



WE ARE NEWHAM

WE ARE SHAPING



OUR LOCAL PLAN

**DRAFT LOCAL PLAN (REGULATION 18)
FOR CONSULTATION
December 2022**

WE ARE NEWHAM.

CONTENTS

Introduction		2			
Mayor's Forward		5	D5:	Living well at high density	68
All about the plan		6	D6:	Shopfronts and advertising	70
All about Newham		13	D7:	Neighbourliness	73
Vision and Objectives		17	D8:	Conservation Areas and Areas of Townscape Value	78
Policies		21	D9:	Archaeological Priority Areas	81
Building a Fairer Newham		22	D10:	Designated and non-designated heritage assets, ancient monuments and historic parks and gardens	84
BFN1:	Spatial strategy	24	High Streets		87
BNF2:	Co-designed masterplanning	29	HS1:	Newham's Town Centres Network	88
BNF3:	Social Value and Health Impact Assessment - delivering social value, health and wellbeing	34	HS2:	Managing new and existing Town and Local Centres	95
BNF4:	Developer contributions and infrastructure delivery	37	HS3:	Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services	102
Design		41	HS4:	Markets and events/pop-up spaces	105
D1:	Design standards	42	HS5:	Visitor Evening and Night Time Economy	108
D2:	Public realm net gain	48	HS6:	Health and wellbeing on the High Street	113
D3:	Design-led residential site capacity optimisation	55	HS7:	Delivery-led businesses	116
D4:	Tall buildings	58	HS8:	Visitor accommodation	119
			Community Facilities		121
			CF1:	Existing community facilities	123
			CF2:	New and re-provided community facilities	127
			CF3:	Cultural and leisure facilities	134
			CF4:	Education and childcare facilities	137
			Inclusive Economy		143
			J1:	Employment and growth	144
			J2:	New employment floorspace	154
			J3:	Protecting employment floorspace	157
			J4:	Delivering Community Wealth Building and Inclusive Growth	160
			Homes		164
			H1:	Meeting housing needs	165
			H2:	Protecting and improving existing housing	169
			H3:	Affordable housing	172
			H4:	Housing mix	176
			H5:	Build to Rent housing	179
			H6:	Supported and specialist housing	182
			H7:	Housing for older people	185
			H8:	Purpose-built student accommodation	188

H9:	Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living	191
H10:	Gypsy and traveller accommodation	195
H11:	Housing Design Quality	198
Green and Water Spaces		207
GWS1:	Green spaces	208
GWS2:	Water spaces	216
GWS3:	Biodiversity, urban greening, and access to nature	220
GWS4:	Trees and hedgerows	225
GWS5:	Play and informal recreation for all ages	228
Climate Emergency		230
CE1:	Environmental design and delivery	231
CE2:	Zero Carbon development	234
CE3:	Embodied Carbon	239
CE4:	Overheating	242
CE5:	Retrofit and circular economy	244
CE6:	Air quality	246
CE7:	Managing flood risk	250
CE8:	Sustainable drainage	254

Transport		269
T1:	Strategic transport	262
T2:	Local transport	265
T3:	Transport behaviour change	269
T4:	Servicing a development	276
T5:	Airport	278
Waste and Utilities		282
W1:	Waste management capacity	283
W2:	New or improved waste management facilities	286
W3:	Waste management in developments	289
W4:	Utilities and Digital Infrastructure	293

Neighbourhoods		296
N1	Gallions Reach	299
N2	North Woolwich	307
N3	Royal Victoria	316
N4	Royal Albert North	335
N5	Canning Town and Custom House	341
N6	Manor Road	369
N7	Three Mills	372
N8	Stratford and Maryland	389
N9	West Ham	427
N10	Plaistow	433
N11	Beckton	448
N12	East Ham South	460
N13	East Ham	463
N14	Green Street	475
N15	Forest Gate	484
N16	Manor Park and Little Ilford	493

Glossary		497
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**NEWHAM
LOCAL PLAN
INTRODUCTION**

MAYOR'S FOREWORD



This document is the first draft of our new Local Plan for Newham. It is another important milestone in the development of Newham's new Local Plan which will address the new challenges we face

as well as helping us deliver the ambitious Building a Fairer Newham vision that we have for our borough as a place:

- Delivering genuinely affordable housing our people can afford, including pushing private developers to offer more housing our people actually need;
- Tackling the Climate Emergency to meet our 2030 carbon neutral and 2045 carbon zero plans;
- Improving the quality of the air that our children and residents breathe;
- Enabling more and more sustainable transport options so that our streets are people friendly for our children and young people, women and girls, parents / carers who are needing to push prams, our elderly and those with special educational needs or visual impairments or who use wheelchairs to get around;

- Building an inclusive economy to tackle poverty and inequality, and increase inward investment that leads to sustainable jobs;
- Ensuring our borough supports the potential of our young people, enabling them to thrive and succeed;
- Creating 15-minute neighbourhoods that are well designed and safe; with more green spaces across the borough to promote health and wellbeing;
- Respecting the diversity of our people and the richness of Newham as an inclusive community which respects all the ethnicities, cultures and faiths;
- A borough that is confident about its future and its people, future-proofing Newham for the impact data and technology will have on our lives.

This new Local Plan process started in December 2018, when I announced that the borough would commence an early review of its current Local Plan. Following the adoption of the new London Plan in early 2021, we were able to then accelerate the process and in October last year, Cabinet endorsed the Issues and Options document as the basis for detailed dialogue and engagement with residents and local stakeholder partners. Through that process we heard from many Newham residents about their hopes and aspirations for the future of Newham and what they want to see embedded in a new Local Plan.

These ideas and ambitions, together with detailed evidence base documents – which have also had extensive resident input – have fed into the development of this Draft Local Plan. This document 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.

However it is still a work in progress and the Plan will continue to evolve after, and as a result of, this next stage of consultation. To ensure it delivers for Newham and in keeping with my manifesto commitment to create a people powered Newham and widening participation in everything the Council does, I urge residents and stakeholders to input into this important document which will shape the future of Newham over the next 15 years.

Rokhsana Fiaz OBE
Mayor of Newham
@rokhsanafiaz

ALL ABOUT THE LOCAL PLAN

What is a Local Plan?

i.1 The Local Plan is the key planning document which we will use to shape, plan and manage growth, regeneration and development across the borough over a 15-year period from 2023 - 2038.

i.2 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 in the borough
- the standards that development should meet
- what it should look like
- what services and infrastructure are needed and where
- how all residents will benefit from the growth and development

i.3 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 also operates alongside other types of regulation, such as licencing and environmental health legislation.

What is this document?

i.4 This document is the first draft 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.

i.5 The draft Local Plan has been informed by the responses we received on our Issues and Options document, during the consultation at the end of 2021. 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.

i.6 This document looks and reads like a new Local Plan but it is still a work in progress. We welcome your comments and ideas on how it can be improved to best create a happy, healthy and well Newham for all.

How to be part of the discussion

Comments are welcome on this document, following its publication after the formal Cabinet decision is made in December 2022.

The formal consultation will commence on the 9th January 2023 and end on the 20th February 2023.

Why do we need a Local Plan?

Why refresh it?

i.7 Over the last 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 community facilities and addresses challenges, including those exposed by the disproportionate impact of COVID-19 on Newham, 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 we can use to build a fairer Newham for all.

i.8 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, 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 ready at the point of transition. This draft Local Plan therefore covers the entirety of Newham.

What is its relationship to other plans?

i.9 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). This means we are required to follow their policy directions unless we have sufficient local evidence to demonstrate a different approach is required.

i.10 Newham currently has no designated Neighbourhood Forums or Areas, but if they were to be established in the future, any Neighbourhood Plan they were to create would have to be in accordance with policies in Newham’s Local Plan and the London Plan (2021).

i.11 The Mayor of London is developing the Royal Docks and Beckton Opportunity Area Planning Framework (OAPF) and it will soon be published 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 draft Local Plan.

i.12 In May 2022, the Government published 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 includes 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. Further detail is still required to provide the implementation guidance and timeframes for the changes it contains and it is also unclear if the new Government intends to proceed with the proposed changes, so the Council is continuing to develop our Local Plan in accordance with the current guidance on Local Plans. However, we will also be developing the evidence base we need to progress to the different style of, and elements in a, Local Plan proposed by the Bill.

i.13 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](#)
- [Towards a Better Newham: COVID-19 Recovery and Reorientation Strategy](#)
- [Climate Emergency Action Plan](#)
- [Tackling Racism, Inequality and Disproportionality](#)
- [50 steps to a Healthier Newham](#)



What other information has informed the Local Plan?

Engagement

i.14 There are four consultations on the Local Plan, of which this is the second. At each stage residents, businesses and other stakeholders will be able to tell us what they think the Plan should include, whether we have got the priorities right, whether the Plan is clear enough and if anything is missing. However, the role and focus of the consultation changes at each stage.

i.15 Responses at this stage should focus on whether the spatial strategy, site allocations and policies in the draft Plan meet Newham's needs and objectives. The responses we received on the first consultation and how the draft Plan has responded to these comments is included in the Engagement Report, published alongside this document.

i.16 The responses you provide on this document will be analysed and fed into the next version of the Plan and a further engagement report will be produced so you can see how we have responded to each bit of feedback.

Evidence base

i.17 To make sure we have an as good as possible understanding of what we need to build and protect, what we already have in the borough and what the market trends are, we have commissioned and developed a series of evidence base documents. These documents use and analyse quantitative and qualitative data, site visits and expert input to provide us with this information.

i.18 During the production of the draft Local Plan, some of 2021 Census demographic data has been released but this data was not available when the evidence base documents were being developed. The Local Plan team will continue to analyse the data released from the 2021 Census to inform the Local Plan as it develops. Growth projections in the draft 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.

i.19 The following evidence base documents have been or are being produced. Those which have been completed are published alongside this Local Plan. Evidence base documents which are still being developed will be published alongside the next draft Local Plan.

i.20 We would also very much welcome your comments on these documents.



Document	Details
Characterisation Study	<p>A study to consider design, function, and socio-economic makeup of the borough to:</p> <ul style="list-style-type: none"> • Support the creation of the Local Plan’s spatial strategy, including identifying 16 neighbourhoods. • Develop borough wide design guidance • Develop neighbourhood specific design principles • Identify suitable locations of tall building zones. <p>This document is complete and available here.</p>
Strategic Housing Market Assessment (SHMA) and Gypsy and Traveller Accommodation Assessment (GTAA)	<p>Identifies the type of homes required by all residents (tenure and size) to ensure delivery of homes which meet needs. Including consideration of the need for Gypsy and Traveller pitches.</p> <p>This document is complete and available here.</p>
Retail and Leisure Assessment	<p>An assessment of the supply and demand of land for retail and commercial leisure uses (such as cinemas) and assesses current and potential Town Centre locations, with consideration to delivering the 15-minute neighbourhood.</p> <p>This document is complete and available here.</p>
Employment Land Review	<p>An assessment of the supply and demand of employment land and floor space in keeping with Newham’s community wealth building objectives.</p> <p>This document is complete and available here.</p>
Carbon Reduction Evidence Base	<p>An assessment of the most effective and deliverable measures to reduce carbon production from new buildings and construction work.</p> <p>This document is complete and available here.</p>

Document	Details
Community Facilities Needs Assessment	<p>An assessment of the current and future supply and demand of community facilities and potential future locations, with consideration to delivering the 15-minute neighbourhood.</p> <p>This document is complete and available here.</p>
Waste Plan Evidence Base	<p>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 and assess availability of waste sites in the context of the London Plan (2021) waste targets. It makes recommendations on the most appropriate approach to planning for each of the relevant waste streams, to be taken forward in a new East London Waste Plan.</p> <p>This document is complete and available here.</p>
Site Allocation and Housing Trajectory Methodology	<p>A methodology note outlining the approach to:</p> <ul style="list-style-type: none"> • Identifying and selecting site allocations • Identifying suitable uses on sites • Determining site capacities • Determining site phasing <p>This document is complete and available here</p>
Built Leisure Needs Assessment	<p>An assessment of the current and future supply and demand of built sports facilities, such as leisure centres, gyms and swimming pools. Provides an assessment of options to meet this need.</p> <p>This document is still being developed. An interim report is complete and is available here.</p>

Document	Details
Green and Water Infrastructure Strategy	<p>A study to:</p> <ul style="list-style-type: none"> • 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 • Assessment of Newham’s biodiversity and identification of opportunities to improve it <p>This document is still being developed. An interim report is complete and is available here.</p>
Playing Pitch Strategy	<p>An assessment of the current and future supply and demand of playing pitches.</p> <p>This document is still being developed and will be published alongside future Local Plan consultations.</p>
Sustainable Transport Study	<p>An assessment of whether there is sufficient capacity within the transport network to support the proposed level of growth in a sustainable way and where strategic and local interventions are required. And a series of recommendations on further interventions enable shifts to more sustainable and active ways of travelling.</p> <p>This document is still being developed. An interim report is complete and is available here.</p>

Document	Details
Water Studies	<p>In collaboration with the Environment Agency and Greater London Authority we are producing a Strategic and a Local Integrated Water Management Strategy to cover the Lea Valley corridor and the Royal Docks and Beckton area. We will be using these studies to inform an update to the Strategic Flood Risk Assessment which will consider specific recommendations to reduce flood risk to and from new development, across the whole of the borough.</p> <p>These documents are still being developed and will be published as part of the next Local Plan consultation.</p>



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Appraisals

i.21 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 should 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.

i.22 During the last consultation we also sought comments on the Sustainability Appraisal Scoping Report which outlines what we consider to be the main social, economic and environmental factors within Newham and the appraisal framework we will use to assess the Plan. Comments received have been considered and updates have been made to the appraisal framework. Alongside the Sustainability Appraisal an Equalities Impact Assessment, a Health Impact Assessment and a Habitats Regulation Assessment have also been produced and published.

i.23 An Equalities Impact Assessment (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.

i.24 A Health Impact Assessment (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

i.25 A Habitats Regulation Assessment considers the potential impact of the Local Plan on significant natural habitats.

i.26 We would also very much welcome your comments on [these documents too.](#)

Viability

i.27 National legislation 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 draft Local Plan and concludes that the policies, obligation and site requirements are viable and will not prevent development from occurring.

i.28 This assessment is [published](#) and comments can be provided on this document too.

What are the stages of Plan making?

Milestone	Indicative date
First Engagement and Consultation	Autumn – Winter 2021
Preparing the Draft Local Plan	Winter – Summer 2022
Consultation on the Draft Local Plan *WE ARE HERE! (Regulation 18)	Winter 2023
Amendments to the Local Plan to create the Submission Local Plan	Spring – Summer 2023
Consultation of the Submission Local Plan (Regulation 19)	Autumn – Winter 2023
Preparing the Local Plan Submission	Spring 2024
Submission of the Local Plan to the Secretary of State	Summer 2024
Examination of the Local Plan	Summer – Autumn 2024
Adoption by the Council	Winter 2024

How to use this document

i.29 The Local Plan, together with the London Plan (2021), 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 suitability.

i.30 The policies and proposals set out in this document are also illustrated on a Policies Map.

i.31 We would very much welcome your comments on all of the sections of the document and the Policies Map.

The contents of the Local Plan are:	
Section 1: All about Newham	<ul style="list-style-type: none"> • Provides an introduction to the borough and our key issues and opportunities.
Section 2: Vision and Objectives	<ul style="list-style-type: none"> • Sets 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	<ul style="list-style-type: none"> • Outlines the policies that will be used to shape and manage growth, regeneration and development across the borough. These are organised into nine topic chapters. • The nine topic chapters cover policies on design, high streets, community facilities, 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: <ul style="list-style-type: none"> - BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing - D6: Shopfronts and advertising - HS6: Health and wellbeing on the high street - T4: Servicing a development
Section 4: Neighbourhoods	<ul style="list-style-type: none"> • The neighbourhood chapter provides policies for each of our 16 neighbourhoods and the 44 site allocations within them. • All neighbourhood policies and site allocations in the Plan are considered strategic policies

**NEWHAM
LOCAL PLAN
ALL ABOUT NEWHAM**

ALL ABOUT NEWHAM

Introduction

1.1 Newham is an inner London borough, which sits between three rivers: the Lea to the West, Thames to the South and Roding to the East. It has historically been a borough of two halves: residential neighbourhoods in the centre and north of the borough built around and along the historic routes which connected central London to Essex and the area of the borough along its three rivers, home to mainly industrial uses and large scale infrastructure.

1.2 Since the closure of the Royal Docks these former industrial areas are undergoing a significant transformation. Newham now plays an important role within London as one of the key focal points for regeneration with investment in homes, modern workspaces, education, cultural and retail facilities occurring at a greater scale here than anywhere else in London.

1.3 Newham is situated at the meeting point of the London-Stansted-Cambridge-Peterborough Corridor, centred on enterprise and innovation within emerging sectors such as digital media, life science, telecommunications and advanced manufacturing and the Thames Estuary Creative and Cultural Industries Corridor. 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.

1.4 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 at Custom House. Of the 28 Transport for London stations in Newham, only 4 stations lack step free access.

Our People

1.5 Newham has a young, diverse and rapidly rising population. Newham's population is the 3rd biggest population of all London Boroughs and its projected population in 2030 is anticipated to be 465,435. Newham has grown rapidly over the last ten years with a 14 percent increase in population between 2011 and 2021. Newham is London's second most ethnically diverse borough with seven in ten residents from a non-white background and over 200 languages and dialects spoken here. The average age of a Newham resident is 32.7 and a third of the population is under 25 years old. The 2021 Census confirmed that 20 percent of the population is under 15. 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.

1.6 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, 49 per cent of Newham households are classified as living in poverty and 52 per cent of children grow up in low income households. These challenges were



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acerbated by COVID-19, with the biggest increase in claimant rates and highest number of people furloughed in London.

1.7 Although life expectancy at birth in Newham is like 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

1.8 Newham contains around 12,875 registered businesses with 94 per cent of businesses employing less 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 55 per cent increase in those ten years.

1.9 Public sector jobs remain large proportion of the overall total (around 30 per cent), and the dramatic job increase has generally been in sectors such as retail and business support.

1.10 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 earnings are £6,000 below the London average, with over a quarter of our residents paid below the London Living wage and this rises to over 50 per cent of ethnically diverse residents. Our residents are the most over-indebted in London. The borough has lower employment rates for women and higher numbers of young people who are not in employment, education and/or training than the London averages.

Our Homes

1.11 Newham has built over 8,300 new homes in five years to April 2020 and is delivering 2,000 council homes at social rent.

1.12 Despite this significant increase in housing numbers, the median house price in Newham stands at £415,000 as of December 2020 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 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.

Our Neighbourhoods

1.13 Newham has six Town Centres, 13 Local Centres, and 12 Shopping Parades, 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.

1.14 Most of our high streets serve a local service and amenity function, with the exception of Green Street's visitor economy of South Asian fashion and jewellery, which has international networks that

expand 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 centres.

1.15 Newham has 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, with far higher concentrations in some areas than others. These concentrations do not reflect higher population densities.





Our Environment

1.16 There are 25 public parks in Newham and numerous green spaces totalling around 254 hectares of publicly accessible green space. The Council manages 22 public parks and around 50 green spaces and amenity areas. Other public parks are managed by the City of London (West Ham Park), Queen Elizabeth Olympic Park managed by London Legacy Development Corporation and Thames Barrier Park managed by the Greater London Authority.

1.17 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.

1.18 Despite these important natural facilities, green space covers only 18 per cent of Newham (27 percent including water spaces), compared with 39 per cent for London as a whole and the borough has 15 percent tree cover which is the second lowest in London.

1.19 Newham's location in London, with a significant number of strategic roads 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.

1.20 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, recognising 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 State of the Borough \(newham.info\)](#)
- [50 steps to a Healthier Borough](#)
- [Newham Housing Delivery Strategy 2021](#)
- [Community Facilities Needs Assessment 2022](#)
- [Employment Land Review 2022](#)
- [Census 2021](#)
- [Planning London Datahub](#)

**NEWHAM
LOCAL PLAN
VISION AND OBJECTIVES**

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 16 neighbourhoods change will be radical: As City Hall makes its new home in Royal Victoria, the area around it and the wider 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. 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, community facilities, 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 Canning Town and Custom House, the Elizabeth Line will serve newly regenerated and restored estates built around community facilities and local shops. In Stratford improved connectivity and targeted development will ensure the global ambitions of the Olympic legacy delivers lasting benefits for all of Newham.

In many more neighbourhoods, changes will be smaller but no less important. These changes, such as at Forest Gate and Queen's Market, will cherish and enhance our shared built and cultural heritage. Our Town Centres and Local High Streets will be cherished spaces to meet, shop locally and explore.

Developments across our neighbourhoods will create new, green, well designed, affordable homes. New spaces where businesses can grow, including in the East Beckton Town Centre, Parcelforce and Thameside West site allocations will create high quality and well-paying local jobs – ensuring wealth created in our community stays in our community.

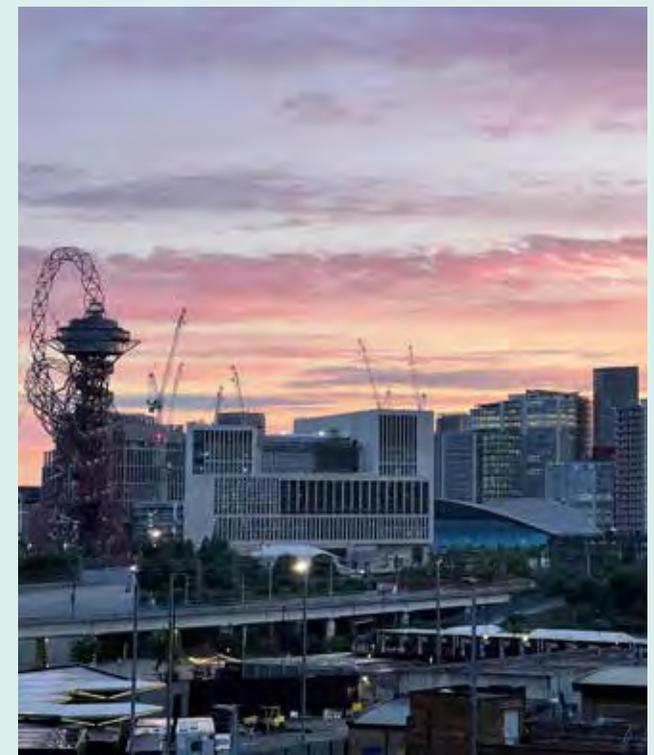
New development, including at Custom House, Plaistow North and Pudding Mill Lane, will provide opportunities to complete our network of 15-minute neighbourhoods, delivering the shops, community facilities and parks which bring our neighbourhoods to life and provide spaces for us to meet.

This will be complemented by interventions which make Newham a safe and enjoyable place to move around. 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 grow and flourish. 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 16 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

2.1 In order to achieve our vision, the Local Plan is shaped around the objectives of [Building a Fairer Newham Strategy \(2022\)](#). When the process to develop the Local Plan was started, the Council's main corporate strategy was the [Towards a Better Newham Strategy \(2021\)](#), which formed the basis of our Issues and Options document. This Strategy has now been replaced by the Building a Fairer Newham Strategy (2022). This new strategy builds on the objectives and achievements over the last four years delivered through the Towards a Better Newham Strategy. Building a Fairer Newham will now provide a structure, underpinning the objectives and policies in the rest of the document.

2.2 All developments in the borough are expected to support and contribute towards the delivery of these objectives.



1. A healthier Newham and ageing well

- The importance of physical and mental health and well-being will be recognised, to ensure we reduce health inequalities through a health integrated approach to planning.
- Healthy lifestyles will be promoted through the creation of healthy environments with clean air, no food deserts and no food swamps.
- We will measure the health, happiness and wellbeing of our residents to monitor the success of developments and the Local Plan

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.
- We will support the delivery of the Capital's first London Living Wage neighbourhood.
- Access to employment through sustainable transport infrastructure and active travel will be improved.
- Business and residents will have access to the utilities and digital infrastructure required to function in the new economy.
- We will create a greener and cleaner future in Newham to tackle the Climate Emergency through creating zero carbon, climate resilient neighbourhoods.

3. People-friendly neighbourhoods with green and clean streets

- We will create well-designed, clean, 15-minute neighbourhoods which encourage physical activity, active travel and reduced car use resulting in greener streets and public spaces.
- Provision of, and access to, high streets, community facilities and open space will be increased through the delivery of 15-minute neighbourhoods.
- Zero carbon development will be delivered alongside retrofitting existing buildings and building climate resilient neighbourhoods, to support tackling the climate emergency.
- We will ensure our unique and diverse heritage is 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 the implementation of secured by design and activation principles.

5. Homes for residents

- We will deliver sufficient homes to meet the diverse needs of our population and offer improved quality of housing and a range of specialist housing options to provide care choices, greater independence and support.
- Housing quality across the borough will be improved.
- Delivery of family and affordable homes will be prioritised, to meet our most pressing needs.
- Housing design will recognise, celebrate and function well for Newham's diverse communities.

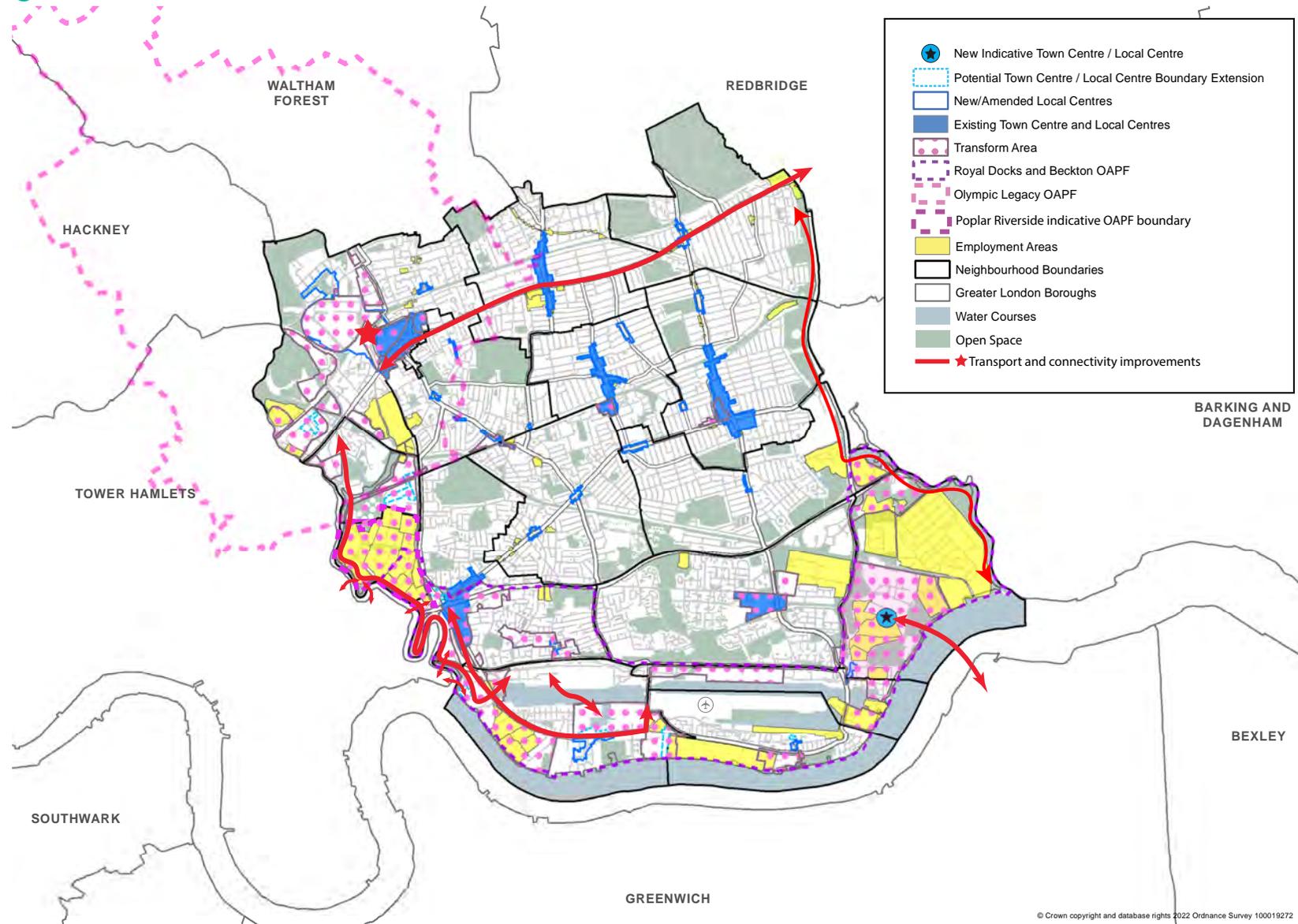
6. Supporting young people to have the best start in life and reach their potential

- Our public spaces, play spaces and social infrastructure will create high quality, safe, fun and welcoming spaces for all young people.
- We will protect existing and deliver new, and improved access to, education and childcare provision.
- 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

- We will create a more equal and affordable borough which reduces poverty and increases civic participation and inclusive opportunities for all.
- We will ensure there is sufficient physical, social, civic and digital infrastructure as part of 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, community facilities and open space, will be improved through delivery of 15-minute neighbourhoods to create better connected, supported and happier communities.
- New development will improve social integration.
- Cultural events, spaces and businesses will be supported.

Key Diagram



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**NEWHAM
LOCAL PLAN
POLICIES**

BUILDING A FAIRER NEWHAM

3.1 The Newham Local Plan sets out the spatial strategy for Newham for a 15-year period between 2023 and 2038. The spatial strategy identifies the location, scale and uses of development that will come forward in Newham and demonstrates how the needs of Newham's current and future population will be met. This includes the need, set by the London Plan (2021), to deliver at least 47,600 homes in Newham over the period 2019/20 to 2028/29. The Newham Local Plan also seeks to meet Newham's needs for:

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

3.2 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 Good Growth principles and the delivery of the aspirations set out in the Vision and Objectives: creating a healthier Newham and aging well, delivering an inclusive economy, creating people-friendly neighbourhoods, making a safer Newham, building homes for residents, supporting young people to have the best start in life and reach their potential and creating a people powered Newham.

3.3 The policies in this section seek to ensure that new development makes the most of every opportunity to deliver these objectives.

This section contains the following policies:

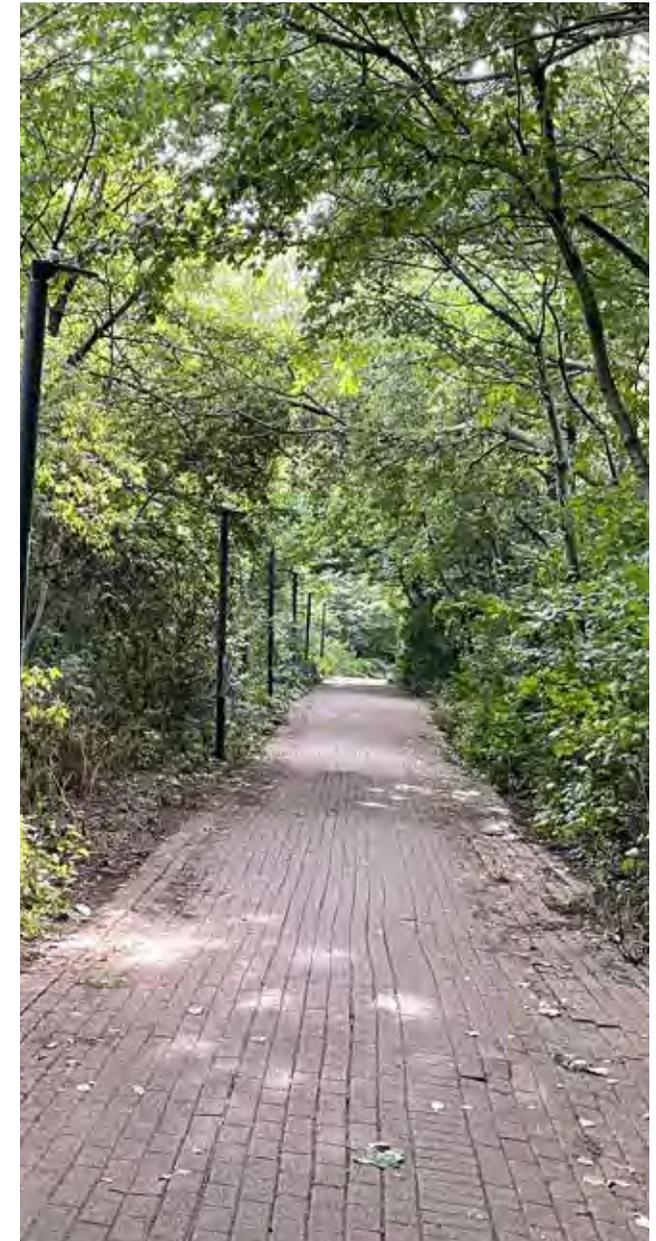
- **BFN1: Spatial strategy**
- **BNF2: Co-designed masterplanning**
- **BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing**
- **BNF4: Developer contributions and infrastructure delivery**



BFN1: Spatial strategy

1. Development will be directed to all of Newham's 16 neighbourhoods to distribute the benefits of growth, achieve Community Wealth Building outcomes and create a network of successful and well-connected 15-minute neighbourhoods. This will be achieved through:
 - a. directing significant levels of growth to:
 - i. the five neighbourhoods in the Royal Docks and Beckton Riverside Opportunity Area, which have the potential to deliver 30,000 new homes and 41,500 new jobs up to 2041, supported 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, N14 Green Street, N13 East Ham, N12 East Ham South, N16 Manor Park and Little Ilford, N11 Beckton and N15 Forest Gate neighbourhoods through the enhancement of each neighbourhood's character and the transformation of site allocations to deliver new homes.
2. Development will make the best use of land and optimise sites by:
 - a. applying a design-led approach and supporting tall buildings in the borough's Tall Building Zones; and
 - b. conserving the borough's heritage assets and their settings.
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, 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 industrial and employment floorspace on N1.SA1 Beckton Riverside, N2.SA1 North Woolwich Gateway, N3.SA1 Silvertown Quays, N3.SA2 Lyle Park West, N3.SA3 Connaught Riverside, N3.SA4 Thameside West, N4.SA1 Royal Albert North, N5.SA2 Silvertown Way East, N5.SA3 Canning Town Holiday Inn, N5.SA5 Canning Town Riverside, N7.SA2 Parcellforce, N7.SA3 Sugar House Island, N8.SA1 Stratford Central, N8.SA2 Stratford Station, N8.SA3 Greater Carpenters District, N8.SA4 Stratford High Street Bingo Hall, N8.SA7 Rick Roberts Way, N8.SA9 Pudding Mill, N8.SA10 Chobham Farm North, N11.SA1 East Beckton Town Centre, N14.SA1 Queen's Market and N15.SA2 Woodgrange Road West; and
 - f. supporting the intensification of Out-of-Centre retail and leisure parks for industrial uses and;
 - g. supporting new workspaces in locations which complete a gap in the 15-minute network of 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 in the N1 Gallions Reach neighbourhood at the N1.SA1 Beckton Riverside site allocation; and
 - c. creating new Local Centres in the N8 Stratford and Maryland, N7 Three Mills and N3 Royal Victoria neighbourhoods at N8.SA9 Pudding Mill, N7.SA2 Parcellforce, N3.SA4 Thameside West and N3.SA3 Connaught

- Riverside; and expanded Local Centres in the N9 West Ham, N2 North Woolwich and N3 Royal Victoria neighbourhoods at N9.SA1 Plaistow North, N2.SA2 Rymill Street and N3.SA1 Silvertown Quays; and
- d. protecting and expanding the borough's network of Neighbourhood Parades to ensure delivery of 15-minute neighbourhoods.
5. Development will protect and enhance existing parks and community facilities and support the creation of new parks and community facilities by:
- a. directing new community facilities to the borough's network of Town Centres and accessible, neighbourly locations to deliver 15-minute neighbourhoods; and
 - b. delivering new schools on N1.SA1 Beckton Riverside, N3.SA1 Silvertown Quays, N3.SA3 Connaught Riverside, N4.SA4 Thameside West and N8.SA7 Rick Roberts Way, N11.SA3 Royal Road site allocations; and
 - c. delivering new health centres on N8.SA1 Stratford Central, N8.SA9 Pudding Mill, N7.SA2 Parcellforce, N5.SA6 Custom House Phase 1, N2.SA2 Rymill Street, N1.SA1 Beckton Riverside, N4.SA4 Thameside West and N14.SA1 Queen's Market site allocations; and
 - d. requiring the delivery of new open space on the majority of site allocations, with new Local Parks of at least 2ha required on the N5.SA4 Limmo, N1.SA1 Beckton Riverside, N4.SA4 Thameside West, N4.SA1 Royal Albert North, N7.SA2 Parcellforce, N3.SA1 Silvertown Quays, N7.SA1 Abbey Mills site allocations and creating public access to the Metropolitan Open Land at the N13.SA3 Former East Ham Gas Works site allocation; and
 - e. requiring the delivery of new leisure centres on N1.SA1 Beckton Riverside and N3.SA1 Silvertown Quays site allocations and supporting the delivery of a new leisure centre in the N5 Custom House and Canning Town neighbourhood and through upgrading and redeveloping Newham Leisure Centre (as part of site allocation N10.SA3).
6. Improving strategic and local connections and increasing active travel through the implementation of Low Traffic Neighbourhoods, new bridges over the River Lea and the docks, 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. Protecting the borough's strategic and utilities infrastructure while mitigating any negative impacts.



Justification

3.4 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. 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 (2022) 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.

3.5 The key objective underpinning this spatial strategy is the delivery of 15-minute neighbourhoods: ensuring all residents live within easy walking distance of shops, workplaces, community facilities, parks and civic amenities and that there are sufficient facilities to meet the needs of an increasing population. This policy sets out how we will deliver this objective and in doing so, overcome the borough’s current uneven distribution of many of these key neighbourhood elements that we consider are needed to live happy and healthy lives in Newham.

Implementation

BFN1.1	<p>Sites where significant levels of growth are 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.</p> <p>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.</p>
BFN1.2	<p>New developments should optimise the use of available sites by responding to the site’s context, the design policies and the guidance in the Characterisation Study (2022) to deliver well-designed development of an appropriate scale and size.</p>
BFN1.3	<p>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.</p> <p>In addition, to deliver our green economy, 15-minute neighbourhood and Community Wealth Building objectives we require variety in the types and locations of workspace. This includes promoting the role of the Stratford Metropolitan 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.</p>
BFN1.4	<p>To ensure that everyone in the borough lives in a 15-minute neighbourhood, 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. In addition, development in Town Centres will be encouraged to support a diversity of uses to attract more people and, where appropriate, operating at different times in the day and evening.</p>
BFN1.5	<p>To deliver sufficient infrastructure to meet the needs of our growing borough and to make it equally easy for residents across the borough to reach them, the Plan requires certain site allocations to deliver new schools, health centres and community facilities; supports the</p>

delivery of new and expanded council facilities and enables a wider range of locations for the delivery of new community facilities (see Policy CNF1).

The borough's quantity of publically accessible open space per person is low compared to neighbouring boroughs and people living in many parts of the borough do not have easy access to open spaces. Developments, particularly on site allocations, are expected to help address these deficiencies.

All development is expected to support the delivery of community facilities and mechanisms to secure this are outlined in policy BNF4.

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. Developments in close proximity to these transport interventions are expected to ensure their proposal supports the implementation of these schemes and all development is expected to support their wider delivery through the mechanisms outlined in policy BNF4.

BFN1.7 Newham is home to a disproportionate number of strategic infrastructure facilities – including Beckton Sewage Treatment Works, transport depots, and pylons. Development in close proximity to these facilities must ensure they do not impact on their long term function and that they are designed to reduce any potential noise, dust, odour, light and other pollution from these existing strategic facilities on the users of new development. The Council will continue to work with utilities providers and other public sector bodies to reduce the impact of these facilities.

Monitoring

- Delivery of infrastructure requirements on site allocations. No set target, should reflect requirements of the Infrastructure Delivery Plan and status of planning applications on site allocations.
- Delivery of projects set out in the Infrastructure Delivery Plan. Targets as set out in the Infrastructure Delivery Plan.



Evidence base

- Characterisation Study, Maccreeanor Lavington with New Practice, Avis and Young, GHPA (2022)
- 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 (2022)
- Interim Built Leisure Needs Assessment, Strategic Leisure Limited (2022)
- Interim Green and Water Spaces Infrastructure Strategy, Jon Sheaff and Associates with London Wildlife Trust (2022)

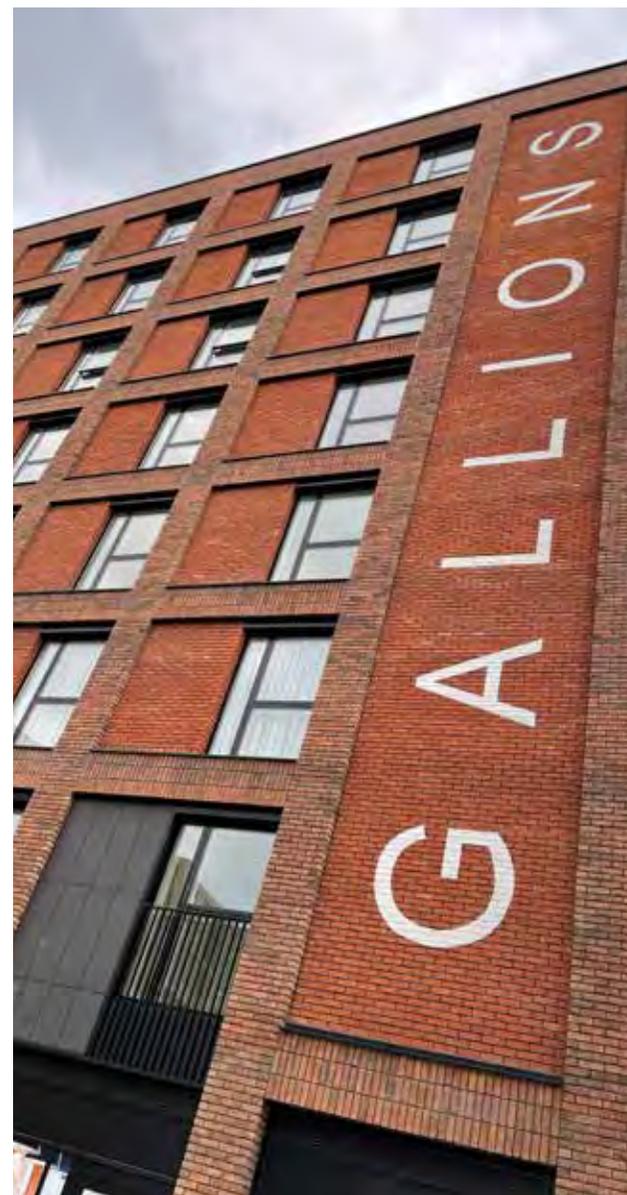
Policy Links

Draft Local Plan 2022:

- J1: Employment and growth
- J2: New employment floorspace
- T1: Strategic transport
- CF2: New and re-provided community facilities
- CF3: Cultural and leisure facilities
- CF4: 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
- 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 infrastructure

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 neighbourhood and/or site vision and/or 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. 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.
 - 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.
 - f. how Biodiversity Net Gain will be delivered on site, natural features will be incorporated and environmental factors mitigated.
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, balanced 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. buildings and public spaces whose use and design reflects and meets the needs of Newham's diverse population.
 - 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

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

Justification

3.6 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.

3.7 New development in Newham must meet the needs of Newham's residents. The policies in this Plan seek to ensure this by ensuring 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 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.



Implementation

BNF2.1 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.

BNF2.2 It is expected that masterplanning should take place in advance of, and alongside, pre-application discussions.

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 and prospective users or managers of any social or community infrastructure provision. An engagement strategy should be submitted outlining how engagement has and will be carried out. This should identify which specific groups will be engaged, including a focus on engaging young people and a range of residents as diverse as the local population, and how they will be engaged. The strategy should be underpinned by the engagement principles contained within Newham's Statement of Community Involvement and include offline and online activities, the use of existing local events, innovative and fun activities and allow for long term 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. It must demonstrate compliance with the relevant neighbourhood and/or site allocation design principles provided in section 4, including appropriate heights, including appropriate heights, key connections and routes

and create integrated developments which are outward facing, part of the existing street pattern and create a continuation of the neighbourhood. 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.



BNF2.3 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 community facilities or community growing spaces.

Mixed, balanced and stable communities will be achieved when an appropriate mix of tenures and sizes of home are provided (including specialist housing, where appropriate).

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 older 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 layouts to reduce overheating, provisions of cool zones, sustainable urban drainage systems and 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 or socialising, 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 Strategy.

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.



BNF2.4 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 small parklets, community gardens, community facilities, pop up shops or markets, affordable workspace or makerspace. Meanwhile uses should foster long-term social value by building on existing community initiatives and supporting job-creation, skills, and training of the local community. Any temporary structures should be designed for disassembly and reuse to support circular economy principles. Meanwhile uses will be subject to their own planning processes.

BNF2.5 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. 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.

Monitoring

- Satisfaction in new developments. No set target, should be increasing and monitored through post occupancy survey data.

Evidence base

- Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA (2022)

Policy Links

Draft Local Plan 2022:

- 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
- HSI: Newham's Town Centres Network
- D1: Design standards
- D2: Public realm net gain
- D3: Design-led residential site capacity optimisation
- D7: Neighbourliness
- GWS1: Green spaces
- GWS2: Water spaces
- GWS3: Biodiversity, urban greening, and access to nature
- GWS5: Play and informal recreation for all ages

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

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

1. All developments in Newham are encouraged to 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 justice issues are likely to arise must undertake a screening assessment as early as possible in the development process, to determine whether a full Social Value and Health Impact Assessment (SV-HIA) is required.
3. Where the Screening Assessment identifies that a full 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

3.8 Newham has adopted a number of strategies which seek to put health, happiness and wellbeing at the heart of the work the council does. [Newham's Health and Wellbeing Strategy \(2020\)](#) 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.

3.9 We will encourage all development to maximise 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.

3.10 A Health Impact Assessment (HIA) is a useful tool that helps to ensure that health and wellbeing is being properly considered in proposals. HIAs are designed to consider whether a policy might reinforce health inequalities and inadvertently damage people's health, or actually have positive health outcomes for the local community. It helps us to develop recommendations to maximise the positive impacts and minimise the negative impacts, while maintaining a focus on addressing health inequalities. Ensuring issues are considered at an early stage in development proposals can lead to improvements in both the physical and mental health of the population.

