact of the airport through appropriate design solutions, including considering the location of uses;
12. 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.

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
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 open space by head of population in 2038.

	Open space at Edwin Street, Rathbone Street Open Space, Burke Street Play Area and Kennedy Cox House Play Area, Burke Street.
Map	
Existing uses	Residential, open space, hostel and community facilities in the form of a faith facility and associated facilities.
Development principles	Residential, community facilities and open 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should 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 up to 40m (ca. 13 storeys) to mark the east entrance to the site and up to 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.
Infrastructure requirements	Development should address open space deficiencies by providing pocket parks. The open space provision should prioritise community growing opportunities. In addition to the open 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 open space by head of population now and in 2038.
Map	
Existing uses	Industrial uses and community facility in the form of a gym and boxing club.
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 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 21-32m (ca. 7-10 storeys) with a taller building up to 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 open 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.
Infrastructure requirements	Development should address open space deficiencies by providing a pocket park. Community growing opportunities should be provided as part of the site's communal amenity space. 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)
Natural environment Designations	In an area of deficiency of access to all types of park, apart from local parks and of under provision to publicly accessible open space by head of population now and in 2038. Air Quality Management Area Air Quality Focus Area
Map	
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.
Development principles	Residential development, employment uses, open 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 proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 21-32m (ca. 7-10 storeys) with taller buildings up to 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 open 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.
Infrastructure requirements	Development should address open space deficiencies by providing a pocket park. Community growing opportunities should be provided as part of the site's communal amenity space. In addition to the open 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
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 open space by head of population now and in 2038. Air Quality Management Area Air Quality Focus Area. Lee Valley Regional Park
Map	
Existing uses	Site contains Canning Town Station and Bus Station, structures and buildings associated with the Elizabeth Line alongside vacant land and scrubland.
Development principles	Residential development and open 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 (2023).
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 range between 21-32m (ca. 7-10 storeys) with taller buildings up to 60m (ca. 20 storeys) adjacent to the railway line and open space. Above the bus station, development should range between 19-42m (ca. 6-13 storeys). 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 open 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. 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 open space deficiencies by providing a local park. The development should provide a local park of a minimum of 2 hectares of consolidated space to service nearby residential neighbourhoods. Some additional open space should also be provided to the north of the site, on land to the west of Canning Town Rail Station. The open space provision should prioritise community growing opportunities. In addition to the open 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
Map	
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).
Development principles	Residential, employment uses and open 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. Open 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 (2023). 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 range between 21-32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys) in the northern part of the site and up to 60m (ca. 20 storeys) in the southern part of the site. 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. Open 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 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 open 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. In addition to the open 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 a new river wall.
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.

N5 Custom House

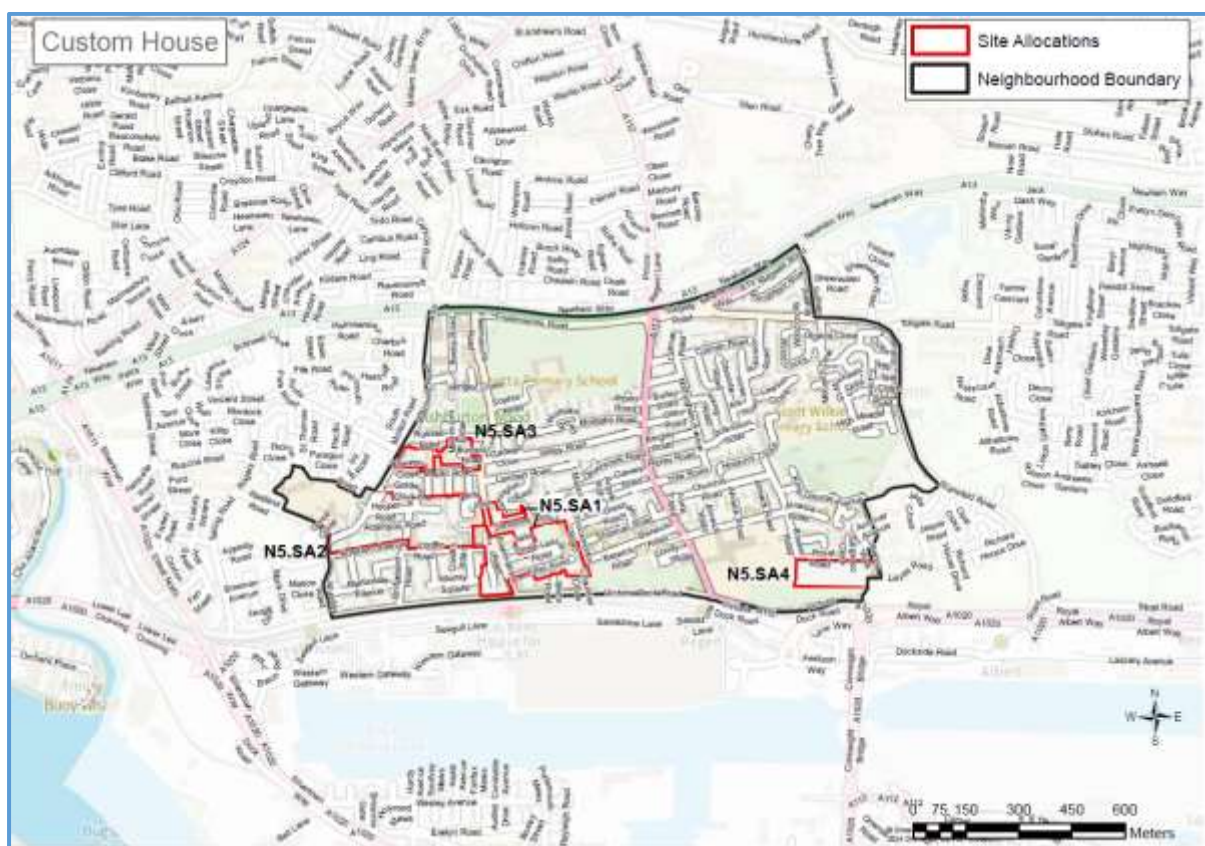
Neighbourhood profile

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.

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.

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.

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.



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.

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 open 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.

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)
Map	
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.
Development principles	Residential, open 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 9-21m (ca. 3-7 storeys) with taller buildings up to 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.
Infrastructure requirements	Development should address open 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 open space on the site. In addition to the open 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 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.

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
Map	
Existing uses	Residential, including accommodation for older people, school (Hallsville Primary) and open space.
Development principles	Residential development, education and open 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 9-21m (ca. 3-7 storeys) with taller buildings up to 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 open 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 open space deficiencies by providing a pocket park. In addition to the open 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
Map	
Existing uses	Residential and retail shop.
Development principles	Residential development and open 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 (2023).
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 open space deficiencies by providing a pocket park. In addition to the open 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
Map	
Existing uses	Fenced greenspace currently inaccessible to the public.
Development principles	Education, residential and open 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 (2023).
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 open space. Open 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 Locally-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.
Infrastructure requirements	Development should address open space deficiencies by providing a pocket park. In addition to the open space provision, development should provide publicly accessible play space in the form of a Local Area of Play. 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 wastewater infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N6 Manor Road

Neighbourhood profile

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.

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 km².

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.

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.

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.



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.

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 open 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

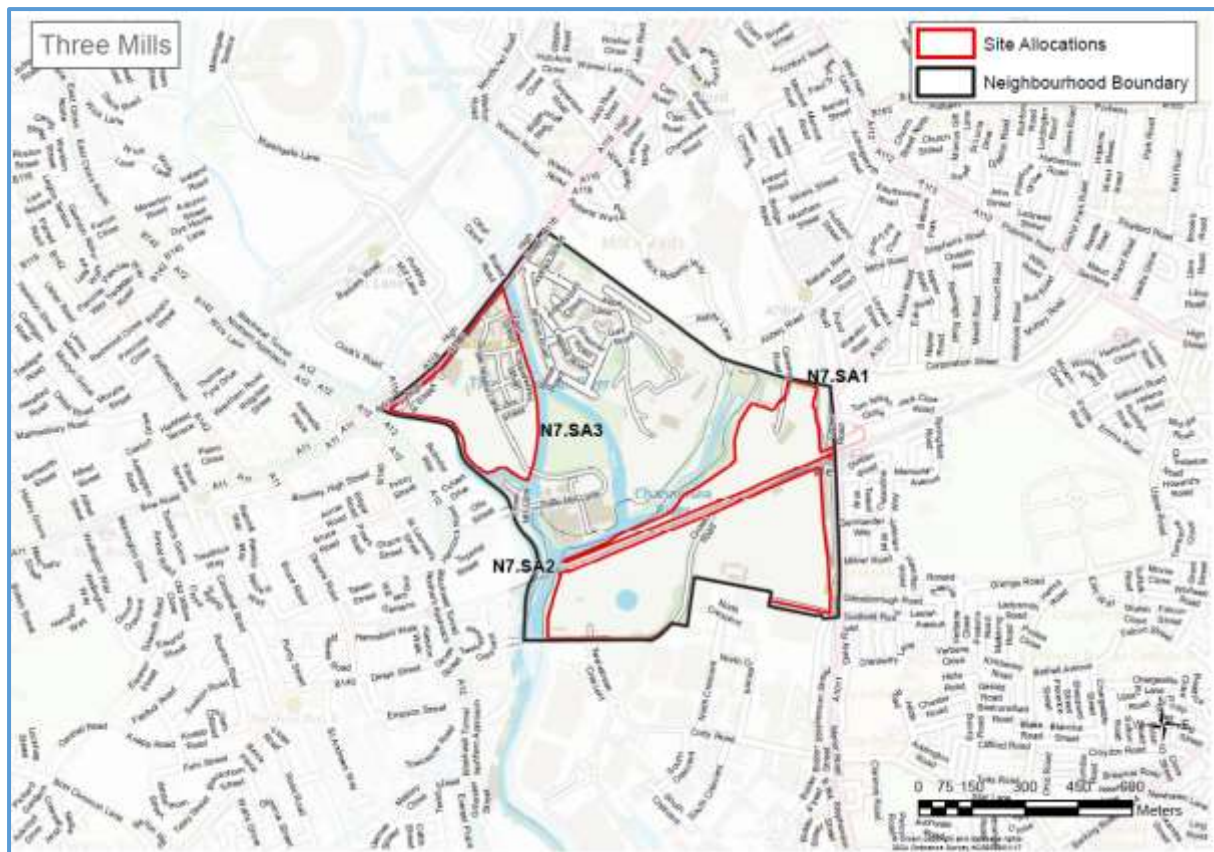
Neighbourhood profile

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, Twelvvetrees 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. The planning powers for part of the neighbourhood currently fall under the London Legacy Development Corporation and part of the neighbourhood, most notably Three Mills Island, is in the Lee Valley Regional Park.

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.

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 km².

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.



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, open 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.

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 open 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 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) 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) 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 open space by head of population in 2038.

	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
Map	
Existing uses	Temporary community facility and vacant land with open space.
Development principles	Residential development, open space and social infrastructure, including community facilities. Development should replace the existing temporary community use with the equivalent amount of community 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 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. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. The community facilities should be located to the south east of the site in proximity to West Ham Station and as part of Twelvetrees Local Centre. Building heights should be range between 9 - 21m (ca. 3-7 storeys) with taller buildings up to 40m (ca. 13 storeys) 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 the watercourse to avoid 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, West Ham Station, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks and the Twelvetrees Local Centre. 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.
Infrastructure requirements	Development should address open space deficiency by enhancing existing trees as a buffer to rail infrastructure and providing a consolidated local park with a minimum area of 2 hectares to service nearby residential neighbourhoods. The open space provision should prioritise community growing opportunities. In addition to the open 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.
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 Twelvetreets 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) 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) Twelvetreets 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)
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
Map	
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).
Development principles	Residential development, employment uses, main town centre uses and social infrastructure including community facilities, health centre, education uses, and open 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 remainder of the site should deliver the same quantity of employment floorspace as the permitted scheme. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan Policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should 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 up to 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 the watercourse to avoid overshadowing. The Twelvetreets Local Centre should be located in the Twelvetreets 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 Twelvetreets 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. 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 Twelvetreets 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 open space deficiency by providing a consolidated local park with a minimum area of 2 hectares to service nearby residential neighbourhoods. The open space provision should prioritise community growing opportunities. In addition to the open 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 Twelvetreets 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, in accordance with the requirements of Local Plan Policy W3.8.
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) 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 open space by head of population in 2038. Adjacent to Lea Valley and Bow Back River Site Of Importance for Nature Conservation.

	Lee Valley Regional Park
Map	
Existing uses	Vacant land cleared for development. Recently completed development on the site provides residential, employment uses, a school and retail.
Development principles	Residential development, main town centre uses and social infrastructure, including community facilities, and employment uses and open 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. The other development plots should deliver the same quantity of employment uses as the permitted scheme. 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 (2023).
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 on plot MU3 should range between 9 - 21m (ca. 3-7 storeys) with a taller building up to 32m (ca. 10 storeys). Building heights across the rest of the site should range between 21 – 32m (ca. 7 – 10 storeys) with taller buildings up to 50m (ca. 16 storeys). Buildings should be set back from the watercourse to avoid 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.
Infrastructure requirements	Development should address existing open space deficiencies by providing a pocket park along the River Lea to address flood risk, considering a terraced river edge. In addition to the open 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 to medium term

N8 Stratford and Maryland

Neighbourhood profile

Stratford and Maryland is the north west of the borough and is an important economic centre for East London. The neighbourhood is bounded by the A12 to the north, the River Lea to the west and the Stratford High Street and Greenway to the south. The planning powers for part of the neighbourhood currently fall under the London Legacy Development Corporation and 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.

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.

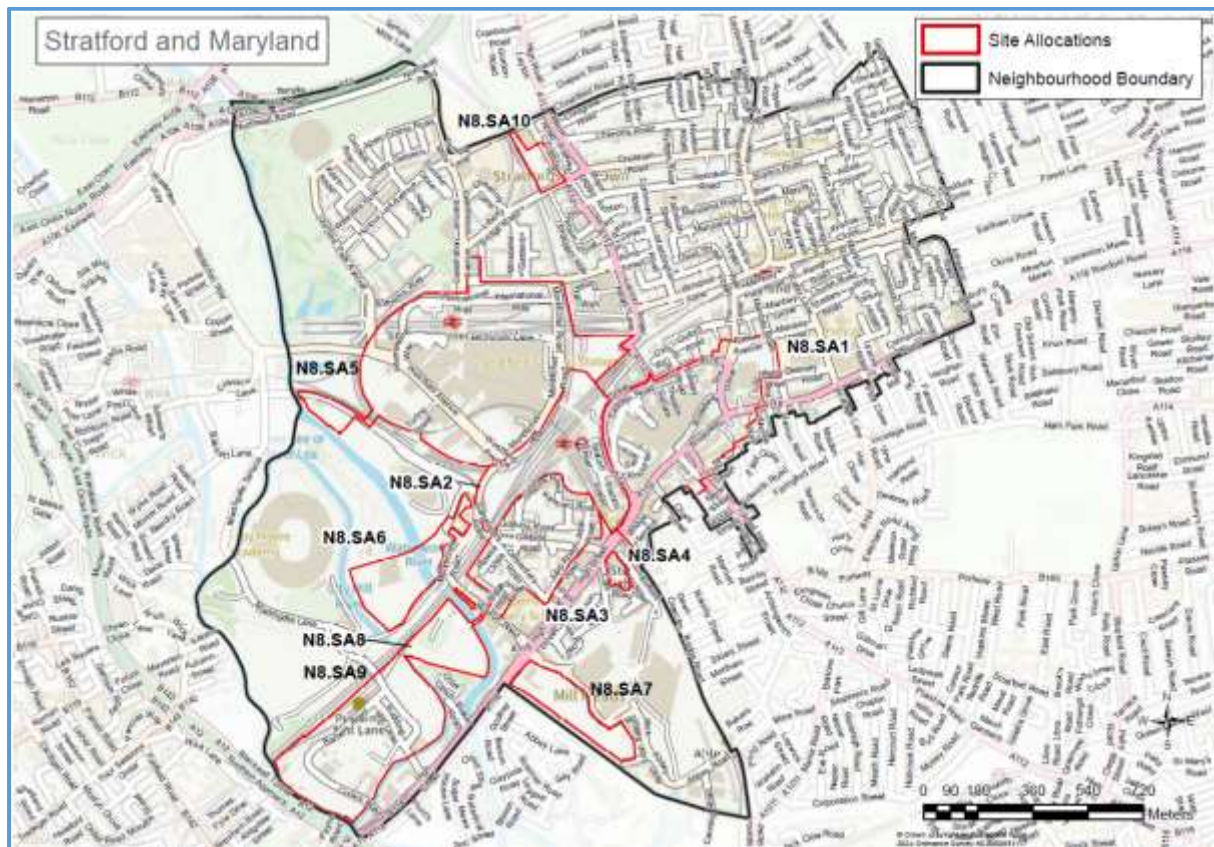
Stratford and Maryland has a large number of community facilities, with the provision above the Newham average number of community facilities per km². Facilities include the library and youth zone and approximately eight community centres, 23 public houses and 17 places of worship. The neighbourhood 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.

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.

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.

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.



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.

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 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 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 open 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.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) 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 open space by head of population in 2038. Open space at St John's Churchyard Source Protection Zone 1
Map	
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.

Development principles	Residential, main town centre uses and social infrastructure, including community facilities and health centre, and civic uses, employment uses, and open 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 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 (2023).
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 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 up to

	32m (ca. 10 storeys), 60m (ca. 20 storeys) and 100m (ca. 30 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 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, open 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 open 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 open 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. The open space provision should prioritise community growing opportunities. In addition to the open 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. Short 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)
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 open space by head of population in 2038. Open space along the railway corridor
Map	
Existing uses	Stratford Station, tracks and depot, Stratford bus station, vacant land, school and office buildings.
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 along with residential, employment uses, main town centre uses and social infrastructure including, community facilities and education facilities, and open 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. 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should 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 up to 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). 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 open spaces created through a new station square to the south of the ticket hall, a new decked street south of the station towards the Stratford High Street 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 open 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 and the decked street south of the station as well as on the 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 open space deficiencies by providing a pocket park or a series of pocket parks as part of the new public spaces. The open space provision should prioritise community growing opportunities. In addition to the open 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.
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)
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 open space by head of population in 2038.
Map	
Existing uses	Residential, employment, community facilities, education, retail and open space.

Development principles	Residential, including refurbishment, employment uses, main town centre uses and social infrastructure including education, health centre, community facilities, and open space. The employment uses should be consistent with Local Plan Policy J1 and should prioritise the re-provision of existing employment uses. 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should 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 up to 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.
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 open space deficiencies by re-providing and enhancing existing open space and play provision to function as a pocket park. The open space provision should prioritise community growing opportunities. In addition to the open 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. Medium to long 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 open space by head of population in 2038. Source Protection Zone 3
Map	
Existing uses	Bingo Hall and car park.
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 proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

	Building heights should range between 9-21m (ca. 3-7 storeys) with taller buildings up to 40m (ca. 13 storeys) in the north of the site and 32m (ca. 10 storeys) in the rest of the site. Massing should step down towards the southern part of the site to sensitively integrate with the prevailing height of the site's context. 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 and community growing opportunities should be provided as part of the site's communal amenity space. 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 open space by head of population in 2038. Open space along the railway corridor and small amount of Queen Elizabeth Olympic Park. Source Protection Zone 1
Map	
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.
Development principles	Residential, employment, other main town centre uses, particularly ground floor active frontages and social infrastructure including community facilities, and open 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 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 open space. Development at International Quarter North should be for residential, office, other main town centre uses to form ground floor active frontages, and open 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 (2023).
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 range between 21-32m (ca. 7-10 storeys) with taller buildings up to 60m (ca. 20 storeys) and 100m (ca. 33 storeys) to mark Stratford International and Westfield Avenue. 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.

	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 open space deficiency by providing new open 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. The open space provision should prioritise community growing opportunities. In addition to the open 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 open space by head of population in 2038. Source Protection Zone 2
Map	
Existing uses	Vacant land and UCL Campus, including academic buildings and student accommodation.
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. 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2.

	Building heights should range between 21-32m (ca. 7-10 storeys) with taller buildings up to 60m (ca. 20 storeys). 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 and community growing opportunities should be provided as part of the site's communal amenity space or within the Metropolitan Open Land. 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	Medium 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 open space by head of population in 2038. Adjacent to Greenway Site of Importance for Nature Conservation and Metropolitan Open Land
Map	
Existing uses	Temporary community facility, vacant land, storage use and gasholder infrastructure.
Development principles	Residential, employment uses, sports and recreation uses, education and open space. The employment use should be consistent with Local Plan Policy J1 and should prioritise light industrial floorspace. Development should protect and enhance existing sports and recreation uses in accordance with Local Plan Policies SI1 and SI3. The 1.2 hectares of open space should be provided on the publicly owned land.

	Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 21 – 32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys). Massing should step down towards the 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.

Infrastructure requirements	Development should address existing open space deficiencies by providing a small open space with a minimum of 1.2 hectares. In addition to the open 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. Development should provide a sports-lit Multi-Use Games Area unless delivered at N8.SA5 Stratford Town Centre West. 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 (2024) 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. 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 open space by head of population in 2038. Air Quality Management Area Source Protection Zone 3
Map	
Existing uses	Vacant land, open space, including allotments.
Development principles	Residential and open 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 range between 21-32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys) in the east and south east of the site. Massing should step down towards the allotments in the north of the site to sensitively integrate with the low rise context and prevent overshadowing. 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 open space deficiency by providing new open space in the form of a pocket park. 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	Medium 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 open space by head of population in 2038.
Map	
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)).
Development principles	Residential, employment uses, main town centre uses and social infrastructure including community facilities and health centre, and open 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 should provide the same quantity of business and industrial floorspace as the permitted schemes. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023). 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 range between 21-32m (ca. 7-10 storeys) with taller buildings up to 50m (ca. 16 storeys) to add wayfinding, with consideration given to marking the Pudding Mill Local Centre. 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 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 open space deficiency by providing a pocket park . The open space provision should prioritise community growing opportunities. In addition to the open 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 open space by head of population in 2038. Air Quality Management Zone Source Protection Zone 3
Map	
Existing uses	Employment uses including yard space.
Development principles	Residential and employment uses. The employment uses should be consistent with Local Plan Policy J1 and should prioritise industrial floorspace. Development proposals should ensure that flood risk is minimised, mitigated and informed by a site-specific Flood Risk Assessment, as per Local Plan policy CE7 and informed by the Strategic Flood Risk Assessment Level 2 Site Assessment (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building height should range between 9-21m (ca. 3-7 storeys) with taller buildings up to 40m (ca. 13 storeys) to the north of the site and a taller building up to 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 Chobham Farm open 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 open 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 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. Community growing opportunities should be provided as part of the site's communal amenity space. 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.

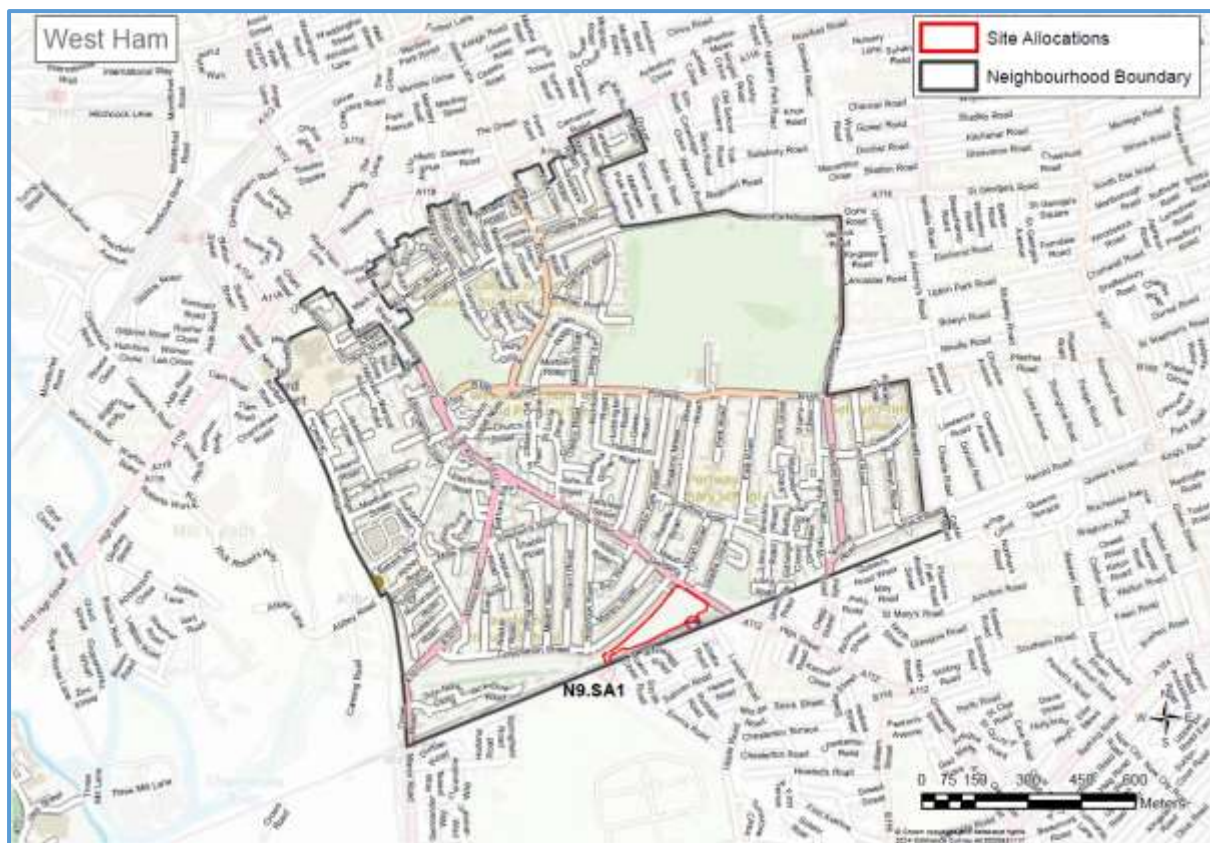
N9 West Ham

Neighbourhood profile

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.

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.

The neighbourhood 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 km².



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.