Implementation

BFN3:1

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: 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.

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 Community Facility floorspace
- iii. Gain of 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 open 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.

BFN3:2

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 social value and 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-HIA self-assessment, should be submitted at the planning application stage. Applicants are encouraged to complete the SV-HIA template 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.

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.

Monitoring

- HIAs received. No set target, should be increasing

Evidence base

- [50 Steps Health and Wellbeing Strategy, Newham \(2020\)](#)
- [50 Steps Evidence base, Newham \(2020\)](#)

Policy Links

Draft Local Plan 2022:

- CF1: Existing community facilities
- CF2: New and re-provided community facilities
- CF3: Cultural and leisure facilities
- HS6: Health and wellbeing on the high streets

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. enter into Section 106 agreements to provide affordable housing and any other requirements to mitigate the impact of their development.
2. Where a site is not proposing to meet all Section 106 requirements 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 may be subject to independent scrutiny at the applicant's cost.
3. Where financial viability concerns are substantiated, 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. Developments at or over 250 units/hectare density or on site allocations or of a scale referable to the Mayor of London will be required to demonstrate there is sufficient infrastructure to support the proposed scale of development.
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 will not be applicable for viability Fast Track assessments 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

3.11 In order to ensure that the policies of the Local Plan are delivered in a way that achieves sustainable development, we will seek contributions from developers to fund affordable housing, improvements to infrastructure and the environment. As outlined in the Plan's vision, objectives and spatial strategy, building a fairer Newham relies on development which meets Newham's need and the delivery of infrastructure which can support the level of anticipated growth and ensure current and future residents have access to the facilities they need.

3.12 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, such as other service areas and infrastructure providers.

Implementation

BNF4:1

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; and the Mayor of London's Community Infrastructure Levy charging schedule, or any subsequent adopted version.

Section 106 planning obligations will be sought for affordable housing and additional contributions where they are:

- a. necessary to make the development acceptable in planning terms; and
- b. directly related to the development, and
- c. 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. Policies which require planning obligations are included within the thematic and spatial policies.



BNF4:2 The Local Plan has been viability tested and its policies shown to be deliverable. 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 meet the 35 per cent or 50 per cent affordable housing thresholds) 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 must comply with the Mayor of London's Affordable Housing and Viability London Plan Guidance or subsequent guidance and will need to demonstrate that:

- the policy requirements set out in the Local Plan would render the development unviable (due to unforeseen circumstances); 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.

The viability appraisal must also be independently tested at the applicant's expense.

BNF4:3 This viability hierarchy is provided to guide applicants and decision makers in the exceptional circumstances where viability constraints prevent the delivery of all policy requirements. There may be some site specific exceptions where an alternative prioritisation is considered more appropriate. Where necessary to deliver the provision of infrastructure required as part of a site allocation or considered necessary by internal or regional consultees, and proven via viability evidence, additional sources of funding to enable the delivery of the required infrastructure may be identified by the Council.

BNF4:4 To demonstrate there is sufficient infrastructure to support the needs of the development an Infrastructure Sufficiency Assessment must be undertaken. This should consider all of the following:

- the capacity, availability and accessibility of the existing infrastructure provision within the area of the development.
- 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.

BNF4:5 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 in Newham. Newham has a local need of over 60 per cent affordable housing and as such should be optimising all opportunities to deliver 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. Therefore, significant evidence is 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.

Monitoring

- Planning obligations secured, received and spent. No set target, to be monitored annually in the Infrastructure Funding Statement.

Evidence base

- [Affordable Housing and Viability Supplementary Planning Guidance, Greater London Authority \(2017\)](#)
- [Infrastructure Delivery Plan, LB Newham \(2022\)](#)

Policy Links

Draft Local Plan 2022:

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

London Plan 2021:

- DfI Delivery of the Plan and Planning Obligations



DESIGN

3.13 The design process is a key aspect of delivering successful places. 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 easy to move around, with clearly defined public and private areas and easily identified functions for the different parts of the development; feel safe and welcoming at all times of day and night; and 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 whole process of design must be considered from the development of the brief to post-delivery maintenance.

3.14 Recent and current planning activity 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 occurs through the delivery of well-designed and high quality buildings and neighbourhoods. The policies in this chapter have sought to embed best practice approaches, with a thorough re-assessment of the character of Newham and lessons learned from development activity over the past.

3.15 The design policies have built on, and should be read alongside, the Newham Characterisation Study (2022) which has identified what makes Newham special – its physical and social characteristics and

aspirations. The Study provides further design guidance to ensure design solutions respond to and integrate with local places.

3.16 While ongoing investment has helped improve the overall quality of life in the borough, inequality and disproportionality continue to be significant problems. We are hearing from existing residents that they are not always effectively engaged in shaping schemes, leaving some feeling left out of the opportunities that development activities are bringing into the borough. These considerations are important components of the Council's Community Wealth Building and social integration agendas. There are two key ways that the design policies aim to tackle inequality and disproportionality. 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 safety, inclusivity, integrated development that avoids creating perceived or actual gated communities, and living well at high density.

3.17 Newham also continues its historic trend of being welcoming to diverse cultures, with 72.5 per cent of the population being from a Black, Asian and Minority Ethnic background, and over 100 languages being spoken. In spite of all this, development is rarely considered through the lens of cultural needs, particularly in terms of quality and variety of development. We wish to promote implementation of design solutions that support our

resident's cultural needs and enable social integration, particularly focusing on quality, diverse public realm and on residential standards (see Housing chapter).

This section contains the following policies:

- **D1: Design standards**
- **D2: Public realm net gain**
- **D3: Design-led residential site capacity optimisation**
- **D4: Tall buildings**
- **D5: Living well at high density**
- **D6: Shopfronts and advertising**
- **D7: Neighbourliness**
- **D8: Conservation Areas and Areas of Townscape Value**
- **D9: Archaeological Priority Areas**
- **D10: Designated and non-designated buildings, ancient monuments and historic parks and gardens**

Policy D1: Design standards

1. All developments should have regard to the Newham Characterisation Study (2022) and any further, relevant Council-led design guidance and/or code and apply the following qualities of good design:
 - a. create well integrated developments which connect into and appear part of their wider natural and built surroundings. Avoid creating gated communities or 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. 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 and a positive, sociable threshold between public realm and private spaces.
 - e. integrate natural features and 'living-building elements' throughout the built environment (see 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 and activation.
 - h. design orderly and varied facades, with
 - i. a coherent rhythm of vertical elements (entrances, windows, balconies) and variety in materials and detailing.
 - ii. plant should be located below ground. Where this is not feasible, it should be satisfactorily integrated into the form and design of the roof.
 - iii. 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. Ground floors should be designed with a finer level of architectural detailing.
2. All developments should be welcoming and well integrated socially and physically into their neighbourhoods. They should enhance existing positive elements of local character and carefully consider opportunities to correct 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. Secured by Design standards should be achieved.
4. Temporary buildings that are likely to be used for a year or more (including years already in use) should apply the same design quality standards set out above, and should be designed for disassembly and reuse to support circular economy principles. Extension of temporary permission will be resisted where the quality criteria is not met.
5. The quality of design will be secured through conditions, and for major developments through planning obligations requiring retention of original architect to completion. Major developments fitting the terms of reference of the Newham Design Review Panel should be assessed by the panel and/or Community Panel appointed by the Local Planning Authority.



Planning Obligations

- Retention of architect to project completion will be secured via legal agreement.
- Post-occupancy satisfaction surveys will be secured via legal agreement, in line with Policy BFN2.
- Commitment to design code, where applicable, will be secured via legal agreement.

Justification

3.18 Good quality design, alongside comprehensive development and masterplanning, will help achieve successful place-making that delivers new, distinctive, but integrated and well-connected places. Research shows that the cost of good design is minimal compared to the financial and other benefits that can be achieved through its delivery. Importantly, good urban design comprises the delivery of a number of components: not just individual buildings, but also the spaces around them, the relationship with the surrounding area and connections between them, and the mix of uses provided for (which in turn impacts on those spaces). As such, the policy emphasises that all these aspects of design must be addressed, and carried through into credible plans for implementation and management.

3.19 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 Policy D3.

3.20 It will also be important to establish design credibility 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. Value engineering must be avoided, including by considering early on the impacts of building method choices, and through provision for continuity of the project architect.

3.21 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 visions.



Implementation

D1.1 The criteria set in this policy is complementary to good place-making requirements set under other policies of this Plan that address the need for development to:

- Be comprehensively developed or masterplanned.
- Use compact patterns of development.
- Contribute to greenness in the built environment (see also Policy GWS3).
- Support a mix of uses within the neighbourhood.
- Create public spaces that are attractive, welcoming, comfortable, adaptable and well managed and maintained.
- Encourage low levels of vehicular traffic, and provide pedestrian and bicycle-friendly design and convenient connection to the public transport network
- Provide high quality private and communal residential standards.

Developers should explain and justify their response to the components of good design set out in this policy within the mandatory Design and Access Statement (or pre-app documentation).

Developments need to be designed in accordance with design guidance prepared by the Council, the Greater London Authority or other public sector partners. Currently this includes:

- Newham Characterisation Study (2022) – borough wide design principles, neighbourhood principles, and sites recommendations.
- Conservation Area appraisal and management plans.
- Greater London Authority, emerging Good Quality Homes for All Londoners London Plan Guidance – [small site design codes](#), [optimising site capacity: a design-led approach](#), [Housing design standards \(external design\)](#).

D1.1

- [National Design Guide \(2019\)](#)
- [National Model Design Code \(2021\)](#)

Avoiding the creation of gated or segregated communities is imperative. This also means paying careful attention to:

- Character of the wider neighbourhood, starting with the detailed assessment of the Newham Characterisation Study (2022).
- The space between public realm and building frontages, and how public-private transition is facilitated.
- The location of non-residential uses and public spaces, to ensure they are legible and inviting to the wider neighbourhood.
- The design of landscaping features so that visual barriers interfacing the public realm are minimised.

The Design and Access Statement should demonstrate a deep understanding of local character: built and natural character, history and culture; and aspirations for the wider neighbourhood. The Newham Characterisation Study (2022) and any other relevant local design code should be a starting point in identifying aspects to address in scheme design. However, more detailed site based analysis, including public engagement, will also be required.

The threshold between public and private space is a key consideration in creating successful places. For residential, specialist housing and visitor accommodation development, a landscaped defensible space should be incorporated in between the building line and the pavement to create a transition between private and public spaces. Where lobbies are set-back from the main building line of the street, these should be well-lit and overlooked spaces.

D1.1 Each ground floor home should be provided with its own front door located on a primary frontage; and the defensible space should be between 1.5m and 2.5m deep, with exceptions acceptable for mews type development and small sites where it is desirable to retain existing built line. The location and detailing of entrances should ensure that they are easily visible from access route(s), clearly recognisable through materiality and detailing, and protected from the elements.

Extensions should be subservient to and complement the scale and massing of the host building. Key features of façade detailing should be retained and continued.

Plant (excluding solar panels) should be located below ground. Where this is not feasible, it should be satisfactorily integrated into the form and design of the roof. It should be enclosed and covered where it would otherwise harm the appearance of the building, the general scene, or views from other buildings. All combustion flues should terminate above the roof height of the tallest building in the development to ensure maximum dispersion of pollutants.

Where the scope of assessment is limited to the principle of development – Outline parts of 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 through conditions or planning obligations. A developer-led design code may be an appropriate method 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 Policy BFN2.
- Follows the process of the National Model Design Code.
- 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 (2022) has identified parts of the borough where the built environment is of a lesser quality. This means that a more detailed and careful consideration of development in these areas is required, with careful scrutiny of elements of context that should be integrated versus elements of context that should be enhanced (and not exacerbated or ignored).

Aspects of design that can aid social interaction and integration that development should address include: 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. The Newham Characterisation Study: Borough-wide Design Principles sets out design guidance for ‘enabling cohesion and celebrating diversity’.

D1.3 In evolving the scheme’s design, careful consideration should be given to security features so that they do not onerously impact on opportunities for quality public realm, including seating, shelter and greenery which contribute to the promotion of healthy, active lifestyles and social integration.

Secured by Design accreditation of security features will be a condition of approval.

D1.4 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 one year. 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 a year. This is to ensure that the quality of development is suitable for the intended duration. However, temporary buildings should not impact on ability to masterplan or comprehensively deliver sites.

D1.4 An end-of-life action plan should be submitted to indicate disassembly technique required and potential options for reuse of materials or the entire structure (including any partnerships/ agreements with other businesses or organisations to support this). The end-of-life action plan should demonstrate that there is a reasonably good chance for reuse of materials, and assess the carbon impact if this is not achieved. Planning obligations will secure carbon offset contributions in the event that materials are unreasonably lost.

D1.5 Proposals not supported by adequately detailed drawings, or design codes coordinated with parameter plans, will be resisted.

Conditions or planning obligations will be used to secure 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 should be strongly resisted, having regard to the imperative importance of good design to place-making.

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.
- Development with a particular importance to an area or community

D1.5 Design review is most effective when it takes place at an early stage in the planning process, to identify and challenge strategic design decisions, and before design proposals become too fixed.

As and when a community 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. The Newham Design Review Panel will need to be satisfied that the views of the Community Panel have been reflected in the design presented.

In order to secure future learning opportunities, post-occupancy survey questionnaires will be secured through planning obligations in line with Policy BFN2:5.



Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Up-to-date locally-specific place-making guidance where relevant. No specific target, monitor for effectiveness in decision-making.
- Newham Design Review Panel (and Community Panel) activity. No specific target, monitor for effectiveness.
- Satisfaction with the area, monitored through Council's Annual Surveys and through developer post-occupancy surveys. No specific target, should be improving.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2022)
- [Building for a Healthy Life](#), Birkbeck et al (2020)

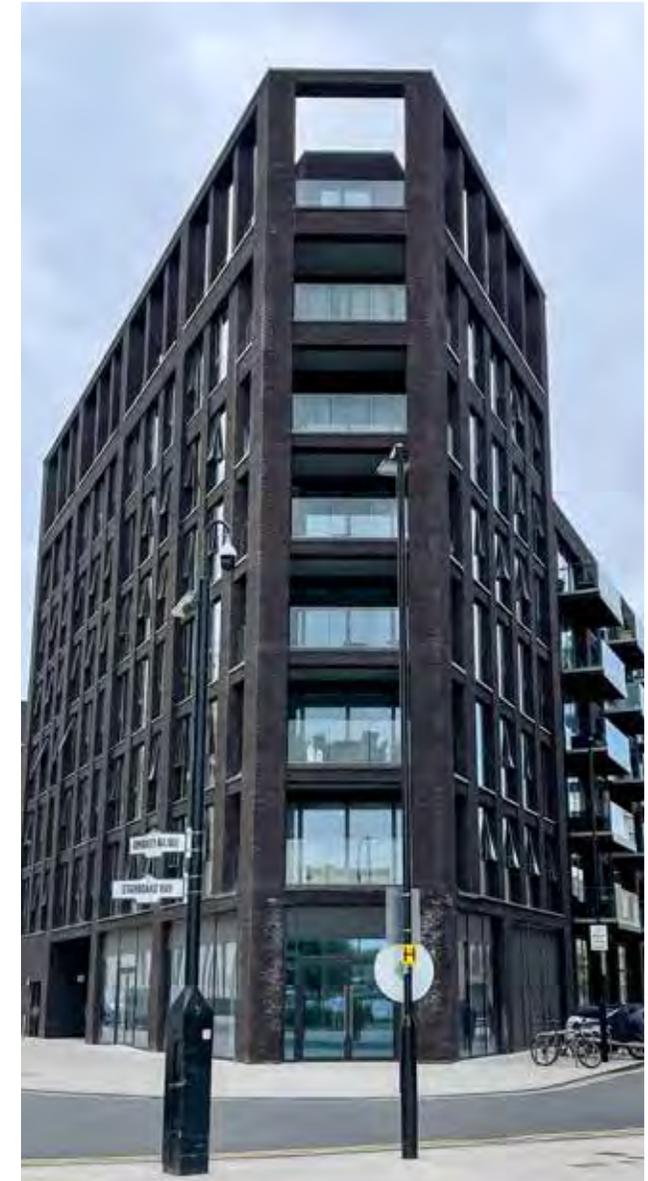
Policy Links

Draft Local Plan 2022:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- D3: Design-led residential site capacity optimisation
- H11: Housing design quality
- 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



Policy 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 and natural character and history and culture of the site's immediate context and wider neighbourhood;
 - b. be accessible to a range of mobility needs and preferences;
 - 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. Surveillance solutions, such as CCTV, should be targeted only where necessary;
 - e. be inclusive, welcoming and interesting, fostering community ownership and social integration; and
 - f. contribute to good local environmental standards, including by addressing urban cooling and flood risk.
2. All new-build developments and developments for a change of use 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 all 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 patterns.
 - b. integrating the highways and public rights of way network directly adjacent the site into the site design so it can be considered together, through application of the Healthy Streets Framework and London Plan (2021) Policy D8, and any relevant local design guidance and code.
 - c. major developments in areas of deficiency of access to children's play space, that generate an over-5s child yield at or above ten should incorporate a bigger element of child play space than required by their development's child yield and allow public access to at least one play space for the over 5s age groups.
 - d. in areas of deficiency of access to green space and/or nature, developments should be designed to maximise natural features within or interfacing the public realm, including street trees.
 - e. in areas with high footfall such as key movement corridors and high streets, provision of public art and wayfinding installations are encouraged.
3. All major developments are required to make a proportionate contribution towards public realm enhancement and maintenance beyond the site, as informed by the Transport Assessment (see Policy T3).
4. Minor residential developments of five or more gross new build units are also encouraged to consider contributions to improvement of the wider public realm network within their neighbourhood.
5. An increase in the quantity of public realm will be delivered:
 - a. on site allocations, through delivery of required new open space, and encouraging the creation of additional public realm beyond the requirements set out in the allocation.
 - b. on unallocated sites larger than 0.25 hectares, through the masterplanning process identifying opportunities to deliver new public realm floorspace.
6. A Public Realm Management Plan should be submitted for all applications providing qualitative or quantitative public realm net gains. 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 un-adopted public realm for a period of at least 10 years following completion; and
 - c. in relation to new or retained un-adopted public spaces, 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

- Delivery of enhancement of public realm will be secured through development's legal agreement (S106 and/or S278). And when delivered on-site, requirements for delivery of public realm may be tied to the phasing of the overall development.
- Public Realm Management Plan, including financial contributions towards maintenance of public realm enhancements delivered, will be secured through development's legal agreement. The methodology for calculating the cost of upkeep will be in line with Highways processes as advised at the time of application (typically 10-15 per cent of the implementation cost will cover maintenance over 5-10 years).
- Commitment to Public London Charter will be secured via legal agreement in relation to delivery and management of public spaces, where appropriate.
- Security and safety contributions identified as a requirement via consultation with the Newham Community Safety Team and the Metropolitan Police Service will be secured through legal agreement.

Justification

3.22 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 social integration and

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.

3.23 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.

3.24 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 and shelter will be important design considerations. Well placed and designed green spaces and views of it will also add to sustainability (including flood risk mitigation) and health benefits (see also the chapter Green and Water Spaces). 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. Play space and green space are referenced in this policy because qualitative measures of location and design of these spaces can make the difference between spaces being communal or publicly accessible. The qualitative standards for play space and green space form part of Green and Blue Spaces Chapter – Policy GBS5.

3.25 Safety and security considerations are vitally important for local people. Where these are not in place, they 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, and people with a disability. Recent research by London Legacy Development Corporation has shown the value and importance of local community engagement, alongside auditing of the public realm, to identify areas, routes and features that feel less

safe so that investment opportunities can be better targeted.

3.26 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

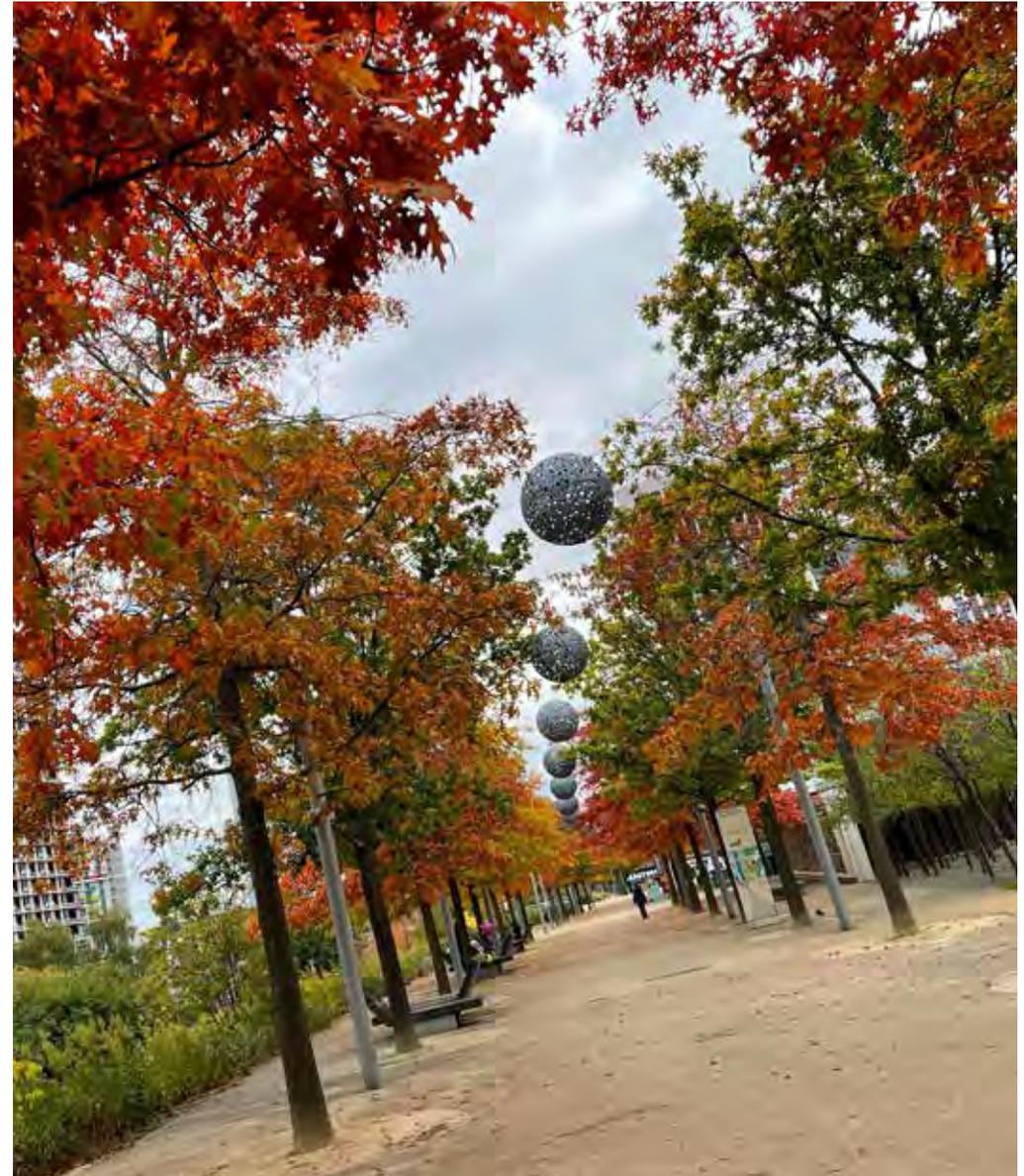
<p>ALL</p>	<p>For the purposes of this policy, public realm is defined as:</p> <ul style="list-style-type: none"> • The network of highways and public rights of way, whether on land that is publicly or privately owned, and including planned commitments. For the purposes of quantitative net gain, the carriageway space of highways is excluded. • The network of parks and gardens that are or are committed to be publicly accessible, with or without hours of operation restrictions, and whether on land that is publicly or privately owned. • The network of open spaces that are or are committed to 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. <p>A public space is the part of the public realm intended to have more varied functions, beyond the primary movement function – e.g. parks, squares, play streets, street markets.</p>
<p>D2.1</p>	<p>The 25m frontage policy trigger also applies to corner sites. In these cases, site parameter should be measured cumulatively along both sides facing the highway.</p> <p>For sites with two or more highway accesses that are unconnected (e.g. a street at the front and a public right of way at the rear, but not a full urban block), each frontage should be measured separately, and the policy applies if any one of the highway frontages reaches 25m.</p> <p>For major residential development that is located off main highways (i.e. is in backland), the public realm network to be considered by the design and access statement as part of the site includes any public right of way that provides access to the site as well as the section of street it links to.</p> <p>The main function of public realm is to facilitate the movement of people, and in the context of this policy emphasis is placed on pavements and pedestrian movement, and on cyclist movement. Greenery should also be optimised, not only from a climate emergency response perspective (including managing flood risk) but also for the mental health and wellbeing benefits it brings. When public realm is intended to cater to other functions – such as rest, play, outdoor events, public transport access – the scale and design of the space should be optimised to allow for continued ease of movement as well as the legibility and enjoyment of the additional landscaped feature(s).</p>

D2.1 The public realm in various parts of Newham reflects the character of the time they were constructed, and interventions should be sensitive to local character while enhancing functionality. The Newham Characterisation Study (2022) provides further guidance on the character of major routes through the borough.

The arrangement of buildings and other features within a development should be organised so that inclusivity and safety are promoted from the onset 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 include: permeability and connectivity (choice of routes), clear sight lines along key routes; adequate enclosure and natural surveillance from neighbouring buildings; and good quality environmentally sensitive lighting.

Engagement with London Borough of Newham Community Safety Team and the Metropolitan Police Service in relation to major schemes will identify any need for security infrastructure. These may be secured through a legal agreement or planning obligation.

Accessibility and inclusivity should be achieved by following the Healthy Streets approach, and responding to relevant guidance— see Policy D2.2, ‘Highways design’ theme implementation guidance.



D2.2 The following set of guidance documents (or their replacements) should be used in the design of public realm interventions:

Theme	Guidance document	Notes
Highways design	Newham Characterisation Study, Maccreanor Lavington (2022)	Guidance on character of key routes through the borough. Guidance on quality of public realm along busy streets.
	Streetscape Design Guide, London Borough of Newham (emerging)	Principles of design, advice on clutter, materials and maintenance depending on type of street and function proposed.
	Royal Docks Design Guides for Wayfinding, Lighting, Landscaping, Accessibility and Inclusivity, Royal Docks Team (2020).	Locally-specific design considerations and identification of opportunities for art interventions.
	Expanding London's Public Realm Design Guide, Greater London Authority (2020)	Principles of design, advice on clutter, materials and maintenance.
Setting of heritage assets	Conservation area appraisals and management plans, including any design guides, London Borough of Newham/LLDC (various)	Sets out the significance of the area, usually related to the interface between public realm, front gardens and building main frontages.
	Expanding London's Public Realm Design Guide, Greater London Authority (2020)	Guidance on design and integration of publicly accessible spaces into wider public realm.
Play space	Making London Child-Friendly guidance, Greater London Authority (2021)	Sets out design processes that lead to inclusive, high quality play space.
	Newham Characterisation Study, Maccreanor Lavington (2022)	Includes borough-wide design principles for integrating play space.
Art and signage interventions	Approach to Street Art Projects, London Borough of Newham (emerging)	Guidance for council-led/managed projects that can be adopted by other developers. Sets out preferred methods of co-design with residents and criteria to demonstrate proposal reflects resident aspirations.
	Expanding London's Public Realm Design Guide, Greater London Authority (2020)	Design, materiality and maintenance.

<p>D2.2</p> <p>In designing public realm interventions, the following locations should be prioritised for each design feature:</p> <ul style="list-style-type: none"> • Greening (including through Sustainable Urban Drainage Systems): should be optimised everywhere, with new floospace particularly maximised in areas of deficiency – see also the Green and Water Space chapter. • Public secure cycle parking: should primarily be directed to Town and Local Centres and along key movement corridors. See Policy T2 and Policy T3. • Seating and shelter: should be addressed in line with the results of the Healthy Streets assessment for the development proposed. • Art installations (including murals): should be directed to Town and Local Centres, along key movement corridors, and in the setting of cultural or physical heritage. • Play equipment or features, including play streets: should be directed to areas of deficiency in play space, as part of Low Traffic Neighbourhoods, and public spaces in Town and Local Centres. • Creative public lighting: should be prioritised in Town and Local Centres, along key movement corridors, and in the setting of cultural or physical heritage. <p>Responding to the policy requirement for publicly accessible play space of over five year olds should not lead to a reduction in the quantity or quality of play space required to service the development, including the need for doorstep play for children under fives. Provision of additional public play space to respond to identified deficiency in the area should be optimised, and may be cumulatively negotiated for different developments as part of masterplanning of larger sites.</p> <p>In designing spaces for children and young people, alongside the guidance set out above, Policy GWS5 of this plan should be considered.</p>	<p>D2.2</p> <p>and designed to be welcoming. Design and positioning of gates and landscaping features should help invite people in, and avoid creating a feeling that the play space is intended only for the new residents.</p> <p>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 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 and their retention will be secured by condition or legal agreement.</p> <p>D2.3 and D2.4</p> <p>Interventions which promote active travel will be prioritised, including safety interventions and the creation of a coherent and consistent network of child-friendly routes. Early engagement with London Borough of Newham Highways team should help identify suitable local projects, including where contributions can be used to add value to existing programmes such as:</p> <ul style="list-style-type: none"> • 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 and play spaces. • Network safety improvements, including feeling of safety enhancements. • Bus stop accessibility measures.
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D2.5 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 public realm quantitative net gain. Pavements should be at least 3m wide and otherwise optimised for pedestrian comfort.

The Newham Characterisation Study (2022) borough-wide design principles section includes further guidance.

D2.6 The maintenance and management requirements for non-adopted public realm must be included in the Public Realm Management Plan, and should follow the guidance set out in the Newham Streetscape Design Guide.

In relation to public spaces the Public Realm Management Plan should follow the principles set out in the Greater London Authority's Public [London Charter](#), and will be enforced through legal agreement.

All developments will be required to contribute towards the upkeep of the public realm enhancements made for a period of 10 years. The methodology for calculating the cost of upkeep will be in line with Highways processes (typically 10-15 per cent of the implementation cost will cover maintenance over 5-10 years).

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Number and scope of S106 and S278 obligations resulting in public realm net gains, by neighbourhood. No specific target.
- Crime (excluding burglary), by ward and Town Centre post codes. Target in line with London trends, or less.
- Fear of crime, by ward, monitored through Council's Annual Surveys. No specific target, monitor for improving trend every two years.
- Satisfaction with the area, monitored through Council's Annual Surveys and developer post-occupancy surveys. No specific target, should be improving.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2022)
- [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](#), Transport for London

Policy Links

Draft Local Plan 2022:

- T2: Local transport
- T3: Transport behaviour change
- WS5: Play and informal recreation for all ages
- HS2: Managing change within Town and Local Centres

London Plan 2021:

- D8: Public realm
- D5: Inclusive design

D3: Design-led residential site capacity optimisation

1. All new-build residential developments must comply with the design-led approach, as set out in London Plan (2021) Policy D3, the relevant neighbourhood policies and any relevant design guidance or code.
2. Major new-build developments should support compact urban block formats, and provide different dwelling types distributed across and within buildings, giving real choice of size, floor, aspect and orientation to residents.
3. All new development and extensions should integrate with wider neighbourhood grain, scale and massing, with scope for height increases in appropriate locations, and in line with Tall Buildings Policy D4.
4. In areas identified as suitable for transformation, 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 materiality and massing to reflect a recognisable character.
 - b. avoiding inward looking layouts and the creation of perceived barriers between old and new developments.
5. In areas identified as suitable for enhancement, all developments should:
 - a. deliver moderate uplift in density through design which responds to the different

- character areas adjacent the site; and
 - b. enhance the neighbourhood by responding to positive aspects of local character and by helping address challenges.
6. In areas identified as suitable for conservation, all developments should:
 - a. integrate with and complement existing built character, heritage and typologies; and
 - b. deliver moderate uplift in density, which conserves character; and
 - c. 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.



Justification

3.27 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, rather than maximising it or pursuing singular agendas.

3.28 In line with the National Planning Policy Framework, 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.

3.29 In line with the London Plan (2021), the Newham Characterisation Study (2022) 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.

3.30 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 adequate 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 characteristics highlighted in the large scale assessment.



Implementation

D3.1	<p>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 (2022), alongside any other locally relevant guidance (e.g. Conservation Area Appraisal and Management Plans) or design code will be used to ground the Greater London Authority principles into the Newham/site context. The Design and Access Statement will demonstrate how the process has been followed and how the principles have been achieved. The preferred density of development on site should be justified including consideration of the mix of uses and mix of housing typologies, 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)</p>
D3.2	<p>The Guidance Notes accompanying the draft National Model Design Code (2021) provides useful guidance about compact development (section B.1).</p> <p>See housing design standards Policy H11 for further standards to be considered.</p>
D3.3	<p>Outside of Tall Building Zones, in enhance and conserve areas, the height of new developments should not be above 21m and should be guided by the sensitivity of the character (to conserve or enhance character), and the prevailing height of the context. In conserve areas, the scale and massing of new development should follow the character that should be conserved. In enhance areas, heights should generally follow the prevailing height of the context, where a cohesive urban form has been identified. Further guidance is provided in the Newham Characterisation Study (2022).</p>
D3.4,	<p>Conserve areas are defined as areas that have a high quality and valued character that should be maintained.</p>
D3.5	
and	
D3.6	<p>Transform areas are defined as areas that have the conditions to establish a new character.</p> <p>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.</p>

D3.4, D3.5 and D3.6 Newham Characterisation Study (2022) Chapter 7 sets out in more detail the specific characteristics and design considerations for areas to be transformed, which are then presented at 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 neighbourhood vision and any relevant site allocation requirements.

The design and access statement should address all of 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 (2022), this must be negotiated and agreed through pre-application and independent design review processes.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.
- Major developments approved, monitor density in relation to location category (conserve, evolve or transform). Target moderate intensification in line with Newham Characterisation Study guidance.
- Major developments approved under a different category than identified by the Newham Characterisation Study (conserve, evolve or transform). No specific target, monitor for robust justification in relation to Newham Characterisation Study methodology.

Evidence base

- Newham Characterisation Study: Maccreeor Lavington with New Practice, Avison Young and GHPA (2022)

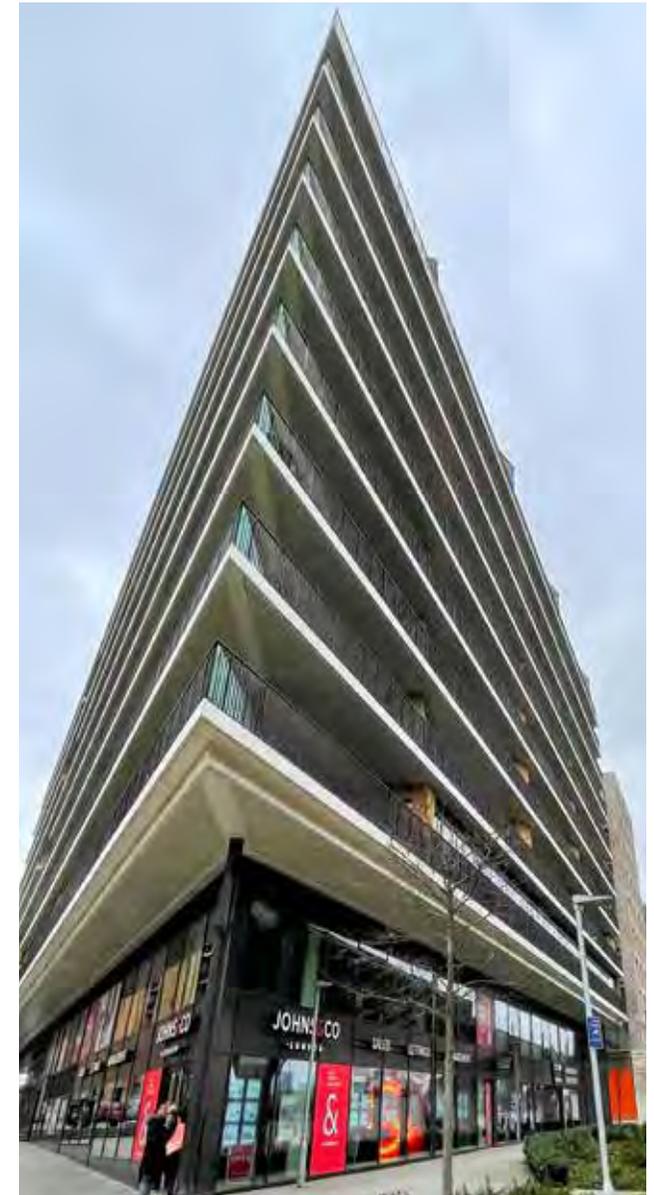
Policy Links

Draft Local Plan 2022:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- HI: Meeting housing needs
- HII: 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 (roughly seven storeys), measured from the ground to the principal top of the building (usually a parapet).
2. Tall buildings will only be acceptable, subject to detailed design and masterplanning considerations, in areas marked on the Policies Map as ‘Tall Building Zones’. The height of tall buildings in any ‘Tall Buildings Zone’ 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	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m. • Opportunity to include a limited tall building element of up to 32m.
TBZ2: Green Street	N14 Green Street	N14.SA1 Queen’s Market	50m	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m. • Opportunity to include limited tall building elements up to 50m. • Development must create adequate transitions with the low/rise context and protect the microclimate of the market.
TBZ3: East Ham	N13 East Ham	N/A	32m with opportunity for one tall element at 50m in the defined area.	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m. • Opportunity to include tall building elements up to 32m. • Limited opportunity in the far north east corner to include a tall building of up to 50m which should improve legibility and mark the crossing between High St and Barking Rd. • Tall elements should be limited in number and will only be acceptable if their impact on the settings of the conservation area is minimized.
TBZ4: Beckton	N11 Beckton	N11.SA11 East Beckton Town Centre	32m and 40m in the defined area.	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m • Opportunity to include limited tall building elements up to 32m to mark the centre of the Town Centre. • Opportunity to include limited tall building elements up to 40m to mark Beckton DLR Station. • Development should be mindful of height transitions while delivering higher densities.

Tall Building Zone			Height Range Maximum	Further guidance
Tall Building Zone	Neighbourhood	Site allocation(s)		
TBZ5: Gallions Reach	N1 Gallions Reach	N1.SA1 Beckton Riverside	32m and 50m in the defined area.	<ul style="list-style-type: none"> The following provides guidance for a scenario where a new DLR station is provided. The guidance in the Site Allocation should be referred to for a no DLR station scenario. Prevailing heights between 21m and 32m and the Opportunity to include tall building elements up to 50m along the riverside and in the proximity of the new Town Centre.
TBZ6: Albert Island	N4 Royal Albert North	N/A	32m	<ul style="list-style-type: none"> Prevailing heights between 21m and 32m Opportunity to include tall building elements include up to 32m. Subject to airport height constraints.
TBZ7: King George V / Pier Parade	N2 North Woolwich	N2.SA2 Rymill Street	32m	<ul style="list-style-type: none"> Prevailing heights between 9m and 21m. Opportunity to include limited tall building elements up to 32m
TBZ8: Store Road / Pier Road	N2 North Woolwich	N2.SA1 North Woolwich Gateway	50m	<ul style="list-style-type: none"> Prevailing heights between 21m and 32m. Opportunity to include limited tall building elements up to 50 m
TBZ9: Royal Albert North	N4 Royal Albert North	N4. SA1 Royal Albert Dock	32m	<ul style="list-style-type: none"> Prevailing heights between 21m and 32m Opportunity to include tall building elements up to 32m. Subject to airport height constraints. Scale and massing should reference the emerging context of Royal Albert Wharf, the Connaught Hotels and the emerging office complex in Royal Docks.
TBZ10: North Woolwich Road	N3 Royal Victoria	N3.SA1 Silvertown Quays N3.SA3 Connaught Riverside	50m	<ul style="list-style-type: none"> Prevailing heights between 21m and 32m. Opportunity to include tall building elements up to 50m. Subject to airport height constraints.
TBZ11: Lyle Park West	N3 Royal Victoria	N3.SA2 Lyle Park West	40m and 50m in the defined area.	<ul style="list-style-type: none"> Prevailing heights between 21m and 32m Opportunity to include tall building elements up to 40m. Limited opportunity for a tall building, with elements of up to 50m to mark the new Neighbourhood Parade at West Silvertown DLR

Tall Building Zone			Height Range Maximum	Further guidance
Tall Building Zone	Neighbourhood	Site allocation(s)		
TBZ12: Custom House	N5 Canning Town and Custom House	N5.SA6 Custom House Phase 1 N5.SA7 Custom House Phase 2	32m and 50m in the defined areas.	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m. • Opportunity to include tall building elements up to 32m. • Limited opportunity for tall building elements up to 50m to mark Custom House station, link to the Excel Centre and new open space delivered through the Custom House Phase 2 site allocation.
TBZ13: Canning Town	N5 Canning Town and Custom House and N3 Royal Victoria	N5.SA1 Canning Town East N5.SA2 Silvertown Way East N5.SA3 Canning Town Holiday Inn N5.SA4 Limmo N5.SA5 Canning Town Riverside N3.SA4 Thameside West	50m and 40m, 60m and 100m in the defined areas.	<ul style="list-style-type: none"> • Prevailing heights between 21m and 32m. • In the north east of the Tall Building Zone, a limited number tall building elements of up to 40m could be delivered subject to careful transition to the lower rise residential development to the east. • To mark Canning Town station and district centre, tall buildings, with elements of up to 100m are suitable. It is considered that this 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 N.SA4 Limmo, where there are limited opportunities for tall building elements up to 60m. • 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, could be integrated carefully to aid wayfinding and mark special locations. • All tall buildings in this zone must considering the cumulative impact with existing tall buildings to avoid saturating the skyline. • Their impact on conserve areas should be carefully assessed.
TBZ14: Manor Road	N6 Manor Road	N5.SA5 Canning Town Riverside	32m	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m. • Opportunity to include limited tall building elements up to 32m

Tall Building Zone			Height Range Maximum	Further guidance
Tall Building Zone	Neighbourhood	Site allocation(s)		
TBZ15: West Ham Station	N7 Three Mills	N7.SA2 Parcelforce	350m and 32m and 100m in the defined areas.	<ul style="list-style-type: none"> • Prevailing heights between 21m and 32m, except in the immediate context of the listed gasholders where heights should be between 9m and 21m. • In the immediate context of the listed gasholders, opportunity to include limited tall building elements of up to 32m. • 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, 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. • All taller buildings should be integrated carefully to aid wayfinding and mark special locations.
TBZ16: Abbey Mills	N7 Three Mills	N7.SA1 Abbey Mills	40m	<ul style="list-style-type: none"> • Prevailing heights between 21m and 32m • Opportunity to include tall building elements up to 40m.
TBZ17: Plaistow Station	N9 West Ham and N10 Plaistow	N9.SA1 Plaistow North	32m and 40m and 50m and 60m in the defined areas.	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m on the south of the site and 21m and 32m nearer Plaistow Station and Local Centre. • To mark Plaistow Station, opportunity to include limited tall building elements of up to 60m. • Heights should reduce, with opportunities for limited tall building elements of 50m and 40m allowing for a sensitive transition to the low rise residential context to the North West. • All tall buildings must consider the cumulative impact with existing tall buildings to avoid saturating the skyline.

Tall Building Zone			Height Range Maximum	Further guidance
Tall Building Zone	Neighbourhood	Site allocation(s)		
TBZ18: Stratford High Street	N7 Three Mills and N8 Stratford and Maryland	N7.SA3 Sugar House Island N8.SA3 Greater Carpenters District N8.SA4 Stratford High Street Bingo Hall N8.SA7 Rick Roberts Way N8.SA8 Bridgewater Road N8.SA9 Pudding Mill	50m and 40m and 32m in the defined areas.	<ul style="list-style-type: none"> • Prevailing heights between 21m and 32m, except at the lower scale edges of the tall building zone, where prevailing heights should be between 9m and 21m. • Opportunity to include limited tall building elements of up to 50m, apart from in defined 32m and 40m areas. • Tall elements in the 32m area and/or in close proximity to the conservation areas should be limited in number and will only be acceptable if their impact on the settings of the conservation area is minimized. • All tall buildings must be of a lower height than the existing tall buildings and consider the cumulative impact with existing tall buildings to avoid saturating the skyline.
TBZ19: Stratford Central	N8 Stratford and Maryland	N8.SA1 Stratford Central N8.SA2 Stratford Station N8.SA5 Stratford Town Centre West N8.SA6 Stratford Waterfront South	60m and 100m and 32m in the defined areas.	<ul style="list-style-type: none"> • Prevailing heights between 21m and 32m except from along the sensitive edge of the Broadway where prevailing heights should be between 9m and 21m. • Opportunity to include tall building elements of up to 60m in most of the Tall Building Zone. • To mark both Stratford Station, Stratford International Station, plus 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 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. • All tall buildings must consider the cumulative impact with existing tall buildings to avoid saturating the skyline.

Tall Building Zone			Height Range Maximum	Further guidance
Tall Building Zone	Neighbourhood	Site allocation(s)		
TBZ18: Stratford High Street	N7 Three Mills and N8 Stratford and Maryland	N7.SA3 Sugar House Island N8.SA3 Greater Carpenters District N8.SA4 Stratford High Street Bingo Hall N8.SA7 Rick Roberts Way N8.SA8 Bridgewater Road N8.SA9 Pudding Mill	50m and 40m and 32m in the defined areas.	<ul style="list-style-type: none"> • Prevailing heights between 21m and 32m, except at the lower scale edges of the tall building zone, where prevailing heights should be between 9m and 21m. • Opportunity to include limited tall building elements of up to 50m, apart from in defined 32m and 40m areas. • Tall elements in the 32m area and/or in close proximity to the conservation areas should be limited in number and will only be acceptable if their impact on the settings of the conservation area is minimized. • All tall buildings must be of a lower height than the existing tall buildings and consider the cumulative impact with existing tall buildings to avoid saturating the skyline.
TBZ20: Chobham Manor / East Village	N8 Stratford and Maryland	N8.SA10 Chobham Farm North	50m and 32m in the defined area.	<ul style="list-style-type: none"> • Prevailing heights between 9m and 21m. • Opportunity to include tall building elements up to 50m, apart from in the defined 32m zone.

3. All tall buildings must be of high quality design and environmental standards, and address the criteria set by the London Plan (2021) Policy D9 section C. Buildings above 50m within designated town centres are encouraged to also address London Plan (2021) Policy D9 section D. All tall building developments should be independently assessed by Newham Design Review Panel and/or

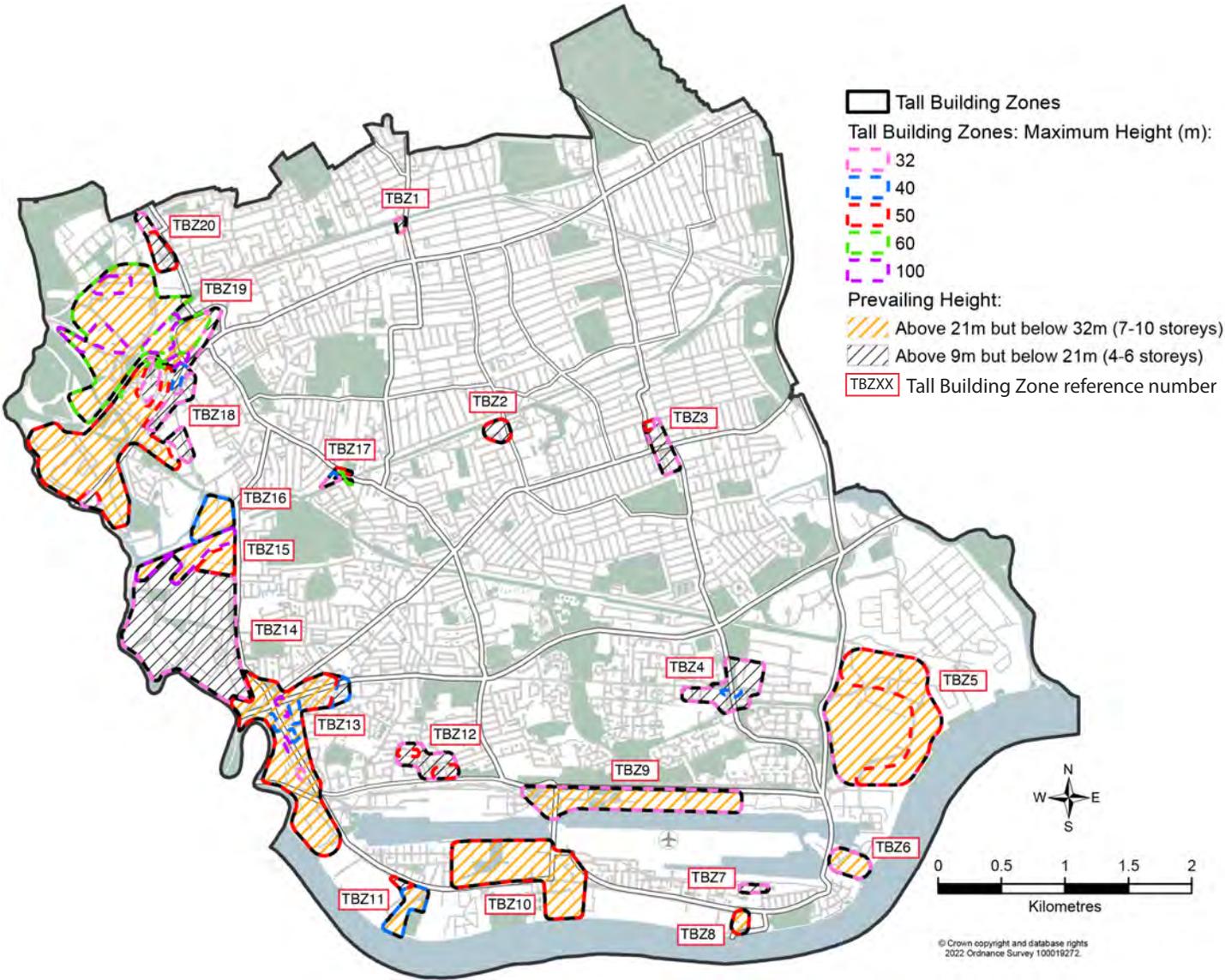
Community Panel appointed by the Local Planning Authority, and the design specifications secured through conditions and planning obligations.

4. In addressing the relationship of the proposed tall building with its context:

- a. the base (shoulder height) of tall buildings should respect a 1:1 scale relative to the width of the street.

- b. 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 positive amenity spaces and micro-climate around the building.

Map of Newham's 20 Tall Building Zones



Justification

3.31 There are many positive aspects to tall buildings which make them an attractive 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-generating 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 open space alongside optimising housing delivery.

3.32 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.

3.33 The location, scale and suggested height of each Tall Building Zone reflects the findings of the Newham Characterisation Study (2022) across the different parts of the borough and considers the importance of Town and Local Centres as hearts

of their neighbourhoods. Tall Building Zones predominantly reflect site allocations, reflecting their status as transform areas of the borough and following a plan led-approach to identifying suitable locations for tall buildings as per the London Plan (2021).

Implementation

D4.1	<p>Tall buildings definition follows that of the London Plan (2021), as adapted to the Newham context – at least seven storeys from the ground to the topmost of the buildings, with all levels considered at 3m each and a further 1m allowance for parapets, equipment or other elements, i.e. 22m height.</p> <p>The tall buildings definition covers all buildings of 22m measured from the ground to the very top of the building, irrespective of use or internal floor arrangements.</p>
D4.2	<p>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 and further tall elements. The height of the context alone cannot be considered justification for new tall buildings, or for new buildings being as tall or taller than the existing and committed development.</p> <p>In N18 Stratford and Maryland and N5 Canning Town neighbourhoods tall building clusters are considered to be approaching skyline saturation point, due to the scale of recent development. Here, cumulative impact of heights will be assessed going forward. New tall buildings should be below established heights and help address microclimate, skyline and wayfinding considerations of the cluster as a whole.</p> <p>Site allocations will provide additional design guidance with respect to each Tall Building Zone and the Newham Characterisation Study (2022) borough-wide design guidance includes tall building design considerations more generally. Development of tall buildings outside of the Tall Building Zones will be considered a departure from the plan.</p>

D4.3 London Plan (2021) Policy D9 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 the design and access statement, with sufficient detail to undertake a full assessment under every consideration. For early pre-application discussions, a methodology paper for the technical assessments and a list of design principles should be submitted for negotiation, and followed through to detailed design.

Microclimate considerations, as per the London Plan (2021), include:

- Daylight and sunlight penetration - assessed for buildings as per standard set in Policy D7, 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 (2022) 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 sensitive pedestrian activities are intended (e.g. public spaces, transport hubs, etc.), or the project is located on an exposed location (e.g. edge of Thames), or the proposal creates or adds 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 D7.

D4.3 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.

Modelling must 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 temporary measures necessary to mitigate temporary impacts.

The London Plan (2021) policy also 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 be managed by condition or agreement, 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. All buildings above 32m in height will also need to receive sign-off from the Panel to be considered of the highest quality in line with policy requirements, in line with the London Plan (2021) requirement.

D4.3	As and when a Community Design Review Panel (or Youth panel) is established by the Council, all tall building proposals will also need to be reviewed by this panel(s) before progressing to the Newham Design Review Panel. The Newham Design Review Panel will need to be satisfied that the views of the Community Panel have been reflected in the design presented.
D4.4	<p>Tall buildings should generally be integrated with lower rise buildings in order to help generate adequate enclosure to spaces. The scale of the base/shoulder building should be directly proportional to the scale of the street, and 1:1 is the most appropriate scale to secure positive micro-climate and a human scale of development. Where a free-standing tall building is proposed, the first two levels should be designed with greater attention to detail and in a way that directly responds to the character of the street.</p> <p>It is critical that the tall elements are integrated into the context providing adequate scale transitions to the surrounding buildings and protecting local micro-climate.</p> <p>Microclimate considerations are addressed in Part 3 implementation.</p>



Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Location and scale of tall buildings approved, started and delivered. Target delivery in line with spatial strategy set out in Table 1: Tall Building Zones.
- Newham Design Review Panel (and Community Panel) activity. Target no permission where DRP concerns relating to principal or quality of a tall building have not been addressed.
- Post-occupancy surveys. No specific target, monitor for satisfaction of residents living in tall buildings remaining in line with average (monitored via Policy D1).

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2022)

Policy Links

Draft Local Plan 2022:

- D1: Design standards
- D2: Public realm net gain
- D3: Design-led residential site capacity optimisation
- D5: Living well at high density
- H11: Housing design quality

London Plan 2021:

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

D5: Living well at high density

1. Applicants of major residential-led schemes at or over 250 units/ha density should ensure that:
 - a. from early stages of brief development, the design process addresses the servicing needs of residential and any non-residential uses proposed; and
 - b. public realm net gains are optimised for the intensity of use, and offer a more diverse range of activities along the length of the public realm; and
 - c. a consistent, pedestrian-friendly prevailing building height is established in keeping with the scale of the street and heights of neighbouring buildings, while enabling small scale variety in the roofscape; and
 - d. massing and landscaping should contribute to positive micro-climates at street level and within amenity spaces; and
 - e. highest quality of residential private and communal amenity are protected.

2. All major development at or over 250 units/ha density should be independently assessed by the Newham Design Review Panel and/or Community Panel appointed by the Local Planning Authority, and the design specifications secured through conditions and planning obligations.

Justification

3.34 New developments in Newham are often delivered at higher density than the density of the neighbourhoods in which they are located. While high density development is not unique to Newham, the volume of development land available means that there are significant and ongoing transformations taking place in large parts of the borough. 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.

3.35 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 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.

3.36 The network of routes and spaces, the scale, form, architectural expression and detailed design of buildings, together with the use of particular building materials, and the contribution of these elements to the composition of street blocks are characteristic of, and combine to produce compact and intricate townscape. This policy is complementary to housing standards set by Policy H11.

Implementation

D5.1 Application of Policy D3 will determine if the proposed high density is acceptable in the location.

Where the principal of high density development (250u/ha) is acceptable, the Design and Access statement should demonstrate how the principles of public realm net gain and the servicing needs of the uses and quantum 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 (2022). FAR should be used to understand perceived density of development, in addition to housing density.

The Newham Characterisation Study (2022) provides further relevant design guidance under the borough-wide design guidance chapter.

Post-occupancy surveys will be used to monitor the successful application of this policy, and results from early phases should be used to inform the design of later stages of development.

D5.2 In designing the site, detailed consideration will be given to how the development integrates with the special characteristics of its locality. All development proposals are expected to have a high standard of design and architectural detailing. 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 high density should be mitigated 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.
- Pavements designed for pedestrian comfort in line with expected footfall and supported by positive micro-climate. Retaining as far as possible a 1:1 street to prevailing building height scale will help ensure a pedestrian friendly environment with good views of the sky. Microclimate should be further enhanced through landscaping (e.g. street trees) and building massing.
- High quality private internal and external amenity, as per Policy H11.

The Newham Design Review Panel should assess all high density proposals. The panel should be satisfied that the principles of good quality design, including residential housing standards, have been well balanced for the intensity of use (density) proposed.

As and when a cCommunity Design Review panel (or Youth Panel) is established by the Council, all tall building proposals will also need to be reviewed by this panel before progressing to the Newham Design Review Panel. The Newham Design Review Panel will need to be satisfied that the views of the Community Panel have been reflected in the design presented.

D5.2 As and when a cCommunity Design Review panel (or Youth Panel) is established by the Council, all tall building proposals will also need to be reviewed by this panel before progressing to the Newham Design Review Panel. The Newham Design Review Panel will need to be satisfied that the views of the Community Panel have been reflected in the design presented.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Number and location of high density developments approved, started and delivered. No specific target.
- Newham Design Review Panel (and Community Panel) activity. Target no permission where Design Review Panel concerns relating to principal or quality of life in high density development have not been addressed.
- Post-occupancy surveys. No specific target, monitor for resident satisfaction in line with Newham Annual Survey 'satisfaction with the area' average.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2022)

Policy Links

Draft Local Plan 2022:

- D1: Design standards
- D2: Public realm net gain
- D3: Design-led residential site capacity optimisation
- D4: Tall buildings
- H11: Housing design Quality

London Plan 2021:

- Policy D3: Optimising site capacity through the design-led approach

D6: Shopfronts and advertising

1. Shopfronts and signage incorporated within frontages should be designed in a way that maintains active frontages and that:
 - 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; and
 - b. respects the architectural proportions and elements of the host building as a whole, including restoration of lost features such as stall risers and fascias. Where a business occupies more than one unit, or a mezzanine/upper floors, each frontage should be treated individually, linked visually by a common design and materiality that does not obstruct architectural features of the building; and
 - c. minimises signage and clutter, including visual impact of security measures, and principally retains visual permeability through the ground floor shopfront; and
 - d. facilitates wheelchair access through location and size of entrance(s), and forecourt space decluttering. Subdivision of shopfronts will be resisted where it does not allow for this criteria to be met; and
 - e. inset entrances on shopfronts are transparently glazed and well-lit; and
 - f. integrates louvres and plant into the shopfront design so that it is easy to access and maintain.
2. Advertisements including hoardings, illumination of hoardings, illuminated fascia signs, free-standing display panels and digital displays that require consent must, singularly and cumulatively:
 - a. avoid causing a public safety hazard or creating clutter or confusion in the streetscape, or lead to loss of amenity; and
 - b. be sensitive to the visual impact on the host building or structure and on the street scene. Advertisements integrated into street furniture will not normally be permitted; and
 - c. use quality materials and optimise colours and patterns to allow the message to be easily read; and
 - d. not cause light pollution into nearby residential properties and wildlife habitats. Flashing internal or external illumination will not be permitted; and
 - e. the maximum value of luminance anywhere on the surface of an advertisement at any time during the night follows Institution of Lighting Professionals recommended limits and should not exceed 1000cd/m².

Justification

3.37 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 have shopfronts of heritage significance, and these are noted in the Neighbourhoods chapter of the Plan.

3.38 Not all types of advertising require consent from the Council – a helpful guide was published by the government (available from [publishing.service.gov.uk](https://www.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.

Implementation

D6.1	<p>Shopfronts should be engaging and help liven activity on high streets.</p> <p>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. Further signage should be small scale, consolidated and limited to publicly relevant information (hours of operation, safety and hygiene information).</p> <p>Required security measures should be internal to limit their visual impact on shopfronts. External security shutters are not normally acceptable. Internal shutters should be perforated to enable visibility into the shop and passive surveillance.</p> <p>To enliven frontages and enable passive surveillance, all retail frontages should provide good visibility and glazing should not be blanked out. 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.</p> <p>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.</p> <p>Ventilation systems in new build premises 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 and emissions adversely affecting neighbours. For changes of use, developers and/or occupiers should investigate the potential to vent emissions to the roof.</p>
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D6.1	<p>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.</p>
D6.2	<p>Advertisement 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 – 25m either direction, and including the frontage adjacent.</p> <p>The design of advertising material should respect its locality and use appropriate materials of high quality. Advertisements should be appropriate to the frontage served 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 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.</p> <p>Hand-painted signs are easily implemented and relatively affordable. They provide 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. Always seek to retain any original sign of historic merit.</p> <p>Illumination of advertisements should be discreet and incorporate LEDs to reduce the overall bulk and energy use of signage. Particular care will be necessary with advertisements on or in the setting of listed buildings and within conservation areas. Internal illumination of advertisements in such areas will not normally be permitted.</p>

D6.2 Use of flags and banners on building frontages for advertising 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](#), and post-delivery assessment should be undertaken and submitted to the Local Planning Authority to discharge condition. Sensitive and biophilic lighting is encouraged.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Number of illuminated advertisements discharging condition. Target all illuminated advertisements to comply with Institute of [Lighting Engineers guidance](#).

Evidence base

- Newham Characterisation Study: Maccreevor Lavington with New Practice, Avison Young and GHPA (2022)

Policy Links

Draft Local Plan 2022:

- D1: Design standards
- D7: 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



D7: Neighbourliness

1. All development is expected to achieve good neighbourliness from the outset by avoiding negative and maximising positive social and environmental impacts of design on neighbours on and off the site. This is of particular importance in the following contexts:
 - a. new residential developments within or adjacent the Evening and Night Time Economy Zones (Policy HS5), which should be carefully located, designed and buffered so as to not impede the development of a successful evening and night time economy, in line with Agent of Change principles. Detailed attention will need to be given in the location and design of sensitive receptors such as care homes and older people housing; and
 - 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 function and viability of any employment designation; and
 - c. new and re-provided community facilities outside of Town Centres, which should demonstrate neighbourliness in design and layout.
2. Change brought about by development must not cause problems for existing lawful neighbours, otherwise known as an 'Agent of Change' approach.

3. Particular attention should be given to the need 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 integration with the street scene including consideration for visual and amenity impact of: advertisements and signage; boundary treatments; parking provision; external storage; plant housing and the quality of materials; and
 - d. protect the locality from adverse microclimate effects (such as wind tunnelling and heat island effects); and
 - e. minimise interference with broadcasting and other telecommunications services.
 - f. Ensure adequate access to daylight and sunlight; and
 - g. Minimise impacts of overlooking and loss of privacy, overshadowing, and overbearing massing on neighbouring residential properties; and
 - h. Mitigate impact of construction and industrial operations – dust, mud, noise, vibration, traffic and hours of operation.
4. All developments should seek compliance with the standards and technical guidance set out in

Table 2 where they are relevant to development proposals.

5. A Management Plan should be submitted where mechanical solutions are proposed to mitigate identified amenity impacts of intended use. This should set out how the equipment will be maintained to avoid breakdown.



Justification

3.39 Newham is a mixed use borough, with many neighbourhoods comprising already compact forms of development. 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 15-minute neighbourhoods. Nevertheless, many of the matters that people are concerned with in respect of new development are 'neighbour related' amenity and 'Agent of Change' impacts and linked to very specific aspects of design.

3.40 All scales of development (including domestic extensions, or conversions and changes of use), have the potential to impact upon neighbours and the neighbourhood from the start of construction through to the on-going operation of a site. This policy addresses a range of neighbourliness issues and sets out appropriate responses ranging from designing out (mitigation) to designing in (attention to detail), in order for development to contribute positively to neighbourliness.

3.41 The environmental standards and design guidance set out in the policy should assist developers in the creation of successful, healthy and safe places through the use of recognised quality benchmarks and standards which in turn are used to help assess developments' neighbourliness.

Implementation

D7.1

The policy intention is that applicants should pay attention to the environmental, social and design based impacts of their proposals on neighbourliness within the site and in the immediate area. Early consideration of these matters will be encouraged through pre-application advice/design review, and as part of masterplanning of large sites where detailed designs are proposed to be addressed at a later stage.

Mixed use, higher density development provides many benefits and is necessary to achieve the principles of 15-minute neighbourhoods. However, uses are not always compatible when directly adjacent each other. Neighbourliness problems can be hard to address in established neighbourhoods. And while large scale mixed use developments allow for all interrelationships between uses to be considered through masterplanning, any poorly resolved detail can amplify to significant impact on the success of the new estate.

Increasing housing in town centres can deliver much needed homes in accessible locations and help support their vitality and viability. Despite this, it will be important to carefully locate and mitigate the impacts of a growing evening and night time economy. Residential developments in town centres should identify the location of Evenint and Night Time Economy uses (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.

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.

Attention to context, design and layout of schemes (including as part of a site wide masterplan) will need to be carefully considered. This includes the location/positioning of noise sensitive uses, using buffering opportunities, servicing and yard space arrangements to support operational needs. This policy supports the implementation of the Agent of Change Principle as set out in London Plan Policy (2021) D13.

Proposals incorporating and intensifying industrial or schemes adjacent to industrial uses are expected to respond to the principles and design guidance set out in within the Newham Characterisation Study (2022)

- D7.2 Agent of Change is defined in line with the London Plan (2021), as relating to the operational needs of lawful uses and including their amenity impacts of noise, odour/fumes, vibration, dust and other nuisances. Neighbours also include 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.
- Noise-generating uses and activities include, but are not limited to, schools, places of worship, sporting venues, offices, shops, industrial sites, waste sites, safeguarded wharves, rail and other transport infrastructure. Odour generation uses include, but are not limited to, premises for the preparation of hot food and drink that utilise an extraction flue.
- In promoting an Agent of Change approach to new development, it is important that consultation takes place with existing operators/occupiers to ensure that new development is deliverable and that the two uses are able to operate alongside each other. 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 be consulted.
- The Agent of Change approach should not be construed as offering a licence to existing operators and occupiers for the unfettered intensification of disturbance-generating activity or other unreasonable behaviour: it is assumed that uses should be operating lawfully and reasonably, and that standards apply to any application for further intensification of the use.
- D7.3 Proposals should be accompanied by statements detailing their response to the components of neighbourly development as relevant to the scheme, and in design and management terms.

- D7.3 Information should be sufficient to make adequate assessment against the required guidance and standards. Where necessary, neighbourliness measures will be secured by condition and/or legal agreement.

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. Sensitive 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.

Ventilation systems in new build premises 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 and emissions adversely affecting neighbours. For changes of use, developers 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.

D7.3 Other ventilation louvres should not be sited by adjoining footways. Developments should incorporate suitable off-street facilities for smokers wherever possible to avoid the need for smokers to congregate on the pavements.

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

D7.4

Table 2 – Policy: Environmental standards and guidance

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: <ul style="list-style-type: none"> • BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise

D7.4

Issue	Standard or Guidance
Noise	<ul style="list-style-type: none"> • BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration • For plant noise on residential and commercial/ industrial premises: BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. <p>For controlling internal and external noise within a development: BS 8233:2014 Guidance on sound insulation and noise reduction for buildings.</p>
Vibration	<p>British Standards:</p> <ul style="list-style-type: none"> • 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.
Daylight/ Sunlight	<p>Building Research Establishment (BRE): Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition)</p>
<p>Standards or guidance shall be deemed to relate to the most up to date version in place to the same intention and effect, accounting for the fact that current standards and guidance may be amended, restated and/or replaced from time to time. Where guidance will have been withdrawn, the Council's Environmental Health Team should be consulted on the most appropriate approach to be taken.</p>	

D7.5

The Management 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 Management Plan should include information about maintenance and lifespan of the equipment, and site management information such as key contact details. This information will be reviewed and approved by Environmental Health team. The Management Plan will be secured through condition and/or planning obligations.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Environmental Health objections. Target no approvals where the objection has not been resolved.

Evidence base

- Newham Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2022)

Policy Links

Draft Local Plan 2022:

- D1: Design standards
- D4: Tall Buildings
- D5: Living well at high density
- D6: Shopfronts and advertising
- CF2: New and re-provided community facilities

London Plan 2021:

- D13: Agent of Change
- D14: Noise

D8: Conservation Areas and Areas of Townscape Value

1. Newham Conservation Areas should be protected and enhanced in line with requirements of the National Planning Policy Framework and guidance set out in relevant Appraisal and Management Plans or other guidance documents.
2. Developments within areas designated as Areas of Townscape Value, and mapped on the Policies Map, or in their setting should seek to protect and enhance their character, and avoid significant harm which may affect the Council's ability to designate these as conservation areas as part of future conservation work.
3. Loss of characteristics which contribute to the significance of Conservation Areas and Areas of Townscape Value will be resisted. 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, contributions for the protection and enhancement of the significance of tangible or intangible heritage assets will be secured through developer planning obligations.

Justification

3.42 Newham currently has relatively few Conservation Areas, Listed Parks and Gardens and Listed Buildings, partly due to Newham'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 value and the value of their setting is protected and enhanced, recognising their value in placemaking, cultural and social representation, and more localised way-finding.

3.43 The National Planning Policy Framework and the London Plan (2021) in turn place great importance on preserving and enhancing the significance of Conservation Areas. Alongside greater control of development, research¹ 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.

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



D8.1 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 designation 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.
- Development proposals must preserve or enhance the character or appearance of the conservation area.
- Prior notification of works to trees (min. 6 weeks).
- Additional planning controls for advertisements and signs.

D8.1 The Council will continue its programme of Conservation Area Appraisal which may result in further area designations and updates to 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 (2022) and relevant Appraisal and Management Plan.

D8.2 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 designated 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, Rancliffe Road
- ATV7 Canning Town
- ATV8 Winsor Terrace
- ATV9 Bargehouse Road / Woolwich Manor Way

D8.2 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 the retention character and appearance by the application of development 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 (2022) and Areas of Townscape Value Evidence Base (2015).

D8.3 Consideration of significance and any potential harm will be undertaken in line with the tests set out in the National Planning Policy Framework.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Conservation Area Appraisal and Management Plans in place. No specific target, monitor for effectiveness in decision-making.
- Enforcement notices issued in Conservation Areas or Areas of Townscape Value (excluding where use related). No specific target.
- Tree works applications in Conservation Areas. Target no loss of trees protected by Tree Protection Orders, monitor for new trees protected through new orders.

Evidence base

- Newham Characterisation Study: Maccreevor Lavington with New Practice, Avison Young and GHPA (2022)
- Areas of Townscape Value Evidence Base, London Borough of Newham (2015).

Policy Links

Draft Local Plan 2022:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- D1: Design standards
- D3: Design-led residential site capacity optimisation
- D6: Shopfronts and advertising
- D10: 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



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D9: Archaeological Priority Areas

1. All major applications on sites at or below 0.5ha within designated Archaeological Priority Areas Tiers 1 to 3, as mapped on the Policies Map, and all major applications on sites above 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 visible from the public realm.

Planning Obligations

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

Justification

3.45 Local authorities have a duty to conserve the historic environment by ensuring local plan policies are in place to identify what is important and how to manage changes to it. This includes archaeological heritage. The Greater London Archaeology Advisory Service, part of the London office of English Heritage 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.

3.46 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

D9.1 An Archaeological Priority Area is defined as an area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries. Newham's Archaeological Priority Areas are as follows:

Archaeological Priority Area ID	Area Name
Tier 1	
APA1.1	Beckton WW2 Gun Emplacement
APA 1.2	Fort Street
APA 1.3	Prince Regent Lane
APA 1.4	Stratford Langthorne Abbey
APA 1.5	Woolwich Manor Way
Tier 2	
APA 2.1	East Ham
APA 2.2	Green Street 18.51
APA 2.3	Little Ilford
APA 2.4	Plaistow
APA 2.5	Plashet
APA 2.6	Stratford
APA 2.7	Upton
APA 2.8	Wall End
APA 2.9	West Ham
APA 2.10	Beckton Sewage Works
APA 2.11	Ilford Gaol
APA 2.12	Stratford Railworks
APA 2.13	Thames Ironworks
APA 2.14	London to Colchester Roman Road

D9.1

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).

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.

Local planning authorities are requested to consult Greater London Archaeology Advisory Service on:

- All major planning applications over 0.5 hectares whether in an Archaeological Priority Area or not.
- All Environmental Impact Assessment Scoping requests and Environmental Statements.
- Any application supported by an archaeological desk-based assessment.

D9.1	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.
D9.2	<p>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.</p> <p>Local planning authorities are requested to consult Greater London Archaeology Advisory Service on:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>In less sensitive or smaller schemes, a watching brief involving a professional archaeologist monitoring development groundworks and recording any remains exposed may be appropriate instead of field evaluation</p>
D9.3	<p>Consideration of significance and any potential harm will be undertaken in line with the tests set out in the National Planning Policy Framework.</p> <p>Publicity and publication of results as well as housing the archive of finds are often also 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.</p>

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Major development requiring fieldwork investigation. No specific target, monitor for discharge of condition supported by Greater London Archaeology Advisory Service.

Evidence base

- Newham Characterisation Study: Maccreeor Lavington with New Practice, Avison Young and GHPA (2022)
- London Borough of Newham: Archaeological Priority Areas, English Heritage (2014)

Policy Links

Draft Local Plan 2022:

- D1: Design standards
- D10: Designated and non-designated buildings, ancient monuments and historic parks and gardens

London Plan 2021:

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

D10: Designated and non-designated heritage assets, ancient monuments and historic parks and gardens

1. All designated and non-designated heritage assets will be conserved and enhanced. Development should secure viable, sustainable and appropriate futures for them, particularly where they are 'at Risk'. Any change to them or their setting 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 or loss of designated heritage assets or their setting will be resisted. Where loss is justified by substantial public benefits arising from the proposal, conditions will be used to secure timely delivery of the public benefits.
3. The council will encourage the retention, repair 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 should be documented and archived in line with National Planning Policy Framework requirements.

4. Developments affecting Newham's Historic Parks or their setting should:
 - a. seek to protect and enhance key views out from the landscape; and
 - b. not detract from its public access, functionality and enjoyment, layout, design, or character; and
 - c. not prejudice future restoration; and
 - d. make a positive contribution to the historic streetscape of the park.



Justification

3.47 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/scheduling; the latter includes Locally Listed buildings and buildings that are yet not on the local register but the development management processes uncover their heritage value.

3.48 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 community building as a focus for community memory and activity and the economic contribution they make as a visitor attractions either individually or as part of a place for spending time and money in.

3.49 This policy recognises that all these types of heritage assets are sensitive to change which may directly or indirectly affect them. Moreover, many of Newham's heritage assets are underperforming. Either due to a lack of integration with the wider environment, including other assets, which means their settings detract from them or they are in disrepair or they are underused or barriers effect access to them. Therefore, the policy highlights the importance of composition - ensuring coherent and sensitive ensembles of assets and their settings, as well as innovation to sensitively address evolving circumstances, including climate change.

<p>D10.1</p>	<p>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.</p> <p>Proposals within the setting of designated assets should seek to create positive relationships, particularly where the significance of the setting has been lost.</p> <p>Innovation includes appropriate deployment of ‘meanwhile’ uses and other suitable measures to activate spaces and structures to help bring them back into people’s day-to-day experience of places, improving safety and access, resilience to climate change and energy efficiency, and enabling immediate community benefit. However, any such change needs to be based on an understanding of the sensitivity to change of the asset affected, ensuring it is appropriately valued and accommodated in order to avoid causing harm to its significance. It is also recognised, that in new places, or places needing to find new purposes and economic and social futures, creating new assets, for example through arts-and-culture-led regeneration will be beneficial.</p>	<p>D10.2 and D10.3</p>	<p>Public benefits that could justify harm include:</p> <ul style="list-style-type: none"> • Provision of affordable housing over and above that required by 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. <p>However, harm resulting in loss of an assets should be avoided.</p> <p>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. Planning obligations will secure the costs associated with the storing of the items.</p>
<p>D10.2 and D10.3</p>	<p>Consideration of significance and any potential harm will be undertaken in line with the tests set out in the National Planning Policy Framework.</p> <p>A Heritage Statement must be submitted outlining the significance of the assets and evidence as to why harm is necessary or unavoidable, and all alternatives considered.</p> <p>Development which does not respond to local character and design quality as required by the wider policies of this 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.</p>	<p>D10.4</p>	<p>Consideration of significance and any potential harm will be undertaken in line with the tests set out in the National Planning Policy Framework.</p> <p>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.</p> <p>Ancillary uses such as caretaker homes and tree nurseries should also be protected where they are considered to be integral to the historic importance of the park.</p>

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.
- Heritage at Risk Register, yearly list published by Historic England. Target no loss of assets and reduction in overall number of buildings on register; monitor for implementation of planning permissions/listed building consents and time a building remains on the register.
- Management of development impact on heritage assets. Target: no planning permission where Historic England objection has not been resolved.

Evidence base

- Characterisation Study: Maccreanor Lavington with New Practice, Avison Young and GHPA (2022)
- Locally Listed Register, London Borough of Newham (2010)

Policy Links

Draft Local Plan 2022:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- D1: Design standards
- D3: Design-led residential site capacity optimisation
- D7: Shopfronts and advertising
- D8: 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

3.50 Newham has six existing, protected Town Centres: Stratford (including 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 policy. Beyond the designated network remain significant sections of historic commercial 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 offering that is mostly accessible by car.

3.51 Newham's high streets offer a range of functions of vital importance to the daily lives of our communities, and their varied character and size, alongside their transport connectivity, provides choice and helps connect people across neighbourhoods. The COVID-19 pandemic has further highlighted the importance of access to a range of local services usually available on our high streets, as well as the importance of quality public realm to help support and attract activity. The pandemic has also accelerated a number of behavioural trends which, alongside recent changes in national planning legislation and policy, pose challenges for our high streets.

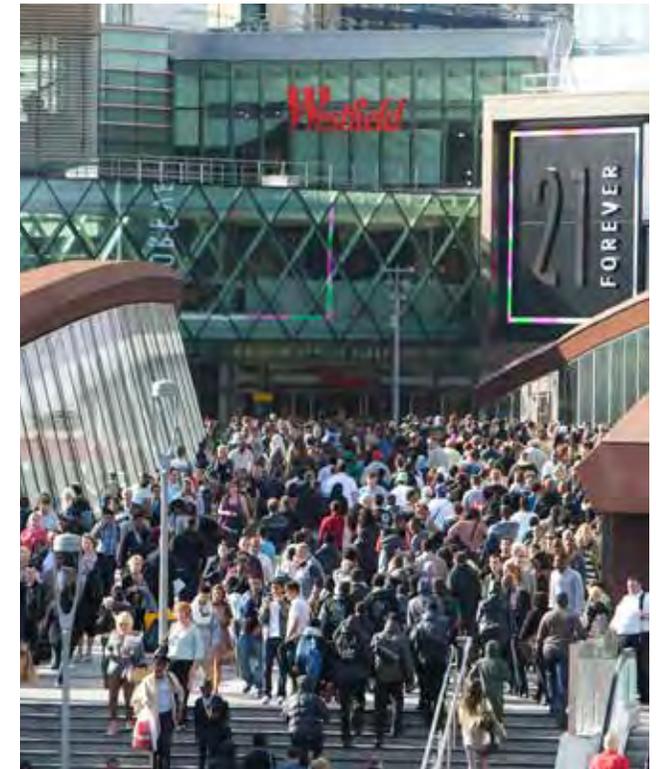
3.52 The more successful high streets have been those that can support a strong independent retail and leisure offer, local cultural events, markets, meanwhile uses and pop-ups, which draw in a more diverse range of people. As we move into new working patterns, with more people working from home for most of the week, this is driving new footfall patterns in Town and Local Centres.

3.53 High street environments also offer opportunities for social interaction to help tackle 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 inaccessible design 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.

3.54 The policies in this chapter seek to ensure Newham's high streets and shopping locations can evolve and thrive and continue to meet the shopping, social and civic needs of our growing population. Key to achieving this is ensuring that high streets and shopping areas are at the heart of our 15-minute 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 five minute walk (approx. 400 metre radius) of at least one designated parade or centre, or be within a 15 minute walk of at least two designated parades or centres. This will be delivered through the Newham Town Centres Network, as set out in table 3, which will be managed and supported to service the needs of residents, workers and visitors, and includes:
 - a. The existing designated Town Centres and their Primary Shopping Areas and Primary Shopping Frontages.
 - b. The existing designated Local Centres and their primary shopping areas.
 - c. The existing designated Neighbourhood Parades.
 - d. A new District level Town Centre to be created at N1.SA1 Beckton Riverside, subject to criteria in part 2, re-configuring and capitalising on the trade draw of the Out-of-Centre Gallions Reach Shopping Centre.
 - e. New Local Centres at N8.SA9 Pudding Mill, N7.SA2 Parcellforce, N3.SA4 Thameside West and N3.SA3 Connaught Riverside, and expanded Local Centres at N9.SA1 Plaistow North, N2.SA2 Rymill Street and N3.SA1 Silvertown Quays, subject to criteria in part 3.
 - f. The creation of new small scale frontages serving localised need including a new Neighbourhood Parade at N3.SA2 Lyle Park West.

Table 3: Newham’s Town Centres Network

Name	Current scale	Potential scale	Key functions
Town Centres			
Stratford Metropolitan	Metropolitan	International	<ul style="list-style-type: none"> • Meeting retail and leisure needs of all Newham and wider region residents and visitors. • Meeting local community use needs. • Significant employment hub for culture and creative industries, higher education, healthcare, and Central Activities Zone overspill office location. • Tourist destination of international significance. • Transport interchange.
East Ham	Major	Major	<ul style="list-style-type: none"> • Meeting retail, leisure, civic and services needs of all Newham residents. • Meeting local community use needs. • Post-16 education hub.
Forest Gate	District	District	<ul style="list-style-type: none"> • Meeting local catchment needs for retail, leisure, services and community uses.
Green Street	District	District	<ul style="list-style-type: none"> • Meeting local catchment needs for retail, leisure, services and community uses. • Specialist retail visitor destination.
Canning Town	District	District	<ul style="list-style-type: none"> • Meeting local catchment needs for retail, leisure, services and community uses. • Transport interchange.
East Beckton	District	District	<ul style="list-style-type: none"> • Meeting local catchment needs for retail, leisure, services and community uses
Beckton Riverside	n/a	District	<ul style="list-style-type: none"> • Meeting local catchment needs for retail, leisure, services and community uses. • Re-location/retention of comparison retail capacity from Gallions Reach Shopping Park

Name	Current scale	Potential scale	Key functions
Local Centres			
East Village	Local Centre	Local Centre	<ul style="list-style-type: none"> Meeting local catchment needs for retail, leisure, services and community uses.
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	
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	<ul style="list-style-type: none"> Meeting local catchment needs for retail, leisure, services and community uses. Servicing visitors to the Excel centre.

Name	Current scale	Potential scale	Key functions
Local Centres			
Custom House	Local Centre	Local Centre	<ul style="list-style-type: none"> Meeting local catchment needs for retail, leisure, services and community uses. Servicing visitors to the Excel centre.
Pudding Mill	n/a	Local Centre	
Twelve trees	n/a	Local Centre	<ul style="list-style-type: none"> Meeting local catchment needs for retail, leisure, services and community uses
Thames Wharf	n/a	Local Centre	
Connaught Riverside	n/a	Local Centre	<ul style="list-style-type: none"> Meeting local catchment needs for retail, leisure, services and community uses. Servicing London City Airport visitors.

Name	Current scale	Potential scale	Key functions
Neighbourhood Parade			
Jack Cornwell Street	Neighbourhood Parade	Neighbourhood Parade	<ul style="list-style-type: none"> 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	
Plaistow High Street	Neighbourhood Parade	Neighbourhood Parade	
Vicarage Lane – East Ham (E6)	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	
Albert Road	Neighbourhood Parade	Neighbourhood Parade	

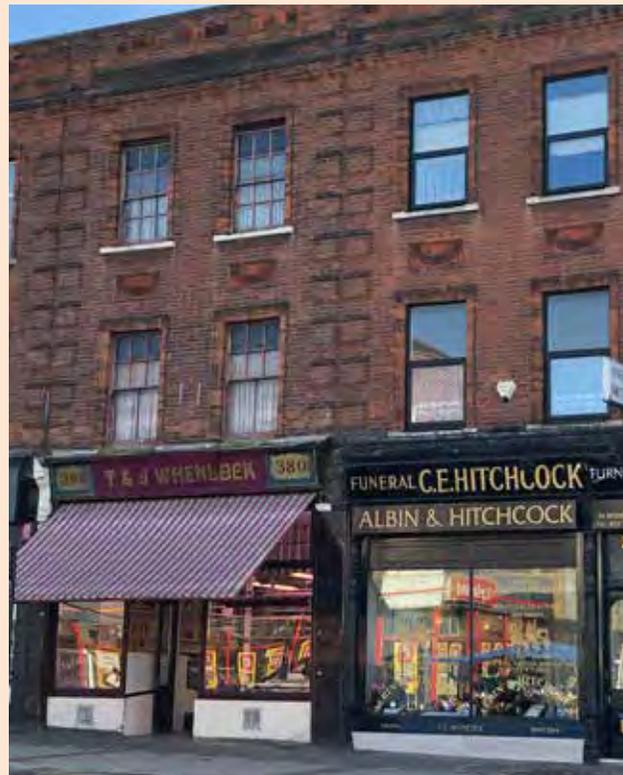
Name	Current scale	Potential scale	Key functions
Neighbourhood Parade			
Western Gateway	Neighbourhood Parade	Neighbourhood Parade	<ul style="list-style-type: none"> Meeting local catchment needs for convenience retail, services and community uses. Servicing visitors to the Excel centre.
Lyle Park	n/a	Neighbourhood Parade	<ul style="list-style-type: none"> Meeting local catchment needs for convenience retail, services and community uses.

2. New development for the provision of main town centre uses within NI.SA1 Beckton Riverside, must be accompanied, and informed, by masterplanning of the new Town Centre. This will be achieved through:
- a. Resisting incremental change to the composition of existing Gallions Reach Shopping Park, which remains an out of centre retail park.
 - b. The masterplanning of a legible new Town Centre environment that meets the following principles:
 - i. The overall number, scale and mix of town centre uses should reflect the intended District status in the Town Centre Network, and be supported by an Impact Assessment, a Marketing Strategy and a Meanwhile Use 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. Commercial frontages within the Primary Shopping Area should be continuous, along the key footfall route(s), and supported by quality public realm with 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.

3. Development within the areas identified to deliver new and extended Local Centres, within boundaries mapped on the Policies Map, should contribute to the masterplanned delivery of the centres by applying the following principles:

- a. The scale of the Local Centre will be of at least 20 units. The units will be between 80 sqm and 150 sqm GIA each.
 - b. A medium sized food store of 500-800 sqm GIA floorspace may be appropriate, subject to passing the Impact Assessment.
 - c. The total retail and leisure floorspace will respond to local need (400 metre radius) as demonstrated through an Impact Assessment.
 - d. A well-resourced and evidenced Marketing Strategy and Meanwhile Use Strategy will be put forward.
 - e. Commercial frontages within the intended Primary Shopping Area should be continuous, along the key footfall route(s) integrating quality public realm, and supported by good permeability and connectivity.
 - f. Integrating existing buildings in non-residential (or mixed) use where appropriate.
 - g. The centre has at least one bus stop within 100 metres of its boundary.
 - h. Any change or expansion of the boundary is justified through masterplanning.
4. Development within existing Neighbourhood Parades and newly delivered small scale frontages should ensure that:

- a. The overall parade remains of a neighbourhood scale, of between five and ten small units (80 to 150 sqm GIA) in use class E (Commercial, Business and Service).
- b. Loss of units, including through the merging of units, does not result in the overall number of units falling below five.
- c. Any proposal resulting in a retail unit with overall floorspace of 300 sqm or more GIA passes an Impact Assessment, and the use is limited through condition.



Planning Obligations

- On masterplanned multi-phase sites delivering more than 5000 sqm of new town centre uses floorspace, a legal agreement will secure timely delivery of the commercial 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.

Justification

3.55 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 National Planning Policy Framework 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.

3.56 The Council, as expressed in the Towards a Better Newham: COVID-19 Recovery and Reorientation Strategy (2020), is committed to delivering 15-minute neighbourhoods. This 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.

3.57 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 15-minute neighbourhoods living. The Network’s accessibility criteria – the 400 metre radius and the 15 minutes walking distance – supports this objective, and has informed the designation process alongside the recommendations of the Retail and Leisure Assessment (2022). New designations will be delivered through site allocations.

3.58 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. Elsewhere, the offer of Local Centres still does not support everyone’s needs, with many residents choosing to travel well beyond 20 minutes for day-to-day activities and services. To help address the geographic imbalance, the policies in this chapter seek to create new clusters of main Town Centre uses in appropriate locations, primarily new Local Centres, but also one new Town Centre.

3.59 Management of the scale and type of centre designation in the Town Centres hierarchy is an important consideration in maintaining a well-balanced network overall. The London Plan classifies the upper ranges of Town Centres where these service a wider than neighbourhood population, in essence District, Major, Metropolitan and 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. However, footfall and spend evidence demonstrates that these centres also attract visitors reinforcing the need for these to receive a similar level of policy attention and protection as the larger Town Centres, in line with the National Planning Policy Framework definition of centres.



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Implementation

<p>HS1.1</p>	<p>The National Planning Policy Framework requires Local Plans to identify not only the boundaries of Town Centres, but also their Primary Shopping Areas that identify concentrations of retail provision.</p> <p>For new and expanded Town and Local Centres, please also see relevant neighbourhood policies and site allocations.</p> <p>In determining if a proposed new shopping frontage is necessary to service local need, including in larger applications where it is proposed to split the provision of retail and leisure uses across parts of the site thereby generating multiple shopping frontages, the applicant should submit a gap analysis to demonstrate:</p> <ul style="list-style-type: none"> • 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 location in the network (existing and new). • The proposed shopping frontage location helps achieve the aspiration for two destinations within 15 minute walking isochrones. <p>The Newham Characterisation Study (2022) 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 considered when new shopping frontages are proposed.</p>
<p>HS1.2</p>	<p>As part of the delivery of Beckton Riverside strategic allocation and through a co-designed masterplan process the offer of Gallions Reach Shopping Centre should be reconfigured into a modern Town Centre. This is in line with London Plan (2021) Policy SD7, which recognises the potential of retail parks to deliver housing intensification through redevelopment. 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.</p>

HS1.2	<p>The location, scale, nature and mix of the new Town Centre may not reflect the location of the current retail park, and will need to be considered through the masterplanning and the planning application process in line with the site allocation. To inform this process, evidence will need to be provided in the form of a Retail and Leisure Impact Assessment, a Marketing Strategy and Meanwhile Use Strategy (as per Policy HS2). The submitted Impact Assessment will follow national planning guidance on scope and methodology. Impact Assessments should demonstrate that large scale development helps fill identified gaps in the network in the Beckton sub-area (as per the Retail and Leisure Assessment 2022) without significantly drawing trade away from established Town Centres, or jeopardising existing retail and leisure commitments (including in Local Centres in the catchment).</p> <p>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 in line with policy requirements for an Out-of-Centre destination. In line with the National Planning Policy Framework and London Plan (2021), this means resisting piecemeal intensification of commercial floorspace.</p> <p>Changes in composition towards convenience or leisure offer should also be resisted, protecting the effectiveness of planning conditions imposed on the site as part of the original allocation that help limit its impact on the Town Centre Network.</p>	<p>HS1.3</p> <p>It is important that newly developed Local Centres are of an appropriate scale to meet local needs, rather than delivering new ‘destination’ Town Centres that might compete with the wider network of Town Centres.</p> <p>Floorspace need and commercial demand will be driven by the scale of housing and resulting population and expenditure within the local catchment area. This should be carefully considered within a retail and leisure Impact Assessment, considering the geographic context, scale of population, expenditure generated, physical layout, built form, target markets, accessibility, and nearby facilities. The submitted Impact Assessment will follow national planning guidance on scope and methodology.</p> <p>Frontages should be designed in line with Policy D6.</p> <p>The public realm of the Primary Shopping Area (new or extended) should be designed to provide substantial public realm net gains in line with Policy HS2:10 and Policy D2. This includes generous pedestrian route connections, for good permeability and to direct high footfall to the Primary Shopping Area.</p>
HS1.3	<p>The important role of Local Centres across the borough is highlighted by the Retail and Leisure Assessment (2022), attracting strong levels of convenience goods trade and helping ‘fill the gap’ in easy access to the larger Town Centres, and provide choice. Aside from retail and leisure uses, Local Centres can be crucial in providing a focus for community, cultural and civic life within neighbourhoods.</p>	<p>HS1.4</p> <p>Neighbourhood Parades help achieve a fine-grained network of destinations within Newham’s Town Centre network. They support access to usually small basket/top-up shopping, day-to-day services, and food and drink leisure uses. 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 (Borough-wide Design Principles section 9.2.1), the minimum size of a Neighbourhood Parade and any recently delivered small shopping frontage should be five units, and the maximum size should be ten units.</p>

HS1.4

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.