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 open 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 Designations	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
Map	
Existing uses	Vacant site that was a former car showroom and servicing facility, as well as Plaistow Station railway tracks.
Development principles	Residential, main town centre uses and social infrastructure including community facilities, and open 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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should 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 up to 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. Open space and additional green infrastructure connectivity should improve connections between existing amenity green infrastructure assets particularly the Greenway SINC. Open space provision should be distributed across the site and should focus around the north and south entrances to the bridge. The open 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.
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 open space deficiencies by providing a pocket park. Community growing opportunities should be provided as part of the site's communal amenity space. In addition to the open 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

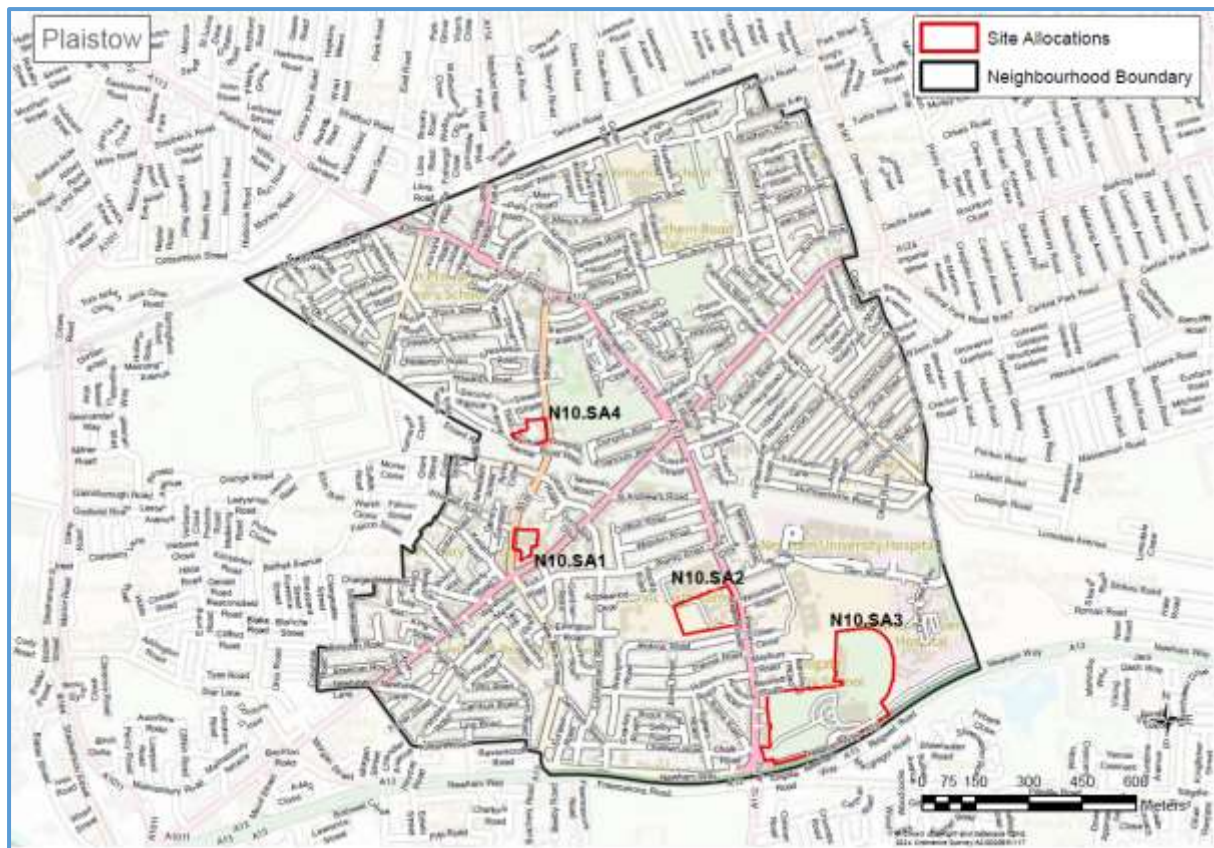
Plaistow is one of the borough's central neighbourhoods. It is bounded by the train tracks at Plaistow Station to the north, Boundary Road to the east and Newham Way to the south. The Greenway runs through the centre of the neighbourhood and the A112 and Barking Road cut across the neighbourhood.

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.

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 km², 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.

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.

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.



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.

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 open 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 Designations	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
Map	
Existing uses	Vacant leisure centre and car park.
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.
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 Designations	Open space designation: Newham Sixth Form College Playing Fields In an area of deficiency of access to all types of parks, and of under provision to publicly accessible open space by head of population in 2038. Air Quality Management Area
Map	
Existing uses	Education campus buildings, car park, and open space, including cricket pitch.
Development principles	Residential with open 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 (2023).
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 open 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. The open space provision should prioritise community growing opportunities. 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 Designations	In an area of deficiency of access to all types of parks and of under provision to publicly accessible open space by head of population in 2038. 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
Map	
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.
Development principles	Reconfiguration of leisure centre, car park and open space to provide a new leisure centre, residential and the enhancement of the open space. The reconfiguration of the open 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 (2024). 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 (2023).

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.
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 (2024) 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 open space deficiencies by reproviding the existing sports pitches alongside enhanced open space to provide a local park with minimum size of 5 hectares to service nearby residential neighbourhoods. The open space provision should prioritise community growing opportunities. In addition to the open space provision, development should provide publicly accessible play space in the form of a Local Area for Play. This should be playable public realm.

Phasing and implementation	Medium to 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 Designations	In an area of deficiency of access to all types of parks, except Local Parks and of under provision to publicly accessible open space by head of population in 2038. 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
Map	
Existing uses	Health centre 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.
Phasing and implementation	Medium term.

N11 Beckton

Neighbourhood profile

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.

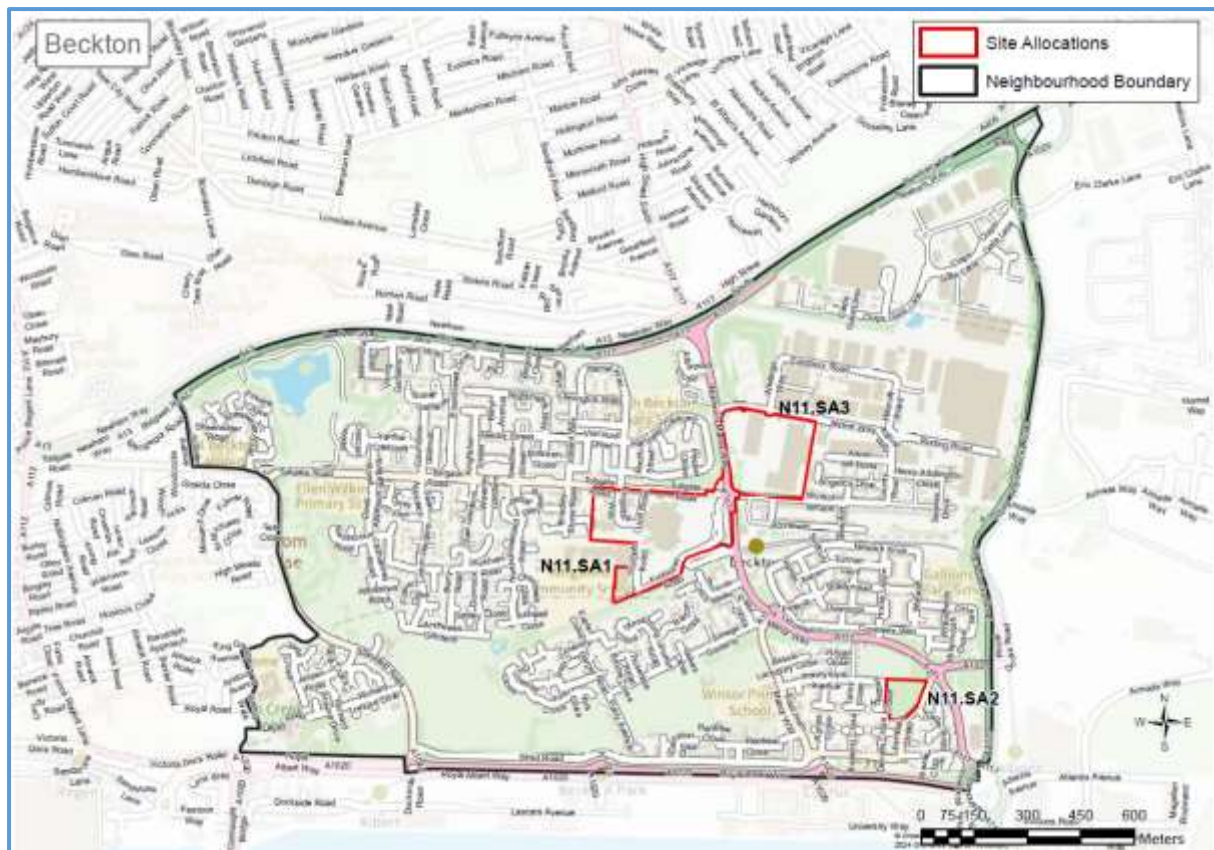
The neighbourhood is mixed-use in character. The residential character consists of low rise homes constructed in the late 1980s within a network of short streets and cul-de-sacs. This forms a series of communities around Savage Gardens, Winsor Terrace and Tollgate Road. The north-east of the neighbourhood 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.

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.

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.

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 km².

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.



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.

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. 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;
5. 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;
6. supporting new community facilities when in conformity with Local Plan Policy SI2;
7. supporting the intensification of existing retail and leisure parks for industrial, logistics and distribution and related functions;
8. 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;
9. 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;
10. 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;
11. retaining existing mature trees and maximising the provision of new open 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;
12. mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions;
13. mitigating the noise impact of the airport through appropriate design solutions, including considering the location of uses;
14. 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;
15. requiring a new and improved health centre at N11.SA1 East Beckton Town Centre;
16. 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	Beckton
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.
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
Map	
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.
Development principles	Reconfiguration of part of East Beckton District Centre to provide residential, main town centre uses and social infrastructure, including community facilities, health centre, sports and recreation facilities, and open space. Sports and recreation facilities should include a leisure centre unless a new leisure centre for the area has already been delivered at N1.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 (2023).
Design principles	The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2. Building heights should range between 9-21m (ca. 3-7 storeys) in the northern part of the site with taller buildings up to 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 SINC 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. 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 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 open space deficiency by providing pocket parks and a central public square. In addition to the open space provision, development should provide publicly accessible play space in the form of a Local Area for Play. Development should deliver a new leisure centre in East Beckton District Centre. Provision should meet the needs identified in the Built Leisure Needs Assessment (2023) 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 N1.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.

N11.SA2 Cyprus	
Site address	Land at Ferndale Street, E6 5NR
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 Designations	In an area of deficiency of access to all types of Parks. Air Quality Management Area
Map	
Existing uses	Vacant greenspace currently inaccessible to the public.

Development principles	Residential and open 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 (2023). 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. Open space provision should be located mostly toward the south of the site. The open space should be well-overlooked and have sense of enclosure provided by surrounding buildings and landscape. Open 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 open space deficiencies by providing a pocket park. In addition to the open space provision, development should provide publicly accessible play space in the form of a Local Area for Play.

	Development should assess the capacity of Cyprus DLR Station and provide mitigation on potential impact on transport capacity.
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.

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 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. 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 Designations	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
Map	
Existing uses	Beckton Retail Park with large scale retail offering
Development principles	Residential, employment uses and open space. The employment uses should be in consistent with Policy J1 and prioritise light industrial uses, warehouses and storage.

	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 range between 9-21m (ca. 3-7 storeys) with taller buildings up to 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 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.
Infrastructure requirements	Development should address open space deficiency by delivering a pocket park / small open space. In addition to the open 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.

N12 East Ham South

Neighbourhood profile

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.

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.

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 Ranccliffe 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.

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 km².

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.



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.

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 open 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

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.

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.

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.

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.

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 km².

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.



N13 East Ham policy

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.

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 open 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 open space by head of population in 2038.
Map	
Existing uses	Community facilities, car park, residential and ground floor retail uses.
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 open 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. Community growing opportunities should be provided as part of the site's communal amenity space. 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 open space by head of population in 2038. Air Quality Management Area Air Quality Focus Area
Map	
Existing uses	Retail store and servicing yard.
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 open 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.
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. Community growing opportunities should be provided as part of the site's communal amenity space. 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.
Utilities	Overhead Transmission Line
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 open space by head of population in 2038. Metropolitan Open Land and Former Leigh Road Sports Ground Sites of Importance for Nature Conservation Air Quality Management Area Source Protection Zone 2
Map	
Existing uses	Former gasholders and associated infrastructure and open space currently inaccessible to the public, which includes disused playing pitch.

Development principles	Residential, open space and community facility. Development should take place on the part of the site outside the Metropolitan Open Land. Development should protect the openness of the adjacent Metropolitan Open Land and maintain the site's role in providing a continuous chain of open space along Newham's eastern boundary. Development should explore the restoration of the Back River. Development should protect, enhance and bring back into public use the disused sports pitches in the Metropolitan Open Land in accordance with Local Plan Policy GWS1. 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 (2023).
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. The design and layout of the site should take into consideration the electricity pylons on the eastern boundary of the site 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 should address existing open space deficiency by retaining the Metropolitan Open Land and make it publicly accessible. The open space provision should prioritise community growing opportunities as well as 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 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

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.

Green Street District Centre is at the heart of the neighbourhood. The district centre provides a specialised, local retail offer and Queen's Market is a successful historic market which provides a distinctive and cultural mix of foods, textiles, clothing and other products catering to the needs of the local community as well as those who travel to visit the market. 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 km², with its 37 community facilities offering including a number of community centres, the library and places of worship.

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.

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.



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, 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.

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 by:
 - a. requiring improvements to the public realm, toilets and market facilities;
 - b. supporting the provision of improved public spaces to support cultural and pop-up activities during the day and into the evening and night-time;
 - c. supporting a range of uses including retail, employment uses, community facilities and a childcare facility;
 - d. exploring opportunities for additional housing in accordance with Green Street Tall Building Zone and Local Plan policy D4, whilst managing the transition to the surrounding low rise context; and
 - e. 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 open 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	East Ham
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 open space by head of population in 2038. Air Quality Management Area Epping Forest Mitigation Zone – 6.2km
Map	
Existing uses	Health centre and hospital 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. Community growing opportunities should be provided as part of the site's communal amenity space.
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

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.