Where development proposes to introduce a larger retail unit of more than 300 sqm GIA, either through merging of existing units, extension or new provision, a Retail Impact Assessment will be required. Where the test is passed, conditions will be used to ensure that the unit continues to serve a local function and does not lead to unintended character change to the Neighbourhood Parade. In this regard, the retail floorspace should be limited to convenience goods sale, and should exclude change of use to leisure (Eb).

Monitoring

- Delivery of new Town/Local Centres and new gap-addressing frontages reviewed every two years. No specific target, monitor progress towards all homes being under the 400 metre radius of at least one designated parade or centre, or within the 15 minutes walking area of least two designated parades or centres (updated isochrones).
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- Retail and Leisure Assessment, Urban Shape Planning Consultants (2022)
- Characterisation Study, Maccreeanor Lavington with New Practice, Avison Young and GHPA (2022)

Policy Links

Draft Local Plan 2022:

- BFN1: Spatial strategy
- BFN2: Co-designed masterplanning
- HS2: Managing change within Town and Local Centres
- D6: Shopfronts and advertising
- D7: Neighbourliness

London Plan 2021:

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



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HS2: Managing new and existing Town and Local Centres

1. All development within the borough's Town and Local Centres (existing or new) 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 Centre hierarchy and 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. At least 70 per cent of ground floor units should function within Commercial, Business and Service Uses (Class E), and primarily retail (Ea) and restaurants and cafes (Eb) within the Primary Shopping Frontage. Where necessary and justified, conditions and/or planning obligations will be used for major developments to control the impact and the range of uses.
3. Within Town and Local Centres (existing or new), development proposing the shared space or building by multiple uses/businesses in main town centre uses is encouraged, including on upper floors, subject to all the following:
 - b. Loss of ground floor units in Commercial, Business and Service Uses (Class E) will be resisted. Loss may be justified where:
 - i. Evidence demonstrates that the floorspace has been actively and independently marketed for the full range of Class E uses for at least 12 months; and
 - ii. In the case of retail (Ea) or restaurants and cafes (Eb) floorspace, a retail and/or leisure Impact Assessment demonstrates that the loss of the floorspace will not impact on the vitality and viability of the centre or on the function of the centre within the network; and
 - iii. The development provides an alternative Town Centre use, with well-designed active frontage and public realm animation.
 - c. The subdivision, or the conversion or change of use of the storage and yard facilities, of any unit 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.
4. Within Town and Local Centres (existing or new), the subdivision, or the conversion or change of use of the storage and yard facilities, of existing retail (Ea) units 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 (existing or new), redevelopment or refurbishment of sites will be supported where it retains and improves the commercial frontage and optimises the use of the site. Residential uses on upper floors as part of the mixed use development is strongly supported, and should be designed to minimise break-up of commercial frontages and to mitigate amenity impacts.
 - a. Internal space arrangements facilitate easy, legible access to all businesses or public-facing activities on site.
 - b. Retention of active frontages, and particularly shopfronts.
 - c. Where the proposal includes programming of leisure, cultural and community events, this should be supported by a Management Plan, with consideration to and mitigation of any additional amenity or transport impacts generated.

6. Within Town and Local Centres (existing or new), developments proposing 1000 sqm GIA or more in Class E (Commercial, Business and Service), including re-provision, should deliver at least 20 per cent of floorspace as small units that will be marketed at discounted or turnover-based rent, which will be secured through conditions and/or planning obligations.
7. Within Town and Local Centres (existing or new), Applicants proposing 800 sqm or more GIA floorspace in any main town centre uses should submit an effective Meanwhile Use Strategy outlining how vacancies will be managed long term, including provision for affordable or turnover-based rents.
8. Within Town and Local Centres (existing or new), applicants proposing 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.
9. Proposals within Town and Local Centres (existing or new) are encouraged to incorporate new, or enhanced access to existing, well-managed publicly-accessible (free) drinking water fountains, toilets and baby changing/nursing facilities.
10. In line with public realm net gain principles of Policy D2, developments in Town and Local Centres (existing or new) should consider how their proposals help achieve:

- d. An accessible, comfortable, greener, safe and well maintained public realm.
- e. Improved connectivity with neighbourhoods within the centre's catchment.
- f. Creation of public spaces for rest, play or cultural expression through arts and events, or smaller 'spill out' spaces to support leisure and community uses.
- g. Digital accessibility through integrated charging points and free wi-fi.



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Planning Obligations

- A Meanwhile Use Strategy covering a period of five years post-delivery will be secured through developer legal agreement where the policy threshold is met, in order to ensure that the delivered floorspace is occupied and contributes to the vitality and viability of the centre.
- Commitment to the review of a Marketing Strategy submitted as part of an application will be secured through a legal agreement.

Justification

3.60 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 Assessment (2022) and in line with the National Planning Framework and the London Plan (2021).

3.61 The policy seeks to accommodate an increasing range of uses within the network of Town Centres, including community space, leisure facilities and housing, to help improve the sustainability and adaptability of Town Centres in the long term. However, this is balanced against the need to focus Commercial, Business and Services (Class E) within Primary Shopping Areas, and retain the core retail and leisure functions of Primary Shopping Areas, and particularly within the Primary Shopping Frontages, as recommended by the Retail and Leisure Assessment (2022).

3.62 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 the shift to multi-channel sales in retail markets, there is a growing demand for commercial leisure and cultural offers. These trends primarily highlight the importance of having a joined-up Town Centre experience to attract visitors to the high street and to extend the time they spend there through a range of retail and leisure attractions, as well as improvements in accessibility, inclusivity and perception of safety. 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 need 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.

3.63 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. However the policy continues to protect the vitality and viability of the Town Centres by protecting against the loss of yard space or other ancillary floorspace where this would lead to the continued commercial operation being adversely affected.

3.64 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 businesses to adapt to changing market trends. The policy responds by promoting an overall good supply of smaller sized units at affordable rents (80-150 sqm GIA) and the protection of the quality of existing units.

3.65 Against the backdrop of evolving retail and leisure trends, wider regeneration and land intensification forms a key part of the challenge in servicing existing and new communities. Vacancies and blank frontages, particularly when clustered together, can have a negative impact on the perception of place (including safety), reduce footfall, and long term may lead to antisocial behaviour along these frontages. The policy therefore introduces new tools in the form of a Market Strategy and a Meanwhile Use Strategy requirement to help manage longer term uncertainties in the market and secure the vitality of viability of both existing and future centres.

3.66 The policy also promotes the improved quality and activation of the public realm as a key part in expanding the offer of centres, in line with Policy D2, as well as making best use of refurbishment and redevelopment opportunities to deliver an enhanced Town Centre offer as well as increased footfall through new residential development.

Implementation

HS2.1 Applicants should demonstrate as part of their Planning Statement, and where relevant as part of the Marketing Strategy (Part 8), how the proposed development and its scale responds to the character and function of the centre it is located in (or helps deliver). The function of centres within Newham's network hierarchy, including aspirations, is set out in Policy HSI:1. On sites located in centres intended to primarily service a local catchment (District and Local Centres), the scale of development should respond to needs arising from the resident, tourist and worker population base within the catchment. Larger scale developments, including for leisure, 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 justified in a lower tier centre through an Impact Assessment demonstrating how the overall network of centres will be positively balanced.

Development must also refer to the relevant Neighbourhood, Employment or Community Facilities policies and the strategies and reports listed below, as

relevant to the type of development proposed, to understand place-specific vision and challenges. Early and regular community engagement and co-design is encouraged, particularly for major development.

- Retail and Leisure Assessment, Urban Shape Planning Consultants (2022)
- Community Facilities Needs Assessment, Publica (2022)
- Building Newham's Creative Future, Publica (2022)
- Interim Built Leisure Needs Assessment, Strategic Leisure Limited (2022)
- 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)
- North Woolwich Masterplan, London Borough of Newham (emerging)

Shopfronts and signage/advertisements should be designed in line with Policy D6.

Developments should also respond to opportunities to enhance public realm, having regard to Part 9 and 10 of this policy and to 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:

- Marketing and Meanwhile Use strategy as per Part 6.
- Management Plan for any programmed events as part of the offer of the site – see also Part 3.

- Evidence of partnership arrangements for the overall management of the Evening and Night Time Economy as required by Policy HS5:4, or for quality of food provision as per Policy HS6:1.
- A Public Realm Management Plan as per Policy D2
- Details of the quality of design and materials lifespan.

The Council will monitor the impact of permitted development rights allowing conversion of Class E uses into residential 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

Composition of uses in the Primary Shopping Area will be monitored every two years and should remain in line with national trends (currently 50 per cent retail and 25 per cent leisure composition). Proposals for new centres as allocated by this Plan should also achieve a good balance and concentration of retail and leisure uses alongside other Commercial, Business and Service uses within the Primary Shopping Areas.

Given flexibilities within Class E, it is likely that most applications resulting in loss of retail or leisure floorspace will be towards non-Class E uses, or through partial re-provision/retention as part of redevelopment. Where this is the case, applicants should demonstrate through an Impact Assessment that the loss of ground floor retail (Ea) or leisure (Eb) frontage within the defined Primary Shopping Areas is justified. The assessment should follow the criteria of national planning guidance to identify any impact of the loss on the vitality and viability or the centre and its current and aspirational role in the network (as identified in Policy HS1 and through the Retail and Leisure Assessment 2022). Impact will be balanced against the potential benefits of the proposed new use and how it is designed to minimise visual impact on the Primary Shopping Area (e.g. to not significantly break up the frontages, and to ensure alternative activation of frontages and of public realm).

	<p>Where loss of floorspace is due to consolidation of retail or leisure floorspace rather than full loss of units, the retained floorspace should remain functional, as evidenced through submission of independent advice from a commercial real estate agent with local market knowledge. The shopfront and internal shop floor layout should continue to meet wheelchair accessibility standards in line with building regulations and requirement of Policy HS7.</p>	<p>Loss of floorspace may be justified by:</p> <ul style="list-style-type: none"> • Evidence of poor turnover performance of the space compared to company benchmark (indicating over-provision of floorspace); or • In the case of vacancies longer than 12 months, demonstrated low market demand for the type and scale of the floorspace; or • Securing alternative arrangements for the management of storage and servicing needs (e.g. managed shared storage arrangements between multiple businesses).
<p>HS2.3</p>	<p>This policy will apply to new or change of use development proposing the shared space or 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 specific uses proposed on the site.</p> <p>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.</p>	<p>HS2.5</p> <p>Redevelopment of Town Centre sites should help optimise the site for Town/Local Centre uses as well as residential uses, in line with Policy D3 and the aspirations for the centre.</p> <p>Adequate and full consideration of neighbourliness principle (Policy D7) will be important in ensuring both the vitality and viability of the centre and the comfort and safety of future residents.</p>
<p>HS2.4</p>	<p>Retail units should generally not be less than 80 sqm GIA floorspace (as recommended by the Retail and Leisure Assessment), to allow for flexibility and adaptability long term, including the potential of managing on-line delivery orders on site without impacting the operation of the sales floorspace.</p> <p>Medium and larger convenience stores (usually at least 300 sqm GIA) should be particularly protected for their key role as anchors of centres. While there is no minimum floorspace threshold for these, any proposal for reduction in their floorspace should be supported by layout plans and a statement from the operator (or an independent retail consultant) demonstrating functionality is safeguarded.</p>	<p>HS2.6</p> <p>In line with Policy HS1 (and the Retail and Leisure Assessment 2022), a small unit is 80 – 150 sqm GIA.</p> <p>The 1000 sqm GIA threshold should allow for the provision of new small units while also enabling delivery of larger stores, particularly food stores (of 500 to 800 sqm GIA), where there is an identified need, in line with Neighbourhoods policies. Nevertheless, in Local Centres and Neighbourhood Parades, the expectation is that the majority of units will be of this small scale. Where the overall number of small units surpasses 20 per cent of the total Commercial, Business and Service (Class E) floorspace, it may be reasonable that the surplus is not provided at affordable rents upon completion, but should nevertheless be covered by the Meanwhile Use Strategy (see Part 7) in case of longer term vacancy.</p>

HS2.7 With small units generally being 80-150 sqm GIA, the 800 sqm benchmark can equate to a 10-unit frontage of typically 50 metres overall length, the look and feel of which can have a significant impact on the vitality of the centre. It is therefore important that vacancies over more extensive frontages are carefully managed.

Meanwhile uses should generally be for the benefit of the local community, for example; 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 several years.

The Meanwhile Use Strategy should outline how units remaining or falling vacant for longer than 3 consecutive months will be:

- Marketed for short term lease arrangement, discounted or turnover based rent, and support packages for fit out (including support with utilities).
- Marketed to Newham businesses, e.g. through partnership with local business incubator or start-up programmes, and local community groups and voluntary organisations.

The Meanwhile Use Strategy should be secured through planning obligations. For phased developments, the Meanwhile Use Strategy will be reviewed, and revised as needed, with each reserved matter application, and will include monitoring of the implementation of earlier delivered phases. A review mechanism at 5 years post-completion will also be secured through the obligation.

HS2.8 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.

For outline and future 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 success of commercial floorspace in earlier delivered phase(s).

For pre-application discussions, an outline/early scoping of the Marketing Strategy should be submitted with the initial information pack and its content agreed as part of the process.

HS2.9 Publicly accessible also means provision within buildings. 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 Policy D6.

HS2.10 The principles and objectives of public realm net gain are set out in Policy D2. For high streets, 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 commercial leisure uses, or community facilities such as libraries. Small local square(s) is(are) encouraged along busy routes, providing meeting points, areas of respite or play, and potential for outdoor meanwhile uses such as markets or local cultural events. The Newham Characterisation Study Borough-wide Design Principles chapter includes further design recommendations (primarily under section 9.2.1 Provide local uses that support 15-minute neighbourhoods).

Early engagement with the Council's Highways, Public Realm Management and Newham High Streets teams should occur 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.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.
- Major retail and leisure commitments – approvals, starts, completions. Target: deliver identified retail floorspace need as per Retail and Leisure Assessment (2022 or updated).
- Town and Local Centre health check – every two years monitor uses composition and vacancies. Target trends following national trends, and at least 90 per cent of units in Primary shopping Area being in Commercial, Business and Service uses (Class E) and at least 50 per cent units in Primary Shopping Frontage being retail (Ea).
- Satisfaction with local shopping facilities (Council annual survey). Target a trend of increasing satisfaction of young people 18-25 years old and those identifying as disabled.
- Number of Meanwhile Use Strategies approved. No specific target, monitor for effective application in relation to vacancy trends.

Evidence base

- Retail and Leisure Assessment, 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

Draft Local Plan 2022:

- 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
- D6: Shopfronts and advertising
- D7: 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. 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. Residential development capacity of the site should be optimised.
2. Proposals for retention or intensification of retail (Ea), restaurants and cafes (Eb) and services (Ec) uses in Edge-of-Centre and Out-of-Centre locations will be assessed against the sequential test, unless total floorspace for the use is below 300 sqm GIA and:
 - 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 has operated as a (food) grocery store for at least 12 months prior to the application, and the site is a 'corner plot' located outside of the 400 metre radius of any Newham Town Centre Network designation.
3. Proposals in Neighbourhood Parades, Edge-of-Centre and Out-of-Centre locations resulting in 300 sqm GIA or more of new or expanded floorspace in retail (Ea), restaurants or cafes (Eb), will be assessed against the retail and/or leisure impact assessment.
4. For proposals incorporating retail (Ea), restaurants and cafes (Eb) and services (Ec) uses where the sequential test and impact assessment are deemed passed, conditions and/or planning obligations will be used to:
 - a. Limit the use classes of consented Evening and Night Time economy uses in order to achieve the objectives of this Plan and to avoid the proliferation of main town centre uses outside of Town Centres and promote consolidation within designated areas.
 - b. Where the floorspace threshold is met, require the submission and approval of an adequately resourced Meanwhile Use Strategy and Marketing Strategy, in line with Policy HS2.

Justification

3.67 The National Planning Policy Framework defines the 'Town Centre first' approach which directs 'main town centre uses' to within the boundaries of centres identified in Local Plans.

3.68 Redevelopment of sites in Edge-of-Centre and Out-of-Centre locations towards residential will benefit nearby Town and Local Centre(s) by helping concentrate commercial investment in centres, where clustering will provide additional benefits and an increase in footfall from new residential development.

3.69 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 commercial floorspace for Newham's small businesses or voluntary groups, and opportunities for social interaction within neighbourhoods. However, these sections of commercial development need to be managed in a way that respects the Town Centre 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. Policies CFI 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.

3.70 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 groceries shopping in neighbourhoods where residents live further from the Newham Town Centre Network. It will also be important to protect and enhance the significance of heritage assets, particularly where part of their significance comes from an original non-residential use. In such cases, a commercial, cultural or community use can help ensure a viable future for the asset as well as an increased level of public access to that asset.



Implementation

HS3.1 In line with the Town Centre first principles of the National Planning Policy Framework, loss of retail (Ea), restaurants and cafes (Eb) and service (Ec) uses in undesignated areas will be supported, and should lead to improved residential amenity in the locality alongside potential to optimise residential development for the site (in line with Policy D3).

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 National Planning Policy Framework and London Plan (2021) Policy D7.

Information should be submitted through a sequential test at validation or pre-application 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), but should not be based on distance from the location of the proposed site.

On sites where an exception is deemed to be met, the Planning Statement should include:

- In the case of a listed or non-listed 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 a (food) grocery store, evidence that the use has operated at the site for longer than a year.

In all cases where an exemption is sought and planning permission is proposed to be granted, planning conditions will be used to limit flexibilities within use class E (Commercial, Business and Service), in line with Part 4. With regards to corner grocery shops where an exemption criteria is passed, conditions will also be imposed 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.

HS3.3 Planning applications for the development of 300 sqm or more of retail (Ea) and restaurants and cafes (Eb) uses which are not within a defined centre, including new Local Centres, will need to demonstrate compliance with the impact assessment set out in the National Planning Policy Framework (2021) and London Plan (2021) Policy SD7.

The impact assessment threshold for retail (Ea), restaurants and cafes (Eb) remains at 300 sqm GIA, in line with the recommendation of the Retail and Leisure Assessment (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.

HS3.4 The condition should focus only on restricting sub-categories of Use Class E (Commercial, Business and Service) where there is a demonstrable different impact on Town Centres, transport network or amenity which cannot be mitigated through other types of conditions.

The requirements for a Meanwhile use Strategy and Marketing Strategy, including thresholds, are addressed under policies HS2:7 and HS2:8.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use (application of sequential test exemptions and the impact assessment) and ability to withstand scrutiny.
- Approvals for conversions to residential in Edge-of-Centre and Out-of-Centre locations. No specific target, monitor for trends.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- BFN1: Spatial strategy
- HSI: Newham's Town Centres Network
- D6: Shopfronts and advertising
- D7: Neighbourliness

London Plan 2021:

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



HS4: Markets and events/ pop-up spaces

1. Development proposals impacting existing markets will only be supported where:
 - a. Existing pitch capacity is maintained or enhanced alongside provision of appropriate storage and servicing facilities, including temporary arrangements during redevelopment.
 - b. The overall visibility, quality and management of the market and its public realm will be improved.
2. Use of buildings and suitable public spaces or courtyards within Town or Local Centres for temporary events/pop-ups is encouraged, subject to all of the following:
 - a. There are no significant adverse amenity and transport impacts.
 - b. Protection of heritage assets.
 - c. Promotion of health and wellbeing and addressing existing cumulative impacts.
 - d. Where the proposed floorspace is greater than 300 sqm gross GIA, public engagement should be used to co-design the type and range of activities.
3. Permanent new markets or short-lease flexible use or event spaces will be supported within Town and Local Centres where:
 - a. The building and/or space is well designed, and contributes to the quality activation of the public realm.

- b. There is a demonstrated market demand, including through temporary use testing of the concept for a period of at least 12 months.
- c. It is supported by an adequately resourced Management Plan.
- d. There are no adverse amenity and transport impacts.

Planning Obligations

- A Management Plan covering a period of 5 years post-delivery of any market or pop-up/events space will be secured through developer legal agreement and will address amenity, safety and transport impacts mitigation, as well as how the use will be marketed and managed. Where relevant, this will include requirements of a Public Realm Management Plan in line with Policy D2.

Justification

3.71 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 Town Centre analysis of the Retail and Leisure Assessment (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 in particular.

The Council is currently developing an overarching strategy to support Newham's existing markets and create opportunities for new ones. This strategy will work alongside this policy to deliver high quality markets.

3.72 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.



Implementation

HS4.1 Servicing facilities should include adequate access to parking and unloading space, and utilities, including suitable voltage electricity supply where hot food service is part of the market offer. Any redevelopment will be used as an opportunity to rectify any existing poorly functioning aspects of the market.

Public realm enhancements should be considered as per Policy D2 and Policy HS2:9-10. The Newham Characterisation Study Borough-wide Design Principles chapter includes further design recommendations (primarily under section 9.2.1 'Provide Local Uses That Support 15-Minute Neighbourhoods').

See implementation of part 3 for Management Plan detailed considerations.

HS4.2 Many temporary activities can be achieved through a Temporary Event Notice (TEN) type of licence. Application of this policy will therefore usually 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.

Protection of heritage assets will be achieved in line with policies D8 and D10, as relevant to the site and the type of development proposed. Temporary activation of vacant and at risk heritage assets 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.

HS4.2 The temporary use should not contribute to exacerbated existing cumulative impacts. For example, temporary hot food pop-ups, or food-based market operators should be encouraged to meet quality criteria of Policy HS6:1 as applied through their stall licensing practices. This should be secured through a planning obligation. See implementation of part 3 for Management Plan details considerations.

HS4.3 Applications for permanent short-lease flexible use or event spaces, i.e. ongoing pop-up spaces, will generally be considered to provide a Sui Generis use, unless all uses proposed fall under Commercial, Business and Service Uses (Class E). Evidence submitted through the Planning Statement should demonstrate successful take up of the space through application of a Meanwhile Use Strategy (following the principles set out in Policy HS2:7) over the past 12 months. Successful take-up means that the space was managed and marketed so that it was not vacant for more than a month, or three months in the case of event spaces, excluding any renovation or fit-out times. A list of expressions of interest from businesses may be submitted as evidence, alongside records of the operation of the space over the past 12 months.

The Management Plan should address:

- The principles of the Meanwhile Use Strategy (Policy HS2:7), detailing any lessons learned during the testing of concept period of 12 months preceding application.
- In the case of new markets, how appropriate storage and servicing facilities are integrated.
- How any cumulative impacts will be managed (Policy HS6:1)
- How neighbourliness will be achieved or maintained.
- How transport impacts are mitigated, through a travel plan.

HS4.3

- The use of outdoor space on non-market/non-event days, avoiding use as car parking.
- Any public realm enhancements and maintenance (Policy D2).
- 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.

Newham Street Markets Strategy will set out quality criteria for markets which should be reflected in the Management Plan.

The draft 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. The Management Plan will be secured through conditions and/or legal agreement.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.
- Number of market pitches, existing and new. Target no net loss, monitor for improved capacity.

Evidence base

- Retail and Leisure Assessment, 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

Draft Local Plan 2022:

- HS2: Managing Change within New and Existing Town and Local Centres
- HS5: Visitor Evening and Night Time Economy
- D1: Design Standards
- D2: Public realm net gain
- D6: Shopfronts and advertising
- D7: Neighbourliness

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 existing and emerging Town Centres will be supported to become successful Evening and Night Time Economy Zones, of a scale and character as set out in Table 4.
2. Within the Evening and Night Time Economy Zones, subject to centre-specific scale in the hierarchy and local character, the visitor-focused uses set out in table 5 are encouraged and directed, and, subject to Licensing, 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 (Part 2) within Local Centres will be less prominent, with proposals for such uses considered on a case by case basis and cumulatively accounting for no more than a quarter of all units in that Local Centre. Elsewhere in the borough, creation of visitor night time economy uses operating post 11pm will be resisted though hours of operation conditions.

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	Character	Potential visitor base
Stratford Metropolitan	Regional significance (London Plan recognised cluster level NT2).	Regional significance	Culture and creative industries, including theatre and events. Leisure and culture tourism. Strong student base.	Local residents, students, visitors and tourists, and workers.
East Ham	Emerging	Local	Dining, events, market. Strong student base.	Local residents, students.
Canning Town	Emerging	Local	Dining, market. Relationship to City Hall and Excel.	Local residents, Excel visitors, and workers.
Forest Gate	Emerging	Local	Dining, market.	Local residents.
Green Street	Emerging	Larger than local (level NT3)	South-Asian cultural events. Market activities.	Local residents, visitors.
East Beckton	n/a	Local	To be determined through masterplanning	Local residents.
Beckton Riverside	n/a	Local	To be determined through masterplanning	Local residents and workers.

4. Development integrating Evening and Night Time Economy uses set out in Part 2 should:
- a. Be designed for the intended late hours of operation, supported by a proportionate and adequately resourced Management Plan.
 - b. Minimise inactive and opaque frontages at any time of the day or night.
 - c. Contribute to the creation of a welcoming 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.



Table 5: Visitor-focused Evening and Night Time Economy uses

Evening And Night Time Economy uses	Use Class	Direct to part of Centre
Restaurants and cafes	E(b)	Primary Shopping Area
Pubs and bars	Sui Generis	Outside Primary Shopping Frontage
Specialist and food markets	E(a) or Sui Generis	Existing market locations or Primary Shopping Areas
Outdoor pop-up events	Sui Generis	Public spaces where impacts can be mitigated.
Cinemas and Theatres	Sui Generis	Outside Primary Shopping Frontages
Concert Halls, Dance Halls and Live Music Venues (not pubs)	Sui Generis	Outside Primary Shopping Areas
Night Clubs	Sui Generis	Outside Primary Shopping Areas
Museums and Art Galleries	F2	Outside Primary Shopping Frontages
Gyms and other indoor leisure uses	E(d) or F2	Outside Primary Shopping Frontages

Planning Obligations

- A Management Plan for night time operations covering a period of five years post-delivery will be secured through developer legal agreement, and will address safety, amenity and transport impacts of the development.
- 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) will be secured through developer legal agreement.

Justification

3.73 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.

3.74 Proactively managing visitor Evening and Night Time Economy can lead to benefits such new jobs, the diversification of leisure and tourism offer of 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.

3.75 Consultation responses have identified a desire for more evening leisure provision, and particularly

for evening cultural activities and family-friendly activities. The NEMS household survey 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 three cinemas in Newham, two of which are in Stratford, and the third, Boleyn Cinema, focusing on specialist independent films, which means that most people will travel longer distance and sometimes out of borough for this type of leisure activity.

3.76 Stratford (both the traditional centre and Westfield) 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 poor, 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 centres with a suitably established offer are traveling less outside of the borough.

3.77 This policy seeks to promote a vibrant evening and night time visitor economy within Newham that is accessible and responds to local demand, while mitigating amenity and safety concerns.

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 Metropolitan 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 and wedding heritage and thriving businesses, and building on links with the Victoria and Albert East and fashion sector.

	<p>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.</p>	<p>HS5.3</p>	<ul style="list-style-type: none"> • Safeguard residential amenity; and • Help concentrate Evening and Night Time Economy uses in areas where they can be managed to better effect cumulatively, including optimising impact of investment into night time public transport and safety interventions.
<p>HS5.2</p>	<p>The visitor Evening And Night Time Economy uses identified are based on residents' views 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.</p> <p>Hot food takeaways, 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 Policy HS6.</p> <p>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.</p> <p>Licensing and Environmental Health should be consulted on the content of submitted Management Plans (Part 4) for applications where the hours of operation would extend past 11pm.</p>	<p>HS5.4</p>	<p>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 break the rhythm of active frontages and compromise the legibility of the streetscape and create perceptions of an unsafe environment. It is therefore important that Town Centre frontages are designed for consideration of their impact during the day and at night, irrespective of opening hours, as per policies D6 and D7.</p> <p>In addition, the Evening and Night Time Economy uses the focus of this policy (Part 2) should consider as part of a Management Plan how their late operation can proactively:</p> <ul style="list-style-type: none"> • Help promote safety and inclusivity after dark, on site as well as on the public realm routes used by visitors. • Mitigate noise, odour and other nuisances in outdoor spaces, including gardens and al fresco seating areas. <p>Licensing and Environmental Health should be consulted on the content of Management Plans. Newham Community Safety Management team should be consulted to identify suitable local community safety schemes that the Management Plan can help promote, and that may be enforced through condition.</p> <p>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.</p>
<p>HS5.3</p>	<p>Generally, 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. In certain cases, smaller scale cultural uses may also be appropriate in a Local Centre, e.g. to support local heritage or an established cultural and creative Evening and Night Time Economy cluster. The Planning Statement or Design and Access Statement should provide an evidenced justification as to why the use and the scale is appropriate for the respective Local Centre.</p> <p>In Neighbourhood Parades and Out-of-Centre locations the operation of businesses past 11pm will not be permitted, in order to:</p>		

Monitoring

- Town and Local Centre health check – every two years monitor Evening and Night Time Economy uses composition and vacancies, location and hours of operation. No specific target, monitor for creation of clusters in line with spatial strategy for Evening and Night Time Economy uses.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- Retail and Leisure Assessment, 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

Draft Local Plan 2022:

- HS2: Managing Change within New and Existing Town and Local Centres
- HS6: Health and wellbeing on the High Street
- D1: Design Standards
- D2: Public realm net gain
- D6: Shopfronts and advertising
- D7: 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) and hot food takeaways by ensuring that none of the following linear and area concentration limits are exceeded:
 - a. No more than two of the same specified uses (gambling premises or hot food takeaways) are adjacent to each other; and
 - b. There is a separation distance of at least two units in other uses between pairs (or groups if more than two units) in the same specified use; and
 - c. There are no more than three gambling premises within 400 metres of each other; and
 - d. There are no hot food takeaways within 200 metres of the entrance points to any primary or secondary school, and otherwise there are no more than three hot food takeaways within 400 metres of each other; and
 - e. A 400 metres catchment drawn around a proposed specified use does not overlap with any more than two other catchment areas drawn around existing, committed or proposed units in the same specified use; and
 - f. Hot food takeaways should not account for more than 5 per cent of all units within any Town or Local Centre; and
 - g. 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 must secure and maintain Healthier Catering Commitment for London accreditation (or similar), which will be secured through condition.
3. Where proposals for new or intensified proposals under the following uses are acceptable – gambling premises, payday loan shops (Ec), pawnbrokers (Ec) and other similar use – conditions may be attached to:
 - a. Require the 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. Require the operator to 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 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 industry standards.

Planning Obligations

- Financial contributions delivering and/or sustaining local safety projects will be secured through developer legal agreement.
- Attainment and retention of a relevant healthy food environment industry standard will be secured through developer legal agreement, in order to achieve the objectives of this Plan to promote the health and wellbeing of residents.



Justification

3.78 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 (2020).

3.79 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.

3.80 Newham's residents continue to be concerned about the existing concentration of hot food takeaways and betting shops, and more recently adult gaming arcades. While policy has been in place since 2016 successfully restricting the exacerbation of existing hotspots, more needs to be done to tackle the health and wellbeing impacts of existing businesses. Planning policy can play a complementary role to the work of Public Health teams in addressing these qualitative concerns.

Implementation

HS6.1	<p>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 subject to gambling legislation. The limits apply to them as a group and not individual uses. GIS mapping will be used to identify the location of all uses subject to controls 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.</p> <p>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 be resisted if contributing to persisting cumulative impacts.</p> <p>For the purposes of para e and f, the percentage points will be rounded to the nearest whole number.</p>
HS6.2	<p>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 Policy BFN3, alongside any other planning matter relevant to the application.</p> <p>Where the use is supported, the requirement for Healthier Catering Commitment will be secured in line with London Plan (2021) Policy E9. Newham Public Health should be notified of permissions subject to this conditions so that commitment can be co-monitored and enforced.</p>
HS6.3	<p>A gain or retention of a gambling premise 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 Policy BFN3, alongside any other planning matter relevant to the application.</p> <p>Pay-day loan shops (Ec), pawnbrokers (Ec) and other similar financial operation use will be assessed against the Health and Social Value Impact Screening Assessment requirement of Policy BFN3, alongside any other planning matter relevant to the application. Newham Public Health and Licensing should be notified of permissions subject to display of information condition, so that commitment can be co-monitored and enforced.</p>

	Newham Community Safety Management team should be consulted to identify suitable local community safety schemes that may then be enforced through condition.
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 and Peas Please .

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use (permissions) and ability to withstand scrutiny.
- Concentration of hot food takeaways – every two years monitor location. Target a trend of reduction in over-concentrations.
- Concentration of gambling premises – every two years monitor location. Target a trend of reduction in over-concentrations.

Evidence base

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

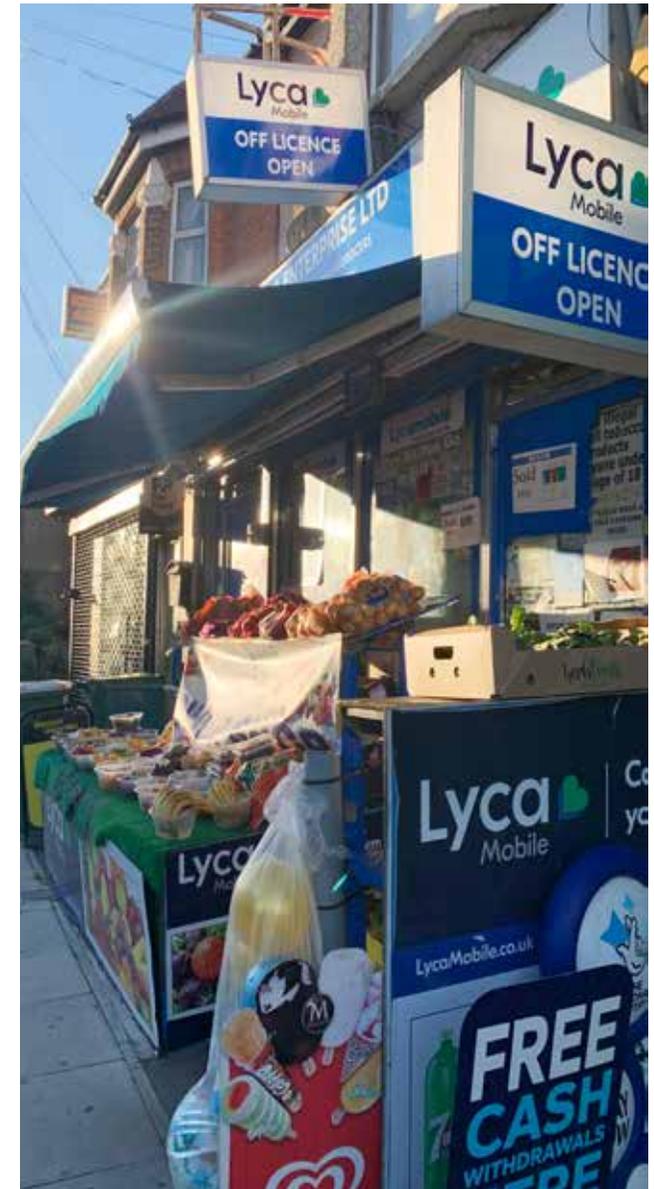
Policy Links

Draft Local Plan 2022:

- 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
- D6: Shopfronts and advertising
- D7: 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' should be directed in order of priority to:
 - a. Strategic Industrial Land, Local Industrial Land and Local Mixed Use Areas; then
 - b. Retail parks or other non-designated sections of High Streets; and
 - c. Demonstrate the following quality criteria:
 - i. Where in a non-designated High Street location, maintain a quality shopfront; and
 - ii. Provide accessible, safe facilities for drivers/couriers, including sheltered waiting space, toilets and secure cycle parking; and
 - iii. Be supported by an adequately resourced Servicing and Travel Plan; and
 - iv. Help promote a healthy food environment through commitment to relevant industry standards as per Policy HS6:1, which will be secured through condition.
2. Proposals for new or intensified 'micro-fulfilment centres' should be directed in order of priority to:
 - a. Strategic Industrial Land, Local Industrial Land and Local Mixed Use Areas; then
 - b. Retail parks or other non-designated sections of High Streets; then
 - c. Areas within Town or Local Centres outside of the Primary Shopping Area; and
 - d. Demonstrate the following quality criteria:
 - i. Where in a Town or Local Centre, maintain a quality shopfront and offer click and collect facilities.
 - ii. Where not in a Town or Local Centre, a retail impact assessment is passed if click and collect facilities are proposed.
 - iii. When located within a Town or Local Centre or Edge-of-Centre High Street location, should secure capacity for partnership servicing arrangements with at least five retail and leisure businesses within that Town or Local Centre.
 - iv. Provide accessible, safe facilities for drivers/couriers, including sheltered waiting space, toilets and secure cycle parking.
 - v. Be supported by an adequately resourced Servicing and Travel Plan.

Planning Obligations

- A Servicing and Travel Plan covering the first five years post-delivery will be secured through developer legal agreement, in order to promote safety and wellbeing of delivery drivers/cyclists, encourage sustainable transport, and promote local partnership working for enhanced vitality and viability of Town and Local Centres.

Justification

3.81 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, 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.

3.82 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.

3.83 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, followed by 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 as with click and collect trends.

3.84 Small changes in consumer behaviour could have significant cumulative impacts, particularly on travel patterns, 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 Centres Network can be managed. This policy should be read alongside policies T3: Transport Behaviour Change and T4: Servicing a development.

Implementation

HS7.1	<p>Dark kitchens' and 'dark shops' are modern reinterpretations of the hot food takeaway and the shop, and are therefore managed as part of the overall strategy for town centre uses set out in this chapter, while recognising their unique features.</p> <p>The location hierarchy of this policy is in line with wider employment and Town Centre policies, balanced against the specific type of use and its impacts.</p> <p>The sequential sites search approach responds to the delivery-centred operation of these uses, which is best serviced on industrial allocations and local mixed use areas. Where there are no suitable sites in these employment locations, or the business needs require a location that is closer to the residential catchment intended to be serviced, other high street locations may be considered.</p> <p>Shopfronts, where their retention is required, should fulfil criteria of Policy D6 Shopfronts and Advertising.</p> <p>A servicing and travel plans should be prepared to manage servicing of the site, staff travel planning and arrangements to maximise deliveries by bike/cargo bike in line with Policy T3.</p>
HS7.2	<p>In order to safeguard the potential benefits of consolidated coordinated servicing of businesses in Newham's Town and Local Centres, applicants who's proposals include micro-fulfilment centres should submit evidence of early engagement with all businesses in the relevant centre, outlining services offered at competitive local market prices, and any expressions of interest received within one month of engagement.</p> <p>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. The Travel Plan supporting the application should demonstrate sustainable transport arrangements, in line with Policy T3.</p>

HS7.2 The resulting operational servicing requirements agreed with partner businesses will be secured for a period of two years through a Servicing Plan which will be safeguarded through planning obligations. 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 five centre-based SME retail businesses should be designed in and protected, and a Marketing Strategy and outline Servicing Plan will be secured through planning obligations.

The design of the micro-fulfilment centre must also address its evening and night time safety and neighbourliness impacts, in line with policies HS5:4 and D7, through the provision of adequate accessible, safe facilities for drivers/ couriers, including sheltered waiting space, toilets and secure (cargo-)cycle parking.

Monitoring

- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.
- Number and location of approvals. No specific target.

Evidence base

- Retail and Leisure Assessment, 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

Draft Local Plan 2022:

- HS5: Visitor evening and night time economy
- D7: 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 in:
 - a. Town and Local Centres outside of the Primary Shopping Area, 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 in proportion to the proposed location, justified by market demand testing and should be supported by a 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.

Justification

3.85 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 further 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 conferencing and civic representation 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.

3.86 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 and the protection of land for other uses.

Implementation

HS8.1 Visitor accommodation includes hotels, guest houses and serviced apartments (Class C1), which are identified by the National Planning Policy Framework 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 Centre as a widely recognised conferencing centre. Applications for visitor accommodation, particularly those more of a more strategic scale, should be directed to these areas where they are supported in principal. 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.

HS8.1	<p>In identifying walking distance isochrones from the Excel Centre, the methodology set in the Characterisation Study should be applied in relation to the visitor entrance points of the Excel Centre.</p>
HS8.2	<p>Proposals for visitor accommodation should be scaled to:</p> <ul style="list-style-type: none"> • Reflect the role of the centre or tourist area they are located in. More strategic proposals directed to Stratford Metropolitan, East Ham and Canning Town and the area of the Excel Centre. Green Street 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 localised market demand. • Respond to up-to-date evidence of local or regional market demand, and be designed to respond to the type of demand targeted. • Be well integrated within the site context, reflecting requirements of policies D1, D2 and D4, and the capacity of the local transport network to accommodate servicing needs as per Policy T2. <p>Amenity impacts should be mitigated in line with Policy D7 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, highways impacts etc. These should be addressed through the design of the scheme and through operational arrangements set out in a Management Plan.</p> <p>Newham Community Safety Management team should be consulted to identify suitable local community safety schemes that may then be enforced through condition.</p>
HS8.3	<p>Applicants are expected to comply with the requirements set out in the London Plan (2021)</p>

Monitoring

- Policy Use and Robustness – consistent use of policy and supporting guidance in decision-making and at appeal.
- Location and number of bed spaces approved. Target delivery in line with spatial strategy and the London Plan (2021) quota of projected need.

Evidence base

- Retail and Leisure Assessment, 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

Draft Local Plan 2022:

- 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
- D7: Neighbourliness
- T2: Local transport

London Plan 2021:

- E10: Visitor infrastructure

COMMUNITY FACILITIES

3.87 An area's community facilities are one of its greatest assets. Community facilities can be thought of as an ecosystem of local organisations, networks and services². [Building a Fairer Newham \(2022\)](#) pledges to enable every resident to live in an accessible and inclusive neighbourhood which will provide all of their social, civic and economic essentials. Community, leisure, cultural and education facilities all play an important role in supporting and enriching people's lives. Both formal social infrastructure (such as health and education provision) and informal spaces and services (like hairdressers, cafes and pubs) provide important networks that make communities more connected and resilient.

3.88 The COVID-19 pandemic demonstrated just how crucial our community facilities are to our collective resilience and wellbeing. The impact of the lockdown restrictions, the closure of schools, places of worship and recreational facilities was coupled with a renewed reliance on our hospitals, parks, mutual aid groups and online advice services.

3.89 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 community facilities, especially for early years, mental health services (especially for young people), youth services and access to cultural spaces and organisations³.

3.90 The '[50 STEPS' to a Healthier Newham strategy \(2020\)](#) sets out a commitment to supporting our young people to be healthy and ready for adult life (Priority 2) by enabling schools, youth zones and other young people settings to be health promoting environments. It also looks to improve health and care service provision to all (Priority 3), support schools to be active travel beacons and increase the participation of young people in physical activity and sport (Priority 7). It also seeks to develop a universal sport and physical activity offer as well as looking to community facilities (parks, libraries, community centres and faith settings) as being hubs of physical activity (Priority 8). The Local Plan seeks to protect existing and deliver additional

community facilities in the right locations, to help deliver these outcomes.

3.91 The Greater London Authority's [Making London Child-Friendly \(2021\)](#) report stresses the importance of ensuring that young people's needs are taken into account. We need to think about how the built environment impacts on how young people develop and behave. It is important for them to be independently mobile with safe access to education, play and informal recreation. Spaces away from home and school, such as parks, recreation facilities, libraries and other forms of social infrastructure provide an important space for social interactions to occur.



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²Greater London Authority, Good Growth: Connective Social Infrastructure, https://www.london.gov.uk/sites/default/files/connective_social_infrastructure_0_0.pdf ³COVID-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

Community facilities include:

Community Spaces (Policy CF1 and CF2)	
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
Religious Infrastructure (Policy CF1 and CF2)	
Places of worship	F1 (f)
Social Leisure (Policy CF1, CF2 and CF3)	
Sports venues/clubs, indoor sport, leisure and exercise facilities*	E (d) or F2 (d)
Cultural Infrastructure (Policy CF1, CF2 and CF3)	
Theatres*	Sui Generis
Galleries*	F1 (b)
Museums*	F1 (c)
Live music, comedy and dance venues*	Sui Generis
Health (Policy CF1 and CF2)	
Clinics, health centres, GP surgeries, day centre (non-residential)*	E (e)
Hospitals, nursing homes*	C2
Other (Policy CF1 and CF2)	
Civic uses (including criminal justice and court facilities)	Sui Generis or F1 (g)
Emergency services (fire station, ambulance station and police station)	Sui Generis

Education Infrastructure (Policy CF4)	
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)

3.92 This list is not intended to be exhaustive and other facilities may be considered community facilities.

This chapter seeks to protect and promote community facilities, both those in public and private ownership, to meet the needs of Newham’s growing population.

This section contains the following policies:

- **CF1: Existing community facilities**
- **CF2: New and re-provided community facilities**
- **CF3: Cultural and leisure facilities**
- **CF4: Education and childcare facilities**

CFI: Existing community 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 or potential users (where the facility is not in use) are met through:
 - i. provision of an on-site replacement facility; or
 - ii. an off-site replacement, within the 15-minute neighbourhood of the original facility; or
 - iii. an existing local facility, within the 15-minute neighbourhood which is both available and affordable; or
 - b. the existing and any other community use is no longer required, as demonstrated by:
 - i. evidence that the existing use is not needed or viable; and
 - ii. evidence that the facility has been actively marketed for community use for at least 12 months and it can be clearly shown there is no alternative community 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 Policy BFN3) is undertaken and provided.
2. If the loss of a community 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

3.93 The loss of a facility can have damaging effect on the health and wellbeing of a community. This policy seeks to protect existing community facilities, especially those in areas with a deficit of provision. [Newham's Community Facilities Needs Assessment \(2022\)](#) provides an audit of the borough's existing facilities and considers the need to protect existing facilities and how future growth may influence the need for new services, to make it easier to live well, in better connected communities. It has mapped the location of facilities across Newham's neighbourhoods, provided an understanding of access within the borough's 15-minute networks and indicated locations experiencing an existing deficit in service provision.

3.94 Newham's wide range of community facilities help to support the needs of people living and working in the borough. There is extensive evidence about the impact of loneliness and social isolation on people's lives. It is a serious public health concern, leading to higher rates of premature mortality comparable to those associated with smoking and alcohol consumption. In Newham 1 in 5 people report feeling lonely often and 23,412 people live alone in Newham. We want to protect those facilities which can help combat loneliness. Faith groups, community halls, youth zones, sports clubs and other community facilities play an important role in creating stronger communities.



Implementation

CF1.1 Applicants wishing to bring forward a development which will impact an existing community facility should first consult [Newham's Community Facilities Needs Assessment \(2022\)](#) to understand existing provision in the borough and if the proposal site falls in an area of deficit.

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.

Any replacement community facility should meet the criteria set out in CF2.6. Applicants will need to be able to demonstrate that a replacement facility will meet the needs of the existing or potential users (where the facility is not in use) and the neighbourhood it serves. It must be a realistic replacement, capable of demonstrating adequate funding, site availability and timely delivery of facilities appropriate to its users.

Where marketing is required, a report should be submitted demonstrating that there is no demand for a community use despite continuous marketing at a reasonable rate for at least 12 months. The need for marketing applies to both open and closed facilities.

- CF1.1 It should include:
- Registration of the property with a reputable local or national commercial property agent.
 - The length and dates of the marketing and vacancy period. Marketing should be continuous and is considered to start from the point when the advertisement board is erected, or the online advert is posted.
 - Erection of an advertisement board in a prominent location.
 - The sales price/rent should reflect rates generally paid by community groups or voluntary organisations and be agreed with Newham Council.
 - Copies of the marketing literature. Advertisements should include the following basic information: location, size, site description, lawful land use, property type, specification and costs (including rent and service charges).
 - Expressions of interest to be recorded and full reasons given as to why any offer was not accepted.

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 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.

CF1.1

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 (see Policy BFN3) is needed to support any application for a loss, reduction, replacement, reconfiguration or relocation of a community facility. 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:

- 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 provision of services.
- Evidence to demonstrate who uses the facility or former users (where the facility has declined or closed).
- How the needs of the existing users or potential users (where the facility is not currently in use) 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 or potential users (where the facility is not currently in use).
- Details of other community uses for which there is an identified need in the locality (within a radius of 400m of the premises/site or neighbourhood - subject to the planning application) which could reasonably be accommodated from the existing premises/site.
- Details should be provided of consultation with public and community service providers, including Newham Council, to establish their needs and accommodation requirements.

CF1.2

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 35 per cent affordable housing requirement (see Policy H3).

We will not support residential development in Primary Shopping Areas, Strategic Industrial Locations or Local Industrial Locations; these locations are protected for main town centre uses (see Policy HSI) and employment (see Policy J1) respectively.



Monitoring

- Net provision of Community Facilities. Target: no net loss unless in the circumstances the policy allows for, monitored via approval data.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- CF2: New and re-provided community 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

London Plan 2021:

- S1: Developing London's social infrastructure
- S2: Health and social care facilities
- S5: Sports and recreation facilities
- HC5: Supporting London's culture and creative industries
- HC7: Protecting Public Houses



CF2: New and re-provided community facilities

1. New community facilities which are either, above 1,000 sqm 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. the proposed facility is located in a Town or Local Centre; or
 - c. 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. an impact assessment, that there are no there are no significant adverse impacts.
 2. New community 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 foot and sustainable 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 can be demonstrated that a search for suitable and available sites, within the site's neighbourhood has been undertaken within the following sequential hierarchy:
 1. Town Centres
 2. Local Centres
 3. Neighbourhood Parades
 4. Next to a park or school
 5. An area of identified community facility deficit; and
 - e. if the facility is a main town centre use, above 300sqm Gross Internal Area, it can be demonstrated that through undertaking an impact assessment, that there are no significant adverse impacts.
3. Speculative community facility development will not be supported.
 4. Re-provision (including modernisation and/or expansion) of a community facility in a 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.
 5. Re-provision (including modernisation and/or expansion) of a community 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, above 300 sqm Gross Internal Area, it can be demonstrated that through undertaking an impact assessment, that there are no there are no significant adverse impacts.
6. Proposals for all new and re-provided (including modernisation and/or expansion) community facilities should:
 - a. provide a Social Value-Health Impact Assessment (see Policy BFN3); and
 - b. demonstrate that early consultation has been undertaken with the intended operator and users of the space. Community Facilities should be co-designed, from the outset, in consultation with the existing and/or intended users and organisations; and
 - c. make efficient and effective use of land, maximising the opportunities for shared use of facilities; and
 - d. be of high design quality; and
 - e. the Gross Internal Area, facilities provided, layout and storage space should meet the needs of the existing and/or intended users; and
 - f. be visible and welcoming from the street; and
 - g. be inclusive and accessible; and

- h. be designed with flexibility in mind, to allow the building to adapt to different users of the space over time; and
 - i. 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
 - j. maximise availability of their provision to the community, including during the evening and at weekends; and
 - k. provide free, publicly available provision of accessible toilets, baby change, Wi-Fi and drinking water facilities; and
 - l. demonstrate that the scheme has been designed to be neighbourly.
7. Proposals for community facilities may be:
- a. secured, through a legal agreement with the Council, for the specific intended use of the facility. This is to ensure the long-term use of the facility remains for the users of the space.
 - b. required to enter into a Community Use Agreement, secured through a legal agreement, with the Council. This is to make sure the space continues to meet the needs of its users.
8. Community facilities on site allocations which bring vacant sites or structures into temporary use, or which bring local value to vacant retail or park buildings will be supported where:

- a. the site is easily accessible by foot and by sustainable modes of transport for both staff and users of the facility – walking, cycling and public transport; and
- b. it can be demonstrated that the scheme has been designed to be neighbourly and not impact on open space.

Justification

3.95 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.

3.96 New facilities should seek to address gaps in provision, both existing and future. Newham’s [Community Facilities Needs Assessment \(2022\)](#) has helped to establish an understanding of who lives in the borough currently and how this may change over time. Using this information, it considers where new and improved facilities might be best located. The requirement for neighbourhood and site-specific community facilities are set out in the Neighbourhoods chapter and Site Allocations.

3.97 Convenient access to community facilities is important, it allows a range of people can easily use the services they need. This will often mean that new community facilities will be directed to Newham’s Town and Local Centres. This also has the benefit

of drawing further footfall in 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, community facilities should be easily accessible by walking, cycling and public transport in accordance with the Healthy Streets Approach.

3.98 Community facilities should integrate with the surrounding area and create places where people feel welcome. Newham’s community facilities play an important role in providing spaces where people from different backgrounds can meet, socialise and have shared experiences. It is important to plan for, design and manage community facilities to help facilitate social interaction.

3.99 When designing new and re-provided community 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 community facilities benefits from the involvement of operators, community groups, residents and workers.

3.100 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.

3.101 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 sufficiency of, or requirement for, community facilities across the Borough throughout the plan period due to the live nature of the document which will be updated annually to ensure it remains current.

Implementation

CF2.1 It is recognised that some community facilities naturally serve a catchment outside of a local neighbourhood or indeed the borough boundary. Community facilities with wider catchment areas (for example youth centres and larger places of worship) which can attract higher number of trips may create friction in residential areas due to increased traffic, noise and large numbers of people coming and going. Larger community facilities and those attracting users from beyond the local neighbourhood are therefore best located in Newham's Town or Local Centres. Larger and more popular community 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.

CF2.1 It is important that community 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 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 community 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.

Town centres are defined on Newham's policies map and are set out in 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 National Planning Policy Framework and London Plan (2021) Policy SD7) that is not in a designated centre and not in accordance with the local plan. 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.

The sequential test should consider the suitability of the most central sites. 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.

CF2.1 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 will be refused.

Where a community facility development proposes a main town centre use of more than 1,000 sqm GIA, 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.

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.

CF2.1 Where the test is passed, conditions will be used to ensure that the facility continues to serve a local function and does not lead to unintended character change.

CF2.2 Community facilities should be located in areas convenient for the communities they serve. This means that it may be acceptable for some smaller community 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, though a Transport Assessment (see Policy T3), that there are no unacceptable transport or highways impacts. Development proposals for community facilities outside 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.

For any proposal outside of a Town or Local Centre it should be demonstrated that a search has been undertaken following the hierarchy set out in point CF2.2.d (this applies to both main town-centre and non-main town centre uses). Town Centres are defined on Newham's Policies Map and are set out in Policy HS1.

Applicants 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.

	<p>Where a community facility development proposes a main town centre use of more than 300sqm 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 CF2:1 for further guidance).</p>	CF2.5	<p>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.</p>
CF2.3	<p>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.</p>		<p>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.</p>
	<p>These two 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.</p>		<p>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.</p>
CF2.4	<p>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 community facility in a Town or Local Centre will need to provide a Transport Assessment to allow proper assessment of any transport impacts (see Policy T3).</p>		<p>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.</p>
	<p>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. Where a community facility development proposes a main town centre use of more than 300sqm 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 CF2:1 for further guidance).</p>	CF2.6	<p>New and re-provided community 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.</p> <p>The following will be required as a minimum:</p> <ul style="list-style-type: none"> • 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). • evidence of consultation with existing / former / future users of the facility.

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 kitchen and food storage spaces) and storage was a common issue raised by those consulted for Newham’s [Community Facilities Needs Assessment \(2022\)](#).

Examples of how facilities can be designed to be inclusive and accessible include: tactile surfaces, hearing loops, good signage and lighting, additional seating. There is a need for public toilets. A lack of provision can mean people are less able to go out into the community. We will expect major schemes with large numbers of visitors to provide public toilets.

Where appropriate, community facilities should incorporate public toilets which make provision those for people with learning and physical disabilities and their carers. The following facilities are considered especially appropriate for this provision:

- Sport and leisure 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

CF2.7 The sustainability of community facilities, including their funding, maintenance and management is incredibly important.

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. . It 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.

Applicants are encouraged to engage early in the development process with ward members, the Resident, Engagement and Participation team, community managers and the local community. This ensures that local people can meaningfully input into a scheme’s development.

CF2.8 Meanwhile uses provide the opportunity to bring life and to activate an area before permanent development begins. It also enables a period of testing projects ideas and establishing uses, which can ultimately inform the final scheme brief and design. It is, however, important to ensure that any meanwhile uses do not result in unacceptable impacts on residential amenity and that the uses do not prevent development sites from being brought forward in a timely fashion. This means that meanwhile uses should occupy spaces which are available for at least five years, in order to offset the start-up costs and establish viable businesses or organisations.

Meanwhile uses can be low cost and low risk, making them attractive to community groups and the creative and cultural sectors. The Council will work with developers to secure appropriate arrangements that could support occupiers of meanwhile space to secure space within permanent structures.

If appropriate for meanwhile activities, Newham will secure a Management Strategy through a planning condition or legal agreement, which should identify the proposed steps to promote the meanwhile activities on the site (see Policy BNFI and HSI).

Monitoring

- Net Community Facilities, considered against Newham's [Community Facilities Needs Assessment \(2022\)](#) and [Built and Leisure Facilities Needs Assessment](#). Target: overall net gain in provision and a reduction in community facility deficiency. Reducing and ultimately eliminating the gaps in the 15-minute network. Monitored via approval data).
- Community facility infrastructure planning and milestones met. Target: meet milestones set out in the Infrastructure Delivery Plan.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- BFN3: Social Value and Health Impact Assessment - Delivering social value, health and wellbeing
- HSI: Newham's Town Centres Network
- J1: Employment and growth
- BFI: Spatial strategy
- T3: Transport behaviour change

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



CF3: Cultural and leisure facilities

1. Existing cultural and leisure facilities will be protected. Development which proposes the loss of a facility to other uses, a reconfiguration, reduction in size or relocation will be assessed in line with Policy CF1; and
 - a. Should demonstrate to the Council's satisfaction there is no longer a demand for the cultural or leisure use through provision of evidence that the existing use is not needed or viable; and evidence that the facility has been actively marketed for culture and leisure use for at least 12 months and it can be clearly shown there is no alternative culture and leisure use that could take on the space to meet the needs of the local neighbourhood; and
 - b. Should provide a Social Value and Health Impact Assessment (see Policy BFN3), which should demonstrate:
 - i. the impact of the proposal on the existing network of cultural and leisure facilities in Newham is not significant; and
 - ii. the impact of any changes to the mix of cultural/leisure uses being proposed on existing users and occupiers does not result in a deficit in the local area or borough; and
 - iii. the affordability of any reconfigured facility.
2. Development of new or re-provided cultural and leisure facilities (including modernisation and/or expansion) will be supported and encouraged in line with Policy CF2; and
 - a. Should provide a Social Value and Health Impact Assessment (see Policy BFN3), which should demonstrate:
 - i. 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
 - ii. the affordability of any new facility; and
 - iii. the proposal will reflect local cultural heritage; and
 - iv. 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 Cultural Passport Scheme.

Justification

3.102 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.

3.103 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 and the Royal Docks. Newham is home to a thriving and talented community of artists, dance groups, production agencies, musicians, community choirs, theatre companies, fashion designers and many more cultural producers who make Newham what it is today. This community is essential in showcasing and nurturing Newham's cultural diversity and heritage, and in fuelling the creative economy.

3.104 Artists contribute to vibrancy and the identity of a place and can encourage wider social value through mentoring, work experience, apprenticeships and volunteering opportunities, open studios, public performances/exhibitions, events, festivals, school arts programme or community workshops.

3.105 Sports and leisure facilities are vital for promoting people's health and well-being, helping people to live active lifestyles 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 infrastructure in recent years, participation in sport and physical activity levels in Newham remain among the lowest in England⁵.

3.106 We need to ensure that residents continue to have opportunities to be physically active and lead a healthy lifestyle. In our borough people die younger, are more likely to suffer poor mental health and are more likely to die from diseases such as cancer and Cardiovascular Disease. 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 areas⁶. In addition, the perception that there is a lack of safe, green spaces as well as an ageing portfolio of leisure facilities around the borough, contribute to low participation in physical activity and creates a tipping point to poor health outcomes such as obesity and can affect mental wellbeing.

Implementation

CF3.1	<p>Newham will look to protect existing cultural and leisure facilities, where they remain viable. 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 emerging Built Leisure Needs Assessment (2022) to understand existing provision in the borough and if the proposal site falls in an area of deficit.</p> <p>Implementation text for Policy CFI provides guidance on the loss of a culture or leisure facility to other uses (including a reconfiguration, reduction in size or relocation).</p>
CF4.2	<p>Applications for the enhancement of existing cultural and leisure facilities and provision of new facilities will be supported, subject to them being designed to a high quality and not giving rise to unacceptable impacts on amenity and on the transport network and public realm. 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 emerging Built Leisure Needs Assessment (2022) to understand existing provision in the borough.</p> <p>Large-scale cultural and leisure facilities will be required to support access to Newham's Culture Passport.</p> <p>The co-location of sports facilities is encouraged, particularly within new and existing schools, colleges, commercial schemes and community centres. This will help ensure the right mix of facilities in the right places to meet sporting demand and to increase participation.</p> <p>Implementation text for Policy CF2 provides guidance on the development of new or re-provided cultural and leisure facilities (including modernisation and/or expansion). Implementation text for Policy BFN3 provides guidance on undertaking a Social Value-Health Impact Assessment.</p>

⁵[Well Newham, 50 Steps to a Healthier Borough. Part 2: The Evidence for Action \(2020\).](#)

⁶Active, 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.

Monitoring

- Net Cultural and Leisure Facilities, considered against Newham's [Community Facilities Needs Assessment \(2022\)](#) and [Built and Leisure Facilities Needs Assessment](#). Target: overall net gain in provision and a reduction in community facility deficiency. Reducing and ultimately eliminating the gaps in the 15-minute network. Monitored via approval data.
- Net provision of Community Facilities. Target: no net loss unless in the circumstances the policy allows for, monitored via approval data.
- Community facility infrastructure planning and milestones met. Target: meet milestones set out in the Infrastructure Delivery Plan.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- [Building Newham's Creative Future](#), Publica (2022)
- [Community Facilities Needs Assessment, Publica \(2022\)](#)
- [Characterisation Study: Maccreeanor Lavington with New Practice, Avison Young and GHPA \(2022\)](#)
- [Interim Built Leisure Facilities Needs Assessment, Strategic Leisure \(2022\)](#)
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Policy Links

Draft Local Plan 2022:

- BFN3: Social Value and Health Impact Assessment - delivering social value, health and wellbeing
- HSI: Newham's Town Centres Network
- J1: Employment and growth

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



CF4: 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;
 - b. the support for expansions of existing facilities in areas with identified need to deliver further childcare, primary, secondary and SEND provision; and
 - c. the provision of new facilities, where it is demonstrated that there is unmet demand which will not be met by any planned delivery.
2. The 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.
3. 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.
4. To support the delivery of 15-minute neighbourhoods, new school facilities should:
 - a. be easily accessible via public transport and active travel;
 - b. 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;
 - c. be designed to facilitate active travel to and from site; and
 - d. submit a Transport Assessment.
5. 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;
 - b. maximise biodiversity on site, including trees, allotments, gardens, and food growing spaces;
6. The design of new education facilities as well as extensions to, or reconfigurations of, existing facilities should ensure a high quality learning environment for SEND students and students with reduced mobility by means such as:
 - a. ascribing to the relevant code of practice; and
 - b. undertaking co-production with pupils with SEND, parents and teachers, especially when proposing unconventional design approaches.
7. 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.
8. New, expanded or reconfigured higher education facilities should deliver sufficient provision of independent learning and leisure facilities to meet the needs of students.
9. New tuition centres, training centres, adult, special, further, and higher educational facilities will be required to provide information of the relevant certification and registration details from the Department for Education.

Justification

3.107 Local Authorities have a duty to secure pupil places for all children of statutory school age (0-25) who are residents within the borough. Furthermore, in achieving sufficient high-quality educational places to meet the needs of local residents, young residents will sustain better outcomes, which provides a safeguard, reduces inequality, and goes hand in hand with the Local Plan's guiding vision of providing better opportunities for young residents. 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 need for more specialist provision, in particular for pupils with complex conditions.

3.108 [The Childcare Sufficiency Assessment \(LBN, \(2021\)\)](#) also states that there are currently sufficient childcare spaces to meet local need. Nonetheless, there is likely to be an increase in demand for all schools and childcare facilities over the Plan period, as forecasts indicate that in 2032, the population of 0 to 25 years will grow by 11 per cent (Places for All, London Borough of Newham (2022)). Fluctuations in pupil numbers take place due to a variety of geo-political factors, notably Brexit, Covid-19, and migration flows (Places for All, London Borough of Newham (2022) and [Childcare Sufficiency Assessment, London Borough of Newham \(2021\)\)](#).

3.109 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 sites have been strategically designated for education facilities, and why expansions on sites in areas with identified need are encouraged.

3.110 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. 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 have been identified to have 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 achieves to address the identified need for community spaces ([Community Facilities Needs Assessment, 2022](#)), and minimise travel distances for users

Implementation

CF4.1 The planned delivery of childcare facilities, primary schools, secondary schools, and 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 will have to be demonstrated in the proposed design of the site.

The site allocations that address Newham's future need up until 2038 are:

CF4.1	The site allocations that address Newham's future need up until 2038 are:			
	Site allocation and Neighbourhood	Ward	School Place Area	Education Facility
	N1.SA1 Beckton Riverside, N1 Gallions Reach	Beckton	Beckton and Royal Docks	Primary School with early years child care provision
	N1.SA1 Beckton Riverside, N1 Gallions Reach	Beckton	Beckton and Royal Docks	Secondary School
	N3.SA1 Silvertown Quays, N3 Royal Victoria	Royal Victoria	Beckton and Royal Docks	Primary School with early years child care provision
	N3.SA3 Connaught Riverside, N3 Royal Victoria	Royal Victoria	Beckton and Royal Docks	Primary School with early years child care provision
	N4.SA4 Thameside West, N3 Royal Victoria	Royal Victoria	Beckton and Royal Docks	Primary School with early years child care provision
	N5.SA7 Custom House Phase 2, N5 Canning Town and 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
	N14.SA1 Queen's Market, N14 Green Street	Plaistow North	East Ham	Early years child care facility

<p>CF4.1</p>	<p>For expansions of existing education facilities, vertical and horizontal expansions will be considered so long as a high-quality learning environment is maintained, including the protection of outdoor greenspace, playing pitches, and play spaces, in accordance to clause CF4.5, and there is not net loss of childcare facilities to primary and secondary facilities.</p> <p>New education facilities outside of those planned in site allocations will be considered as long as 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.</p> <p>Applicants should engage in early Pre-Application discussions with the Education Place Planning team and demonstrate such evidence. This will particularly be supported for proposed childcare facilities ancillary to commercial development in site allocations, which would achieve to address barriers to employment, as per policy J4.2.</p>	<p>CF4.2</p>	<p>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. In this case, appropriate meanwhile uses should be determined for the site whilst it does not come forward. Such uses should be defined in the scheme's Meanwhile Use Strategy.</p> <p>In terms of design, new proposals for educational facilities should comply with 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 clause 5 and retain outdoor greenspaces.</p>
<p>CF4.2</p>	<p>The Places for All document (London Borough of Newham (2022)) and the Childcare Sufficiency Assessment (London Borough of Newham (2021)) will likely reflect an increase in demand in their future revisions, and the policy will be considered against the latest adopted evidence. As such, the delivery of new educational facilities should be flexible in terms of both timescale and design to meet fluctuating pupil place needs.</p> <p>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 (Places for All, London Borough of Newham (2022)).</p>	<p>CF4.3</p>	<p>Although forecasts demonstrate that there are currently sufficient education facilities (Places for All, London Borough of Newham (2022)) and Childcare Sufficiency Assessment, London Borough of Newham (2021), it is demonstrated that the young population of Newham will grow throughout the Plan period. 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. Outdoor greenspaces on educational sites should also be protected from future expansions.</p>
		<p>CF4.4</p>	<p>In line with the delivery of 15-minute neighbourhoods, school facilities should be located within a 15 minute walking radius from the nearest public transport link, as per policy T2. The site should also be directly linked to an active travel network, and should be designed to hold sufficient cycle parking for all pupils, as well as appropriate facilities to promote active travel, such as showers, changing rooms, and lockers.</p>

- CF4.4 Additionally, the location of the school facility should reduce exposure to air pollution and improve safety by being located away from high streets and on streets that can allow for temporary restrictions to motorised traffic, as per policy GWS5. The school facility should ideally be located in a street that could become a School Street.
- 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.
- Developments for schools and childcare facilities only need to fulfil the requirements of Policy CF4 as opposed to all CF policies.
- CF4.5 In addition to abiding by 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 guarantee a high-quality learning environment that places the climate emergency at its centre (see policy CE1 and GWS5).
- In terms of layout, new education facilities need to 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 Planning for Sport Guidance \(2019\)](#). It needs to be sufficiently large to accommodate the maximum number of pupils. New educational facilities should also ideally be located within a 15 minute walking radius of an existing park (0.4ha or more) so outdoor activities can be carried out there, as per policy GWS1. Out of place greenspace should not replace greenspace on-site.
- CF4.6 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 SEND-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, which are design forms that may not be traditionally associated with education sites. An example of this is rooftop play-grounds. All educational facilities should still follow the relevant building guidance, but variation in design will be considered when required by site constraints and the final design still creates a high quality learning environment and meets the requirements of the Education Place Planning Team. Variations to the design of SEND schools are less likely to be supported, due to the specific needs of their pupils.
- CF4.7 New education facilities need to provide access for community uses outside of core hours, which include before and after school hours, half terms, and summer holidays. All spaces within educational facilities, including classrooms, halls, gyms, outdoor spaces, and canteens, should be available for local community groups and the Council. In order to guarantee access to the community, a Community Use Agreement will be secured that will prioritise community uses at affordable rates.
- The layout of new education facilities should be sufficiently flexible to adapt to different community uses, which includes, but is not limited to, full accessibility for people with reduced mobility. The flexibility of the proposed space should be demonstrated in the Design and Access Statement.

CF4.8 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. The provision of such will be judged against meeting the needs of the maximum number of potential future students.

The design of higher education facilities should follow the requirements in clauses 4,5, and 6, and the flexibility to allow for future expansion and protection of the facility should follow the requirements in clauses 2 and 3.

Student facilities include studying spaces, sports facilities, eateries, and classrooms.

CF4.9 Tuition centres, training centres, adult, and further, and higher educational facilities provide additional and lifelong learning to mainstream education. It is demonstrated that 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.

Monitoring

- Net provision of education facilities. Target: no net loss unless policy-compliant.
- Policy Use and Robustness. No specific target: monitor for expected use and ability to withstand scrutiny.

Evidence base links

- Childcare Act (2006)
- Childcare Act (2016)
- Places for All, London Borough (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, Londo(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)
- Active Design, Sport England (2015)

Policy Links

Draft Local Plan 2022:

- GWS1: Green spaces
- GWS2: Water spaces
- GWS5: Play and informal recreation for all ages
- CEI: Environmental design and delivery

London Plan 2021:

- S3: Education and childcare facilities

INCLUSIVE ECONOMY

3.111 The focus of Newham's economic future and recovery from the COVID-19 pandemic is Community Wealth Building. This means building a fair economy which 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 in clean industries, light manufacturing, green tech, digital, cultural/creative uses, 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.

3.112 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). All are critical to supporting the increasing demands for industrial and warehousing, 'last mile' logistics, 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.

3.113 Newham's network of local employment locations and high streets are home to start-ups, small medium enterprises and independent and micro businesses which all support Newham diverse local economy. These locations are all critical to maximising our borough's economic potential as well as supporting the delivery of 15-minute neighbourhoods by improving access to economic opportunities, local supply chains and reducing the need to travel further afield to places of work.

3.114 In response to Newham's declaration of the climate emergency, building a greener economy is a core Local Plan objective and is considered a key element of our economic strategy. This means commercial developments must address the environmental impacts from economic growth, support new sectors for cleaner and greener industries and deliver improved design to support energy efficient workspaces across the borough. Cumulatively, these actions 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 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 the design and delivery principles outlined in policy J2:
 - a. The development of industrial uses within Use Class E(g) ii Research and Development of produce or processes and iii Industrial processes (carried out within a residential area), B2 General Industry, B8 Storage and Distribution and appropriate Sui Generis Uses (including waste, utilities including digital/data and transport depots) should be located in Strategic Industrial Locations and Local Industrial Locations. Uses identified in Tables 6 and 7 should be prioritised in each location.

Table 6: Strategic Industrial Locations:

Strategic Industrial Location		
Designation	Priority Uses	Functional requirements
SIL.1: London Industrial Park	<ul style="list-style-type: none"> • Large scale industrial with a focus on logistics and warehousing (third party logistics, clean industries, quick commerce) and industrial food and drink production. 	<ol style="list-style-type: none"> i. No residential floorspace is permitted in these designations ii. New Class E(g)i office floorspace will be supported only where it is ancillary to industrial floorspace in scale and function.
SIL.2: British Gas / Cody Rd	<ul style="list-style-type: none"> • Large scale industrial area with a focus on modern logistics and warehousing (third party logistics, last mile, quick commerce, recycling); and clean, green and low carbon industries; and, digital and high technology. 	
SIL.3: Thameside West	<ul style="list-style-type: none"> • Large scale industrial and small scale light industrial. Suitable for clean, green and low carbon industries, wharf related uses (on Peruvian and Royal Primrose wharves), cultural and creative production and manufacturing; and digital and high technology industries. 	
SIL.4: Thameside East	<ul style="list-style-type: none"> • Large scale and small scale light industrial, suitable for manufacturing, cultural and creative manufacturing/ 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	<ul style="list-style-type: none"> • Large scale industrial with a focus on logistics and warehousing (third party logistics, last mile, quick commerce); and • Clean, green and low carbon industries. 	
SIL.6: Bow Goods Yard	<ul style="list-style-type: none"> • Safeguarded rail heads. • Large scale industrial, freight distribution; and • Small scale light industrial uses. 	

Table 7: Local Industrial Locations

Local Industrial Locations		
Designation	Priority Uses	Design and Delivery Principles
LIL1: Stephenson Street	<ul style="list-style-type: none"> Transport infrastructure, major industrial and warehousing 	i. No residential floorspace is permitted in these designations ii. New Class E(g)i office floorspace will be supported only where it is ancillary to industrial floorspace in scale and function.
LIL2: Jubilee Line Depot	<ul style="list-style-type: none"> Transport infrastructure and storage and ancillary training/offices Industrial uses particularly to service the CAZ. 	
LIL3: East Ham Depot	<ul style="list-style-type: none"> Transport infrastructure function as a rail depot. Large scale industrial. 	
LIL5: Land East of London City Airport	<ul style="list-style-type: none"> Transport, freight and distribution/logistics uses. 	
LIL6: Folkestone Road Depot	<ul style="list-style-type: none"> Council depot functions. Large scale industrial, particularly warehousing. 	
LIL7: Beckton Gateway	<ul style="list-style-type: none"> Large scale warehousing/distribution, particularly for third party logistics occupiers. 	
LIL8: Canning Road East	<ul style="list-style-type: none"> Industrial, manufacturing and food production, local supply chain and storage. 	

Local Industrial Locations		
Designation	Priority Uses	Design and Delivery Principles
LIL9: Nursery Lane	<ul style="list-style-type: none"> Large industrial food production/manufacturing Light industrial and manufacturing units 	i. No residential floorspace is permitted in these designations. ii. New Class E(g)i office floorspace will be supported only where it is ancillary to industrial floorspace in scale and function.
LIL10: Grantham Road	<ul style="list-style-type: none"> Small to medium scale warehousing units. 	
LIL11: St Mark's Industrial Estate (part of N3.SA3 site allocation)	<ul style="list-style-type: none"> Self-storage and Small and Medium Enterprises, light and general industrial units. Cost efficient and flexible industrial units. 	
LIL12: Albert Island	<ul style="list-style-type: none"> Large scale industrial and warehousing uses. Marine engineering (and boat yard), high technology and construction training. 	
LIL13: Butchers Road	<ul style="list-style-type: none"> Modern business park with light industrial uses with yardspace. Storage and distribution, manufacturing and creative industries. 	

Local Industrial Locations		
Designation	Priority Uses	Design and Delivery Principles
LIL14: St Mary's Industrial Estate (NEW LIL)	<ul style="list-style-type: none"> • Low density light industrial uses. • Creative industries and manufacturing. 	i. No residential floorspace is permitted in these designations ii. New Class E(g)i office floorspace will be supported only where it is ancillary to industrial floorspace in scale and function.
LIL15: Bridge Rd Depot (NEW LIL)	<ul style="list-style-type: none"> • Council depot functions. • Light industrial units, maintenance, warehousing and storage for business support 	
LIL16: Kudhail Industrial Estate (NEW LIL)	<ul style="list-style-type: none"> • Light industrial uses, light manufacturing, small-scale storage and distribution (wholesale) and workspaces. 	
LIL17: Rick Roberts Way North (NEW LIL)	<ul style="list-style-type: none"> • Modern industrial, warehousing and office units with dedicated yard space. • Blue-chip occupiers and other industrial occupiers servicing the CAZ. 	
LIL18: Cook's Road (NEW LIL)	<ul style="list-style-type: none"> • Storage and distribution and light industrial (consented) and workspace • Flexible workspaces, light manufacturing, creative industries and distribution. 	

- b. In addition to the locations identified above, the development of industrial uses within Use Class E(g)(ii) Research and development of products or processes and E(g)(iii) Industrial processes (carried out within a residential area), B2 General industrial, B8 Storage or distribution and appropriate Sui Generis (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 use Class E(g)(i-iii) and B8 Storage or distribution uses (including micro fulfilment) will be supported in Local Mixed Use Areas as part of employment-led development. Uses identified in Table 8 should be prioritised in each location.

Table 8: Local Mixed Use Areas:

Local Mixed Use Areas			Local Mixed Use Areas		
Designation	Priority Uses	Functional requirements	Designation	Priority Uses	Design and Delivery Principles
LMUA1: Silvertown Arches	<ul style="list-style-type: none"> Flexible light industrial workspaces. Civic functions (City Hall), cultural and creative industries, green technology, digital and high technology and Small and Medium Enterprises 	i. No residential floorspace is permitted.	LMUA6: Ashburton Terrace	<ul style="list-style-type: none"> Light industrial, storage and distribution, small-scale office. Local supply chains (requiring yard space) and workspaces for Small and Medium Enterprises and start-ups. 	iv. Co-location with residential development is supported.
LMUA2: Aldersbrook	<ul style="list-style-type: none"> Light industrial workspaces and storage uses. light manufacturing, production and training 	ii. Co-location with residential development is supported.	LMUA7: Dulcia Mills	<ul style="list-style-type: none"> SME businesses and light industrial, storage and distribution Uses to service local supply chains and local distribution 	
LMUA3: Nursery Lane	<ul style="list-style-type: none"> Light industrial workspaces and small-scale offices workspaces. Creative, business, production and manufacturing workspaces. 		LMUA9: Canning Road West	<ul style="list-style-type: none"> Light industrial and small-scale office. Small and Medium Enterprises, flexible workspaces, offices, and manufacturing and production. 	
LMUA4: East Ham Industrial Estate	<ul style="list-style-type: none"> Light industrial and commercial (consented). Priority industries, Small and Medium Enterprises Businesses and flexible workspaces. 		LMUA10: Grove Crescent	<ul style="list-style-type: none"> Light industrial and flexible business workspaces. Small and Medium Enterprises, businesses and industrial workspaces. 	
LMUA5: Forest Gate Arches	<ul style="list-style-type: none"> Light industrial units and business workspaces. Cultural creative businesses', production and manufacturing and Small and Medium Enterprises /start up space. 	iii. No residential floorspace is permitted.			

Local Mixed Use Areas		
Designation	Priority Uses	Functional requirements
LMUA12: Bidder Street	<ul style="list-style-type: none"> • Light industrial, warehousing and workspaces. • Creative and cultural uses, digital and technology and Small and Medium Enterprises, flexible workspaces and storage. 	iv. Co-location with residential development is supported.
LMUA14: Beeby Road	<ul style="list-style-type: none"> • Light industrial and small scale office and workspaces. • Production and manufacturing, creative and cultural, local businesses. 	
LMUA15: Esk Road	<ul style="list-style-type: none"> • Light industrial and small scale warehousing and storage. • Manufacturing and production, local supply chain and storage. 	
LMUA16: Canning Road East	<ul style="list-style-type: none"> • Light industrial, warehousing and distribution. • Food production and manufacturing, wholesale storage. 	
LMUA17: Builders Merchants, Southend Road (NEW)	<ul style="list-style-type: none"> • Light industrial workshops, local supply chain and storage. • Creative and cultural industries, workshops and storage. 	

Local Mixed Use Areas		
Designation	Priority Uses	Functional requirements
LMUA 18: Glory House, Tabernacle Avenue (NEW)	<ul style="list-style-type: none"> • Light industrial uses and storage. • Industrial workshops, creative and cultural industries. 	iv. Co-location with residential development is supported.
LMUA 19: rear of 34-40 Plashet Grove (NEW)	<ul style="list-style-type: none"> • Light industrial uses and local supply chain. • Workshops for creative industries, manufacturing, production and local supply chain. 	

d. The development of use Class E(g) will be supported within Micro Business Opportunity Areas as part of employment-led development. Uses identified in Table 9 should be prioritised in each location.

Table 9: Micro Business Opportunity Areas

Micro Business Opportunity Areas		
Designation	Priority Uses	Functional requirements
MBOA 1: Canning Town	<ul style="list-style-type: none"> Local business and workspace accommodation. Flexible workspaces for low cost, incubator and co-working, Small and Medium Enterprises and start-ups. 	i. 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 Class E(g)(i) Office floorspace will be protected and supported within Town Centres as reflected in Table 10.

Table 10: Town Centres

Town Centres	
Designation	Priority Uses
Metropolitan Centre: Stratford	<ul style="list-style-type: none"> Major Office (Class E(g)(i)) development, including Grade A space. Workspaces, in particular low cost workspace, creative, cultural and small enterprises. Smaller-scale office uses. This includes support for low cost workspace and flexible workspaces to support small and medium enterprises and micro businesses.
Major Centres: East Ham Canning Town Beckton Riverside	
District Centres: Green Street Forest Gate East Beckton	

f. The development of a range of employment spaces to support the growth of new economic sectors, within E(g) Commercial, Business and Service and B uses (General Industry and Storage and Distribution), are supported on site allocations identified for mixed use or employment-led development as set out in the site allocations.

3. All proposals incorporating employment floorspace are expected to submit an Economic Strategy that details:
 - a. how the proposed floorspace responds to the latest demand evidence and Newham’s economic objectives; and
 - b. market testing for the proposed type, scale and tenure of commercial space; and
 - c. a phasing strategy for employment floorspace to maximise occupancy.

Justification

3.115 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 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. The employment need figures align with the market view and ensures that economic growth is not constrained within the Plan period.

3.116 A summary of the Employment Land Review (2022) supply and demand balance using different datasets and the various supply scenarios 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 Royal Docks: 462,809	Oversupply of +546,270
Office (Greater London Authority’s projections)	10,144	152,572	172,093	Rest of Newham: 20,000 Total: 636,270	Oversupply of +464,177

3.117 The Employment Land Review (2022) concludes that across the London Legacy Development Corporation, Newham and 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 the London Legacy Development Corporation area 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 Metropolitan 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 demand 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 Sites with potential for intensification: 351, 945	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)	Total: 471,265	Permissions undersupply of -172,277 Total (permissions, in planning and intensification sites) Oversupply of +274,668

3.118 Overall the Employment Land Review (2022) highlights that all past trend and forecast data shows a positive need for industrial land, which 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 there should be no further release of industrial land and industrial intensification will be encouraged and supported. The policy therefore requires 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 Policy J1.

3.119 Newham is attractive to a range of sectors. These include light industrial, storage and logistics, manufacturing, creative industries and is home to a buoyant number of start-ups and micro-businesses. While Newham currently specialises in food and drink, manufacturing, transport and utilities, the Employment Land Review (2022) identifies future growth sectors. In particular there is an opportunity for warehousing and distribution, green technology, creative and cultural uses, manufacturing and construction. All of which service both local and wider London needs.

3.120 This policy sets out Newham’s approach to enabling growth within current and emerging sectors by distributing appropriate types, scales and designs of employment space across the borough. The Policy directs sectors to suitable locations where businesses and industries can thrive, while ensuring that all new business space supports evidenced local and strategic economic needs. The requirement for an Economic Strategy to support economic development proposals, as it ensures delivery of floorspace and employment types which the borough requires to meet our economic objectives and market needs.

Implementation

J1.1 Newham has an identified need for both industrial uses as well as warehousing and logistics space and office space over the plan period. Applicants proposing economic floorspace within developments are required to provide net increases in floorspace going forward to contribute to the identified need figures, while making the most efficient use of land.

The Council's Employment Land Review (2022) (and any subsequent updates) provides further detail on the sectors in most demand, alongside an assessment of employment site allocations.

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, alongside priority uses to support growth sector development as set out in Tables 6 to 10 in this policy. These tables guide proposals and provides a more granular understanding of the diversity of Newham's current and future economy. This has been informed by the Employment Land Review (2022) as well as wider council economic strategies.

Strategic Industrial Locations are strategically important industrial locations critical to the economic function of London's economy. These will be protected and intensified in accordance with London Plan (2021) Policy E7.

Local Industrial Locations are locations of particular importance for industrial uses which form part of the borough's reservoir of industrial sites and network of employment locations to support economic growth. These will be protected and intensified.

In cases where new industrial, warehousing/distribution is proposed on the borough's existing retail and leisure parks, 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 Policy E4.D in the London Plan (2021). Economic development is expected to contribute to a greener future and deliver more sustainable transport options including how a site is serviced as set out in Policy T4.

Local Mixed Use Areas are employment-led designations protecting and promoting Class E(g) and B8 uses. 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. 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. Evidence will also need to be provided 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 also designs-in compatibility with residential uses.

Micro Business Opportunity Areas are accessible locations complementing Town Centres, to provide smaller scale local and low cost employment opportunities. Proposals within these locations will aim to deliver a diverse range of (non-speculative) workspaces mainly in Edge-of-Centre locations, as supported in Policy E2 of the London Plan (2021). Proposals in these locations are required to be employment-led as defined by Local Mixed Use Areas.

Employment uses proposed on Site Allocations identified for mixed use or employment-led mixed use, will be expected to deliver a range of employment uses. Applicants must align their proposals with the spatial strategy, site allocation objectives and local market evidence as part of an Employment Strategy. Proposals that deviate from the priority uses will need to be sufficiently justified by economic evidence justifying the location and market demand.

Further information on each spatial designation is available in the Employment Land Review (2022) (and any 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 boroughs designated employment land.

J1.3 Developers with proposals incorporating employment floorspace must submit a robustly evidenced Economic Strategy, which must provide the appropriate economic assessment of each proposal.

Submissions will need to 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 part 3 of this policy. Proposals that deviate from the priority uses will need to be sufficiently justified by location and market demand evidence. Submissions should make use of the Employment Land Review (2022) (and any subsequent updates) and submit an Economic Strategy setting out how the proposed development supports economic objectives set out in this policy.

Applicants must also provide an overview of scheme 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 commercial floorspace comes forward ahead of residential uses on mixed use development. Economic Strategies will need to incorporate and demonstrate how the requirements of Policy J4 can be met, particularly the delivery of Community Wealth Building objectives.

Monitoring

- Net additional B2 General industrial, B8 Storage or distribution, E(g)i (office), ii (research and development) andiii (industrial processes that can be carried out in a residential area) and Sui Generis employment floorspace approved on designated employment land, Non-Designated Industrial Sites and Town Centres.

Evidence base

- Employment Land Review for the London Borough of Newham, Stantec UK, (2022)
- Royal Docks Team Economic Purpose, Hatch Regeneris, (2019)

Policy Links

Draft Local Plan 2022:

- BFN1: Spatial strategy
- BFN2: Co-design masterplanning
- D1: Design standards
- D7: Neighbourliness
- T4: Servicing a development

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 development proposals on Strategic Industrial Locations and Local Industrial Locations must intensify site use to deliver a net increase in industrial floorspace through the most appropriate intensification typology.
2. Co-location with residential development is only supported in the specific Local Mixed Use Areas and on Micro Business Opportunity Areas identified in Policy J1 Tables 8 and 9 and where:
 - a. The development remains employment-led; 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 uses that cannot be incorporated within the redevelopment is provided.
3. Development proposals for new employment floorspace, outside of the locations identified in Policy J1, will be supported if the following criteria is met:
 - a. The proposal results in an increase in employment floorspace (particularly for general, light and storage to support local supply chains) on an existing non-designated industrial site of 0.1ha or more, or where operational employment generating floorspace comprises of 1,000 sqm; or
 - b. The proposals will deliver employment floorspace in an area which is not currently covered by the 15 minute network of economic opportunities for residents; or
 - c. The proposal will deliver 100 per cent affordable workspace.
4. All standalone Class E(g)(i) office proposals outside of designated Town Centres and Micro Business Opportunity Areas will be subject to a sequential test and impact assessment (including proposals on Local Mixed Use Areas and site allocations).
5. Proposals for new Class E(g) Commercial, Business and Service floorspace within Micro Business Opportunity Areas must support workspaces for micro and smaller businesses to accommodate no more than ten employees.

Justification

3.121 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.

3.122 To maximise Newham's economic potential and meet its economic needs in full, new employment floorspace on Non-Designated Industrial Sites will be supported providing spatial and wider 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 peoples access to economic opportunities, reducing the need to travel further afield for work and supporting new and more localised economic development as part of the commitment to 15-minute neighbourhoods and the Community Wealth Building approach.

3.123 For office development, the Employment Land Review (2022) identified that Newham has a large supply of stock which currently exceeds demand. Therefore, the policy looks to direct new office development to suitable locations (as set out in Policy J1), or as part of a mixed use development where demand can be demonstrated or via the sequential test prioritising Town

Implementation

<p>J2.1</p>	<p>Proposals which seek to intensify industrial and logistics uses within Strategic Industrial Locations and Local Industrial Locations will be supported in principle. This is in line with approaches set by London Plan (2021) Policy E7. As directed by the Employment Land Review (2022), all industrial proposals 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 intensification where appropriate).</p> <p>Proposals that cannot deliver net increases in industrial floorspace must provide evidence which outlines:</p> <ul style="list-style-type: none"> • 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. • why their proposed alternative approach delivers the best alternative intensified employment provision. <p>This should be provided as part of the Economic Strategy.</p> <p>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 (2022) and Employment Land Review (2022).</p> <p>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) and Intensification and Co-Location Study (2019).</p>
<p>J2.2</p>	<p>This policy is supported by guidance in the the Characterisation Study (2022) on co-location and the principles to consider when integrating industrial and residential uses.</p> <p>In an employment-led development where existing businesses cannot be accommodated on site, a Relocation Strategy will be required. The Strategy will be required to demonstrate that reasonable endeavours have been made to relocate the existing business(es) to a suitable alternative site in Newham which meets their local and regional economic role. The strategy should also include details of how such a move relates to site phasing.</p>
<p>J2.3</p>	<p>Proposals outside of designated employment locations 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 (2021) Policy E7.</p> <p>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) with a 15-minute walking distance (for example using isochrones and reflecting a detailed understanding of the actual walking 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 15 minute network of economic opportunities for residents.</p> <p>Affordable Workspace is defined in accordance with the London Plan (2021) and any provision must also meet the requirements of Policy J4.4.</p>

J2.4 Standalone office developments, outside of Town Centres and Micro Business Opportunity Areas (including those on site allocations and in within Local Mixed Use Areas) must comply with the sequential test and impact assessment approach as set out in the National Planning Policy Framework. Proposals for office developments should be focused within Town Centres, and if no sites are available, Edge-of-Centre sites should be explored including Micro Business Opportunity Areas. In line with the London Plan (2022) Policy SD7 proposals 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 Class E(g)(i) floorspace outside of Town Centres and Micro Business Opportunity Areas and are not ancillary in scale and function to another land use conforming designation. All proposals for employment uses are subject to a demand assessment as per J1.3 and conditions restricting uses may be used where appropriate.