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.

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, the 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 km².

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.

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.



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.

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 open 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 OEP
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 open space by head of population in 2038. Epping Forest Mitigation Zone – 3km Air Quality Management Area Source Protection Zone 2
Map	
Existing uses	Lord Lister Health Centre.
Development principles	Re-configuration and reprovision of the health centre with residential development and open 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 open space deficiencies by providing publicly accessible play space in the form of a Locally Equipped Area for Play on the small pocket park and Local Area for Play which should be playable public realm.
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 open space by head of population in 2038. Epping Forest Mitigation Zone – 3km Air Quality Management Area Source Protection Zone 1
Map	
Existing uses	Retail and community facilities with residential and postal sorting office at the rear.
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 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 range between 9-21m (ca. 3-7 storeys) with a taller building up to 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 providing 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. 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.
Phasing and implementation	Short to long term Phasing of the site should take account of the likely requirement for wastewater infrastructure upgrade, through early engagement with Thames Water in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development.

N16 Manor Park and Little Ilford

Neighbourhood profile

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.

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.

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, land management and investment in the Roding, Beam and Ingrebourne catchments.

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 km².

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.

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.



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.

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 open 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

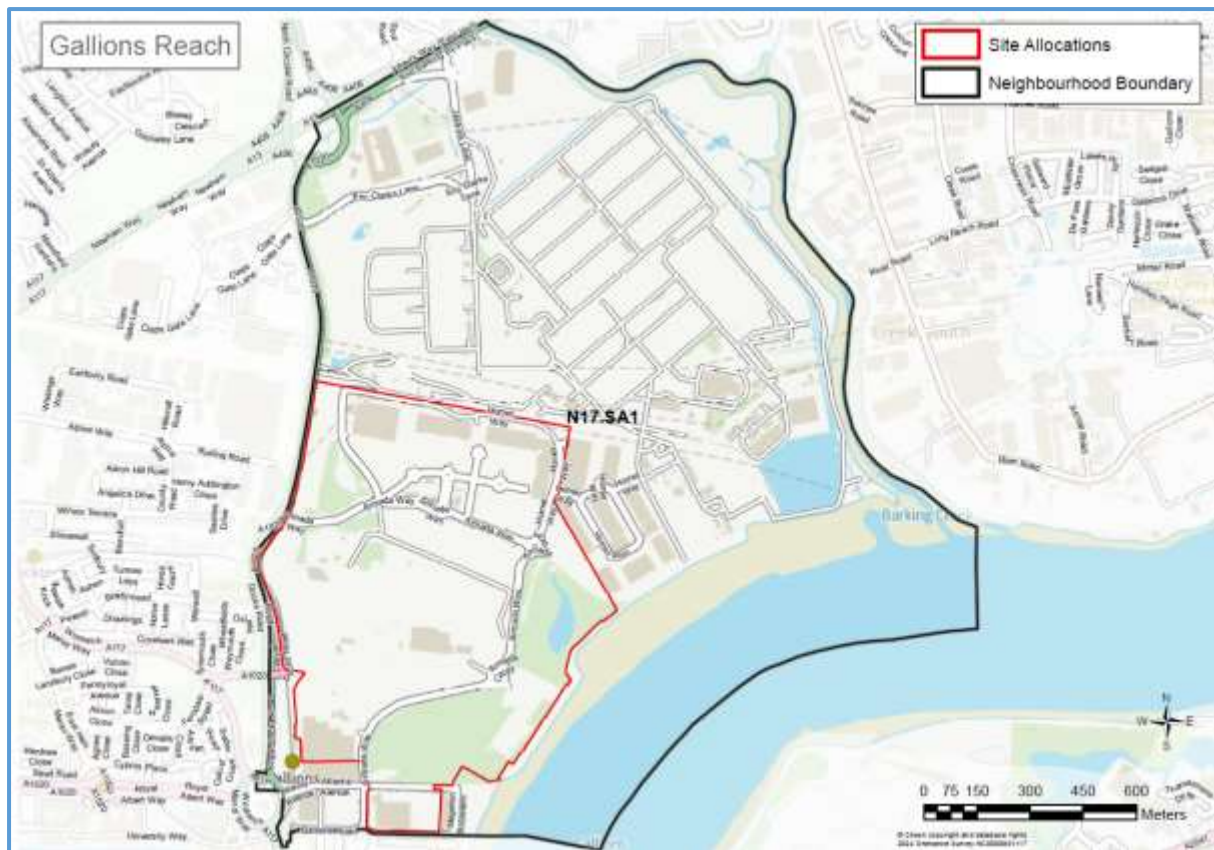
Neighbourhood profile

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.

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 km², with PowerLeague playing pitches providing sports and leisure facilities for the neighbourhood.

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.

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 London 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 London 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.



N17: Gallions Reach

Vision

Gallions Reach will be transformed into a new neighbourhood through the delivery of an extended DLR line and new DLR station or a similarly transformative (as confirmed by Transport for London) public transport intervention 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 or a similarly transformative (as confirmed by Transport for London) public transport intervention, 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.

The vision for Gallions Reach will be achieved through the extension of the DLR and the creation of a new DLR station or a similarly transformative (as confirmed by Transport for London) public transport intervention, 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. reconfiguring the existing out-of-centre retail offer to create a new town centre 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, by retaining the overall quantity of comparison retail floorspace and creating and expanded offer of convenience and retail services floorspace, to meet local catchment needs for retail, leisure, services and community uses, as well as temporary and pop-up uses such as markets;
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. supporting the removal of the Thames Gateway Bridge Safeguarding (by the Secretary of State, following recommendation by Transport for London and the Mayor of London);
11. 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 to reduce severance and to improve connectivity to Beckton and the wider network of neighbourhoods;
 - 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;

12. 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;
13. retaining existing mature trees and maximising the provision of new open 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;
14. mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions;
15. 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;
16. improving air quality and reducing exposure to poor air quality, particularly along Alfred's Way and Royal Docks Road;
17. providing a new electricity substation;
18. supporting new community facilities when in conformity with Local Plan Policy SI2, including a leisure centre and faith facilities;
19. 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;
20. providing education provision in the form of a secondary school and primary school in close proximity to Atlantis Avenue and Armada Way;
21. requiring a new health centre to provide a wide range of health services.

Sites

- N17.SA1 Beckton Riverside

N17.SA1 Beckton Riverside	
Site address	Gallions Reach Retail 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. Site contains two Sites of Importance for Nature Conservation (SINCs) Air Quality Management Area
Map	
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 an area designated as SINC, which includes an attenuation pond serving Gallions Reach.
Development principles	Residential development, employment uses, open 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; and/or - delivery of a river crossing; or - release of the land safeguarded for a river crossing crossing (by the Secretary of State, following recommendation by Transport for London and the Mayor of London). 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. Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding: - 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. - Significant development and redesign of Gallions Reach Retail Park should not occur and applications on that part of the site will be assessed in accordance with Local Plan Policy HS1. - 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 HS1.1. - 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 health centre should be located in the neighbourhood parade and 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. Once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding: - Transformative development activity on the remainder of the site can commence, of a scale which reflects the improved transport access. - A new town centre should be delivered, consistent with a district centre designation. There is an opportunity to provide the quantity and scale of uses consistent with a major centre, if supported by the findings of an up-to-date and robust Marketing Strategy, in line with the requirements in Local Plan Policy HS2. - The new town centre must be located in close proximity to the DLR station and be delivered in line with the requirements in HS1.2. - 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. - Any expanded health hub or sports and recreation use 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 (2023).
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 range between 21-32m (ca.7-10 storeys) with taller elements up to 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, and once the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding, building heights should range between 21-32m (ca.7-10 storeys) with taller elements up to 50m (ca. 16 storeys) in limited locations at the new town centre and DLR station. Buildings should set back from the watercourse to avoid overshadowing impact. A buffer of employment uses should be provided between residential uses and the Strategic Industrial Location both within and adjacent to the site allocation. Non-residential stacked industrial buildings are considered to be the most appropriate typology to provide a buffer. 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. 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, through participating in a joint stakeholder approach with landowners, infrastructure providers and authorities, and improved capacity at Gallions Reach DLR. Development proposals within the part of the site safeguarded for the Thames Gateway Bridge must be referred to Transport for London and the Mayor of London for confirmation it will not preclude the delivery of a road crossing, until the safeguarding is removed as directed by the Secretary of State, following recommendation by Transport for London and the Mayor of London. Development should deliver an automated vacuum waste collection system to service all Local Authority Collected Waste generated by the development, in accordance with the requirements of Local Plan Policy W3.8. Until the DLR construction contract is let or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding: - 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 and a health centre designed to meet NHS needs and standards. Provision of health facilities should be subject to a needs based assessment at the time of delivery and meet the requirements of Local Plan Policy SI2. - Development should address existing open space deficiency by providing a consolidated Local Park of a minimum of 2 hectares and Pocket Parks to service nearby residential neighbourhoods. The open space provision should prioritise the provision of community growing opportunities. In addition to the open 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. - Development should provide a sports-lit MUGA, meeting the requirements of Local Plan Policy GWS5. Once the DLR construction contract is let, or a similarly transformative (as confirmed by Transport for London) public transport intervention has confirmed funding, development should deliver: - A new leisure centre in the district centre. Provision should meet the needs identified in the Built Leisure Needs Assessment (2024) and be delivered in accordance with the requirements of Local Plan Policies SI2 and SI3. A new leisure centre at this site is not required if the built leisure provision for the area has already been delivered at N11.SA1; and - A secondary school of the scale required to meet projected need for school places. Open space for the secondary school can be split between the core school site requirements and hard outdoor PE provision, which should be provided on the school site, and soft outdoor PE provision which can be met in another part of the allocation but within a 10 minute walk of the school. Both the hard and soft outdoor PE provision should be accessible to the wider community; and - An expanded health hub designed to meet NHS needs and standards for the projected population; and - safeguarded space for River Pier Landing Facilities and a River Pier.
Phasing and implementation	Medium 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.

Glossary and Abbreviations

Active cooling: Active cooling refers to the use of external devices to enhance heat transfer to cool a building. Examples of active cooling include air conditioning systems.

Active frontage: A frontage which positively engages with the street and provide animation and overlooking. This can include well-lit main communal entrances, frequently-used doors, ground floor windows to homes and well integrated waste and/or bicycle store as well as entrances to retail units and social infrastructures.

Aerodrome Safeguarding: a legal requirement under ICAO (International Civil Aviation Organisation) and the UK CAA (Civil Aviation Authority) to safety of aircraft manoeuvring on the ground, taking off, landing or flying in the vicinity of the aerodrome.

Affordable Home Ownership: Affordable home ownership includes:

- shared ownership.
- London Living Rent.
- discounted market sale (DMS) housing (with a discount of at least 20%).
- equity loans.
- rent to buy.

Affordable Housing: Social rent, London affordable rent, affordable rent and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or the subsidy to be recycled for alternative affordable provision.

Affordable Housing Off site Provision: Securing the provision of required affordable housing on a site separate to and outside of the development site.

Affordable Housing Payment in Lieu: A payment taken through planning obligations in lieu of direct provision of affordable housing on or off site. It can be used to purchase street properties to be used as affordable housing, fund building new affordable housing, make improvements to existing stock, or to bring vacant properties back into use.

Affordable rent housing: Let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable).

Affordable Workspace: Defined in London Plan (2021) as workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose. It can be provided and/or managed directly by a dedicated workspace provider, a public, private, charitable or other supporting body; through grant and management arrangements (for example through land trusts); and/or secured in perpetuity or for a period of at least 15 years by planning or other agreements.

Agent of Change Principle: Denotes that it is the responsibility of any new development (i.e. the agent of change) seeking to locate to an area, to mitigate any adverse impacts from any existing uses. This is to ensure that occupants of the new development are protected from adverse impacts

and existing uses are protected from complaint. Similarly, any new development likely to generate adverse impacts (for example a music venue) would need under the principle, to put in place measures to mitigate impacts on any existing development close by.

Air Quality Neutral: An [Air Quality Neutral](#) development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the Greater London Authority. The benchmarks set out the maximum allowable emissions of NO_x and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.

Air Quality Positive: The [Air Quality Positive](#) approach maximises the benefits to local air quality in and around a development site or masterplan area and minimises exposure to existing sources of poor air quality. It requires planners, designers, architects and air quality experts to show what measures have been taken during the design stages to achieve the best possible outcomes for air quality. This approach goes beyond compliance with both the Air Quality Neutral benchmarks and the minimum requirements of an air quality assessment and sets out the measures taken to benefit local air quality and reduce exposure to poor air quality.

All-through School: Schools that provide primary and secondary education from the age of 4 to 19.

Archaeological Priority Areas (APA): Defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. These areas are technical in nature and defined by Historic England.

Areas of deficiency in access to nature: Areas where people have to walk more than one kilometre to reach a publicly accessible metropolitan or borough Site of Importance for Nature (SINC).

Areas of Townscape Value (ATV): An area of heritage value, with potential for designation as a Conservation Area, which the Council designates, protects and enhances.

Article 4 direction: A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.

Blue / water space: Areas covered by water including the River Lea, River Roding, River Thames, docks, lakes, ponds, rain gardens, ditches and Sustainable Urban Drainage Systems.