J2.5 Micro Business Opportunity Areas support low cost and micro businesses in accessible locations close to Town Centres. Proposals for new micro-business floorspace are defined as enterprises which employ less than 10 people as defined by the FCA⁷. This must form part of the Employment Strategy. This policy supports the ambitions of London Plan (2021) Policy E2.

Monitoring

- Net additional B and E(g)i (office), ii (research and development) and iii (industrial processes that can be carried out in a residential area) floorspace approved on designated employment land and non-designated employment sites, Kibana Data (Greater London Authority) - no net loss of viable employment floorspace on Strategic Industrial Locations, Local Industrial Locations and Local Mixed Use Areas.
- Net additional B and E(g)i (office), ii (research and development) and iii (industrial processes that can be carried out in a residential area) floorspace completed on designated employment land and non-designated employment sites, Kibana Data (Greater London Authority) - no net loss of viable employment floorspace on Strategic Industrial Locations, Local Industrial Locations and Local Mixed Use Areas.

Evidence base

- Employment Land Review For London Borough of Newham, Stantec UK, (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

Draft Local Plan 2022:

- 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
- D7: Neighbourliness

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
- E8: Sector growth opportunities and clusters

J3: Protecting employment floorspace

1. Proposals that result in the net loss of employment floorspace (including yard space) on Strategic Industrial Locations and Local Industrial Locations will not be supported.
2. In the limited circumstances where it is considered appropriate for major development to result in the net loss of Class E(g) Commercial, Business and Service, B2 General industrial, B8 Storage or distribution and other employment generating Sui Generis employment floorspace or jobs (in industrial or related uses), developments are required to:
 - a. relocate any existing businesses to suitable alternative employment premises or sites; and
 - b. provide financial contributions towards skills, training and local employment initiatives and secured via a development's legal agreement.
3. Proposals resulting in the loss of existing Class E(g) Commercial, Business and Service floorspace within Micro Business Opportunity Areas are required to:
 - a. provide replacement floorspace to support the delivery of low cost and/or affordable workspaces for micro and small businesses.
4. Proposals that result in the net loss of Class E(g) Commercial, Business and Service, B2 General industrial, B8 Storage or distribution and employment generating Sui Generis employment floorspace outside of the locations identified in parts 1 (Strategic Industrial Locations and Local Industrial Locations) and 2 (Micro Business Opportunity Areas) above will only be supported if the following criteria are met:
 - a. there is no current or future demand 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 at the construction and end user phase will be secured via a development's legal agreement. These will be calculated using the following formula:

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

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

Justification

3.124 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.

3.125 For proposals on Strategic Industrial Locations and Local Industrial Locations 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 economic needs for London, 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.

3.126 Town Centres, Micro Business Opportunity Areas, Local Mixed Use Areas 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.

3.127 In Local Mixed Use Areas and identified non-designated employment locations 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 and J3.2	<p>As a principle, the net loss of existing employment floorspace on Local Industrial Location and Strategic Industrial Location is not supported.</p> <p>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, the Council will seek to secure contributions towards skills, training and local employment initiatives and secured via a development’s legal agreement, as per policy J4. Where existing businesses must be relocated, a Relocation Strategy will be required.</p> <p>The Strategy will be required to demonstrate that reasonable endeavours have been made to relocate existing businesses to a suitable alternative site in Newham which is suitable for the business’s local and regional economic role. The strategy should also include details of how such a move relates to site phasing.</p>
J3.3	<p>Micro Business Opportunity Areas support low cost and micro businesses in accessible locations close to Town Centres. Proposals are expected to demonstrate as part of the Employment Strategy 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 Policies E2 and E3 of the London Plan (2021).</p>
J3.4	<p>All viable employment floorspace will be protected in Local Mixed Use Areas and non-designated employment sites. Applicants must seek to protect employment floorspace in these locations including in a mixed use format.</p> <p>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 been offered to the market at a local market value covering a period for at least a 12 month period at locally benchmarked prices/rents for the full range of permitted uses. This should include the option for sub-division and mixed use development. This evidence must include dated marketing information outlining how the above requirements were met. This process is recognised as part of London Plan (2021) Policy E7.</p>

J3.4

Developers must 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 all employment locations (including Town Centres), the street network and any pedestrian barriers. Overlaid with 15-minute isochrones this will identify sites that are further than a 15 minute walk to employment locations. 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, factoring in any pedestrian barriers and access challenges in the urban context

Monitoring

- Net loss of employment (B2 General Industry, B8 Storage and Warehousing), Class E(g)i Office, ii Research and Development and iii industrial processes that can be carried out in a residential area and employment generating Sui Generis floorspace) – No economic development should result in the net loss of employment floorspace

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

Draft Local Plan 2022:

- 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 employment generating development (including mixed use) is expected to create high quality economic opportunities for all by:
 - a. demonstrating commitment to deliver the principles of Community Wealth Building as set out in the Community Wealth Building Business Pledges; and
 - b. working 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 (including young people); and
 - c. as a minimum, all major commercial developments (including mixed use) must help Newham residents access high quality employment in both the construction and end-user stage by providing a tariff-based contribution and an Employment Strategy which secures 35 per cent construction phase and 50 per cent end-user phase jobs for Newham residents.
2. Commercial 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 economic development must commit to delivering 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; and/or
 - b. promoting local supply chains; and/or
 - c. delivering the principles of the circular and sharing economy to reduce and reuse waste; and/or
 - d. providing training in emerging green industries; and/or
 - e. creating new jobs in green technology or 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 small and medium enterprises, cultural and creative, 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 will be sought 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).
 $35 \text{ per cent of total jobs} \times \text{£}3,867 \text{ (cost (£) per London Borough of Newham resident into training and full time employment)} = \text{financial contribution.}$

End User Phase:

The total number of jobs will be calculated using the assumed employee yield (using HCA Employment Densities for B2 uses (36 sqm GIA per full time employee), 2015 3rd Edition).
 $50 \text{ per cent of total end user jobs} \times \text{£}3,867 \text{ cost (£) per London Borough of Newham resident into training and full time employment} = \text{financial contribution.}$

Justification

3.128 In line with the Council's priorities 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 identify 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 (i.e. childcare), their mental or physical health status, language and skills and that wages remain typically lower than the rest of London.

3.129 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), ethnic minority groups, 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 to have a role in Newham's economic future. It ensures that all new employment generating

developments in the borough play their part in building an inclusive economy.

3.130 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.

3.131 While further evidence is required to understand the immediate need for Affordable Workspace, 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 creative/cultural, 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 starts ups and micro enterprises in Newham and to ensure businesses have spaces to thrive as an important component of ensuring a healthy and dynamic economy.

Implementation

J4.1 Applicants are expected to demonstrate how Community Wealth Building has been considered as part of each economic development proposal. The Community Wealth Building Business Pledges are 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 proposing employment floorspace are encouraged to liaise with the Council's Economic 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 to fulfil requirements set by this policy.

In liaison with the Council's Economic Regeneration team, planning conditions will be used to secure employment and training contributions.

Schemes 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 determination of the planning application. All employment contributions will be calculated using the average job density figures for B2 (General industrial) Uses.

J4.2 Available childcare is recognised as a barrier to employment. Where commercial developments on site allocations are proposed, proposals are required to make an assessment of the increased demands for childcare facilities, with the expectation that this is met by existing local provision or new ancillary facilities.

The assessment should include anticipated demand from employees on commercial development 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 or contribute towards additional childcare provision will be applied on this basis and, in case of providing provision, the design and quality of the childcare facilities should follow Policy CF4.

J4.3 All development is expected to contribute to the overarching ambition to create a greener economy. The 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 Major economic developments are expected support the green economy in construction and operation, and as part of a proposal's overall economic purpose. This may be evidence within the Energy Statement, Design and Access Statement and/or as part of the Economic Strategy. Further guidance on the circular economy is outlined by the [Circular Economy Supplementary Guidance](#) (March 2022) in the London Plan (2021).

J4.4 Affordable Workspace is defined (as per 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. These can be secured in perpetuity or for a period of at least 15 years by planning or other agreements.

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 Council's Economic 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.

Monitoring

- Skills, training and local employment contributions secured through development legal agreements on Major economic development.
- All Major economic developments (including mixed use schemes) demonstrating commitments to Community Wealth Building Business Pledges.

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)

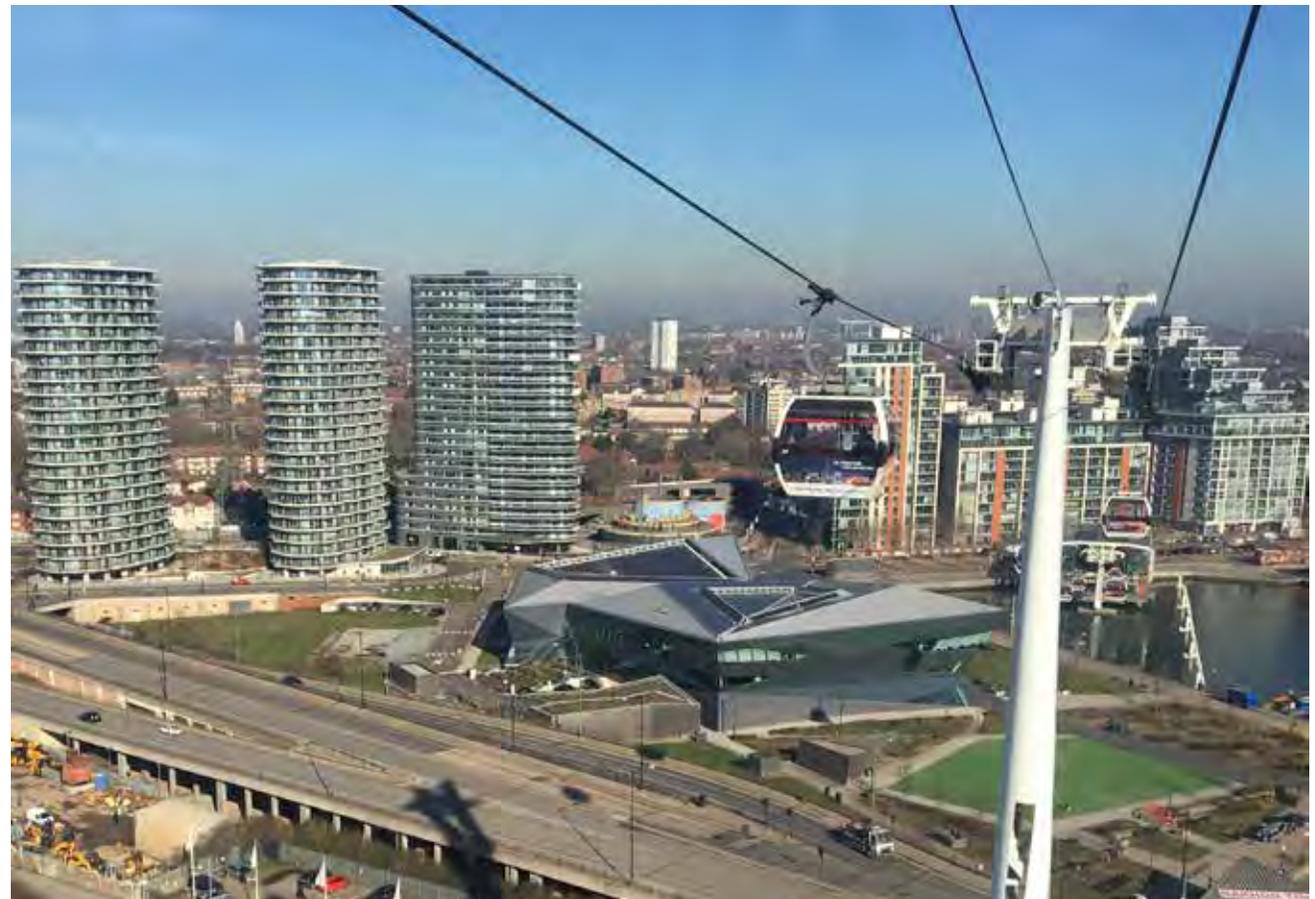
Policy Links

Draft Local Plan 2022:

- 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
- CF4: Education and childcare facilities

London Plan 2021:

- GGI: 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

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

3.133 Newham (including the area of the borough administered by the LLDC) 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. 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.

3.134 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 accommodation. We will seek to improve existing housing where we have influence, protecting much-needed family housing and re-providing existing social rent homes as part of regeneration projects.

3.135 Delivering new homes also means addressing the needs of residents who require specialist or supported accommodation. 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 accommodation

provided. We will also ensure that delivery of specialist housing does not reduce or limit our ability to deliver conventional housing. Houses in Multiple Occupation will be located to reduce amenity impacts, while student accommodation will be delivered where it is most needed and where it will benefit Newham's economy.

3.136 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.

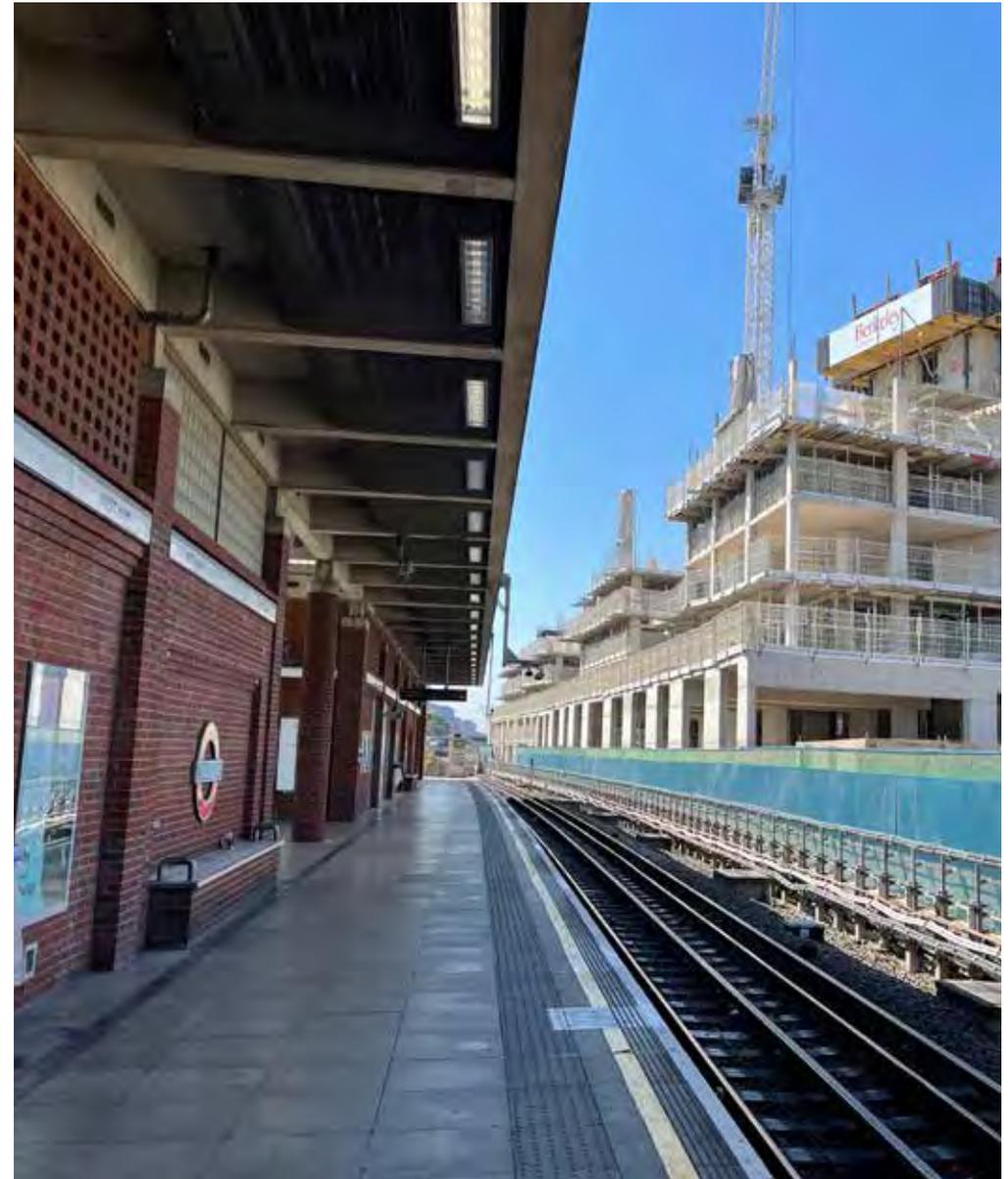
This section contains the following policies:

- **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: 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 46,633 and 52,133 quality homes between 2021 and 2038. This will be achieved through:
 - a. the majority of new housing 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 (land not allocated within the Local Plan for uses other than residential) unless other policies within the Local Plan direct otherwise.
2. Developments should optimise site capacity through a design-led approach, as set out in Policy D3 of the Local Plan and Policy D3 of the London Plan (2021), taking into account a site's context, capacity for growth and existing and planned supporting infrastructure capacity.
3. Sites Allocations or sites with a recent consent for conventional residential or part-residential development should be developed at least in part for conventional housing.
4. Development of housing as a meanwhile use on a site while it is awaiting longer-term redevelopment will be supported subject to them addressing relevant policy requirements of the Local Plan.
5. 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

3.137 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 46,633 and 52,133 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 2017 Strategic Housing Land Availability Assessment and capacity assumptions from lapsed application sites. The higher growth figures will result from significant infrastructure projects unlocking development sites. Newham is also working on a methodology for housing capacity assumptions on small sites, which will inform capacity figures on developable small sites in the medium and long term phases of the plan period. 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	2022/23 – 2026/27	2,990
Medium term	2027/28 – 2031/32	3,363
Long term	2032/33 – 2037/38	2,478

3.138 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 are likely to come from large, complex site allocations, many of which require associated infrastructure delivery to facilitate high density residential development. We have assumed a relatively conservative delivery timescale for these schemes; 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.

3.139 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 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 as well as local facilities such as retail, community spaces, 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	<p>H1.1 sets out Newham’s housing target and sites where the principle of delivering new homes will be supported. 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, green space, community facilities or ground floor commercial uses in primary shopping areas) delivery of housing will be supported in principle.</p> <p>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 (2022). 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).</p>
H1.2	<p>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.</p>

<p>H1.2</p>	<p>In these cases applicants should consider relevant policy requirements set out within the Design, High Streets, Community Facilities, Green and Water Spaces and Transport chapters of the Local Plan. Where a development falls within a site allocation (see Neighbourhoods section), infrastructure requirements and development principles will 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.</p> <p>Applicants for new housing developments should set out through supporting documents how housing densities reflect local context and character (using the guidance and analysis set out in the Newham Characterisation Study (2022)), environmental constraints and are appropriate in relation to the availability of supporting infrastructure including open space, transport, retail, community and other supporting facilities.</p>	<p>H1.4</p>	<p>compliance with other relevant development plan policies. This includes delivering a housing mix in accordance with the requirements of Local Plan policies H3 and H4 where a site delivers conventional housing, alongside other relevant requirements of Local Plan policies.</p> <p>Applicants should also consider how temporary new builds can reduce their environmental footprint via Modern Methods of Construction and potential for reuse of temporary new builds in other locations. Developments using Modern Methods of Construction should accord with the requirements of policy CE3. Newham’s Climate Change Evidence Base (2022) provides further information on the environmental impact of a range of modern construction methods.</p>
<p>H1.3</p>	<p>Developments on sites with a recent consent for conventional residential or part-residential development are expected to propose conventional housing as part of their application submission. Where a development looks to deliver specialist accommodation in place of an existing consent for conventional residential housing, robust evidence should be supplied as to both the need for the proposed specialist housing and why the loss of the permitted conventional housing would not compromise Newham’s ability to meet its most pressing housing needs, including for three-bedroom homes and affordable housing. Assessments of such proposals should take into consideration the Council’s latest Strategic Housing Market Assessment.</p>	<p>H1.5</p>	<p>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.</p>
<p>H1.4</p>	<p>The policy outlines an in principle support for developments that look to provide housing as a meanwhile use on under-utilised or vacant sites. Such developments should not prevent the long-term permanent development of the site nor delivery of other strategic objectives within the Local Plan and would be expected to demonstrate</p>		

Monitoring

- Housing target met, demonstrated via housing trajectory and 5 Year Housing Land Supply against housing supply targets. Target: between 46,633 and 52,133 new dwellings across the plan period.
- Small sites target met. Target: 3,800 net additional dwellings on sites of less than 0.25ha across the plan period, as per London Plan (2021) Policy H2.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

- Newham Strategic Housing Market Assessment, Opinion Research Services (2022)
- Characterisation Study, Maccreanor Lavington with New Practice, Avison Young and GHPA (2022)
- Site Allocation and Housing Trajectory Methodology, LB Newham (2022)
- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)

Policy Links

Draft Local Plan 2022:

- BFN4: Developer contributions
- H2: Protecting and improving existing housing
- H3: Affordable housing
- H4: Housing mix
- D3: Design-led residential site capacity optimisation
- CE3: Embodied carbon

London Plan 2021:

- D3: Optimising site capacity through the design-led approach
- H1: Increasing housing supply
- H2: Small Sites
- H3: Meanwhile use as housing
- H4: Delivering affordable housing



H2: Protecting and improving existing housing

1. All housing, with the exception of purpose-built student accommodation, will be protected unless replaced with at least an equivalent level of overall housing floorspace. Developments that result in the conversion or demolition of affordable housing should not be permitted unless affordable housing is 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.
2. The subdivision or conversion of family housing with three or more bedrooms is only permitted in exceptional circumstances as set out in parts 3, 4 and 5 below.
3. Development that results in the subdivision or conversion of a family home with three or more bedrooms to housing 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 commercial unit; 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 home with three or more

bedrooms to housing will be permitted where proposals:

- a. re-provide a high quality family dwelling house (C3) with three or more bedrooms; and
 - b. provide a new high quality dwelling house (C3) at a minimum size of a one bedroom, two-person dwelling.
5. Development that results in the subdivision or conversion of a family home with three or more bedrooms to a House in Multiple Occupation will only be permitted where proposals are secured as:
- a. a House in Multiple Occupation for up to six sharers that meets the housing needs of Newham Care Leavers; or
 - b. a House in Multiple Occupation or Large House in Multiple Occupation that meets the housing needs of people placed or due to be placed in emergency temporary accommodation by Newham Council as a result of homelessness; and
 - c. where the accommodation being provided is a Large House in Multiple Occupation, are located in Town and Local Centres or along major roads.

Planning Obligations

- Accommodation that seeks to meet the housing needs of care leavers or people placed, or due to be placed, in emergency temporary accommodation by Newham Council as a result of homelessness should be secured via a legal agreement.

Justification

3.140 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, just under 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 accommodation from conversion to Houses in Multiple Occupation, Large Houses in Multiple Occupation or subdivision to flats.

3.141 Despite the pressure to protect and provide more family-sized dwellings, the policy does recognise that there may be circumstances where subdivision or conversion of existing family dwelling houses may be acceptable. The exceptions allowed by the policy are circumstances where existing family accommodation may not be suitably accessed, where resulting units will be of a higher quality or

where conversion is meeting the housing needs of homeless people or care leavers.

3.142 In recent years, Newham has consistently had the highest rates of homeless households in temporary accommodation in the country.⁸ 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 and Large Houses in Multiple Occupation being granted planning permission is also limited given the acute identified need to protect family accommodation in Newham. This can lead to people either having to be placed in accommodation 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.

3.143 Care leavers also face similar challenges with regards to the affordability and availability of suitable accommodation upon leaving the care system, with there being a shortage of available standalone and shared accommodation.⁹ 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	<p>The Policy measures housing floorspace in terms of the overall floorspace within a building, rather than individual units. For example a building containing two one bedroom flats of 50m² each could be replaced with a three bedroom dwelling with a minimum floorspace of 100m².</p> <p>Where residential 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 existing provision of affordable and family homes within a site. Considering these factors will help the borough to meet its most pressing housing needs for both affordable and family-sized accommodation.</p>
H2.2	<p>Developments that propose the loss of family-sized accommodation will be refused unless meeting 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.</p>
H2.3	<p>The policy allows for the subdivision of accommodation to flats, or the conversion of accommodation to other forms of housing, such as Houses in Multiple Occupation or Large Houses in Multiple Occupation.</p> <p>For the purposes of H2.3.a, major roads are key arterial routes and local and destination routes set out within the borough’s Sustainable Transport Strategy.</p> <p>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 commercial property or poorly lit spaces. Poorly defined entrances are discouraged through design policies and can be particularly challenging for the elderly, persons with disabilities or people with young children who may need to carry prams, car seats or other equipment long distances over uneven surfaces or up external staircases. Where practicable all approach routes to housing should be step free.</p>

⁸GOV.UK Homelessness Statistics

⁹London Borough of Newham Sufficiency Strategy (2019-2022)

H2.4 The policy allows for sub-divisions that retain a family-sized house (three or more bedrooms) and provide a new dwelling house. High quality is considered to be a dwelling that meets the relevant design requirements of Policy H11. This includes both internal design requirements and the provision of high quality, external amenity space for each unit.

H2.5 This Policy sets out an exception to allow for the conversion of family homes to Houses in Multiple Occupation where accommodation meets the specific housing needs of Newham Care Leavers or people requiring temporary accommodation as a result of homelessness. 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.

Care leavers accommodation provided through this exception should be for up to six sharers. Accommodation for people placed or due to be placed in emergency temporary accommodation by Newham Council as a result of homelessness can be either be designed as a House in Multiple Occupation or as a Large House in Multiple Occupation.

Conversions under this part are expected to meet the requirements of Policy H9 relating to management plans, tenancy length and rent levels. Proposals should also meet the relevant quality requirements of Policy H11 (see Table 13).

To meet the requirements of this Policy, the use of the accommodation specifically for Newham Care Leavers or homeless people placed by the London Borough of Newham should be secured via a legal agreement. Provision within the legal agreement ensures that planning permission would be required to change the use of the property from meeting these specific accommodation needs. This will be assessed in accordance with the requirements of Policy H9.2.

For the purposes of H2.5.c, major roads are key arterial routes and local and destination routes set out within Newham's emerging Sustainable Transport Strategy.

Monitoring

- Protection of housing. Target: no net loss of conventional homes and no loss of family homes unless in the circumstances the policy allows for.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- 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 strategic target is for 50 per cent of all new homes delivered across the Plan period to be affordable housing. This will be achieved through:
 - a. the significant areas of Council and Greater London Authority land ownership within the borough where affordable housing will be prioritised; and
 - b. delivering affordable housing through the threshold approach set out in the London Plan (2021); and
 - c. delivering Newham's estate regeneration and affordable homes programmes; and
 - d. supporting Registered Providers to deliver affordable homes.
2. New residential developments on individual sites with the capacity for ten units or more should provide:
 - a. the percentage of affordable housing required through the threshold approach as set out within Policy H5 of the London Plan (2021); and
 - b. an affordable housing tenure mix of 65 per cent social rent housing and 35 per cent intermediate homes.

Developments that do not meet these requirements and the delivery of the required level of family housing under Policy H4.2 cannot follow the fast track route.

3. New residential developments with the capacity for ten units or more should provide affordable housing on site. Where the Council considers that on site provision is inappropriate or undeliverable with regard to site conditions, the scale of the site or local context (including tenure mix), Newham may accept off site provision of affordable housing or exceptionally a payment in lieu of affordable housing provided that it would result in the ability to secure a higher level of affordable housing provision than the 50 per cent strategic target sought by part 1 above.
4. New residential developments which seek to provide additional housing units either through an amendment to a current permission or an application to extend 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 Policy H3 based on the combined number of units of both the existing site or permission and the proposed new 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 BNF4.

Justification

3.144 Policy H3 sets out Newham's expectations for affordable housing delivery, recognising the pressing need to deliver affordable homes to meet both Newham and London's wider housing needs. 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, recent years have showed that Newham has one of the largest housing registers in the country as well as the largest number of people in temporary accommodation.

3.145 The Newham's 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. Accordingly, Policy H3 sets overall affordable housing and tenure mix targets, which developments are expected to meet on site. Newham's strategic target seeks to deliver 50 per cent of all new homes delivered across the plan period as affordable housing. This will be delivered through

applying the ‘threshold approach’ to applications set out in the London Plan (2021), which sets different affordable housing thresholds for public, private and industrial land. 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 affordable homes forms a key foundation of the borough’s housing delivery, particularly in a context of economic uncertainty.

Implementation

H3.1 Part 1 of the policy sets out Newham’s overarching strategic target to deliver 50 per cent of new homes delivered across the plan period as affordable housing. To meet our strategic affordable housing target, affordable housing delivery should be maximised on publicly owned sites, developments brought forward by registered providers and on industrial land suitable for residential development and sites where the loss of Community Facilities are deemed acceptable as per Policy CF2. Industrial land considered suitable for residential development should be assessed in accordance with the requirements of Policy E7 of the London Plan (2021) and Local Plan Policy J3.

While the borough’s strategic affordable housing target is 50 per cent, the policy would not prevent the delivery of 100 per cent affordable housing developments, recognising the significant contribution such developments can make to strategic affordable housing delivery across the borough. Developments delivering above 50 per cent can also provide a more flexible tenure mix than required under part 2 of the policy, which will be assessed by the Council on a case-by-case basis.

H3.2 Developments are expected to provide affordable housing in accordance with Policy H5 of the London Plan (2021). The threshold approach sets minimum affordable housing requirements that developments are expected to meet. These are different depending on the land use or ownership of a site. Affordable housing targets of the threshold approach are as follows:

- a minimum of 35 per cent; or
- 50 per cent for public sector land (this can vary for individual sites where agreements to deliver a portfolio of sites have been agreed with the Mayor of London); or
- 50 per cent for industrial sites where development would result in a net loss of industrial capacity.

Affordable housing targets are measured using the gross number of new habitable rooms within a development.

The policy also sets out the target tenure mix for developments providing affordable housing. Developments that propose a higher proportion of social rent housing than required under the policy will be supported, and will not be required to submit a detailed financial viability assessment if the development provides a policy compliant level of affordable housing as a percentage of habitable rooms and family housing as a percentage of the development’s total units.

In addition to the overall tenure mix split, a development’s proposed bedroom size mix of social rent units 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 dwellings.

Where developments meet the relevant affordable housing targets of the London Plan (2021) threshold approach, provide a policy compliant tenure mix as per Policy H3.2.b, and provide a

policy compliant level of family housing as per Policy H4.2, they can follow a 'Fast Track Route' where they are not required to submit a viability assessment. Developments that do not meet these requirements should submit a detailed financial viability assessment with a Benchmark Land Value that uses an Existing Use Value plus approach. This will be independently assessed by Newham's viability consultants. These developments will also be subject to review mechanisms as set out in Local Plan Policy BNF4.

H3.3

The policy sets an expectation that affordable housing provision should be delivered on site. The policy recognises that there may be exceptional circumstances where off-site provision or payment in lieu of affordable housing may be necessary. For example, developments delivering a small number of affordable homes (15 units or less) may not be able to secure a registered provider to take on a small number of units. However, such circumstances will only be considered acceptable where applicants provide clear and convincing justification and evidence that the provision of affordable housing on site is unfeasible and that units will not be taken up. This includes evidence of discussion with Registered Providers on Newham's list of accredited providers showing no interest in the offer. These discussions need to be evidenced through a development's financial viability assessment. Assessment of the acceptability of these schemes' housing mix will also involve close scrutiny of a development's proposed size mix, to ensure developments are meeting the need for more family-sized accommodation (in accordance with Policy H4) where they are unable to deliver affordable homes.

Developments proposing off-site provision or a payment in lieu of affordable housing will be required to submit a detailed financial viability assessment. Where developments propose off-site affordable housing provision, affordable homes should be delivered either before or at the same time as private homes proposed through the development.

H3.4

The reliance of developments on an existing permission will be assessed through reviewing the overlap of site layouts, access, shared cores or entranceways and facilities. Where sites are judged to be reliant on one another to function or meet policy requirements or standards, affordable housing will be required based on the combined number of units of the existing site or permission and the new units proposed through the development.



Monitoring

- Delivery of affordable housing. Target: Measure gross completions split via tenure and as a percentage of new housing delivered against policy targets.
- Housing affordability. No specific target: monitor as a market signal.
- Number of households on the Local Authority waiting list. No specific target, should be decreasing.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- BFN4: Developer contributions
- H1: Meeting housing needs
- H4: Housing mix
- H5: Build to rent housing
- H7: Housing for older people
- H8: Purpose built student accommodation
- H9: Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living
- J3: Protecting employment floorspace

London Plan 2021:

- H4: Delivering affordable housing
- H5: Threshold approach to applications
- 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
- E7: Industrial intensification, co-location and substitution



Policy H4 Housing mix

1. All new residential developments should deliver a mix and balance of housing types and sizes. The appropriate mix of housing sizes, types and tenures will be determined through:
 - a. primarily the consideration of the need to secure quality, mixed and balanced 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 availability of subsidy; and
 - e. the existing mix of housing in the area; and
 - f. the individual circumstances of the site in terms of site conditions, local context and site features, particularly on sites delivering below ten units.
2. Developments on individual sites capable of delivering ten housing units or more should deliver 40 per cent of the number of new homes as family housing (C3 dwelling houses) with three or more bedrooms. Developments on sites capable of delivering more than ten units that seek to deliver less than 40 per cent family housing (C3 dwelling houses) with three or more bedrooms are required to submit a detailed financial viability assessment with a Benchmark Land Value that uses an Existing Use Value plus premium approach.

3. New residential developments on site allocations should provide a minimum of five per cent of proposed homes as four or more bed affordable homes for families (C3 dwelling houses).
4. New residential developments capable of delivering ten housing units or more should deliver no more than 15 per cent of the number of new homes as one bedroom, two person units.
5. The Council will resist the delivery of studio units.



Justification

3.146 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). 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, which suggests that delivering 40 per cent of family homes is viable across a range of different development size, types and locations. Setting a minimum target for three bed or larger dwellings 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.

3.147 The policy also sets an expectation that no more than 15 per cent of a site's housing mix should be one bedroom units, reflective of evidence of housing needs set out within the borough's Strategic Housing Market Assessment. Studio units will also be resisted, as their size tends to lack sufficient flexibility to meet people's changing needs over the course of their lifetime.

Implementation

H4.1	<p>Part 1 of the policy sets out the criteria that a development's housing mix will be assessed against. All developments will be expected to meet the criteria of part 2 and 4 of the policy (and part 3 for site allocations), but the policy does allow some flexibility in allowing for consideration of 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), any financial viability assessment submitted alongside an application, the ability to meet policy targets via additional subsidy and an individual site's context.</p>	H4.2	<p>Part 2 of the policy sets out expectations for the delivery of three or more bedroom homes (C3) within a residential development. This requirement applies to any development delivering dwelling houses (C3), including conventional housing, Build to Rent accommodation and older persons housing (excluding care home accommodation). Developments on individual sites capable of delivering ten housing units 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 why a policy compliant level of family housing cannot be achieved. This financial viability assessment should also cover affordable housing delivery where this does not achieve policy compliant levels as per the requirements of Policy H3.2 concerning overall unit delivery and tenure mix. The financial viability assessment will be independently assessed by Newham's viability consultants. 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.</p>
	<p>Newham's latest housing needs suggests that the majority of the borough's housing need (around 60 per cent) is for family-sized homes (three or more bedroom dwellings). Two bedroom homes form a much smaller proportion of our housing need (just under 30 per cent) while one bedroom dwellings form a small proportion of need (just over 10 per cent). Accordingly, 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.</p>	H4.3	<p>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 dwelling houses (C3). This 5 per cent counts towards the overall 40 per cent family housing target sought under part 2 of the policy.</p>
	<p>In terms of development design, different dwelling types should be evenly distributed across proposals and within buildings, giving real choice of floor, aspect and orientation to residents.</p>	H4.4	<p>H4.4 sets a maximum delivery expectation for one bedroom homes on major development sites. Developments delivering above 15 per cent of the total units as one bedroom, two person units will need to robustly justify this provision in accordance with the requirements of part 1 of the policy.</p>
	<p>Although sites delivering below ten units are not required to meet the requirements of parts 2 and 4 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 developments may result in a refusal of an application.</p>	H4.5	<p>Developments should not provide studio units as part of a development's housing mix. Where studios are proposed, applicants will need to robustly justify this provision in accordance with the requirements of part 1 of the policy.</p>

Monitoring

- Family housing gains from both approvals and completions. Target: 40 per cent three or more bedroom units.
- Overall size mix within tenures. No specific target, monitor for expected upward trends from policy intervention.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- H1: Meeting housing needs
- H3: Affordable housing

London Plan 2021:

- H4: Delivering affordable housing
- H10: Housing size mix



Policy 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 units; and
 - b. all the units are self-contained and let separately; and
 - c. the homes should be secured in perpetuity for the rental market under a covenant for a minimum 15-year term; 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 Policy H3.
3. Developments of Build to Rent housing as the sole housing tenure should provide at least 35 per cent affordable housing, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses. Affordable Build to Rent homes should be provided as Affordable Rented Homes, with 65 per cent of new homes being at equivalent rents to London Affordable Rent and 35 per cent of new homes being at equivalent rents to London Living Rent.
4. Developments of Build to Rent housing that fail to deliver sufficient affordable housing in accordance with the requirements of parts 2 or 3 above are required to submit a detailed financial viability assessment. 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 out outcomes in relation to 'Build for Rent' and 'Build for Sale' approaches and the subsequent impact upon the delivery of affordable housing. Where it is demonstrated that a Build to Rent approach will deliver less affordable housing in terms of a capital subsidy, a revenue subsidy may be considered as an appropriate alternative.

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 BNF4.



Justification

3.148 Build to Rent accommodation is purpose-built accommodation that is designed for rent rather than sale. It is distinct from shared rented accommodation such as Houses in Multiple Occupation (C4) and Large Houses in Multiple Occupation (sui generis) 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 accommodation and requires the delivery of affordable housing. 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 accommodation can help to accelerate housing delivery within the borough.

Implementation

H5.1	<p>Developments that do not meet the requirements of part 1 of the policy will not qualify as Build to Rent accommodation and will be considered as Build for Sale developments with respect to the delivery of affordable housing.</p> <p>A valuation of the market and affordable units 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.</p>
H5.2	<p>Developments that deliver Build to Rent blocks or phases in larger developments that also deliver build for sale accommodation will be required to meet affordable housing requirements set out in Policy H3.2.</p>
H5.3	<p>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 accommodation should be provided as affordable rented accommodation, with 65 per cent of new units being at equivalent rents to London Affordable Rent, and the remaining 35 per cent of new homes being 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.</p> <p>Industrial land appropriate for residential uses will be assessed in accordance with the requirements of London Plan (2021) Policy E7 and Local Plan Policy J3.</p>
H5.4	<p>Developments that fail to provide affordable housing in line with the requirements of parts 2 and 3 of the policy will be required to provide a detailed financial viability assessment, with a Benchmark Land Value that uses an Existing Use Value plus premium approach. This will be independently assessed by Newham’s viability consultants. These developments will also be subject to review mechanisms as set out in Local Plan Policy BNF4.</p> <p>Developments delivering Build to Rent accommodation, 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 units.</p>

Monitoring

- Built to rent gains as a proportion of overall housing completions. No specific target, monitor to identify market trends in delivery.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- BFN4: Developer contributions
- H3: Affordable housing
- H4: Housing mix
- H11: Housing design quality
- J3: Protecting employment floorspace

London Plan 2021:

- E7: Industrial intensification, co-location and substitution
- H4: Delivering affordable housing
- H5: Threshold approach to applications
- H6: Affordable housing tenure
- H10: Housing size mix
- H11: Build to Rent



Policy H6: Supported and specialist housing

1. Specialist provision for vulnerable people will be protected, unless it can be demonstrated that one of the following criteria are met:
 - a. new on or off-site replacement accommodation or an existing Newham-based accommodation site can meet the needs of residents being currently met by the existing accommodation or potential residents (where the facility is not currently in use) and is both available and affordable; or
 - b. relevant London Borough of Newham commissioning teams consider the existing provision to be low quality.
2. Supported or specialist housing developments will be supported where:
 - a. they deliver high quality accommodation; and
 - b. they are provided in appropriate locations; and
 - c. the need for the facility has been clearly evidenced.
3. New specialist or supported accommodation for people with care needs should meet local needs, determined through having regard to the Council's or other relevant public sector bodies' strategies, the Infrastructure Delivery Plan 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 accommodation for older people, should ensure that occupancy from residents from outside of Newham should not, on average, comprise more than 33 per cent of the total residents.
5. Larger specialist homes (comprising six or more bed spaces or units within a wider development) for people with a Profound and Multiple Learning Disability will be resisted.
6. Developments for specialist housing should include an appropriately detailed and resourced management plan.

Justification

3.149 Policy H6 seeks to meet the accommodation needs of different groups who may require specialist or supported accommodation, including people with learning disabilities or autism, looked after children, care leavers and homeless people. The policy seeks to protect and deliver high quality accommodation that meets need and is 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 accommodation. The borough'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 accommodation, 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 accommodation, recognising that many people may not be eligible for accommodation or will have an individual preference to receive care and support in their home. Accordingly, developments should be assessed having regard to both the locational suitability of accommodation, as well as the need for different types of accommodation.

Implementation

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. Specialist provision for vulnerable people is housing that incorporates support for a particular group. Individuals may live in supported accommodation for the long term or for shorter periods until they are ready to move on. These forms of accommodation vary in the level of support provided, although they are likely to include some communal facilities for residents. Typically accommodation will be Residential institutions (C2), but some provision may be considered sui generis or a dwelling house (C3).

Developments seeking to meet the criteria of H6.1.a should show that sufficient accommodation is or will be available to meet the accommodation needs of residents who would have utilised the existing facility to be lost. Accommodation should be available to meet the needs of residents immediately and should be of an equivalent affordability to the existing accommodation to be lost. The suitability of the replacement accommodation's location should be discussed with relevant London Borough of Newham commissioning teams to ensure its location is appropriate for the type of accommodation 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).

Alternatively, existing specialist or supported accommodation can be lost to other uses where relevant London Borough of Newham commissioning teams consider the provision is of a low quality. Evidence of discussions with relevant London Borough of Newham commissioning teams should be submitted alongside an application. If provision is considered to be of suitable quality for occupation, accommodation 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 accommodation.

H6.2 Part 2 of the policy sets out the strategic principles that all developments for specialist housing will be assessed against.

To provide high quality accommodation, developments through their application drawings and supporting documents should show how the proposed accommodation meets relevant quality standards set out within Policy H11.

Specialist or supported accommodation 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 accommodation provision. Typically, specialist or supported accommodation 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). 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.

The need for accommodation should be set out within an application's supporting documentation. In most instances, facilities should meet a local need for accommodation and accord with the requirements of parts 3 and 4 of the policy. In limited circumstances a sub-regional need for accommodation may be identified. The acceptability of these forms of accommodation will be determined in collaboration with colleagues in the Council's relevant commissioning teams. In the majority of instances, sub-regional approaches should be identified within strategic papers (for example, agreed Cabinet decisions).

H6.3	Local need for accommodation should be evidenced through having regard to the Council's or other relevant public sector bodies' strategies, the borough's latest published Infrastructure Delivery Plan and through discussions with relevant internal commissioning teams. London Borough of Newham commissioning teams should indicate the local need for the form of specialist accommodation proposed, as well as the quality of the proposed accommodation.
H6.4	The proposed occupancy of specialist or supported accommodation should be set out within a proposal's site 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 a minimum of 67 per cent of occupiers will be existing Newham residents. Developments for sheltered accommodation for older people are not required to meet this requirement. Exceptions to this requirement may also be supported where accommodation is helping Newham to deliver a strategic sub-regional partnership approach to accommodation provision or where safeguarding issues require placement of residents outside of the 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	Part 5 of the policy applies to accommodation for people with a Profound and Multiple Learning Disability. Profound and Multiple Learning Disability is a term used to describe when a person has a severe Learning Disability and other disabilities that significantly affect their ability to communicate and be independent. A person with a Profound and Multiple Learning Disability may have severe difficulties seeing, hearing, speaking and moving; and may have complex Health and Social Care needs due to these or other conditions. Where accommodation is proposed with more than six bed spaces, this should be agreed in consultation with relevant teams within the Council's commissioning services to ensure the quality of accommodation meets the needs of future residents.
H6.6	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. Management plans should also include details of numbers of staff on site and staff routines, how residents will be placed within the accommodation, the level of care provided, how resident independence would be sustained, expected comings and goings, safeguarding practices, health and safety procedures and the maintenance of the accommodation and any communal spaces provided.

Monitoring

- Net completions of residential institutions and sui generis temporary accommodation for homeless people. No specific target, monitor for provision according to need in discussion with commissioners.
- Homeless households in temporary accommodation. No specific target, should be decreasing.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- H1: Meeting housing needs
- H7: 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

Policy H7: Housing for older people

1. Developments that deliver housing for older people will be supported where they:
 - a. meet the relevant requirements of Policy H6; and
 - b. are located in Town Centres or those sections of major roads 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 Policy H3; and
 - d. deliver small-scale community facilities or 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 BNF4.

Justification

3.150 Policy H7 supplements the requirements of Policy H6, encouraging the provision of housing for older people where the accommodation meets need, is of a high quality and is provided in locations with access to supporting facilities. The London Plan (2021) sets the borough an annual benchmark to deliver 85 older persons accommodation 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 accommodation 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.¹⁰

3.151 Newham faces challenges when finding accommodation placements for older residents, with the borough 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.¹¹

3.152 Older people within Newham also face challenges of housing affordability. Recent survey work undertaken as part of the borough'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.¹² Accordingly, the policy seeks to address these issues, requiring that housing for older people should provide affordable housing in line with the requirements of Policy H3 (with the exception of care home accommodation).