C3: Use class defined under the [Town and Country Planning \(Use Classes\) Order 1987 \(as amended\)](#).

Canopy cover: The layer of leaves, branches and stems of trees that cover the ground when viewed from above.

Car Club: A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.

Childcare Facility: Facilities that provide early education from age 0 to 4, including nurseries, crèches, and day care.

CIBSE TM59: [CIBSE TM59](#) is a design methodology for assessing the overheating risk of homes – it is not designed to be an overheating prediction tool. A building which complies will have a lower risk of overheating, but it does not mean it will never overheat.

Circular economy: This concept reflects efforts to retain materials in use at their highest value for as long as possible. Materials are then re-used or recycled, leaving a minimum of residual waste.

Clean industry: Industries which generally have lower quantities of hazardous substances and emissions to air that have minor adverse effects and more stringent noise and odour controls.

Community-led housing Schemes that are genuinely community-led all share three common principles: meaningful community engagement and consent occurs throughout the development process (communities do not necessarily have to initiate the conversation, or build homes themselves); there is a presumption that the community group or organisation will take a long-term formal role in the ownership, stewardship or management of the homes; and the benefits of the scheme to the local area and/or specified community group are clearly defined and legally protected in perpetuity.

Community Use Agreement: A document outlining terms of use for the use of private facilities by local community groups.

Competent person: To prepare site investigation information, a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Comparison goods retail/shops: Shops or stalls selling goods that are bought less often, such as clothing shops, footwear shops, chemist, charity shop, cycle shop, DIY/electrical goods shop, florist, mobile phones shops.

Conservation Area: An area with a special architectural and historic interest, buildings and streets which a local planning authority designates for its protection and enhancement and where specific planning controls apply.

‘Conserve’ Area: An area with a high quality and valued character that should be maintained. Conserve area can include Conservation Area and designated green spaces, such as Metropolitan Open Land.

Convenience goods retail/shops: Shops or stalls selling food and other day-to-day goods, including supermarket, grocers, newsagent, bakers, butchers, fishmongers.

Cultural and Creative Industry/Production: Department for Digital, Culture, Media and Sport (DCMS) offer a definition for creative industries which incorporates 9 sub-sectors, including advertising and marketing; architecture; crafts design and designer fashion; film, TV, radio and photography; museums, galleries and libraries; music, performing and visual arts; publishing; and IT, software and computer services. There is significant overlap across sectors, particularly with the cultural sector, and it should be noted that there will also be roles in other sectors which play a role in contributing to and enabling the creative industries more widely. Newham’s existing strengths are particularly in IT; music; performing and visual arts; film, TV and radio and photography, which make up the largest number of creative businesses in the borough.

Cumulative Impact: The combined impact of uses or activities that add up to something of greater significance (positive or negative) than when assessed on their own.

CWB Business Pledges: A set of ambitions for economic developments to support Community Wealth Building principles, focusing on the economic, social and environmental components of economic growth.

Dark kitchen: a commercial kitchen with on-demand preparation of foods to be delivered off the premises via third party online delivery platforms. The use class falls under use class Sui Generis due to a number of features of the use, including the frequency of small-scale deliveries that would occur from the premises.

Dark shop: a warehouse type storage of food and drink, with on-demand delivery of goods sold via an online platform. Although some dark shops operate from a typical shop premise (and therefore integrate a shop front and goods stored on a shop floor, there is no customer interface on site. The use class falls under use class Sui Generis due to a number of features of the use, including the frequency of small-scale deliveries that would occur from the premises.

D/CLP: Demolition Construction Logistics Plan.

Decarbonisation Plan: In the context of heat networks, a costed and deliverable plan to remove fossil fuels from a heat network e.g. replacing Combined Heat and Power gas boilers with a low carbon alternative such as heat pumps.

Development proposal: This refers to a proposed development that is seeking planning permission.

Development: This refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development.

Digital Connectivity Infrastructure: physical digital infrastructure including mobile and fixed (e.g., broadband) connections to the internet and other physical equipment such as full fibre, ducting, telecommunications masts, base stations, cabinets and associated equipment that deliver digital connections.

Drive-through: a restaurant or other facility in which one can be served without leaving a vehicle.

Dynamic Thermal Modelling: A method of building modelling that predicts the internal conditions and energy demands of a building at short time intervals using weather data and building characteristics.

Edge-of-Centre: Defined in the NPPF as ‘for retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a Town Centre boundary. For office development, this includes locations outside the Town Centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of Edge-of-Centre, account should be taken of local circumstances.’

Embodied Carbon: Embodied carbon refers to the greenhouse gas emissions associated with the manufacture, transport, construction, repair, maintenance, replacement and deconstruction of all building elements.

Employment-led development: Employment-led development requires schemes to first meet employment needs (including the viable operation of employment generating uses on the site and where relevant, adjacent sites) in any design, and then other uses such as residential to be fitted around it.

Employment use/ floorspace: Included floorspace for Office (E(g)(i)), Research and development (E(g)(ii)), Light industrial uses (E(g)(iii)), General industry (B2), Storage and distribution (B8) (including micro-fulfilment, dark kitchen/ shop) and industrial related sui generis uses (i.e. waste, utilities including digital/data and transport depots).

Energy assessment methodologies: Methodologies used to assess and compare the energy and environmental performance of buildings. [Standard Assessment Procedure](#) (SAP) is the most commonly used for domestic buildings, with [National Calculation Methodology](#) (NCM) used for non-domestic buildings. More accurate methodologies are now available, such as [Passive House Planning Package](#) (PHPP).

Energy performance and construction quality assurance scheme: A quality assurance process that attests to the energy performance and construction quality of a particular development, by using an industry recognised standard. Examples of said quality assurance processes include the [Passivhaus standard](#), the [Building Energy Performance Improvement Toolkit](#) (BEPIT), and the [Association for Environment Conscious Building](#) (AECB) standard.

Energy use intensity: Energy Use Intensity (EUI), or metered energy use, is the total energy needed to run a home over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m²/yr). The EUI of a building covers all energy uses: space heating, domestic hot water, ventilation, lighting, cooking, and appliances.

‘Enhance’ Area: An area that has a fragmented quality but a consolidated urban grain and local significance where new developments can provide positive enhancements to the overall character and moderate uplift in density as part of development.

EVCP: Electric Vehicle Charging Point.

EVs: Electric Vehicles

Family Dwellinghouse: Houses or flats containing three or more bedrooms (C3). This definition reflects the Council policy objective to retain a range of family sized accommodation and to prevent their subdivision into smaller units.

Food Deserts: Areas with limited access to affordable and nutritious food.

Food Swamps: Areas with lots of fast food takeaways and shops that only sell food with high fat, salt and sugar contents.

General needs housing: Dwellinghouses (C3).

GiGL: Greenspace Information for Greater London CIC (GiGL) is London’s Local Environmental Records Centre. GiGL mobilises, curates and shares access to high-quality data via services that enable its stakeholders to make informed decisions about London’s natural environment in policy and practice.

Green Belt: A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Green corridors / Green links: Relatively continuous areas of open space leading through the built environment, which may link to each other and to the Green Belt or Metropolitan Open Land. They often consist of rivers, railway embankments and cuttings, roadside verges, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join. Green corridors are more associated with creating ecological connections. Green links are associated with providing linear links between open space for the benefit of people. Green links can also be green corridors if designed with wildlife in mind.

Green/low carbon Industries: Industries with employment in an activity that directly contributes to or indirectly supports – the achievement of the UK's net zero emissions target and other environmental goals, such as nature restoration and mitigation against climate risks. Examples of sectors are homes and buildings, low carbon transport, power, industrial carbonisation, hydrogen, carbon capture and storage, green finance, climate change research and development, climate change policy, the circular economy and re-use of materials, biodiversity, air pollution, and water management. Promotion of green transition in industrial sectors such as construction, logistics, production and food systems is also considered as green industries.

Green links: See Green corridor/Green links

Green roofs/walls: Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits

Green space: All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens, allotments, community gardens and playing pitches, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, growing food and can provide an important visual amenity in the urban landscape.

Greenfield Run-Off: The rate of run-off that would occur from the site in its undeveloped and undisturbed stage.

Gross Internal Area (GIA): Broadly speaking the whole enclosed area of a building within the external walls taking each floor into account and excluding the thickness of the external walls.

GIA will include:

- areas occupied by internal walls (whether structural or not) and partitions
- service accommodation such as WCs, showers, changing rooms and the like
- columns, piers, whether free standing or projecting inwards from an external wall, chimney breasts, lift wells, stairwells etc
- lift rooms, plant rooms, tank rooms, fuel stores, whether or not above roof level
- open-sided covered areas (should be stated separately)

GIA will exclude:

- open balconies
- open fire escapes
- open-sided covered ways
- open vehicle parking areas, terraces and the like
- minor canopies
- any area with ceiling height of less than 1.5m (except under stairways)
- any area under the control of service or other external authorities

Note that the areas excluded from GIA should be calculated and shown separately.

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. This definition

has been taken from the Planning Policy for Traveller Sites (DLUCH, 2023) and is specifically for the purposes of planning policy.

Healthy Streets: a human-centred framework for embedding public health in transport, public realm and planning, using 10 indicators set out by Transport for London (TfL).

Heat Networks: A distribution system of insulated pipes that take heat from a central source and delivers it to a number of domestic or non-domestic buildings.

Heat pump: A heat pump captures heat from outside and moves it into a building. It uses electricity to do this, but the heat energy delivered is much more than the electrical energy used to power the system. This heat energy is then used to heat the building. Common types of heat pumps include air source (transfers heat from the outside air) and ground source (transfers heat from the ground outside).

Heritage Asset: A building, monument, site, place, area or landscape positively identified as having a degree of significance as a component of the designated heritage assets (those buildings, monuments, structures, parks, etc. that are subject to national listing/scheduling, and those areas designated as Conservation Areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

Heritage at Risk Register: The Heritage at Risk Register includes historic buildings and sites that are at risk of loss through neglect, decay or development, or are vulnerable to becoming so.

High Streets: Defined in the London Plan (2021) as 'one of London's most characteristic urban features which play an important role in terms of local economic and social infrastructure, providing employment opportunities and promoting community and cultural exchange.' Their broad location has been identified and mapped by the Greater London Authority.

Higher Education: Education at universities or other forms of higher education facilities from age 18.

Houses in Multiple Occupation: There are two types of Houses in Multiple Occupation:

- **Houses in Multiple Occupation (C4):** Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
- **Large Houses in Multiple Occupation (sui generis):** Shared houses occupied by between seven and ten unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. For the purposes of Newham's Local Plan, shared accommodation occupied by eleven or more unrelated individuals is considered to be a Large-Scale Purpose-Built Shared Living (LSPBSL) development.

Where policies refer to 'Houses in Multiple Occupation', they are referring to both 'Houses in Multiple Occupation (C4)' and 'Large Houses in Multiple Occupation (sui generis)'. Where policies are referring to only one form of 'Houses in Multiple Occupation', they will refer to either Houses in Multiple Occupation (C4)' and 'Large Houses in Multiple Occupation (sui generis)'.

Human scale [design]: means the measure of the size of the building and its parts, or the measure of spaces, in relation to the average person or people using it. Human scale is a scale that feels comfortable and appropriate to a person walking, wheeling or cycling, for example, steps, doorways, canopies are sized to feel and be used comfortably. At the neighbourhood level, this also means having enough activation along streets (for example through shopfronts, green infrastructure or playstreets) to make urban environments more interesting, encourage exploration and draw more

people to use active travel to access local shops and services. There is no one human scale, but by engaging in a placemaking process, a scale that works for the local community can be identified.

IDP: Infrastructure Delivery Plan

Industrial related Sui Generis use: Included waste, utilities including digital/data and transport depots as defined in the London Plan Supplementary Planning Guidance (2012) – Land for Industry and Transport.

Industrial use/ floorspace: Defined in the London Industrial Land Supply Study 2020 as Light industrial (E(g)(iii)), General industrial (B2) and Storage or distribution (B8). Also include dark kitchen/ shop, micro fulfilment and industrial related Sui Generis uses.

Intermediate Housing: Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), First Homes, London Living Rent and other low-cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as “low-cost market” housing, may not be considered, for planning purposes, as affordable housing.

kWh: A kilowatt hour (kWh) is a measure of energy use.

Larger non-standard bikes: A term referring to bikes larger than the standard bicycle – including but not limited to cargo bikes, tandem bikes, tricycles, recumbents, handcycles etc. These bikes require more space to manoeuvre and take up more space when parked than a standard bicycle.

Large Scale Development: Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings with a total floorspace of more than 15,000 square metres.

Large-Scale Purpose-Built Shared Living: Shared housing typically occupied by over ten individuals, as their only or main residence, who shared basic amenities including kitchens and communal amenity areas. Additional services and facilities are often included within these developments such as room cleaning, bed linen, on-site gym and concierge service. Private rooms within large scale purpose built shared living should not be able to be lived in as self-contained dwellings. This form of accommodation can sometimes be referred to as ‘co-living’.

Legible London: Legible London is a citywide wayfinding system for London, operated by Transport for London. The system is designed to provide a consistent visual language and wayfinding system across the city, allowing visitors and local residents to easily gain local geographic knowledge regardless of the area they are in.

LIP: Local Implementation Plan

Listed Building: A building of special architectural and historic interest, designated by Historic England.

Local Centre: typically serving a localised catchment (400m) and are often most accessible by active travel, and comprise mostly convenience retail (including potentially a small supermarket), smaller restaurants and cafes, sub-post office, pharmacy, dry cleaners and other useful local service. Newham’s Local Centres fulfil the definition of ‘Town Centre’ for NPPF purposes, but do not represent a ‘destination’ in the same way as Town Centres.