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¹⁰ Manchester School of Architecture, Greater Manchester Combined Authority And Greater Manchester Ageing Hub 'Rightsizing: Reframing The Housing Offer For Older People' (2018) ¹¹ London Borough of Newham Aging Well Strategy (2022).

¹² Office For Health Improvement And Disparities Productive Healthy Ageing Profile (2019)

Implementation

H7.1 Older people's housing typologies typically include:

- Sheltered housing: self-contained accommodation designed for independent living with support available if required.
- Extra care/assisted living: self-contained accommodation 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 and within the London Plan (2021) Policy H13.¹³

For the purposes of H7.1.b, major roads are key arterial routes and local and destination routes set out within Newham's emerging Sustainable Transport Strategy. 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 accommodation being provided, and 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

H7.1 of H7.1.c will be required to provide a detailed financial viability assessment, proving why a policy compliant provision of affordable housing is not viable. This will be independently assessed by Newham's viability consultants. These developments will also be subject to review mechanisms as set out in Local Plan Policy BNF4.

The policy supports the provision of small-scale community facilities or town centre uses in accommodation for older people where provision is considered appropriate by Newham's relevant commissioning teams and falls within locations where community facilities and/or town centre uses would be supported (see policies HS2, HS3 and CF2). 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.



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Monitoring

- Net completions of older persons housing, broken down by typology. No specific target, monitor for provision as part of housing mix, cognisant of London Plan (2021) benchmark as a proportion of overall housing delivery.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

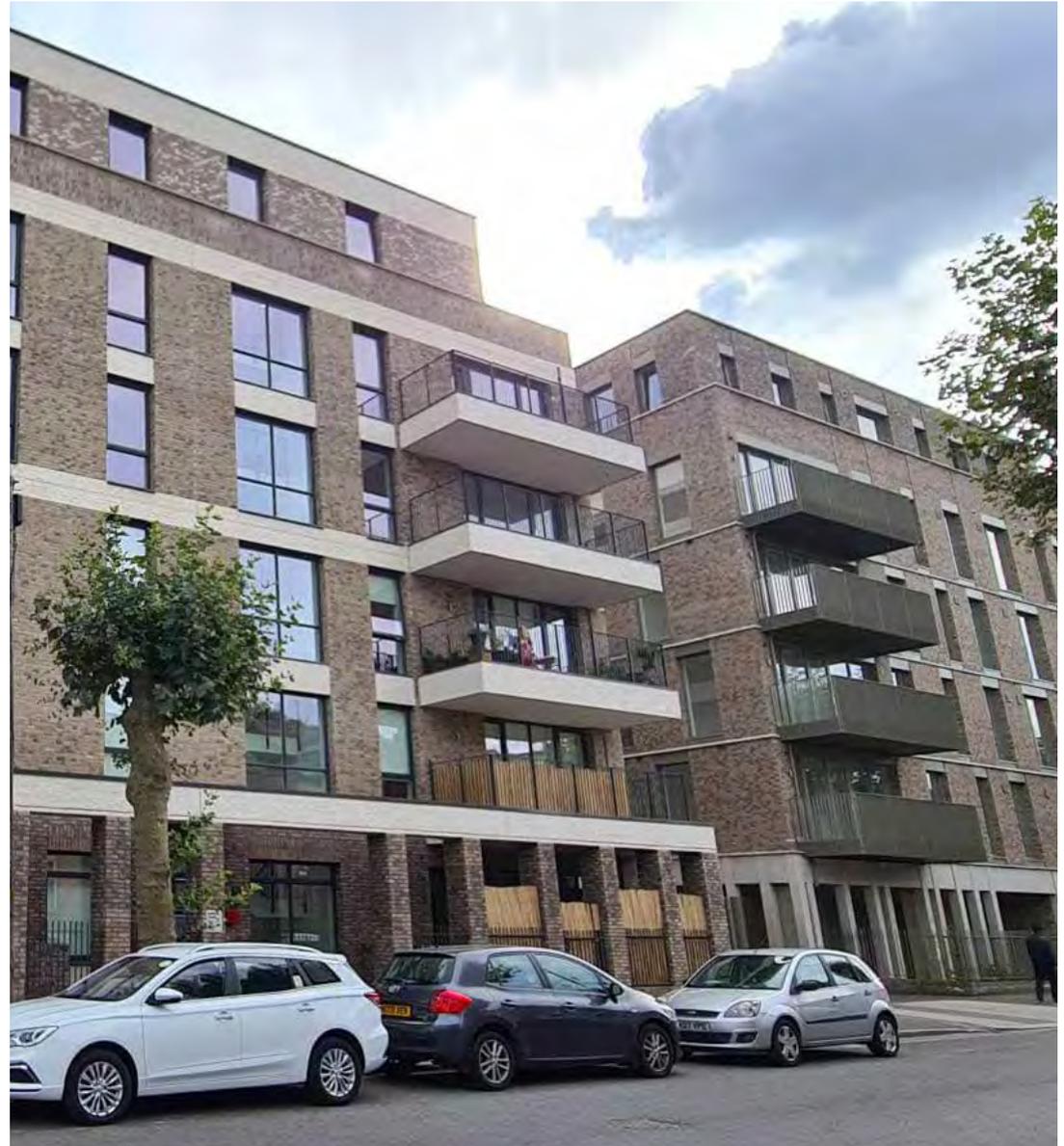
Policy Links

Draft Local Plan 2022:

- BFN4: Developer contributions
- H3: Affordable housing
- H4: Housing mix
- H6: Supported and specialist housing
- H11: Housing design quality
- HS2: Managing change within Town and Local Centres
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services
- CF2: New and re-provided community facilities

London Plan 2021:

- H4: Delivering affordable housing
- H5: Threshold approach to applications
- H6: Affordable housing tenure
- H10: Housing size mix
- H12: Supported and specialised accommodation
- H13: Specialist older persons housing



Policy H8: Purpose-built student accommodation

1. New purpose-built student accommodation 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 location well connected by public transport (with a minimum Public Transport Accessibility Level of 4); or
 - c. in the Stratford and Maryland neighbourhood, it is solely providing a replacement facility with no net increase in bed spaces.

2. New purpose-built student accommodation should provide at least 35 per cent affordable housing as defined within the London Plan (2021), or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with London Plan (2021) Policy E7 and Local Plan Policy J3. Developments for purpose-built student accommodation that do not achieve a policy compliant level of affordable housing on site are required to submit a detailed financial viability assessment with a Benchmark Land Value that uses an Existing Use Value plus premium approach.

3. New purpose-built student accommodation should 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 with a campus based in Newham. The nominations agreement should be agreed prior to the commencement of above ground works.

4. Developments delivering purpose-built student accommodation should provide small-scale community facilities that meet the needs of the student population within a development unless they are located within 1,200 metres of existing student facilities that have sufficient capacity to meet increased need.

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 BNF4.
- A nominations agreement should be agreed between the applicant and a higher education provider or providers with a Newham-based campus. The nominations agreement should be agreed prior to the commencement of above ground works and should secure a nominations agreement with a Newham-based campus(es) over the lifetime of the development. This will be secured via the development's legal agreement

Justification

3.153 Policy H8 seeks to deliver student accommodation to support the expansion of borough-based campuses. In recent years, Newham has seen high levels of student accommodation permitted, particularly within Stratford and Maryland. As of March 2022, just under 2,500 bed spaces have been permitted or completed in this neighbourhood since financial year 2019/20. This equates to around seven 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. 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.

3.154 Accordingly, the policy seeks to regulate levels of student housing delivery, to better reflect Newham's higher education economy. The policy also prevents additional student housing delivery in the Stratford and Maryland neighbourhood, noting that the majority of pipeline and delivered student bed spaces in recent years have been provided within this neighbourhood. 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. Alongside delivering appropriately located accommodation, the policy also requires the delivery of affordable student bed spaces and looks to ensure that

community facilities in proximity of new student accommodation do not face undue pressures as a result of new student populations who require space to work and study.



Implementation

H8.1	<p>Part 1 of the policy sets out spatial requirements for the delivery of purpose built student accommodation. In all instances, purpose-built student accommodation provision should be linked to an existing Newham-based campus via a nominations agreement, as per part 3 of the policy. Accommodation should either be directed to campus developments within Newham, or to Town Centre locations that are well-connected by public transport. The exception to this is the Stratford and Maryland neighbourhood, where developments for purpose-built accommodation will only be permitted where they are replacing an existing facility. Developments within the Stratford and Maryland neighbourhood delivering purpose-built student 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.</p>
H8.2	<p>Affordable student accommodation is defined within 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 housing in line with the requirements of part 2 of the policy will be required to provide a detailed financial viability assessment, demonstrating why a policy compliant provision of affordable housing is not viable. This will be independently assessed by Newham's viability consultants. These developments will also be subject to review mechanisms as set out in Local Plan Policy BNF4.</p>
H8.3	<p>The majority of purpose-built student rooms are required to be secured through a nominations agreement with a Newham-based higher education provider. This agreement should be agreed prior to the commencement of above ground works on a development and will be secured via a development's legal agreement.</p>
H8.4	<p>Developments for purpose-built student accommodation should provide small scale community facilities to meet the needs of their student population proportionate to the scale of the development. These should be designed to primarily meet the needs of the students living in the proposed accommodation, but should consider options to allow for access for the wider population outside of term time. There is an exception to this requirement where existing facilities catering to the student population are within 1,200m of the development (a 15 minute walk) and have the capacity to meet the increased need from the new development, which would need to be evidenced as part of an application submission. These facilities could be, for example, within an existing campus development. Developments delivering new or expanded education floorspace alongside the provision of student accommodation should also meet the requirements of Policy CF4 . This policy contains specific requirements on providing access to other community uses outside of core hours.</p>

Monitoring

- Net completions of purpose-built student accommodation. No specific target, monitor for proportionately to conventional housing.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- BFN4: Developer contributions
- H3: Affordable housing
- H11: Housing design quality
- CF2: New and re-provided community facilities
- CF4: Education and childcare facilities
- J3: Protecting employment floorspace

London Plan 2021:

- E7: Industrial intensification, co-location and substitution
- H4: Delivering affordable housing
- H5: Threshold approach to applications
- H15: Purpose-built student accommodation

Policy H9: Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living

1. Developments that propose the loss of Houses in Multiple Occupation, Large Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living developments will not be resisted.
2. The loss of Houses in Multiple Occupation or Large Houses in Multiple Occupation secured as housing for Newham Care Leavers or people placed or due to be placed in emergency temporary accommodation by Newham Council under Policy H2.5 is only acceptable where the proposed use is family housing.
3. Developments for Houses in Multiple Occupation, Large Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living developments should include an appropriately detailed and resourced management plan.
4. Houses in Multiple Occupation (C4) or Large Houses in Multiple Occupation (sui generis) should be secured as a long-term additions to the supply of low-cost housing, by ensuring that rents are capped at the relevant Local Housing Allowance Shared Accommodation Rate for the area.
5. Large-Scale Purpose-Built Shared Living developments should deliver:
 - a. affordable housing in accordance with Policy H3, where accommodation is being delivered as part of a wider mix of tenures within the application boundary; or
 - b. a payment in lieu contribution towards conventional affordable housing. The payment in lieu contribution should secure a higher level of affordable housing provision than the 50 per cent strategic target sought by Policy H3.1.

Developments for Large-Scale Purpose-Built Shared Living that do not achieve a policy compliant level of affordable housing on site or provide a payment in lieu contribution towards conventional affordable housing are required to submit a detailed financial viability assessment with a Benchmark Land Value that uses an Existing Use Value plus premium approach.
6. 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.
7. Large-Scale Purpose-Built Shared Living developments should be under single management, with a minimum tenancy length of three months.
8. Town centre uses or community facilities provided within Large-Scale Purpose-Built Shared Living developments are only acceptable in suitable locations and if the facilities are publicly accessible.

Planning Obligations

- Capping of rents for Houses in Multiple Occupation (C4) and Large Houses in Multiple Occupation (sui generis) at Local Housing Allowance Rates will be secured via a development's legal agreement.
- 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 BNF4.
- Payment in lieu will be secured via an application's legal agreement and should result in the ability to secure a higher level of affordable housing provision than the 50 per cent strategic target sought by Policy H3.1.
- Management plans will be secured via a development's legal agreement.

Justification

3.155 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 and Large 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 and Large Houses in Multiple Occupation that are of a high quality and affordable to young people.

3.156 Policy H9 covers three types of shared accommodation, Houses in Multiple Occupation (C4), Large Houses in Multiple Occupation (sui generis) and Large-Scale Purpose-Built Shared Living (sui generis). Forms of shared accommodation that are more intensely occupied, namely Large Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living developments, are directed to 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 accommodation. Alongside locational requirements, the policy also requires that Houses in Multiple Occupation and Large Houses in Multiple Occupation contribute to the supply of low-cost housing. Large scale purpose built shared living developments are expected to deliver affordable housing, either as part of a wider mix of tenures or via a payment in lieu of affordable housing.

Implementation

H9.1	<p>Policy H9 includes requirements for different forms of multiple occupancy housing. These include:</p> <ul style="list-style-type: none"> • 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 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 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 accommodation can sometimes be referred to as 'co-living'. <p>Developments proposing the loss of existing Houses in Multiple Occupation, Large Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living developments will be supported in principle. The only exception to this is Houses in Multiple Occupation or Large Houses in Multiple Occupation secured as housing for Newham Care Leavers or people placed or due to be placed in emergency temporary accommodation by Newham Council. The loss of these forms of accommodation will be assessed under part 2 of the policy.</p>
H9.2	<p>Houses in Multiple Occupation or Large Houses in Multiple Occupation secured as housing for Newham Care Leavers or people placed or due to be placed in emergency temporary accommodation by Newham Council are homes that have previously been approved under the criteria of Policy H2.5, with the use for these groups having been secured via an application's legal agreement. Where these homes are proposed to be lost, the proposed use should be a family dwelling house (C3) with three or more bedrooms.</p>

H9.3	<p>Management plans should contain:</p> <ul style="list-style-type: none"> • management practices that minimise safeguarding risks; and • opportunities for residents to create and sustain social networks; and • measures that will minimise the accommodation’s amenity impacts; and • security and fire safety procedures. <p>For Large-Scale Purpose-Built Shared Living developments, the management plan should also include all of the following:</p> <ul style="list-style-type: none"> • 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. <p>Management plans will be secured via a development’s legal agreement.</p>
H9.4	<p>Developments for Houses in Multiple Occupation and Large Houses in Multiple Occupation are required to cap their rents at the relevant Local Housing Allowance Shared Accommodation Rate for the area. Local Housing Allowance Rates for an area can be found on the GOV. UK website: Local Housing Allowance Rates for the Newham Local Authority : DirectGov - LHA Rates (voa.gov.uk). The capping of a property’s rents will be secured through a legal agreement.</p>
H9.5	<p>The affordable housing requirements for Large-Scale Purpose-Built Shared Living will depend on whether Large-Scale Purpose-Built Shared Living is being delivered as part of a wider mix of tenures within an application’s boundary. If a wider mix of tenures are being proposed, then developments are expected to deliver affordable housing in accordance with the requirements of Policy H3 of the Local Plan.</p>

	<p>If Large-Scale Purpose-Built Shared Living is being delivered as the sole tenure on site, then developments are expected to deliver a payment in lieu contribution towards conventional affordable housing provision, at a higher level of affordable housing to Newham’s 50 per cent strategic affordable housing target.</p> <p>Developments that fail to provide affordable housing in line with the requirements of part 5a of the policy or provide a payment in lieu contribution towards conventional affordable housing will be required to provide a detailed financial viability assessment. This will be independently assessed by Newham’s viability consultants. These developments will also be subject to review mechanisms as set out in Local Plan Policy BNF4.</p>
H9.6	<p>Part 6 of the policy includes requirements for the location of more intensely occupied forms of multiple occupancy housing. These include Large Houses in Multiple Occupation 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. For the purposes of H9.6, major roads are key arterial routes and local and destination routes set out within the borough’s Sustainable Transport Strategy.</p>
H9.7	<p>These details should be set out in a development’s management plan, which will be secured via a legal agreement.</p>
H9.8	<p>Suitable locations are those which are defined as acceptable for town centre uses under Local Plan Policy HS2, Policy HS3 and community facilities under Policy CF2.</p>

Monitoring

- Net completions of Houses in Multiple Occupation, Large Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living developments. No specific target, monitor proportionately to conventional housing.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- BFN4: Developer contributions
- H2: Protecting and improving existing housing
- H3: Affordable housing
- H11: Housing design quality
- HS2: Managing change within Town and Local Centres
- HS3: Edge-of-Centre and Out-of-Centre retail, restaurants, cafes and services
- CF2: New and re-provided community facilities

London Plan 2021:

- H4: Delivering affordable housing
- H5: Threshold approach to applications
- H6: Affordable housing tenure
- H16: Large-Scale Purpose-Built Shared Living

Policy H10: Gypsy and Traveller accommodation

1. The site outlined on the Local Plan Policies Map is safeguarded as a site for Gypsy and Traveller accommodation.
2. Developments that propose accommodation for Gypsies, Travellers and Travelling Showpersons, including those for new sites and pitches, will be supported where they meet identified need.
3. Developments that propose accommodation to meet these needs of Gypsies, Travellers and Travelling Showpersons 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 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 will not result in any unacceptable impact on the capacity and environment of the highway network; and
- e. the site is in a sustainable location, suitable for residential development and in reasonable proximity to relevant services and facilities, including transport, education, healthcare and other relevant community infrastructure provision.
4. Developments that propose accommodation to meet the needs of Gypsies, Travellers and Travelling Showpersons should:
 - a. provide an appropriately detailed management plan; and
 - b. demonstrate that quality standards have been agreed in consultation with representatives of the local Gypsy, Traveller and Travelling Showpeople community.

Planning Obligations

- Financial and/or non-financial planning obligations may be required to secure the maintenance and management of a site and its infrastructure. This will be secured via a development's legal agreement.

Justification

3.157 Policy H10 seeks to ensure that the housing needs of Gypsy, Traveller and Travelling Showpersons' 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" (the 'planning definition'). The Planning Policy for Traveller Sites requires Local Planning Authorities to identify sufficient sites to meet any need identified for Gypsies and Travellers falling within the planning definition across their plan period.

3.158 However, the planning definition excludes those members of the Gypsy and Traveller community who have ceased to travel permanently. This includes the majority of those who consider themselves part of the Gypsy and Traveller community in Newham. While the restrictive nature of the planning definition excludes members of the Gypsy and Traveller community who have ceased to travel permanently, the borough has a duty to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed, or places

on inland waterways where houseboats can be moored under housing legislation. Romany Gypsies, Irish and Scottish Travellers may also be able to claim a right to culturally appropriate accommodation under the 2010 Equality Act.

3.159 Newham’s latest evidence of Gypsy and Traveller accommodation needs found that there was no need for new pitches for households that meet the Planning Policy for Traveller Sites definition of Gypsies and Travellers. However, the study found a need for 23 pitches for households that did not meet the Planning Policy for Traveller Sites definition. Accordingly, 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.

Implementation

H10.1	Any development brought forward on the safeguarded site for uses other than Gypsy and Traveller accommodation will be refused.
H10.2	<p>Developments proposing accommodation to meet these needs of Gypsies, Travellers and Travelling Showpersons should demonstrate need for the accommodation being proposed. Accommodation can meet the needs of members of the community whose accommodation needs are considered under the Planning Policy for Traveller Sites or members of the community who accommodation needs fall outside the scope of the Planning Policy for Traveller Sites.</p> <p>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.</p>
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	<p>A site’s 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. It may be necessary for financial and non-financial planning obligations to be agreed to secure the maintenance and management of a site’s infrastructure.</p> <p>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 engagement with representatives of Newham’s local Gypsy, Traveller and Travelling Showpeople communities.</p>

Monitoring

- Net completions of Gypsy and Traveller accommodation. No specific target, monitor proportionately compared to need identified in the Gypsy and Traveller Accommodation Assessment.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

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

London Plan 2021:

- H1: Increasing housing supply
- H14: Gypsy and Traveller accommodation
- S112: Flood risk management

Policy H11: Housing design quality

1. All new housing development should be designed to:
 - a. locate building structural elements to enable internal reconfiguration and avoid irregular geometry that limits reconfiguration of internal layouts. A minimum of two alternative furniture layouts should be possible for each habitable room; 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:
 - i. maximising internal levels of daylight through orientation, articulation and incorporation of breaks in massing; and
 - ii. ensuring that where poor external conditions including noise and visual amenity exist on one frontage, homes have an alternative aspect and private external amenity spaces are located on an aspect with better environmental conditions; and
 - iii. ensuring living areas and kitchen dining spaces receive direct sunlight for at least two hours a day; and
 - c. provide shared circulation areas, such as hallways and stairway landing areas, wide enough to accommodate informal social interaction and active uses such as play areas or seating.
2. All new conventional 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 open space (as set out in London Plan (2021) Guidance or subsequent updates); and
 - b. minimise the number of private outdoor amenity spaces accessed from bedrooms in family-sized dwellings; and
 - c. locate any ground floor bedrooms to the rear of dwellings; and
 - d. ensure the number of dual-aspect homes are maximised, including all three or more bedroom dwellings; and
 - e. avoid single-aspect units, particularly where these are north-facing; and
 - f. locate private amenity spaces away from major routes; and
 - g. incorporate private winter gardens or adequately sheltered amenity space into apartments above seventh storey level.
3. New developments of housing other than conventional housing should achieve the following applicable quality design standards:
 - a. Specialist and supported accommodation providing care should:
 - i. meet Care Quality Commission criteria or any subsequent updates or replacements where relevant; and
 - ii. meet the Council's Housing Support Approved Accommodation Standards or any subsequent updates or replacements where relevant; and
 - iii. provide sufficient space for care workers to undertake personal care in the bathroom and main bedroom where relevant.
 - b. Temporary accommodation should be designed to meet Setting the Standard Temporary Accommodation Inspection Service Ranking of Grades A, B or C.
 - c. Older persons' care homes should incorporate dementia friendly design.
 - d. Housing for older people should provide:
 - i. Sufficient storage space and charging facilities for residents' mobility scooters; and
 - ii. pick up and drop off facilities, close to the principal entrance, suitable for taxis (with appropriate kerbs), minibuses and ambulances.
 - e. Houses in Multiple Occupation, Large Houses in Multiple Occupation and Large-Scale Purpose-Built Shared Living should:
 - i. Meet 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 a minimum of 5m² of internal communal space per resident arranged so as to provide sufficient and convenient access for all residents.
- f. 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. private rooms of between 27-32m² and wheelchair adapted rooms should be a minimum of 33m². Where private room floorspace of below 30m² is provided this should be compensated for via increased space provision in internal communal areas; and
 - iii. communal outdoor spaces for residents of no smaller than 50m².
4. Major housing 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 units or private rooms (if not self-contained) and 1m² for each additional 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. be programmable spaces; and
 - d. avoid external spaces that face onto major roads with higher levels of noise and air pollution; and
 - e. provide enclosed or protected communal amenity spaces protected from wind and the elements, for example courtyards or roof terraces, where these are delivered above seventh storey level; and
 - f. provide onsite play provision in accordance with both the requirements of London Plan (2021) Policy S4 and Local Plan Policy GWS5.
5. High-density developments, as defined in Policy D5, should incorporate at least one accessible communal amenity internal/sheltered space(s) of 50m² for the first ten units and 1m² for each additional unit, up to 200m² net floorspace.
6. Developments which include affordable housing should ensure:
- a. affordable housing is of an equivalent quality to private accommodation in terms of its location, orientation, proportion, external appearance, communal entrances and amenity areas; and
 - b. access to any on-site services and facilities are provided via a membership model, available to all residents, with access for residents living in affordable accommodation being of a comparable cost to using a Council facility.
7. All new homes should meet requirement M4[2] of Building Regulations Approved Document M (for 'accessible and adaptable dwellings') as a minimum and ten per cent of homes in new residential developments should meet the enhanced requirement M4[3] of Building Regulations Approved Document M (for 'wheelchair user dwellings').
8. Purpose-built student accommodation, Large-Scale Purpose-Built Shared Living and housing for older people should provide ten per cent of private rooms as wheelchair accessible accommodation, including access to a wheelchair-accessible wet room.
9. Developments delivering social rented homes that are wheelchair user dwellings should design these homes to meet Building Regulation M4[3](2) (b) standard (wheelchair accessible dwellings).
10. 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 prior to developments that deliver wheelchair user homes below the policy target set out in part 7 above.

11. Developments including affordable wheelchair user dwellings (Part M4[3]) should be designed to provide:
 - a. a mix of unit sizes within the development that are affordable wheelchair user dwellings (Part M4[3]) and all such units contain only double and not single bedrooms; and
 - b. where feasible, two lifts, where such units are provided on upper floors; and
 - c. a layout that allows sufficient room for turning circles when furniture layouts are taken into consideration; and
 - d. a layout that avoids long corridors with unpowered heavy communal doors; and
 - e. a layout that avoids long travelling distances from units to blue badge parking bays.



Table 13: Application of Policy H11 to different accommodation types

	General needs housing	Supported and specialist housing	Housing for older people	Purpose-built student accommodation	Houses in Multiple Occupation	Large Houses in Multiple Occupation	Large-Scale Purpose-Built Shared Living
H11.1	✓	✓	✓	✓	✓	✓	✓
H11.2	✓		✓ If proposing sheltered or extra care housing				
H11.3		✓	✓		✓	✓	✓
H11.4	✓	✓	✓	✓		✓	✓
H11.5	✓		✓ If proposing sheltered or extra care housing				
H11.6	✓		✓	✓			✓
H11.7	✓		✓ If proposing sheltered or extra care housing				
H11.8			✓ If proposing non-self contained accommodation with private rooms	✓			✓
H11.9	✓		✓				
H11.10	✓		✓ If proposing sheltered or extra care housing				
H11.11	✓		✓ 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 accommodation being of a comparable cost to using a Council facility. This will be secured through a development’s legal agreement.

Justification

3.160 Policy H11 ensures that housing developments are designed for long term comfort and flexibility, and ease of maintenance. The design of homes should improve residents’ 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 affordable housing, securing high quality housing delivery 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 adapted social rent homes will help to meet the needs of people on the Council’s waiting list for wheelchair adapted accommodation.

Implementation

H11.1	<p>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. They apply to all new housing developments, including homes created from subdivision, conversion or new builds.</p> <p>Alternative layouts should demonstrate that homes can adjust to residents’ changing lifestyles over time (for example an office that could be converted to a bedroom). Developments should maximise non-load bearing walls to allow for potential future reconfiguration. Drawings should illustrate alternative furniture layouts that maintain circulation and views out.</p> <p>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 dwelling’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).</p> <p>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.</p> <p>Shared circulation areas should be designed to allow sufficient space for use by wheelchair users and people with reduced mobility.</p>
H11.2	<p>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 open space. This includes the requirement to provide built-in storage within a dwelling for the storage of household items. 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.</p>

Bedrooms on the ground floor should be located to the rear of a dwelling, with other habitable spaces to the front of the dwelling to allow for sight of the public realm. This layout should also afford privacy for bedrooms. Bedrooms on the ground floor should consider providing ensuite facilities to allow for use by people with reduced mobility. Private outdoor amenity spaces accessed from bedrooms in family-dwellings should be minimised to protect the safety of any young children living in the property.

Typically, habitable rooms within conventional dwellings should be designed to allow for the potential use as a bedroom. 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.

In seeking to avoid the providing single-aspect, north-facing units, typologies such as gallery access units, maisonettes or larger through-units should be considered along north-facing facades.

Above the seventh storey, private amenity spaces should be semi recessed to offer year-round use and the benefits of amenity space including natural surveillance, natural light, shelter and privacy.

H11.3

When designing supported and specialist accommodation, applicants should consult with relevant London Borough of Newham commissioning teams about the quality of proposed accommodation 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](#).

Providing dementia-friendly design should build upon best practice set out in guidance.¹⁴ Legible signage, tactile paving and hearing loops can aid residents' navigation through care homes.

Alongside the standards set out within part three of the policy, applicants providing specialist and supported accommodation are also encouraged to review good practice design guidance related to the accommodation type they are providing. For example, the Kingwood Trust, the Helen Hamlyn Centre and BEING have produced good practice design guidance on housing for adults with autism.¹⁵ 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 accommodation, for example providing a room where carers can sleep outside of dedicated offices.

For the purposes of H11.3.e.iv internal communal spaces should be used to accommodate kitchen facilities, dining space, internal communal spaces and living areas. In addition to the required 5m² of internal communal space per resident, applicants should provide laundry facilities, space for the concierge service, external communal space (in line with part 4 below), circulation space and cycle storage. Applicants can also opt to provide additional facilities such as recreation or entertainment spaces, workspace and additional toilet facilities. Developments should include at least one refuse space, dishwasher and fridge per 20 residents. The requirement for 1m² built in storage under H11.3.e.iii should be provided in addition to the requirements for a minimum of 5m² internal communal space required per resident.

H11.4

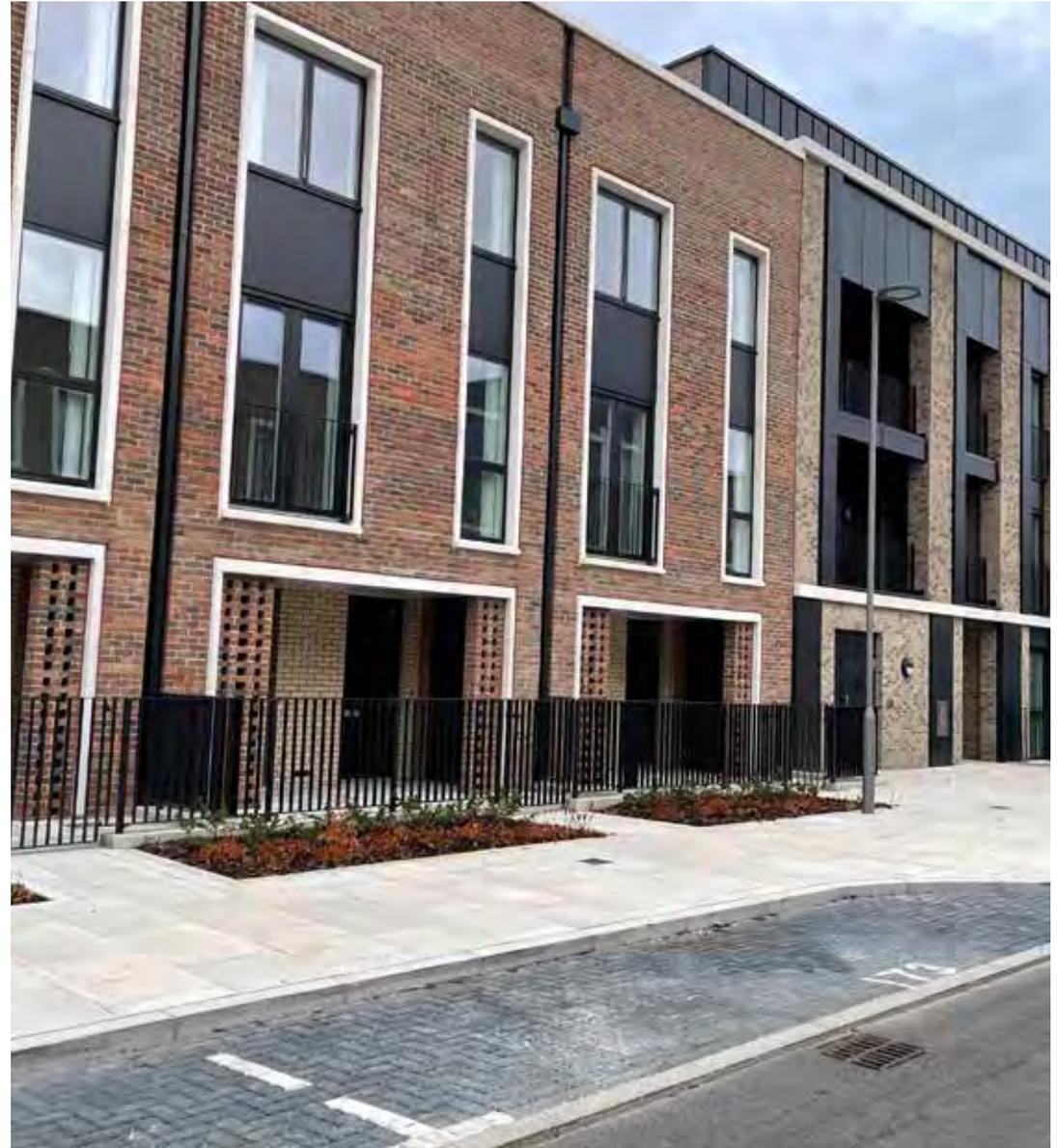
While the policy sets the expectation that major residential developments will deliver communal external amenity space, it is recognised that some smaller major developments may not be able to provide both private and communal spaces dependent on the scale of a site. Accordingly, applicants should justify any deviations from this policy requirement within an application's supporting documentation. It is not

¹⁴See [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)

¹⁵[A. Brand Living In The Community – Housing Design For Adults With Autism](#) (2010)

	<p>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.</p> <p>External communal space should be provided as one or two aggregated spaces rather than small outdoor spaces in different locations. 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.</p> <p>For the purposes of H11.4.d, major roads are key arterial routes and local and destination routes set out within the borough's Sustainable Transport Strategy.</p>	<p>H11.7</p>	<p>Provision of wheelchair user dwellings (Part M4[3]) should be directed towards local need. It is expected that prior to the submission of major applications, or minor applications delivering M4[3](2)(b) homes, that engagement is undertaken with the Council's Housing Occupational Therapist. They can provide further information on the size, tenure, and demand for wheelchair user adapted homes, and such information should help inform the mix and distribution of wheelchair adapted dwellings provided within a development.</p> <p>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) units. Applicants should provide drawings of indicative furniture layouts and measurements (in m²) to ensure convenient use for residents who use a wheelchair.</p> <p>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 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.</p>
<p>H11.5</p>	<p>This space should be easily accessible to all residents of the development and be designed for flexibility to foster a range of social activities, including space for co-working or small gatherings. Its operation should be programmed and managed as part of the wider place management. These spaces can be incorporated into a publicly accessible community centres where suitable, in line with the requirements of policies HS2, HS3, CFI and CF2.</p>	<p>H11.8</p>	<p>Like developments for conventional housing, it is expected that 10 per cent of rooms are delivered as wheelchair accessible accommodation. Applicants should provide drawings of indicative furniture layouts and measurements (in m²) to ensure convenient use for residents who use a wheelchair.</p>
<p>H11.6</p>	<p>It is not necessary to provide an internal 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.</p> <p>The comparable cost of a Council facility should be determined by reviewing the nearest Newham-run facility or facilities to a development site. The requirements of H11.6.b should be secured through a development's legal agreement.</p>		<p>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 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.</p>

- H11.9 As the mix and distribution of wheelchair adapted dwellings provided within a development will have been informed through discussions with the borough's Occupational Therapist, it is expected that any M4[3](2)(b) homes delivered through a development should be allocated to individuals on the borough's waiting list for affordable wheelchair adapted dwellings. M4[3](2)(b) units should be clearly indicated within the application submission, with the design allowing for swift occupation of the units on the completion of a development.
- H11.10 It is recognised that in some instances, for example areas of high flood risk, site constraints may preclude wheelchair adapted accommodation being delivered on the ground floor of a development. 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.
- H11.11 Applicants should demonstrate how they have addressed the criteria of part 11 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. Applicants should also demonstrate how the detrimental impacts of these design choices have been mitigated. For example, M4(3) units may be accessible from the ground floor where only one lift is provided, or unit 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).



Monitoring

- Delivery of wheelchair homes and number of households housed each year in wheelchair adapted homes (by size). Target: 10 per cent of housing completions (by development) meet Part M4(3). No specific target for households housed.
- Number of people waiting for a wheelchair adapted home by number of bedrooms required, and average waiting times. Target: no specific target, should be decreasing.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

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

Policy Links

Draft Local Plan 2022:

- D5: Living well at high density
- H1: Meeting housing needs
- H2: Protecting and improving existing housing
- H5: Build To Rent housing
- H6: Supported and specialist housing
- H7: 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
- CFI: Existing community facilities
- CF2: New and re-provided community facilities
- 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

3.161 Newham's green and water spaces are much loved and valued. 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.

3.162 These are referred to as the borough's green and water spaces, and are collectively described as open space'. Newham has some great parks, open spaces and 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.

3.163 With a total of 923 hectares¹⁶ of open space, which includes the borough's 333 hectares of water spaces, Newham has a rate of provision for all open space of 2.57 hectares per 1,000 residents. This is a precious, but a scarce resource that provides multiple benefits.

3.164 Green and water spaces give a home to wildlife, promote good soil structure and provide connections to help support biodiversity. Newham's [Climate Emergency Action Plan](#) (2020) and the borough's health and wellbeing strategy, [Well Newham, 50 Steps to a Healthier Borough](#) (2020) recognise the important role open spaces play in helping address the climate emergency. 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.

3.165 Open space also enhances the quality of our lives and makes Newham a more attractive and safer place. Easy and fair access to open space is important. 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.

3.166 Children, young people and adults need safe spaces for play and recreation which allow for the freedom to explore. This could be a park, a playground, an imaginative footpath or another form recreation area.

3.167 Newham's open spaces offer opportunities for social interaction and, in a densely populated borough, give a valued link to the 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.

3.168 This chapter addresses the protection and enhancement of existing green and water spaces (quantity, quality, function, access, and connectivity), 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. It also seeks provision of publicly accessible play and informal recreation.

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**



¹⁶ 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.

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 open space to ensure there is no net loss, except where it meets the criteria set out in part 2 below; and
 - b. maintaining the open character of Metropolitan Open Land 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 open space; and
 - d. ensuring development next to green space does not negatively impact its functionality, quality and accessibility; and
 - e. maximising opportunities to deliver new and improved open space (including playing pitches and ancillary sporting facilities), with particular focus on the locations in table 14 which will experience the highest level of need over the plan period; and
 - f. requiring all development to consider from the outset 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
 - g. requiring major development to demonstrate an integrated approach to green infrastructure in a Design and Access Statement.

Table 14: Open Space Deficiency

Category	Open space sub category	Under-provided Wards (pre-2022)
Parks and Gardens	Regional	All Wards other than parts of Stratford and New Town, Manor Park, Little Ilford and Canning Town North
	Metropolitan	All Wards other than parts of Stratford and New Town, Manor Park, Little Ilford, Canning Town North and Canning Town South
	District	All Wards other than West Ham, Green Street West and parts of Stratford and New Town, Forest Gate South, Green Street East, Custom House and Beckton
	Local	Forest Gate North, Forest Gate South, Green Street West and parts of Beckton, Stratford and New Town and Canning Town North
	Small	All Wards apart from parts of Stratford and New Town, Forest Gate North, West Ham, Plaistow North , Canning Town North and Canning Town South
	Pocket	All Wards apart from parts of Stratford and New Town, Plaistow North, Canning Town North, Canning Town South and East Ham South
Natural and semi-natural	N/A	All Wards other than parts of Beckton, Custom House, Canning Town South, East Ham South, Wall End, East Ham Central and Boleyn
Community growing space	N/A	East Ham Central, East Ham North, Forest Gate North, Forest Gate South, Green Street East, Green Street West, Manor Park and Royal Docks

2. Developments on open space (excluding Metropolitan Open Land) will only be supported in exceptional circumstances where:

- a. it will not create or increase open space deficiency (at any scale); and
- b. replacement open space is provided in Newham, which provides equivalent or better functionality, quality and quantity is provided in the existing 15-minute neighbourhood or in an area of identified open 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 an open space by:
 - i. delivering a high standard of design which complements the character and appearance of the open space; and
 - ii. improving the function of the open space while not having a negative impact on wildlife and biodiversity; and
 - iii. being designed for people of all ages and physical abilities.

3. Development referable to the Mayor of London, or where a specific green or water space need has been

identified by the Council, is required to provide on-site publicly accessible open space.

4. Where a development is providing publicly accessible open space, it should:
- a. deliver welcoming spaces with a high standard of design which complements the local character; and
 - b. be co-designed in consultation with local people, early on in the development of an application, to bring local views and voices 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 (see Policy GSW3); and
 - e. demonstrate how landscaping choices respond to the climate emergency; and
 - f. demonstrate how the scheme improves local air quality, through species selection and the layout of landscape features; and
 - g. integrate Sustainable Urban Drainage Systems (see Policy CE7); and
 - h. be designed to be enjoyed by people of all ages and physical abilities; and
 - i. integrate play and space for informal recreation (see Policy GWS5); and
 - j. integrate food growing opportunities, where feasible and practical; and
 - k. incorporate off-lead dog play and exercise space, where space allows.

5. It is expected that new open space on site allocations or space which will function as a local park will to be transferred into the Council's ownership. A commuted sum, to cover the cost of maintenance over a period of 15-year, will be secured through a legal agreement. Where it is agreed that the publically accessible open 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 implemented through a legal agreement.



Justification

3.169 Newham's open spaces are highly treasured by those living in the borough, and parts of the borough appear to be very leafy and green, however the overall provision of publicly accessible space in Newham is low, with a rate of just 0.71 hectares per 1,000 residents, which is far below neighbouring boroughs. The borough currently experiences shortfalls in publicly accessible open space, areas for growing food and play space.

3.170 Open space is also very 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 2.23 hectares per 1,000 residents, significantly above the borough average (0.71 hectares per 1,000 residents). In contrast, Canning Town South has a rate of just 0.21, well below the borough average¹⁷.

3.171 Wards across the north-east of the borough (Forest Gate North, Manor Park and Little Ilford) across the east of the borough (parts of East Ham North, Wall End East Ham South and Beckton), the south of the borough (parts of Royal Docks and Custom House) and the centre of the borough (Plaistow South and Canning Town South) have poor levels of accessibility to all typologies of publicly accessible greenspace.

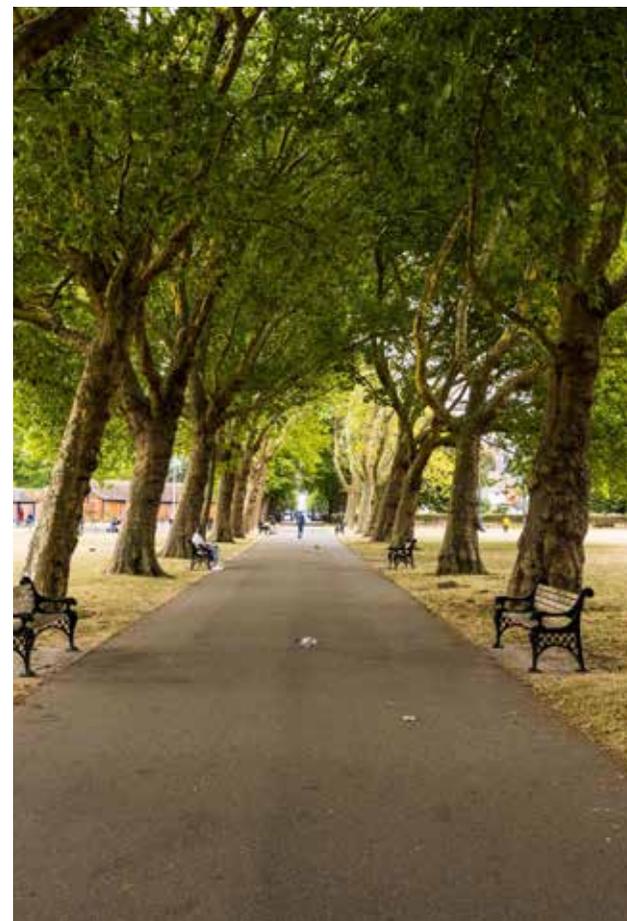
3.172 Over the Plan period Newham's population is projected to increase by just over 27 per cent. Assuming that open space provision remains the same (i.e. current provision is sustained and no new publicly accessible greenspace sites area added) publicly accessible greenspace in Newham will fall to 0.56 hectares per 1,000 residents in 2038.

3.173 If Newham is to enjoy the same, or greater, level and quality of provision over the next 15 years, we need to deliver more publically accessible green space. Just to sustain provision at the 2022 standard we will need to create 70 hectares of additional publicly accessible greenspace.

3.174 Newham has 14 allotments and growing area spaces with a total area of 16.81 hectares. The National Allotment Society recommends the provision of 0.125 hectares per 1,000 resident. The borough currently provides 0.047 hectares per 1,000 resident. Both the current and projected rates of provision in 2038 are below the recommended standards. Spaces for food growing 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.

3.175 With a relatively low level of open 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 opportunities for activities to take place in it can encourage more physical activity and benefit social connection and mental health.



Implementation

GWS1.1 The Local Plan seeks to protect all existing open 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.

For the purpose of the Local Plan, open space means spaces in either public or private ownership, which can have unrestricted access, partially-restricted access or restricted access. 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 but does exclude private residential gardens.

Over the Plan period we will:

- maintain 0.71 hectares per 1,000 resident of publicly accessible open space
- maintain 0.047 hectares per 1,000 resident of allotment and community garden space.

The Plan's site allocations give further detail where new publicly accessible open space should be delivered.

Areas experiencing public open space and allotment deficiency are set out in the Interim Green and Water Spaces Strategy (2022).

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. 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. Housing estates can also play a role in the creation of green links.

Major development proposals should demonstrate in a Design and Access Statement how the scheme takes an integrated approach to green infrastructure. Applicants 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 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 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/>.

GWS1.2 It is important that everyone living in Newham has the opportunity to access open space within walking distance from their home. This is a key part of delivering successful 15-minute neighbourhoods.

Public open space is defined as per the categories in Table 8.1 of the London Plan (2021) and include:

- 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 (less space per 1,000 resident) 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 open space should be provided on site. If this is not possible, replacement space should be directed to its existing 15-minute 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 existing 15-minute neighbourhood it must be directed to an area experiencing open space deficiency.

Many of Newham's housing estates include areas of 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 contact with 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 greenspace 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 may be appropriate to allow a net loss of open 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.

GWS1.3 Applications for development referable to the Mayor of London, or where a specific green or water space need has been identified by the Council will be required to provide publicly accessible open space.