Local Industrial Locations (LILs): Locations of particular local importance for industrial (SIL conforming) uses, which form part of the borough's reservoir of industrial sites to support economic growth.

Local Mixed Use Areas (LMUAs): Employment locations protected and identified for (employment-led) mixed use to support business and industrial uses compatible with residential, including opportunities for co-location.

Locally Listed Building: A building designated by a local planning authority which does not meet the criteria for inclusion on the national list, but makes a positive contribution to the local scene or is valued for local historical associations.

London affordable rent housing: London Affordable Rent homes are for households on low incomes where the rent levels are based on the formulas in the Social Housing Regulator's Rent Standard Guidance. The rent levels for London Affordable Rent homes are capped at benchmark levels published by the Greater London Authority.

London Living Rent: London Living Rent (LLR) offers Londoners on average incomes a lower rent, enabling them to save for a deposit. It is an intermediate affordable housing product with low rents that vary by ward across London. Where funded by the Greater London Authority, LLR will be a Rent to Buy product, with sub-market rents on time-limited tenancies, which help households on average income levels to save for a deposit.

London's major airports: Airports in and around London offering scheduled international flights and which operate or have permission for more than 50,000 flight movements a year – i.e. London City, Heathrow, Gatwick, Stansted, Luton, and Southend.

Low-cost business space/workspace: Defined in London Plan (2021) as secondary and tertiary space that is available at open market rents, which is of a lower specification than prime space, or found in non-prime locations such as back-of-town centre and high street locations, railway arches, heritage buildings in the CAZ, and smaller scale provision in industrial locations. It usually commands rents at or below the market average (i.e. affordable workspace).

Low Traffic Neighbourhood: Low Traffic Neighbourhood (LTN) is a predominantly residential area that is bounded by main roads, in which a set of modal filters has been installed to prevent motor vehicles from using the residential area as a shortcut.

Main town centre uses: Defined in the NPPF as 'retail development (including warehouse clubs and factory outlet centres); leisure, Evening and Night Time Economy, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).'

Mayor referable application: An application is referable to the Mayor of London if it meets the criteria set out in the Mayor of London Order (2008). The criteria includes:

- development of 150 residential units or more
- development over 30 metres in height (outside the City of London)
- development on Green Belt or Metropolitan Open Land

Meanwhile use: Temporary use that helps bridge the gap between a site's present condition and the vision for it as part of the wider area, ensuring it is activated and helping bring forward the likelihood of more permanent development.

Metropolitan Open Land: Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land use planning policies.

Micro Business/Enterprise: Business/enterprise which employs fewer than 10 persons as defined by Financial Conduct Authority.

Micro Business Opportunity Areas (MBOAs): Edge-of-Centre locations which are suitable for micro-businesses and Small and Medium Enterprises to support start-ups, incubators and accelerators.

Micro-fulfilment centre: a 'last mile' distribution centre usually located closer to residential areas that it helps service. It is usually smaller than traditional larger distribution (or regional consolidation) centres. In some cases, the micro-fulfilment centre will be supported by a drop-off and collections desk, and the overall operation may extend into the evening and at night. Use Class is B8 storage and distribution, in line with London Plan (2021) Policy E4.

Modal filter: A road design that limits through-journeys along a street by certain modes of transport, usually limiting access to walking and cycling only.

Mixed use development: Defined in the London Plan as development for a variety of activities on single sites or across wider areas.

Modern Methods of Construction: Modern Methods of Construction (MMC) refers to range of approaches which spans off-site, near site and on-site pre-manufacturing, process improvements and technology applications.

Neighbourhood Parade: Small clusters of shops, mostly for convenience goods and other local services, usually totalling no more than 5-10 frontages.

Newham Care Leavers: A young person who was previously in care. Newham Care Leavers are those eligible to receive the support from Newham's Leaving Care Service. To receive support young people must have been:

- in care for at least 13 weeks between the ages of 14 and 16 (including their 16th birthday)
- in care for 13 weeks after their 16th birthday
- in care prior to becoming subject to a special guardianship order (SGO)
- privately fostered.

Nominations agreement: An agreement between an applicant and a higher education provider or providers linked to a purpose-built student accommodation development that outlines that the student accommodation will provide housing for the higher education provider(s) students.

Non-Road Mobile Machinery (NRMM): Non-Road Mobile Machinery is a broad category which includes mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads. They are often used in the construction industry.

NO_x: Nitrogen oxides, namely nitric oxide (NO) and nitrogen dioxide (NO₂). They are produced during combustion of fossil fuels

Office use/ floorspace: Defined in the London Plan (2021) as office (Use Class E(g)i) and office-related Class E(g)ii use.

Open space: All land in Newham that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within Newham, whether in public or private ownership and whether public access is unrestricted, limited or restricted. This includes all open areas consisting of: major parks, local parks, playing fields (including playing pitches), allotments, community gardens and burial grounds, whether or not they are accessible to the public.

Operational bays: Parking for vehicles which are required for the function of a building or the activities within it. This can include spaces for deliveries, servicing, pick up/drop off, taxi ranks and short term visitor parking, but does not include parking for personal travel such as commuting.

Operational Carbon: Carbon emissions associated with the energy and water use during a building lifetime. This can be affected by what heating system the building uses and the performance of the buildings fabric.

Out-of-Centre: Defined in line with the NPPF as a location which is not in or on the edge of a centre.

Passive provision for electric vehicles: The network of cables and power supply necessary so that at a future date a socket or equivalent can be added easily to allow vehicle owners to recharge their vehicle.

Pitch: A residential pitch on a “Gypsy and Traveller” site. This definition has been taken from Planning Policy for Travellers Sites (DCLG, 2015) and is specifically for the purposes of planning policy.

PM10 and PM2.5: Particulate matter (PM) is everything in the air that is not a gas and therefore consists of a huge variety of chemical compounds and materials, some of which can be toxic. Due to the small size of many of the particles that form PM some of these toxins may enter the bloodstream and be transported around the body. Therefore, exposure to PM can result in serious impacts to health, especially in vulnerable groups. Particles that are less than 10 micrometres in diameter are known as PM10, and less than 2.5 micrometres in diameter are known as PM2.5.

Prevailing heights: Prevailing heights are the heights most buildings should be within the Tall Building Zones. Prevailing heights, expressed as a range of heights (between 9m and 21m or between 21m and 32m) will help establish a consistent character in line with the existing and emerging surrounding context, from which taller building elements could emerge.

Primary School: Schools that provide education from the age of 4 to 11.

Primary Shopping Area: Defined by the National Planning Policy Framework as ‘an area where retail development is concentrated’.

Primary Shopping Frontage: Defined as the part of the Primary Shopping Area most likely to include a high proportion of retail, restaurants and café uses.

PTAL: Public Transport Access Levels (PTALs) are calculated across London using a grid of points at 100m intervals. For each point walk time to the public transport network is combined with service wait time (frequency) to give a measure of public transport network density.

Public realm: The space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public Realm Net Gain: The process by which development helps deliver a significant step change in the quantity, quality and management of Newham's network of public realm that supports active travel and social interaction. The improvements can be delivered either directly on site or through contributions secured through legal agreements. Improvements can be:

- Qualitative: enhancing the look, feel and utility of the existing public realm for the benefit of the wider local communities; and designing outdoor communal spaces that are otherwise a requirement of development (e.g. play space) as accessible to the wider public.
- Quantitative: extension of public realm (e.g. widened footpaths), and new public realm (e.g. new streets prioritising active travel; parks; urban squares).
- In the management and maintenance of the public realm.

Public Safety Zone: Public safety zones (PSZs) are end of runway areas at airports. Development within PSZs is restricted so as to control the number of people on the ground at risk of death or injury should an aircraft accident occur during take-off and landing.

PV: Solar electricity panels, also known as photovoltaics (PV), capture the sun's energy and convert it into electricity.

Quick commerce: Companies that offering same day delivery.

Residential: 'Residential' is used as a catch all term used to cover all forms of housing, residential accommodation and dwelling houses. This includes accommodation under use classes C2, C2A, C3 and C4, purpose-built student accommodation and any relevant sui generis accommodation (for example, large houses in multiple occupation and nightly stay temporary accommodation).

Retrofit: The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

Retrofit plan: A plan which sets out the proposed retrofit measures for a building.

Retrofit quality assurance processes: A quality assurance process that attests to the energy performance and construction quality of a retrofit project, by using an industry recognised standard. Examples of said quality assurance processes include [EnerPHit](#) or [Energiesprong](#).

Review mechanisms: A review of development viability defined with a Legal agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision over the lifetime of a proposal.

Safeguarded Wharf: A site that has been safeguarded for cargo handling uses such as intraport or transshipment movements and freight-related purposes by Safeguarding Directions. A site remains safeguarded unless and until the relevant Safeguarding Direction is formally removed or amended.

School Streets: School Streets are interventions outside of schools to improve air quality, and encourage more families to make journeys to school on foot or by bike. This can include temporary restrictions of motor traffic at the start and end of the school day.

Secondary School: Schools that provide education from the age of 11 to 19.

Self-build and Custom build housing: Where an individual, an association of individuals, or persons working with or for individuals or associations of individuals, build or complete houses to be occupied as homes by those individuals.

Shared Ownership: A form of shared equity under which the purchaser buys an initial share in a home from a housing provider, who retains the remainder and may charge a rent. The purchaser may buy additional shares ('staircasing'), and this payment should be 'recycled' for more affordable housing. In most cases, a purchaser may buy the final share ('staircase out') and own the whole home.

Site of Importance for Nature Conservation (SINC): Areas of land chosen to represent the best wildlife habitats in London and areas of land where people can experience nature close to where they live and work. Sites are classified into Sites of Metropolitan, Borough and Local Importance depending on their relative value. SINCs are not legally protected, but their value should be considered in any land use planning decision. SINCs are approved by the London Wildlife Sites Board.

Small and Medium Enterprise (SME): Companies with an average number of employees during the financial year of less than 250 as defined by Financial Conduct Authority.

Small to medium food store: A convenience retail business that usually occupies at least 300sqm GIA, and may be as large as 2000sqm GIA. Any ancillary comparison sales floorspace is significantly less than the convenience floorspace of the shop, and will generally not include a significant clothing, shoes, home decorations, electronics or toys selection. They may have an on-site bakery, but will not have an ancillary café, food court, or other services.

Social Infrastructure: Includes the uses described in table 18 below.

Table 18: Social Infrastructure use types and Use Classes

Community facilities (Policy SI1 and SI2)	
Community centre, meeting places (for the principle use of the local community)	F2 (b)
Youth facilities (Youth Zones, Youth Clubs)	F2 (b)
Social Clubs	Sui Generis
Training centres and homework clubs	F1(a)
Libraries	F1 (d)
Public halls and exhibition halls	F1(e)
Bars and pubs*	Sui Generis
Public toilets	Sui Generis
Places of worship	F1 (f)
Other (Policy SI1 and SI2)	
Civic uses (including criminal justice and court facilities)	Sui Generis or F1(g)
Emergency services (fire station, ambulance station and police station)	Sui Generis
Health facilities (Policy SI1 and SI2)	
Clinics, health centres, GP surgeries, day centre (non-residential)*	E(e)
Hospitals*	C2
Cultural facilities (Policy SI1, SI2 and SI3)	
Theatres*	Sui Generis
Galleries*	F1(b)
Museums*	F1(c)
Live music, comedy and dance venues*	Sui Generis
Sport and recreation (Policy SI1, SI2 and SI3)	
Sports venues/clubs, indoor sport, leisure and exercise facilities*	E(d) or F2(d)

Area or place for outdoor sport or recreation, not involving motorised vehicles or firearms	F2(c)
Education and childcare facilities (Policy SI4)	
Early years 0-4 (crèche, day nurseries)	E (f)
Primary 4-11, Secondary 11-19 and Special Educational Needs and Disability	F1(a)
Further education facility, higher education facility	F1(a)

*main centre uses

Social Rent Housing: Owned by local authorities and private registered providers (As defined in S80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national Rent Standard Guidance.

Space heating demand: The space heating demand is the amount of heat energy needed to heat a home over a year and is expressed in kWh/m²/yr.

Special Areas of Conservation (SAC): land designated under Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora.

Special Educational Needs and Disabilities (SEND) School: Schools that provide education solely for pupils with SEND

Specialist/Supported Housing: Housing which meets the specialised housing needs of groups such as (but not limited to) older people, people with learning disabilities or autism, care experienced children, care leavers and homeless people.

Specialist housing for older people: Specialist or supported accommodation designed to meet the accommodation needs of older people aged 50 years or over. The main types of accommodation considered under this policy are sheltered housing, extra care and care home accommodation. Accommodation can be considered to be dwellinghouses (C3) or residential institutions (C2).

Strategic Flood Risk Assessment (SFRA): Framework for the consideration of flood risk when making planning decisions. The SFRA is a requirement of the NPPF and enables a sequential risk based approach to be applied to decision making at all levels of the planning.

Strategic Industrial Locations (SILs): Defined and protected by the London Plan (2021) and are identified industrial areas of strategic importance with capacity to support industrial, logistics and related employment uses that support the functioning of London's economy.

Strategic Transport Projects: Large scale transport infrastructure construction project of regional or cross-boundary importance, typically led by Network Rail or Transport for London.

Sustainable transport storage: An secure area that allows for parking of bicycles, including larger non-standard bikes (such as cargo bikes) and e-bikes,, electric scooters, buggies and mobility scooters – with charging points as relevant.

Sustainable Urban Drainage Systems (SuDS): Sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routeing run-off through a pipe to a watercourse.

Town Centre: defined in the London Plan (2021) as 'places in London that provide access to a range of commercial, cultural and civic activities, including shopping, leisure, employment, Evening and Night Time Economy, entertainment, culture, and social and community facilities. Town Centres are classified in the London Plan (2021) according to their existing role and function in light of

characteristics such as scale, mix of uses, economic performance and accessibility.’ The scales set out by the London Plan (2021) are:

- **International Centre:** London’s globally-renowned retail and leisure destinations, providing a broad range of high-order comparison and specialist shopping, integrated into environments of the highest architectural quality and interspersed with internationally-recognised leisure, culture, heritage and tourism destinations. These centres have excellent levels of public transport accessibility.
- **Metropolitan Centre:** serve wide catchments which can extend over several boroughs and into parts of the Wider South East. Typically they contain at least 100,000 sqm of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions. Many have important clusters of civic, public and historic buildings.
- **Major Centre:** typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sqm of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.
- **District Centre:** distributed more widely than Metropolitan and Major Centres, providing convenience goods and services, and social infrastructure for more local communities and accessible by public transport, walking and cycling. Typically, they contain 5,000–50,000 sqm of retail, leisure and service floorspace. Some District Centres have developed specialist shopping functions.

Town Centre Network: An interrelated network and hierarchy of high streets designated as Town Centres, Local Centres or Neighbourhood Parades.

Transform Area: An area with a fragmented urban grain and low quality character where new development can establish a new character.

Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above. This definition has been taken from Planning Policy for Traveller Sites (DLUHC, 2023) and is specifically for the purposes of planning policy.

Unit: a distinct part of a building or land, as defined in relation to existing or proposed street naming and numbering.

Urban Greening Factor: A land-use planning tool to help determine the amount of greening required in new developments.

Urban greening: Urban greening describes the act of adding green infrastructure elements. Due to the morphology and density of the built environment in London, green roofs, street trees, and additional vegetation are the most appropriate elements of green infrastructure in Newham.

Urban heat island: The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. The temperature difference is usually larger at night than during the day. The Urban Heat Island effect is noticeable during both the summer and winter months.

Utilities Infrastructure: relating to heat, power, digital connectivity and communications, water supply and wastewater removal for public use.

Viability assessments: An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements that an application can provide.

Walking and wheeling: We use the term walking in an inclusive way including the use of mobility aids. Nonetheless we recognise that some people who use wheeled mobility aids, for example a wheelchair or mobility scooter user, may not identify with the term walking and may prefer to use the term wheeling. We have therefore used the terms walking and wheeling together to ensure we are as inclusive as possible. Wheeling is defined to only cover modes that use pavement space at a similar speed to walking. It does not include the use of e-scooters or cycles.

Vulnerable road users: pedestrians (in particular children, older people and disabled people), cyclists, motor cyclists, horse riders and e-scooter riders. Such road users are defined as vulnerable because they lack the physical impact protection and safety features those within a vehicle benefit from.

Waste Hierarchy: The waste hierarchy ranks waste management options according to what is best for the environment. It gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

Waste sites: Sites where existing waste management sites are operating with planning permission which have been identified either via:

- the Evidence Base for the East London Joint Waste Plan (Anthesis, 2021); or
- any updated list of safeguarded waste sites produced as part of the update of the East London Joint Waste Plan; and
- following the adoption of the updated East London Joint Waste Plan, any new waste sites with planning permission. These sites will also be identified through the borough's Authority Monitoring Report.

Water neutrality: Total demand for water is the same after the new development was built, as it was before. This is achieved by retrofitting older homes and businesses with water efficiency devices, as well as building and development that uses little water.

Whole house approach: The concept of treating the whole house as a system when planning a retrofit and ensuring that any action taken does not preclude another action at a later date. It also means that actions which may affect other aspects of the dwelling's performance are properly considered to ensure that they do not result in any unintended consequences.

Whole Life Carbon: Whole life carbon brings together embodied carbon, operational carbon, as well as any benefits associated with recovery, reuse, or recycle beyond the system boundary.

Zero carbon: Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

Zero emission: Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases.

Monitoring Framework

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
1. Policy Use and Robustness	No target. Monitor for ability to withstand appeal scrutiny.	All	All	Council's appeals data
2. Delivery of infrastructure requirements: a. on site allocations b. projects sets out in the Infrastructure Delivery Plan	Target to meet requirements of the Infrastructure Delivery Plan across all types of infrastructure. Monitor milestones of strategic transport investment (TfL and LBN investment) in the borough. Monitor planning obligations secured, received and spent.	Objective 1. A healthier Newham and ageing well	BFN1: Spatial strategy BFN4: Developer contributions and infrastructure delivery SI1: Existing community facilities and health care facilities SI2: New and re-provided community facilities and health care facilities SI3: Cultural facilities and sport and recreation facilities SI4: Education and childcare facilities T1: Strategic transport W2: New or improved waste management facilities Site Allocations	Council's Highways and Sustainable Transport data Infrastructure Delivery Plan updates Infrastructure Funding Statement
3. Placemaking satisfaction of people	No target.	Objective 3. People-friendly neighbourhoods with green and clean streets	BFN2: Co-designed masterplanning	Council's development

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
occupying new developments	Monitor results of post-occupancy surveys for satisfaction with development and perceptions of safety being in line with or higher than the ward average, and broken down by equality groups where possible. Monitor for key themes or trends emerging (from a min of 5 surveys), as related to the masterplanning requirements, or related to high density development (250u/ha or more) or tall buildings (21m or more).	Objective 4. Safer Newham where no-one feels at risk of harm Objective 5. Homes for residents Objective 7. People powered Newham and widening participation in the life of the borough and the work that the Council does	D1: Design Standards D2: Public Realm Net Gain D3: Design-led site capacity optimisation D4: Tall buildings	management data Council's Population Survey in relation to satisfaction with local area
4. Take-up of co-design principles of engagement	No target. Monitor for percentage of major applications referable to the Mayor of London supported by an Engagement Strategy that demonstrates commitment to co-design principles.	Objective 4. Safer Newham where no-one feels at risk of harm Objective 6. Supporting young people to have the best start in life and reach their potential Objective 7. People powered Newham and widening participation in the life of the borough and the work that the Council does	BFN2: Co-designed masterplanning D1: Design Standards	Council's development management data
5. Social Value-Health Impact Assessments received	No target. Monitor for increase in the number of planning applications that undertake a SV-HIA screening.	Objective 1. A healthier Newham and ageing well Objective 4. Safer Newham where no-one feels at risk of harm Objective 7. People powered Newham and widening participation in the life of the	BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing	Council's development management data

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	Monitor for number and type of applications needing to undertake a detailed assessment.	borough and the work that the Council does		
6. Planning obligations supporting delivery of Local Plan	No target. Monitor planning obligations secured, received and spent.	Objective 2. An inclusive economy to support people in these hard times Objective 3. People-friendly neighbourhoods with green and clean streets Objective 4. Safer Newham where no-one feels at risk of harm	BFN4: Developer contributions and infrastructure delivery	Infrastructure Funding Statement
7. Newham Design Review Panel (and Community/Youth Panel) activity	Target no permission where DRP concerns relating to principal or quality of a tall building or high density development (250u/ha or more) have not been addressed. Monitor for effectiveness.	Objective 3. People-friendly neighbourhoods with green and clean streets Objective 7. People powered Newham and widening participation in the life of the borough and the work that the Council does	BFN2: Co-designed masterplanning D1: Design Standards D3: Design-led site capacity optimisation D4: Tall Buildings D7: Conservation Areas and Areas of Townscape Value	Council's development management data Newham Design Review Panel monitoring reports
8. Location and scale of tall buildings	Target delivery in line with spatial strategy set out in Table 1: Tall Building Zones. Monitor the location and scale of tall buildings approved, started and delivered.	Objective 3. People-friendly neighbourhoods with green and clean streets	D4: Tall buildings N1-17: Neighbourhoods policies	Council's development management data / Kibana
9. Number and location of major development requiring fieldwork investigations	No target. Monitor for GLAAS support of development subject to condition discharge.	Objective 3. People-friendly neighbourhoods with green and clean streets	D8: Archaeological Priority Areas	Council's development management data

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	Monitor location of schemes requiring discharge of Archaeological Investigation conditions.			
10. Change to the Heritage at Risk Register (published by Historic England)	Target no loss of heritage assets. Monitor for reduction in overall number of buildings on register, and for implementation of planning permissions/listed building consents.	Objective 3. People-friendly neighbourhoods with green and clean streets	D9: Designated and non-designated heritage assets, ancient monuments and historic parks and gardens Site Allocations (as relevant)	Historic England Council's development management data
11. Delivery of new town centres, local centres and neighbourhood parades	Target delivery of new or expanded centres in line with population growth in catchment area and site allocations criteria (application of conditions). Target completion of retail floorspace in line with sub-area need as per Retail and Leisure Study (2022, or subsequent update). Monitor progress towards all homes being within the 400 metre radius of at least one designated parade or centre, and/or within the 15 minutes walking area of the boundary of least two designated parades or centres (updated isochrones).	Objective 1. A healthier Newham and ageing well Objective 2. An inclusive economy to support people in these hard times Objective 3. People-friendly neighbourhoods with green and clean streets	HS1: Newham's Town Centres Network Site Allocations (as relevant)	Council's development management data Retail and Leisure Study (2022, or subsequent update) Council's GIS analysis

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
12. Town and local centre health check	Target local trends following national trends, and prevalence of Commercial, Business and Service uses (Class E) units in primary shopping areas in line with policy targets: - 90% in Stratford Town Centre - 80% in all other town and local centres. Monitor uses composition and vacancies, compared to national trends. Monitor number and location of developments with Vacancy Prevention Strategies approved/reviewed. Monitor number and location of developments with Affordable Commercial, Business and Service (Class E) Units Marketing Strategies approved/reviewed. Monitor visitor evening and night time economy uses location and hours of operation, and evidence of creation of visitor evening and night time economy zones in line with the spatial strategy.	Objective 2. An inclusive economy to support people in these hard times	HS2: Managing new and existing Town and Local Centres HS4: Markets and events/pop-up spaces HS5: Visitor Evening and Night Time Economy	Council's on-site surveys every two years Council's development management data Local Data Company

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	Monitor number and location of approved temporary or permanent pop-up spaces (excluding markets).			
13. Satisfaction with local shopping facilities	Target a trend of increasing satisfaction for all, and in particular for young people 18-25 years old and for those identifying as disabled. Monitor by ward, and break down by age groups and disability wherever possible.	Objective 3. People-friendly neighbourhoods with green and clean streets	HS1: Newham's Town Centres Network HS2: Managing new and existing Town and Local Centres	Council's Population Surveys Council's development management data
14. Prevalence of edge-of-centre and out-of-centre retail, restaurants, cafes and services	Target no loss of corner food shops meeting policy criteria. Monitor for trends through approvals for loss or gain of floorspace in retail (Ea), restaurants cafes (Eb) or service floorspace (Ec) in edge of centre and out of centre locations.	Objective 3. People-friendly neighbourhoods with green and clean streets	HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services	Council's development management data
15. Number of permanent and temporary market stalls	Target no net loss of permanent stalls. Monitor for monitor for improved capacity or establishment of new ones, including temporary markets.	Objective 2. An inclusive economy to support people in these hard times	HS4: Markets and events/pop-up spaces	Council's development management data Council's Markets team data

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
16. Concentrations of hot food takeaways and gambling premises	Target no worsening over-concentrations. Monitor for trends of reduction in over-concentrations and for take-up of quality standards through planning conditions.	Objective 1. A healthier Newham and ageing well Objective 4. Safer Newham where no-one feels at risk of harm	HS6: Health and wellbeing on the High Street HS4: Markets and events/pop-up spaces	Council's on-site surveys every 2 years Council's commercial Licensing data Council's development management data
17. Number and location of approved 'Dark kitchens', 'dark shops' and micro-fulfilment centres	No target. Monitor for alignment with spatial strategy.	Objective 2. An inclusive economy to support people in these hard times	HS7: Delivery-led businesses	Council's development management data / Kibana
18. Number and location of visitor accommodation bed spaces approved	Target delivery in line with spatial strategy and the London Plan quota of projected need.	Objective 2. An inclusive economy to support people in these hard times	HS8: Visitor accommodation	Council's development management data / Kibana
19. Net provision of Community Facilities	Target overall net gain in provision and a reduction in community facility deficiency, and no loss unless in the circumstances the policy allows for. Monitor approvals for relevant uses, against the Newham's Community Facilities Needs Assessment (2022).	Objective 1. A healthier Newham and ageing well Objective 3. People-friendly neighbourhoods with green and clean streets Objective 6. Supporting young people to have the best start in life and reach their potential	SI1: Existing community facilities and health care facilities SI2: New and re-provided community facilities and health care facilities N1-17: Site allocations	Council's development management data / Kibana Council's GIS modelling

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	Monitor for reducing the gaps in the 15-minute network.			
20. Net provision of cultural and sport and recreation facilities	Target: overall net gain in provision and a reduction in facility deficiency. Target no loss unless in the circumstances the policy allows for. Monitor approvals for relevant uses, against the Newham's Community Facilities Needs Assessment (2022), and Leisure Facilities Needs Assessment (2024) as relevant. Monitor for reducing the gaps in the 15-minute network.	Objective 1. A healthier Newham and ageing well Objective 6. Supporting young people to have the best start in life and reach their potential	SI3: Cultural facilities and sport and recreation facilities	Council's development management data / Kibana Council's GIS modelling
21. Net completions of Burial space	No target. Monitor for approvals and completions, in ha.	Objective 3. People-friendly neighbourhoods with green and clean streets	SI5: Burial space and related facilities	Council's development management data
22. Net additional floorspace for general industrial (B2), storage or distribution (B8) (including dark kitchen/shop and micro fulfilment), office (E(g)(i)), research and development (E(g)(ii)) and light industrial	Target no net loss of floorspace. Monitor for location against designated employment land and non-designated employment sites. Monitor approvals (gains and loss) and completions.	Objective 2. An inclusive economy to support people in these hard times	J1: Employment and growth J2: New employment floorspace J3: Protecting employment floorspace	Council's development management data / Kibana

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
(E(g)(iii)) and industrial related Sui Generis (SG) uses approved				
23. Take up of Community Wealth Building Business Pledges	No target. Monitor for all major employment-led developments (including mixed-use developments) demonstrating commitments to Community Wealth Building Business Pledges.	Objective 2. An inclusive economy to support people in these hard times Objective 6. Supporting young people to have the best start in life and reach their potential	J4: Delivering Community Wealth Building and Inclusive Growth	Council's development management data
24. Housing target met	Target delivery of between 51,425 and 53,784 new residential units across the plan period.	Objective 5. Homes for residents	BFN1: Spatial strategy H1: Meeting housing needs	Council's development management data / Kibana Housing Trajectory and 5 Year Housing Land Supply
25. Protection of housing stock	Target no net loss of residential units and no loss of family dwellinghouses unless in the circumstances the policy allows for.	Objective 5. Homes for residents	H2: Protecting and improving existing housing	Council's development management data / Kibana
26. Delivery of affordable housing	Target all new residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more to provide 50 per cent of the total residential units as social rent	Objective 5. Homes for residents	H3: Affordable housing	Council's development management data / Kibana

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	housing and 10 per cent of the total residential units as affordable home ownership housing. Monitor gross permissions and completions, split via tenure and as a percentage of new housing delivered, against target to deliver 50 per cent of the total residential units as social rent housing and 10 per cent of the total residential units as affordable home ownership housing.			
27. Housing affordability	No target. Monitor for decreasing trends in: - Number of households on the Local Authority waiting list. - Homeless households in temporary accommodation. Monitor ratio of lower quartile house price to lower quartile house earnings.	Objective 5. Homes for residents	H2: Protecting and improving existing housing H3: Affordable housing	Local Authority Housing Statistics GOV.UK
28. Housing mix	Target delivery of new residential units meeting policy mix of 40 per cent three or more bedroom dwellinghouses and no more than	Objective 5. Homes for residents	H4: Housing mix	Council's development management data / Kibana

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	15 per cent as one bedroom, two person dwellinghouses. Monitor for approvals and completions.			
29. Delivery of residential institutions (C2), sui generis specialist housing and temporary accommodation for homeless people	No target. Net completions of residential institutions (C2), sui generis specialist housing and temporary accommodation for homeless people.	Objective 5. Homes for residents	H6: Supported and specialist housing	Council's development management data / Kibana
30. Delivery of older persons housing	Monitor for provision as part of residential mix, in line with the London Plan 2021 benchmark as a proportion of overall residential delivery. Monitor net completions by typology.	Objective 5. Homes for residents	H7: Housing for older people	Council's development management data / Kibana
31. Delivery of purpose-built student accommodation bed spaces across the plan period	Target no oversaturation in any neighbourhood, measured as over 25 per cent of net pipeline housing approvals and net completions in a neighbourhood. Monitor as a percentage of net pipeline housing approvals and net completions in a neighbourhood within the plan period.	Objective 5. Homes for residents	H8: Purpose-built student accommodation	Council's development management data / Kibana Housing trajectory

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
32. Delivery of Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living developments, including the delivery of Houses in Multiple Occupation that meet the housing needs of Newham Care Leavers or homeless single people in Newham	No target. Monitor net completions proportionately to completions of general needs housing, and in relation to effectiveness of the policy at meeting the housing needs of Newham Care Leavers or homeless single people via feedback from Newham's Temporary Accommodation Service.	Objective 5. Homes for residents	H2: Protecting and improving existing housing H9: Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living	Council's development management data / Kibana
33. Delivery of Gypsy and Traveller accommodation	No target. Monitor proportionately compared to need identified in the Gypsy and Traveller Accommodation Assessment and any emerging evidence prepared by the Greater London Authority.	Objective 5. Homes for residents	H10: Gypsy and traveller accommodation	Council's development management data / Kibana
34. Delivery of wheelchair dwellings and number of people waiting for a wheelchair adapted dwelling	Target: 10 per cent of residential completions (by development) meet Part M4(3). Monitor delivery by unit size and by number of bedrooms required as per the waiting list	Objective 5. Homes for residents	H11: Housing Design Quality	Housing Occupational Therapist data Council's development management data / Kibana
35. Publicly accessible open space losses and gains	Target to maintain 0.72 Hectares of publicly accessible green space per 1,000 residents.	Objective 1. A healthier Newham and ageing well	GWS1: Green spaces Site allocations	Council's development management data

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	Monitor approved applications (losses and gains) for trends of positive increases or quantity holding steady. Monitor delivery of requirements set in site allocations.	Objective 3. People-friendly neighbourhoods with green and clean streets Objective 4. Safer Newham where no-one feels at risk of harm		
36. Allotment space provision	Target to maintain 0.0.049 Hectares of allotment and growing space per 1,000 residents. Monitor approved applications (losses and gains) for trends of positive increases or quantity holding steady. Monitor delivery of requirements set in site allocations.	Objective 1. A healthier Newham and ageing well Objective 3. People-friendly neighbourhoods with green and clean streets	GWS1: Green spaces Site allocations	Council's development management data
37. The amount of new floorspace for Biodiversity Net Gain	Target all qualifying development to secure at least 10% Biodiversity Net Gain.	Objective 3. People-friendly neighbourhoods with green and clean streets	GWS3: Biodiversity, urban greening, and access to nature	Council's development management data
38. Urban Greening Factor score of development	Target Monitor percentage of qualifying major developments for which target Urban Greening Factor was met on-site.	Objective 1. A healthier Newham and ageing well Objective 3. People-friendly neighbourhoods with green and clean streets	GWS3: Biodiversity, urban greening, and access to nature	Council's development management data
39. Changes to areas of biodiversity importance	Target no net loss of Sites of Importance to Nature Conservation.	Objective 1. A healthier Newham and ageing well	GWS3: Biodiversity, urban greening, and access to nature	GiGL

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
		Objective 3. People-friendly neighbourhoods with green and clean streets		
40. Canopy cover	Target to maintain 16 per cent and seek to achieve 20 per cent. Monitor loss of trees subject to a tree protection order to ensure reasonable protection is being afforded.	Objective 1. A healthier Newham and ageing well Objective 3. People-friendly neighbourhoods with green and clean streets	GWS4: Trees and hedgerows	GiGL
41. Net provision of play space	Target to maintain 0.024 Hectares of publicly accessible play space per 1,000 residents. Monitor approved applications (losses and gains) for trends of positive increases or quantity holding steady. Monitor delivery of requirements set in site allocations.	Objective 1. A healthier Newham and ageing well Objective 3. People-friendly neighbourhoods with green and clean streets Objective 6. Supporting young people to have the best start in life and reach their potential	GWS5: Play and informal recreation for all ages Site allocations	Council's development management data
42. Number of contaminated sites in the borough	No Target. Monitor for decreasing quantity.	Objective 1. A healthier Newham and ageing well	CE1: Environmental design and delivery	Environmental Health
43. Number of developers taking up water efficiency incentives	No target. Monitor water consumption per capita at a Thames Water regional level, for decreasing trends.	Objective 3. People-friendly neighbourhoods with green and clean streets	CE1: Environmental design and delivery	Thames Water Ofwat

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
44. Delivering net zero buildings	No target. Monitor number of developments meeting assured performance targets, for increasing trends. Monitor quantity of PV panel offsetting contributions. Number of developments submitting total energy use and renewable energy generation figures to the GLA.	Objective 3. People-friendly neighbourhoods with green and clean streets Objective 5. Homes for residents	CE2: Zero Carbon development	Council's development management data GLA's Be Seen framework EXACOM
45. Developments meeting embodied carbon target of less than 500kg CO₂/m²	No target. Monitor for increase.	Objective 3. People-friendly neighbourhoods with green and clean streets	CE3: Embodied carbon and the circular economy	Council's development management data
46. Number of developments needing to provide detailed Overheating Assessments.	No target. Monitor number of developments submitting Early Stage Overheating Risk Tool. Monitor for decrease in number of developments needing to provide detailed Overheating Assessments.	Objective 1. A healthier Newham and ageing well Objective 5. Homes for residents	CE4: Overheating	Council's development management data
47. Number of developments supported by a Retrofit Plan.	No target. Monitor for increase in submission of Retrofit Plans.	Objective 3. People-friendly neighbourhoods with green and clean streets	CE5: Retrofit and circular economy	Council's development management data

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	Monitor for discharge of condition demonstrating achievement of retrofit quality assurance.			
48. Levels of PM2.5, PM10 and NOx air quality in the borough	Target achieving and maintaining National Air Quality standards and the World Health Organisation Air Quality Guidelines. Monitor number of Air Quality Positive Statements submitted. Monitor for decrease.	Objective 1. A healthier Newham and ageing well	CE6: Air quality T2: Local transport	Council's Environmental Health team
49. Flood risk management	No target. Monitor number of Major planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.	Objective 3. People-friendly neighbourhoods with green and clean streets Objective 5. Homes for residents	CE7: Managing flood risk	Council's development management data
50. Quantity of major developments achieving greenfield run-off standards	Target all major developments achieving standards as set out in the Surface Water Drainage Strategy.	Objective 3. People-friendly neighbourhoods with green and clean streets	CE8: Sustainable drainage	Council's development management data
51. Modal share in Newham	Target at least 83 per cent of all trips to be made by foot, cycle or public transport. Monitor for progress towards the Mayor's Transport Strategy target.	Objective 1. A healthier Newham and ageing well Objective 3. People-friendly neighbourhoods with green and clean streets	T1: Strategic transport T2: Local transport T3: Transport behaviour change D2: Public Realm Net Gain	TfL

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
		Objective 6. Supporting young people to have the best start in life and reach their potential		
52. Number of bike parking spaces approved in applications	Target all applications meeting standards.	Objective 1. A healthier Newham and ageing well Objective 6. Supporting young people to have the best start in life and reach their potential	T3: Transport behaviour change	Council's development management data
53. Travel Plan conditions discharged	No target. Monitor for increase.	Objective 1. A healthier Newham and ageing well Objective 6. Supporting young people to have the best start in life and reach their potential	T3: Transport behaviour change	Council's development management data
54. Number of Electric Vehicle Charging Points	No target. Monitor for new provision through approved applications. Monitor overall total numbers of publically accessible charging points in the borough.	Objective 3. People-friendly neighbourhoods with green and clean streets	T3: Transport behaviour change	Council's development management data Council's Highways and Sustainable Transport data
55. Number of Servicing and Management Plans conditions discharged	No target. Monitor for increase.	Objective 3. People-friendly neighbourhoods with green and clean streets	T4: Servicing a development	Council's development management data
56. Compliance with LCY legal agreement and planning conditions	No target. Monitor for compliance.	Objective 3. People-friendly neighbourhoods with green and clean streets	T5: Airport	Council's Airport monitoring officer

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	Monitor number of local residents complaints regarding the airport. Monitor Passenger and staff modal splits for increased take up of public transport and active travel.			Airport Annual monitoring report
57. Percentage of local authority collected waste diverted from landfill in East London Waste Authority region	Target a minimum of 28% of household waste sent for recycling, reuse or composting by 2030. Monitor for increase in diversion of waste away from landfill. Monitor against Newham's 2030 LACW Minimum Performance target of 28 per cent set out in the Joint Strategy for East London's Resources and Waste (2027-2057), positive trends should be observed.	Objective 3. People-friendly neighbourhoods with green and clean streets	W1: Waste management capacity W3: Waste management in developments	Local Waste Authority, Waste Annual Results
58. Managing waste handling capacity	Target no net or functional loss without compensatory capacity re-provided in London.	Objective 3. People-friendly neighbourhoods with green and clean streets	W1: Waste management capacity	Council's development management data
59. New/intensified waste management facilities	Target the majority of relevant consents delivering full enclosure or equivalent environmental	Objective 3. People-friendly neighbourhoods with green and clean streets	W2: New or improved waste management facilities	Council's development management data

Key performance indicator	Target and scope of monitoring	Local Plan Objectives monitored	Policies being monitored	Data sources
	protection and meeting higher levels of the waste hierarchy. Monitor any new waste management capacity delivered through new planning permissions in line with the spatial strategy, and which level of the waste hierarchy they meet.			
60. Percentage of premises in the borough with full fibre coverage	No target. Monitor for increase.	n/a	W4: Utilities and Digital Infrastructure	Ofcom Connected Nations update / GLA London Connectivity GIS mapping
61. Delivery of site allocations	No target. Monitor delivery in line with the phasing criteria set out in each of the site allocations.	Objective 1. A healthier Newham and ageing well Objective 2. An inclusive economy to support people in these hard times Objective 3. People-friendly neighbourhoods with green and clean streets Objective 5. Homes for residents Objective 6. Supporting young people to have the best start in life and reach their potential	Neighbourhoods1-18	Council's development management data