We will always seek new publicly accessible local parks and open spaces (2 ha), where space allows. However, the creation of small green 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 steppingstones to complement our larger green spaces. Examples include, but are not limited to:

- the development of new pocket parks to serve the needs of 15-minute 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 food growing opportunities.
- the creation of new publicly accessible roof gardens where space at ground level is especially limited.

GWS1.4 Applicants should refer to the priorities and open space needs set out in Newham's Green and Water Spaces Strategy (emerging). The Strategy (emerging) should be consulted early in the development process, 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.

New open space should normally be provided as green open space. New or improved hard landscaped public space, such as a public square, may be considered appropriate in certain areas. This will be assessed on a case-by-case basis. Where green public open 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 open space:

High quality and welcoming

- be distinctive and welcoming – encouraging people to stay
- be designed and managed to meet diverse and changing needs of Newham's population
- 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

- GWS1.4
- provide shade, shelter, and lighting suitable to the local environment
 - 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 to population groups who are least often heard by the council, who use open 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 emerging Green and Water Spaces Strategy to enhance access to key destination points (Town Centres, community facilities and publicly accessible open 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
- integrate the active travel network with the parks and green spaces – creating improved paths for walking and cycling
- routes should be designed to enable room for safe physical distancing, to enable people to safely use space should there be another airborne pandemic
- cycle and pushchair storage

GWS1.4 Biodiversity (see also 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 to improve habitat for wildlife
- provide trees, bushes and other plants which will thrive in the local conditions, will attract wildlife, provide interest and shade

Climate emergency

- maximise sustainability benefits, including urban cooling, provide shading and sustainable drainage, including the use of permeable surfaces, 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

Air quality (see also 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 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 benefits.

Play and informal recreation (see also Policy GWS5)

- accommodate and encourage physical activity for all, promoting walking, cycling and social interaction

GWS1.4

- provide shade and shelter
- 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 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 growing

- Maximise opportunities to provide and improve access to food growing

Dogs

- Where space allows, the provision of areas for dogs to run, explore and play off lead provides an opportunity which many dogs living in urban areas are unable to easily experience. Designing in specific areas to allow dogs to be off lead provides space to ensure dogs and have access to outdoor areas to support their wellbeing.

The way that spaces and developments are managed has a critical impact on how they are used. Without appropriate management, even the best designed spaces will fail their users. 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.

Monitoring

- Maintain 0.71 Hectares of publicly accessible open space per 1,000 residents.
- Maintain 0.047 Hectares of allotment and growing space per 1,000 residents.
- Publicly accessible open space losses and gains (approved applications). Target: should be positive or steady.
- Publicly accessible open space losses and gains (delivered). Target: should be positive or steady.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- [Interim Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust \(2022\)](#)
- [Emerging, Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust. The full strategy will include guidance on how to assess functionality, quality and accessibility of open space.](#)
- Greenspace Information for Greater London CIC data records.
- [Characterisation Study, Maccreanor Lavington with New Practice, Avison Young and GHPA \(2022\)](#)
- [Air Quality Action Plan 2019 – 2024, Newham \(2019\)](#)
- [Climate Emergency Action Plan, Newham \(2020\)](#)
- Emerging Playing Pitch Strategy. This strategy will provide a robust and up to date assessment of

the needs playing pitches across the borough. Reflecting Sport England and National Planning Policy Framework requirements, the assessment will allow us to meet the needs of local communities through the provision of accessible and high quality facilities, directed to the neighbourhoods which require them.

Policy Links

Draft Local Plan 2022:

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

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, Riverside Strategy and the relevant Marine Plan.
2. Development in, adjacent to, or affecting, water space should:
- a. not result in the loss or covering of any water space unless it is a water-related or water-dependent use; and
 - b. not harm the openness of the water space and respond sensitively to the wider landscape setting. There should be no negative impacts on the existing water space network, including navigation, biodiversity, water quality, visual amenity, the character, and heritage value; and
 - c. protect and where possible improve access points to water spaces, walking and cycling routes, wayfinding, and links to the existing transport network; and
 - d. improve the safety and public use of the borough's water spaces by providing active frontages to improve surveillance

and riparian lifesaving equipment, where appropriate; and

- e. provide suitable setbacks from water space edges to mitigate flood risk and to allow waterside walkways and cycle paths where possible; and
 - f. contribute to the improvement of flood defences and river walls where necessary, preferably through a softer approach to flood management (see Policy CE7); and
 - g. demonstrate an integrated approach to water infrastructure in a Design and Access Statement.
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 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; 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

3.176 Newham's waterways provide habitats for wildlife, help mitigate the urban heat island as well as offering unique views of water which gives the borough its specific identity.

3.177 Newham's waterways also provide significant and unique opportunities for leisure uses and activities both on and around the water. These different uses need to be balanced with the intrinsic natural value of the waterways.

3.178 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.

3.179 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, rivers can also provide a vital cooling effect.

3.180 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

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.

Development should, where possible, include open spaces and Sustainable Urban Drainage Systems and look to enhance the water environment and preserve buffer zones (see Policy CE8). Any planting schemes should include only species suited to the on-site conditions and be managed appropriately to achieve maximum benefit for biodiversity and river health.

GWS2.2 Development in proximity to water space should work with the Council and our partners (including the Port of London Authority, the Canal and River Trust and the Environment Agency), landowners and the community.

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. Overshadowing reduces the recreational and biodiversity value of water space.

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.

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.

Opportunities to improve public access to and along the borough's water spaces, particularly where access is currently restricted, 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).

The edges of water space are an extremely important part of the functioning of water space as ecosystems, open 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 meter 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 meters should be in place to help preserve their value for wildlife.

River re-naturalisation will be encouraged (see Policy CE7), 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 where 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).

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.

GWS2.4 We will work in partnership with the Port of London Authority and the Canal and River Trust 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
- Waste management (for example rubbish and sewage disposal)
- Air quality
- Supply of adequate electricity
- Supply of fresh water



Monitoring

- Improve access to water space (loss or gain from previous year). Target: should be positive or steady.
- River water quality. No specific target, should be improving in line with broader London trends where data is available.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- [Interim Green and Water Spaces Strategy, JSA with LWT \(2022\)](#)
- Emerging Green and Water Space Strategy, JSA with LWT. The full strategy will include guidance on opportunities to improve access to and quality of Newham's water spaces.
- [Characterisation Study, Maccreanor Lavington with New Practice, Avison Young and GHPA \(2022\)](#)
- [Interim Built Leisure Facilities Needs Assessment, Strategic Leisure \(2022\)](#)
- [Newham Sustainable drainage design and evaluation guide \(2020\)](#)
- E2100 Plan, Environment Agency (2012)
- 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)

Policy Links

Draft Local Plan 2022:

- GWS3: Biodiversity, urban greening, and access to nature
- CE6: Air quality
- CE7: Managing flood risk
- CE8: Sustainable drainage

London Plan 2021:

- S14: Waterways – strategic role
- S16: Waterways – use and enjoyment
- S17: Protecting and enhancing London's waterways
- SI 4: Managing heat risk
- SI 1 Improving air quality
- SI 13 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. 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 the same or 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 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 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 Public Safety Zone, whilst also ensuring that the airport is appropriately safeguarded from bird strike; and
 - f. demonstrating, through a Management Plan, how existing and new areas of biodiversity value will be maintained.
2. Major development, and 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 open space and 'living building' features proposed should be shared with the Council and Greenspace Information for Greater London CIC.
3. Development in areas deficient in access to nature should seek to 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 seek to deliver:
 - a. habitat creation onsite and/or in locations accessible to residents and wider public; and
 - b. environmental interpretation materials to provoke curiosity, attention, and interest in 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 should deliver a Biodiversity Net Gain of at least 10 per cent, secured in perpetuity (at least 30 years), especially those sites that are adjacent to a Site of Importance for Nature Conservation or which could strengthen or better connect to an existing green corridor.
5. Development should meet the London Plan (2021) Urban Greening Factor or a bespoke Newham 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 minimised 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:
- developments of new net additional residential homes contributing towards the delivery of the agreed Strategic Access Management and Monitoring Strategy; and
 - developments of new net additional residential homes contributing to the provision of Suitable Alternative Natural Greenspace.

Justification

3.181 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.

3.182 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.

3.183 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 food growing.

3.184 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 open spaces.

3.185 Epping Forest, located outside of the borough, to the north of Manor Park, is the largest open 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 the Forest. Newham has been working with 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 Living building elements enhance biodiversity, examples of living building elements include, but are not limited to:
- green and brown roofs
 - green walls
 - bird nest 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.

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 'steppingstones'. This is habitat that allows some species to move through the urban environment. This supporting habitat also provides wildlife 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.

GWS3.2 Applicants should carry out ecological surveys and assessments for major developments, 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.

Ecological assessments must be developed from the earliest stages of the pre-application process and should demonstrate as a minimum how the resource will be retained, enhanced and if necessary restored.

The ecology assessment should include:

- a. information assessing the characteristics and situation of the site; and
- b. 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 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.

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.

GWS3.3 In many parts of Newham residents do not have adequate access to the natural environment as they live more than 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.

	<p>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, wildflower planting can help engage local communities positively in new developments. It can ensure best use of green and water spaces; and it can help to foster a sense of local pride by helping people to visualise the meaning and significance of new habitats within developments.</p>	<p>GWS3.6 The presence of a protected species or habitat is a material planning consideration where a development is likely to result in harm. Species of Conservation Concern in London and Species of Principal Importance in England, as identified under section 41 of the Natural Environment and Rural Communities Act.</p>
<p>GWS3.4</p>	<p>Urban greening should be a fundamental element of site and building design and delivered on site, as part of a proposed development.</p> <p>The Urban Greening Factor is a method for expressing the quality, function and quantity of urban greening proposed as part of an application. By setting a minimum target, it aims to ensure that urban greening is a fundamental element of site and building design.</p>	<p>GWS3.7 Under the Conservation of Species and Habitats Regulations 2017 (as amended) the Newham Council is a “competent authority” working with other competent authorities to decide whether or not a plan or project can proceed having undertaken the following “appropriate assessment requirements” to:</p> <ul style="list-style-type: none"> • determine whether a plan or project may have a significant effect on a European site; • if required, undertake an appropriate assessment of the plan or project; • decide whether there may be an adverse effect on the integrity of the European site in light of the appropriate assessment.
<p>GWS3.5</p>	<p>Biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. Development proposals must aim to secure a net gain in biodiversity value, with a clear priority for on-site measures. Development should use the latest DEFRA 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.</p> <p>A 30 year Management Plan should be submitted detailing how the post-development biodiversity values of the site and any supporting off-site mitigation will be achieved. 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. Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) will have to deliver at least 10 per cent biodiversity net gain from an as yet unconfirmed date, expected to be in November 2023.</p>	<p>Newham therefore has duties to ensure that planning decisions do not result in adverse effects upon the Special Area of Conservation. The Habitats Regulations Assessment element of the emerging Integrated Impact Assessment will consider what level and location of new residential development above the level of existing will have a significant effect on the ecological integrity of the Epping Forest Special Areas of Conservation alone and in combination with other plans.</p> <p>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. Presently the Council is working with partners to develop a package of mitigation measures which currently fall into two categories:</p> <ul style="list-style-type: none"> • Strategic Access Monitoring and Management Strategy, which was adopted by Cabinet in July 2022. • Suitable Alternative Natural Greenspace

Monitoring

- Biodiversity enhancements delivered as part of major consents. No specific target, monitor for a commitment to policy objectives.
- Changes to areas of biodiversity importance. Target: no net loss of Sites of Importance to Nature Conservation.
- New reports of invasive species or protected species
- Urban Green Factor Score of development (approvals).
- Proportion of developments (approvals) which have a green roof.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- [Interim Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust \(2022\)](#)
- Emerging Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust. The Urban Greening Factor score for residential and commercial developments is yet to be determined. The Urban Greening Factor for Newham will be informed by the emerging Green and Blue Strategy evidence base. It is seeking to determine if an Urban Greening Factor for Newham would be beneficial. If it is, the study will develop and evidence an Urban Greening Factor for the borough to better identify the appropriate amount

of urban greening required in new developments. It will be undertaken in accordance with Policy G5 of the London Plan (2021).

- 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 \(2021\)](#)
- [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 \(2020\)](#)

Policy Links

Draft Local Plan 2022:

- 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 provide or help to 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, this will be achieved through:
 - a. protecting all trees, including street trees; and
 - b. seeking a net increase in trees on all development sites; and
 - c. requiring an arboriculture report at the planning application stage for all developments 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 will only be supported where it:
 - a. re-provides an adequate replacement based on the existing value of the trees removed; or
 - b. provides suitable replacement trees on-site wherever possible; or
 - c. makes appropriate mitigating financial contributions towards local tree planting provision.
3. Development should:
 - a. incorporate additional trees and hedgerows wherever possible; and
 - b. 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
 - c. safeguard existing trees, hedgerows and vegetation which are to be retained, both onsite and adjacent, including provision of appropriate protection during demolition and during the construction phase; 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. ensure that maintenance plans are in place.

Justification

3.186 Trees and woodland cover 15 per cent of the borough, this figure is made up of all trees in Newham, which includes 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.

3.187 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, 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.

3.188 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).

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.

Applicants should undertake an i-Tree study, to be submitted with the planning application. This is required 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.

Applicants should undertake a CAVAT study, to be submitted with the planning application. This is required to understand the financial value of the tree(s).

GWS4.2 The development potential of a site should be optimised in a way which does not result in tree loss and loss should only occur when there are no feasible engineering solutions or arboricultural techniques to mitigate any issues (such as root or canopy pruning).

Any application to fell a tree(s) will need to be applied in conjunction with 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

In instances where trees are removed there will need to be mitigation for the loss of the tree, with a suitable replacement planting, this will be calculated as follows:

- Major development which proposes to remove a tree(s) must submit to the Council a CAVAT assessment to establish current value of the trees on site. This figure will be used to inform the proportionate mitigation measures required.
- Tree Preservation Order Applications: a tree to be planted in place of each tree that is felled, ideally this should be on site.

GWS4.3 Careful consideration should be given to the size, species, and location of trees. 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 on benefits for biodiversity and urban cooling.

Applications should consider how trees and hedges can be used to improve local air quality (see Policy CE6).

GWS4.3 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 such as *Xylella fastidiosa*, Asian longhorn beetle, and Emerald ash borer. 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 mitigating to spread and damage caused.

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 structure should be used in addition to permeable surfaces.

Integration of trees 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 being planted a five year maintenance condition will be sought. This is to ensure that all green infrastructure is established and thriving at the end of the condition period.

Maintenance should include:

- Three years 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

Monitoring

- Canopy cover. Target, maintain 15 per cent and seek to achieve 20 per cent, annual i-Tree Study
- Loss of trees subject to a tree protection order. No specific target, monitor trend to ensure reasonable protection is being afforded.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- [Interim Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust \(2022\)](#)
- Emerging Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust.
- [Characterisation Study, Maccreanor Lavington with New Practice, Avison Young and GHPA \(2022\)](#)
- [Air Quality Action Plan 2019 – 2024, Newham \(2019\)](#)
- [Climate Emergency Action Plan, Newham \(2020\)](#)

Policy Links

Draft Local Plan 2022:

- 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 15-minute neighbourhood, with unrestricted public access.
 - b. maximising opportunities to deliver new and improved play and informal recreation facilities.
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 to minimise exposure to pollutants and careful layout and choice of soft landscaping.

Justification

3.189 London is a youthful city, with Newham the youngest of all the boroughs. 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.

3.190 Despite our youthful population, Newham currently has a low level of play and informal recreation space. The borough has 84 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 resident, this represents a shortfall of 80 hectares.

3.191 As Newham's population increases to 456,462 over the Plan period, play space provision will fall to 0.019 hectares per 1,000 resident. To achieve the standard in 2038 will require the creation 105 hectares of new play space.

3.192 It is therefore vital we maximise any opportunity to provide new publicly accessible play space. These spaces must not only be exclusively for those living in new developments but must provide much needed play space to our existing neighbourhoods.

3.193 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.

3.194 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.

3.195 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 health.¹⁸

3.196 Play and informal recreation spaces can and should also be designed to encourage activity and provide a space for social interaction for adults – they have the right to play too. Playground equipment and informal recreation spaces offer physical, intellectual, emotional and behaviour benefits which transcend age.

3.197 Older adults (over 65), children under 12 and those with certain pre-existing health conditions (e.g. asthma, COPD) 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, where these vulnerable groups gather and wait.

¹⁸ Bornat, D. Between Edges and Hedges. Essay: Designing for Play, 2018a

Implementation

GWS5.1 Applicants should refer to the mapping and audits of play and informal recreation facilities in the [Interim Green and Water Spaces Strategy \(2022\)](#) to understand if the proposal falls in an area of deficit. The study 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:¹⁹

- 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. 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 of us, 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.

¹⁹ Adapted from: Greater London Authority, 2020 , Making London Child Friendly

GWS5.2 This means being mindful of different cultural requirements, abilities, ages and gender. Play England, Design for Play is a useful guide to creating successful play spaces: <https://www.playengland.org.uk/designforplay>. In addition, the following design features, which are often overlooked should be considered:

Under 3

- Provide activities and facilities to enable standing, crawling, climbing, jumping and balancing
- Give access to sand, water, sound, loose parts, small spaces, and plants

Teen-friendly (12+)

- Provide lighting and safety features, art, play spaces for children and adults, study space, places to meet and spaces to relax with friends, the ability to host music events
- Access to free Wi-Fi, a place to get food and drink, trees, flowers, nature, and water features

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 below:²⁰

- 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.

- GWS5.2
- 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.

The following indicators demonstrate a play space has been designed to embrace diversity, equality, and inclusion:²¹

- 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, open 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.

GWS5.2 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 which 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. Consultation with Newham's Environmental Health Officers is essential.

Monitoring

- Net provision of play space, considered against the emerging Green and Water Spaces Strategy Target, overall net gain in provision and a reduction in play space deficiency. Reducing and ultimately eliminating the gaps in the 15-minute network. Monitored via approval data.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand scrutiny.

Evidence base

- [Interim Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust \(2022\)](#)
- [Characterisation Study, Maccreevor Lavington with New Practice, Avison Young and GHPA \(2022\)](#)
- [Interim Built Leisure Facilities Needs Assessment, Strategic Leisure \(2022\)](#)
- Emerging Green and Water Spaces Strategy, Jon Sheaff and Associates with London Wildlife Trust.
- [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 \(2019\)](#)
- [Climate Emergency Action Plan, Newham \(2020\)](#)

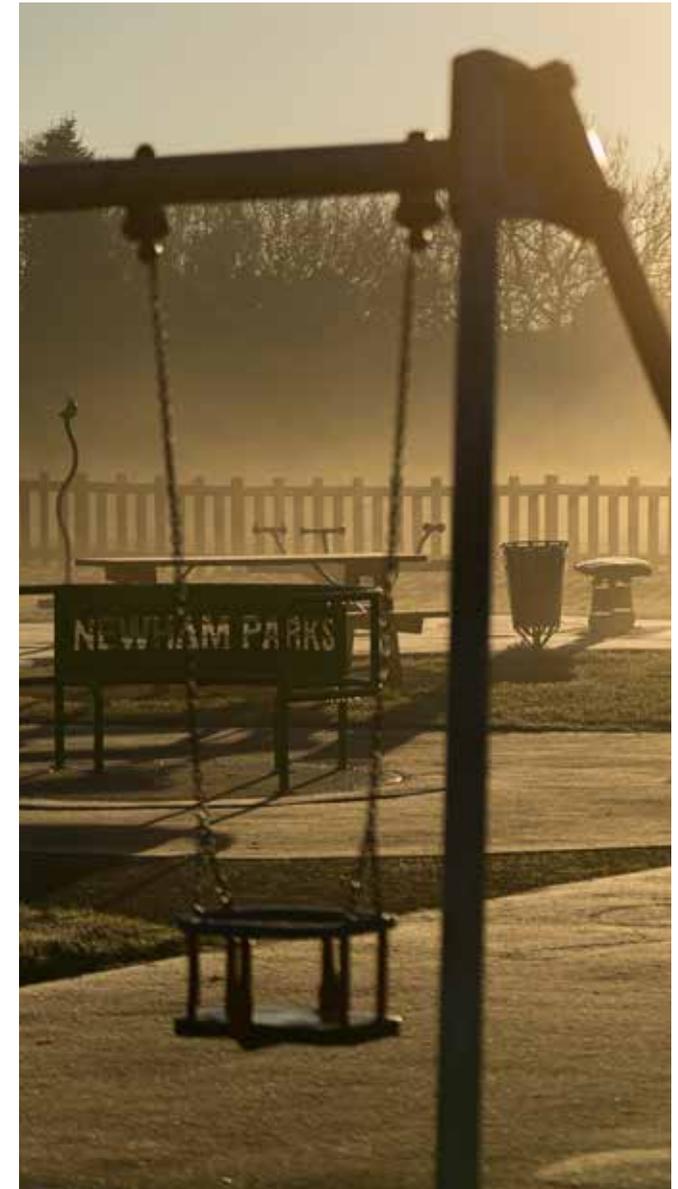
Policy Links

Draft Local Plan 2022:

- CE6: Air quality
- D2: Public realm net gain
- H11: Housing design quality

London Plan 2021:

- S4 Play and informal recreation



CLIMATE EMERGENCY

3.198 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 impacts of climate change, and minimise and avoid the risks of all sources of flooding.

3.199 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, notably in the Lower Lea Valley, Beckton Riverside and the Royal Docks. These industrial uses, as well as major roads passing through the borough, has led to a poor quality environment in many parts of the borough.

3.200 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. Poor air quality in the borough kills 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.

3.201 There is overwhelming scientific consensus that significant climate change is happening. The UK, London and Newham are increasingly affected by extreme weather events such as flash flooding and heatwaves, demonstrating the reality of human driven climate change. These policies consider how these extreme weather events should be mitigated, including minimising and avoiding the risks of all flooding, as well as how overheating in new homes can be mitigated.

3.202 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. 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**
- **CE4: Overheating**
- **CE5: Retrofit and circular economy**
- **CE6: Air quality**
- **CE7: Managing flood risk**
- **CE8: Sustainable drainage**



CE1: Environmental design and delivery

1. All development must consider the climate emergency throughout its design, construction, operation, and lifecycle, including 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.
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

3.203 This policy is key 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 more 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 design and other policies in this chapter.

3.204 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.

3.205 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.

3.206 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. This policy therefore seeks to ensure that new development will meet this target, with installation of water efficiency devices. In addition opportunities exist for new developments to be considered fully water neutral by contributing funds to retrofit existing homes and businesses to save water.

Implementation

- | | |
|--------------|--|
| CE1.1 | Development should demonstrate consideration of the climate emergency in the throughout its design, construction, operation, and lifecycle 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 should be passive and not rely on energy intensive solutions, such as air conditioning. |
|--------------|--|

<p>CE1.1</p>	<p>Development should demonstrate consideration of the climate emergency in the throughout its design, construction, operation, and lifecycle 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 should be passive and not rely on energy intensive solutions, such as air conditioning.</p> <p>Examples of ways that developments can respond to the climate emergency include consideration of overheating in design, through orientation, 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: Managing Flood Risk and CE8: Sustainable Drainage).</p>	<p>Remedial works should be agreed with the Council prior to the start of development.</p> <p>A desk study and site investigation verification report will be required through condition in order to provide confirmation that the remediation work has been undertaken properly in line with best practice. These include (but are not limited to):</p> <ul style="list-style-type: none"> - 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
<p>CE1.2</p>	<p>Development should demonstrate consideration of resource efficiency throughout the life of a building, including in the construction, operation and use of a building.</p> <p>Examples of ways that developments can consider resource efficiency throughout the life of a building include design and choice of materials (expanded on in policies CE3, CE5 and D1), construction (expanded on in policy CE3), operation and use (expanded on in policy CE2) and waste and recycling (expanded on in policy W3).</p>	<p>CE1.4</p> <p>Development should help to improve environmental degradation in the borough.</p> <p>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 (expanded on in Policy D7), improving air quality (expanded on in Policy CE6), and working to improve water quality in rivers and docks (expanded on in Policy GWS2).</p>
<p>CE1.3</p>	<p>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.</p> <p>Where land contamination or environmental degradation is known or suspected, proposals should include adequate investigation of the contamination/degradation.</p>	<p>CE1.5</p> <p>Development should demonstrate that water efficiency targets can be met, using the Part G Water Efficiency Calculator.</p> <p>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 well as capturing and reusing water on site.</p>

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.

[Thames Water offers financial incentives to developers](#) that achieve evidenced water efficiency targets (including the 110 litres/person/day), 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. Developers should engage with [Thames Water](#) at the earliest opportunity regarding water and wastewater, as per the utilities policies.

Monitoring

- Number of contaminated sites in the borough. Target: no specific target, should be decreasing
- Number of developers taking up Thames Water's water efficiency incentives, at Tier 1 (110 litres/person/day), Tier 2 or Tier 3. Target: no specific target, should be increasing.
- Water consumption per capita, at a Thames Water regional level. Target: no specific target, should be decreasing.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)

Policy Links

Draft Local Plan 2022:

- CE2: Zero Carbon development
- CE3: Embodied carbon
- CE4: Overheating
- CE5: Retrofit and circular economy
- CE6: Air quality
- CE7: Managing flood risk
- CE8: Sustainable drainage
- D1: Design standards
- D7: Neighbourliness
- W3: Waste management in developments
- GWS1: Green spaces
- GWS2: Water spaces
- 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. All new buildings should be designed and constructed to be Net Zero Carbon in operation.
2. New development should use as little energy as possible to heat a building over a year, meeting the following standards:
 - a. All new dwellings should achieve a space heating demand of less than 20 kWh/m² GIA/yr.
 - b. All 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.
3. 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 fuels.
 - c. Future heating technologies will be supported if it can be demonstrated that they are low carbon and sustainable.
4. New development should use as little energy as possible over a year and should meet the following standards:
 - a. All new dwellings 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.
5. 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 120 kWh/m² per building footprint per annum for industrial buildings
6. 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 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 ongoing monitoring of this policy by the Council. This will be secured via a legal agreement.
- Development should pay an offset payment as outlined in CE2.4 to fund renewable energy generation when CE2.4 is unable to be met. This will be secured via a legal agreement.

Justification

3.207 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 London Energy Transformation Initiative (LETI) and the Royal Institute of British Architects (RIBA).

3.208 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.

3.209 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.

3.210 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.

3.211 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 is therefore an essential component of a Net Zero Carbon building. Electricity can be provided through on-site renewables and through grid electricity, which is becoming increasingly de-carbonised. To achieve electrification of heat, several viable technologies are already available, including heat pumps (including air, ground and water source) and direct electric radiators.

3.212 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.

3.213 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 of a balance between total energy use and 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.

3.214 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 roofspaces 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).

3.215 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.

3.216 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 Evidence Review Report in 2014 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.

3.217 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, AECB or BEPIT) currently being used in the UK. 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.

Implementation

CE2.1	<p>Net zero buildings use ultra-low amounts of energy, use low carbon heat, and contribute to the generation of renewable energy on-site. They will also have been constructed with low levels of embodied carbon.</p> <p>Development must demonstrate they deliver all the policy requirements of CE2 through the provision of a detailed Energy Statement and through the use of an energy performance construction quality assurance scheme as detailed in CE2.6.</p>
CE2.2	<p>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.</p>

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.

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. Instead, this policy recommends use of [Passive House Planning Package](#) (PHPP) for new build residential schemes, 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.

	<p>For new non-residential schemes, 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. 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.</p>	
CE2.3	<p>Development should demonstrate they will not use operational fossil fuels in an energy statement and in the design of a scheme.</p> <p>Heat pumps (including air, ground and water source) are currently the most viable technology to 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 as well as heat networks with a heat pump. Other options, such as hybrid approach of using direct electric radiators with domestic hot water from a heat pump system are also possible.</p> <p>At the present time, technology such as green hydrogen (i.e. hydrogen produced without using fossil fuels) is unavailable or not commercially viable. We also cannot foresee what technology will emerge as we move away from gas. Given this context, future heating technologies will be supported if demonstrated that they are low carbon and sustainable – i.e. ‘brown’ or ‘grey’ hydrogen made from fossil fuels would not be supported.</p>	<p>Where a non-domestic development does not have an applicable category of use outlined in the policy, the development should discuss with the Council what the EUI target should be.</p> <p>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. Instead, this policy recommends use of Passive House Planning Package (PHPP) for new build residential schemes, 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.</p> <p>For new non-residential schemes, 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. 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.</p>
CE2.4	<p>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.</p>	<p>CE2.5</p> <p>The amount of energy generated per year should be measured in kWh per square metre of building footprint.</p> <p>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.</p>

CE2.5 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 and if the following conditions have been met:

- The proposed building must not use fossil fuels on-site.
- It must have a level of space heating demand and energy use intensity (EUI) compliant with levels set in the Local Plan in CE2.2 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 a, b and c.

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.

Based on the current average price and performance of a PV system, 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. The cost may vary over time reflecting the costs of delivering the required offset projects.

CE2.6 Developments should demonstrate 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

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 and well regarded 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 to 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](#).

Monitoring

- Number of developments meeting assured performance targets. Target: no specific target, should be increasing.
- Quantity of PV panel offsetting contributions. Target: no specific target, compare with the number of developers meeting CE2.4.
- Number of developments contributing total energy use and renewable energy generation figures. Target: no specific target, should be increasing.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)

Policy Links

Draft Local Plan 2022:

- CE1: Environmental design and delivery
- CE6: Air quality
- W4: Utilities and digital infrastructure
- D1: Design standards
- J4: Delivering Community Wealth Building and Inclusive Growth

London Plan 2021:

- GG6: Increasing efficiency and resilience
- SI 2: Minimising greenhouse gas emissions
- SI 5: Water infrastructure

CE3: Embodied Carbon

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 consider:
 - 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. Modern Methods of Construction (MMC) should be used carefully and, where appropriate, ensuring that the use of MMC complies with other energy policies.
4. Major developments should undertake a Whole Life Carbon assessment in accordance with the requirements outlined in London Plan (2021) Policy SI 2.
5. Major developments are expected to meet embodied carbon limits of less than 500kg CO₂/m².

Justification

3.218 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 Zero Carbon Development 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.

3.219 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 planning stage, ways to reduce carbon can be most fully considered and have a larger resulting impact. Consideration of the design of a building at early stages 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.

3.220 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 potential over engineering of components and transport of components over a large distance (i.e. avoid overseas manufacture).

3.221 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.

3.222 This policy expands that requirement to all major developments. By requiring design teams to calculate embodied carbon, this policy helps developers and Newham 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 targets is important, as it is in direct control of the developer and contractor. The calculations should be confirmed post completion, to ensure compliance with the policy.

3.223 At present, there are no universal standard targets for embodied carbon due to a limited evidence base across multiple typologies, however London 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). This policy therefore has embodied carbon limits of less than 500kg CO2/m², as LETI and RIBA research indicates this is currently deliverable using industry best practice.

Implementation

CE3.1 Developments should show consideration of embodied carbon as early as possible, including, where applicable, in the pre application process.

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.

<p>CE3.2</p>	<p>Compliance with these requirements should be demonstrated in an embodied carbon report at the time of submission.</p> <p>Examples of ways this could be demonstrated include:</p> <ul style="list-style-type: none"> • confirmation that options for retaining existing buildings and structures have been fully explored before considering substantial demolition (including incorporating the fabric of existing buildings into the new development); • 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 and retrofitting has been considered in the design of the scheme; and • details of the Whole Life Carbon principles that are informing the development of the site.
<p>CE3.3</p>	<p>A development proposing Modern Methods of Construction (MMC) should demonstrate:</p> <ul style="list-style-type: none"> • That an MMC design will meet space heating target and airtightness requirements. • 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.
<p>CE3.4</p>	<p>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. This should be submitted to the Council for assessment.</p>
<p>CE3.5</p>	<p>Major developments should demonstrate that the embodied carbon limits of less than 500kg CO2/m² can be met, within the Whole Life Carbon assessment.</p> <p>This should also demonstrate consideration of ways that embodied carbon has been reduced, as well providing details of the calculation of the expected upfront embodied carbon of buildings.</p>

At outline planning stage this can be based on default figures from the RICS professional statement. At detailed planning stage this should be based on bespoke building assumptions. These embodied carbon calculations should be reconfirmed post completion.

More information regarding these embodied carbon limits can be found in the LETI [“Embodied Carbon target alignment” paper](#).

Monitoring

- Developments meeting embodied carbon target of less than 500kg CO₂/m². Target: no specific target, should be increasing.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Climate Change Evidence Base – Embodied carbon topic paper, Etude (2022)

Policy Links

Draft Local Plan 2022:

- Policy CE1: Environmental design and delivery
- Policy CE5: Retrofit and circular economy
- Policy D1: Design standards

London Plan 2021:

- Policy S12: Minimising greenhouse gas emissions



CE4: Overheating

1. All new development must consider the potential of overheating, especially 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 new residential development 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, initial results of the Dynamic Thermal modelling overheating risk assessment should be provided during the pre-application process and a further iteration of the assessment should be provided at the time of the planning application.
 - c. All new non-residential development is expected to demonstrate how overheating potential has been minimised, reflecting the end use of the building.
2. Developments should mitigate overheating using 'passive design' principles, rather than using 'active cooling' such as air conditioning.
3. All development should submit proof of ability to meet the Building Regulations Part O provided as part of the planning application.

Justification

3.224 In an increasingly warming climate, overheating is becoming extremely critical. 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. All new homes should therefore be designed to mitigate overheating effectively.

3.225 The evidence base behind policy CE2 Zero Carbon development 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.

3.226 This policy uses clear and simple, design based solutions to mitigate overheating potential at a very early stage, 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](#) was released in December 2021 which requires a 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.

3.227 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

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|--------------|--|
| CE4.1 | For residential developments, 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. |
|--------------|--|

	<p>Major residential schemes should conduct overheating modelling that takes in to account the effects of climate change, considers the outputs of the ‘Early State Overheating Risk tool’ and is in line with relevant Greater London Authority and Chartered Institution of Building Services Engineers guidance.</p>
	<p>Non-residential developments should demonstrate consideration of overheating in a Design and Access Statement, noting the available guidance and design considerations to mitigate overheating.</p>
<p>CE4.2</p>	<p>All new development should demonstrate consideration of ‘passive design’ principles in an overheating statement and the Design and Access Statement.</p> <p>Examples of ‘passive design’ principles include:</p> <ol style="list-style-type: none"> 1. optimising solar gains (such as building orientation, overshadowing from buildings, external/internal glazing, the g-value of glazing); 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 and mechanical ventilation); 4. consideration of materials; 5. local microclimate (such as avoiding large areas of unshaded concrete/tarmac). <p>This policy does not support the use of air conditioning to mitigate overheating risk.</p>
<p>CE4.3</p>	<p>Developments should provide proof of ability to meet Building Regulations Part O in an overheating statement at the time of the planning application. It is noted that developments need to meet these building regulations while meeting the other policy requirements.</p>

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.

Monitoring

- Number of developments submitting Early Stage Overheating Risk tool. Target: no specific target, should be increasing.
- Number of developments needing to provide detailed Overheating Assessments. Target: no specific target, should be decreasing

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Climate Change Evidence Base – Overheating guidance and topic paper, Etude (2022)

Policy Links

Draft Local Plan 2022:

- CE1: Environmental Design and delivery
- CE2: Zero Carbon development
- D1: Design Standards
- D7: Neighbourliness
- H11: Housing design quality

London Plan 2021:

- D6: Housing quality and standards
- S14: Managing heat risk

CE5: Retrofit and circular economy

1. Retrofit measures, using best practice improvements to the fabric of the building, which reduce the carbon requirements associated with a building, are strongly encouraged.
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.

Justification

3.228 New buildings will only make-up a small percentage of Newham's buildings, and while the energy performance of existing buildings in Newham is improving, it remains poor. Therefore, to achieve Newham's climate objectives, existing buildings across the borough will have to be retrofitted to reduce their energy use, and end the use of fossil fuels on site.

3.229 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.

3.230 '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. Evidence shows that 'shallow' retrofits of a building will only lead to a limited reduction in energy use, leading to neutral or even adverse effects.

3.231 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.

3.232 Quality assurance processes such as [EnerPHit](#) or [Energiesprong](#) include targets for heating demand, energy consumption and renewable energy generation. Taken together, these allow for an understanding.

3.233 Taken together, these allow for an understanding of the quality of a proposed retrofit project, and the improvements that will be made.

Implementation

CE5.1 Development is encouraged to submit a Retrofit Plan, including an Energy Improvement Strategy. These best practice fabric improvements could include improvements to building insulation, new windows, heat pumps, PV solar panels and mechanical ventilation with heat recovery (MVHR).

Overarching principles of retrofitting include:

- Reducing energy consumption
- Prioritising occupant and building health
- 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 study [relevant guidance from Historic England](#), and are recommended to engage with the Council's pre application advice service at the earliest opportunity.

<p>CE5.2</p>	<p>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).</p> <p>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.</p> <p>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 energy storage batteries, installing PV solar panels and replacing older appliances with ultra-low energy ones.</p> <p>Applicants are encouraged to discuss proposed retrofit actions with the Council through the pre-application process.</p> <p>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).</p>
<p>CE5.3</p>	<p>Where planning permission is required, development should submit a Retrofit plan, including an energy improvement strategy. Development is encouraged to use quality assurance processes such as EnerPHit or Energiesprong.</p> <p>A retrofit plan should:</p> <ul style="list-style-type: none"> • Consider all aspects of Policy CE2 Error! Reference source not found. • 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.
 - Include 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](#).
- The plan should be developed with the support of a Retrofit Co-Ordinator.

Monitoring

- Number of Retrofit plans submitted. Target: no specific target, should be increasing.
- Number of schemes with retrofit quality assurance programmes. Target: no specific target, should be increasing.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Climate Change Evidence Base – Retrofit topic paper, Etude (2022)

Policy Links

Draft Local Plan 2022:

- CE1: Environmental design and delivery
- CE2: Zero Carbon development
- D1: Design standards
- H11: Housing design quality
- D8: Conservation Areas and Areas of Townscape Value
- D10: Designated and non-designated buildings, ancient monuments and historic parks and gardens

London Plan 2021:

- SI2: Minimising greenhouse gas emissions

CE6: Air quality

1. All development should mitigate and improve Newham's poor air quality. Development will not be supported where it is shown that levels of poor air quality will increase, and/or residents will be negatively impacted.
2. Development along major roads or in other locations that experience poor air quality should improve the dispersal of identified pollutants and reduce exposure.
3. Measures to improve local air quality should be delivered on site, especially where emissions need to be reduced to meet Air Quality Neutral requirements – or to reduce the impact of 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 must demonstrate compliance with the Non-Road Mobile Machinery (NRMM) requirements and other elements of the '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 should pay an air quality monitoring fee, where large scale developments may cause a large number of vehicle trips. This will be secured via a legal agreement.
- Development should 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. This will be secured via a legal agreement.

Justification

3.234 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. 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 guideline value of 10µg/m³. This poor air quality causes the highest rate of deaths from pollution in England – amounting to 96 people dying prematurely each year.

3.235 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. 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.

3.236 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.

3.237 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 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.

3.238 Measures to improve air quality should take place on site, such as filters on industrial chimneys or replacing inefficient fossil fuelled generators with direct power. 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 monitoring levels of air quality in the borough, linking to the objectives of the Transport policies to reduce vehicles trips and improve air quality.

3.239 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. Although all these heating sources contribute to poor air quality, 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.

3.240 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.



Implementation

CE6.1	<p>Development should demonstrate how Newham's poor air quality will be improved as part of an air quality assessment compliant with Greater London Authority guidance.</p> <p>Our current guidance on air quality assessments requires all development to be Air Quality Neutral (as does the London Plan (2021)). Air quality assessments should show how the development will not create unacceptable risk of high levels of exposure to poor air quality.</p> <p>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.</p>	<p>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 GWS1 and GWS3). Species mix, density height and leaf shape should be selected to reduce the most harmful airborne pollutants. 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.</p> <p>As a component of good urban design, green infrastructure can help to²² reduce emissions by 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).</p>
CE6.2	<p>Development should demonstrate how poor air quality from major roads (or other polluting uses) will be mitigated, as part of an air quality assessment compliant with Greater London Authority guidance, as well as in the design of the scheme (such as in a Design and Access Statement).</p> <p>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. The Characterisation Study provides specific guidance and recommendations on how this should be delivered. 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.</p>	<p>CE6.3 As part of an air quality assessment compliant with 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.</p> <p>Developments that are unable to mitigate levels of poor air quality on site should contribute to off-site measures to improve air quality elsewhere in the borough – through proportionate financial obligations.</p> <p>Major developments that cause a large increase in vehicles trips will also have to contribute to monitoring levels of air quality in the borough, linking to the objectives of the Transport policies to reduce vehicles trips and improve air quality.</p>

²²Ferranti, 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>

CE6.4 Development should demonstrate compliance with the Non-Road Mobile Machinery (NRMM) requirements by following the requirements set out in the [Greater London Authority Control of Dust and Emissions During Construction and Demolition SPG](#).

Development should also register Non-Road Mobile Machinery on the Greater London Authority website.

CE6.5 Development should demonstrate that all new 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. 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 compliant with Greater London Authority guidance, as well as in the Design and Access Statement.

This should demonstrate how proposals have considered ways to maximise benefits 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.

Monitoring

- Levels of PM2.5, PM10 and NOx air quality in the borough. Target: no specific target, should be decreasing as air quality improves.
- Number of Air Quality Positive Statements submitted. Target: no specific target, should be increasing.
- Quantity of contributions to improve air quality, and the interventions delivered by the Council. Target: no specific target.

Evidence base

- Climate Change Evidence Base – Operational energy and carbon, Etude (2022)
- Newham Characterisation Study, Maccreevor Lavington (2022)

Policy Links

Draft Local Plan 2022:

- D4: Tall Buildings
- D7: Neighbourliness
- CE1: Environmental design and delivery
- CE2: Zero Carbon development
- T1: Strategic transport
- T2: Local transport
- T3: Transport behaviour change
- T4: Servicing a development
- T5: Airport

London Plan 2021:

- GG3: Creating a healthy city
- D3: Optimising site capacity through the design-led approach
- S11: Improving air quality
- S13: 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 Local Lead 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 Exceptions Test. The sequential approach applies across the borough and within sites such that areas with the lowest risk should be identified and prioritised according to vulnerability of 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 in accordance with national requirements, the SFRA and Environment Agency advice.
2. Developments within Flood Zones 2 (medium probability of flooding) and 3 (high probability), 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, whilst 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.
3. Developments (including redevelopment of existing buildings and sites) will be set back a minimum of 16 metres from tidal flood defences and eight metres river defences to future proof against increased risks of fluvial flooding, taking into account the requirements set out in the Thames Estuary 2100 (and any subsequent updates). Where no formal defences are present development will 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 TE2100 (and any subsequent updates). 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 Gallions Reach, North Woolwich, Royal Victoria, Royal Albert North Canning Town and Custom House and Manor Road Neighbourhoods must have regard to:
 - a. the infrastructure requirements and recommendations set out in the emerging Local Integrated Water Management Strategy, particularly in relation to alleviating localised surface water drainage problems, ensuring sufficient infrastructure capacity and surface water and fluvial tidal flood risk measures; and
 - b. the emerging Riverside Strategy to ensure flood defence requirements are delivered to improve flood risk management and maximise multifunctional benefits including public access to the river and an improved the riverside environment

Planning obligation

- Contributions towards flood and water management infrastructure upgrades where required will be secured via a development's legal agreement.

Justification

3.241 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.

3.242 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.

3.243 Tools to reduce this risk include the Sequential Test and Exceptions Test which must be followed, sustainable drainage solutions, delivery of well-designed and integrated flood defences, which should be designed so as to be sufficiently resilient as weather patterns 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.

Major proposals must use the Strategic Flood Risk Assessment (SFRA) as the primary document to inform site assessments and provide responses to this in relation to mapping, flood defences and Sustainable Urban Drainage System technical detail. In line with the National Planning Policy Framework this information should be used for Flood Risk Assessments (FRAs) where 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 Strategic Flood Risk Assessment.

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; 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 National Planning Policy Framework) are not located in areas at risk of flooding and that suitable flood resilience and evacuation measures are incorporated into the design.

In proposals in areas at risk to flooding applicants must refer to the Strategic Flood Risk Assessment and Planning Practice Guidance and design in measures from the outset reflecting the vulnerability classifications in policy and detailed design requirements. This should be considered at the earliest possible stage, with due consideration to the proposed uses and flood risk impacts. The full list of vulnerability classifications are set out National Flood Risk Guidance and are categorised as;

- 'Essential Infrastructure' including transport and utilities infrastructure

- CE7.2
- ‘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 operations 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 and CE7.4

The TE2100 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.

Further detail is set out in the Thames Estuary 2100 Plan which identifies the need for existing flood defences improvements and requirements to be considered in designing proposals adjacent to the river. The safeguarding of 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 to avoid disruption (particularly at the occupation stage) caused by retrofitting. This process should be undertaken in liaison with the Environment Agency and the Local Authority.

CE7.5

The Greater London Authority is producing both 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.

The 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. The relevant findings will be incorporated into this policy or where appropriate signposted to as additional guidance.

The (emerging) Riverside Strategy will provide Supplementary Design Guidance to support the TE2100 objectives in an integrated way to improve flood risk management as well as recognising the multi-functional benefits of enhancing riverside access. Proposals should consider this document at the pre-application / design stage to implement flood risk management and to secure wider benefits The approach is supported by Policy SI12 in the London Plan (2021).



Monitoring

- Number of Major planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.

Evidence base

- London Borough of Newham Strategic Flood Risk Assessment (2017 and update) - An update to the Strategic Flood Risk Assessment (SFRA) 2017 will inform this policy. This will provide an updated high level assessment of flood risk across the borough (level 1) and more detailed analysis of the nature of flood risk in key areas to provide the necessary information for the application of the Exceptions Test for specific development sites (level 2).
- Climate Change Risks for London: A review of evidence under 1.5c and different warming scenarios, JCSC, April 2019
- Emerging (Sub-regional and Local) Integrated Water Management Strategies (Greater London Authority)
- Emerging Riverside Strategy (Royal Docks Team, Greater London Authority, Environment Agency)
- TE2100 Plan, 2012 (Environment Agency)

Policy Links

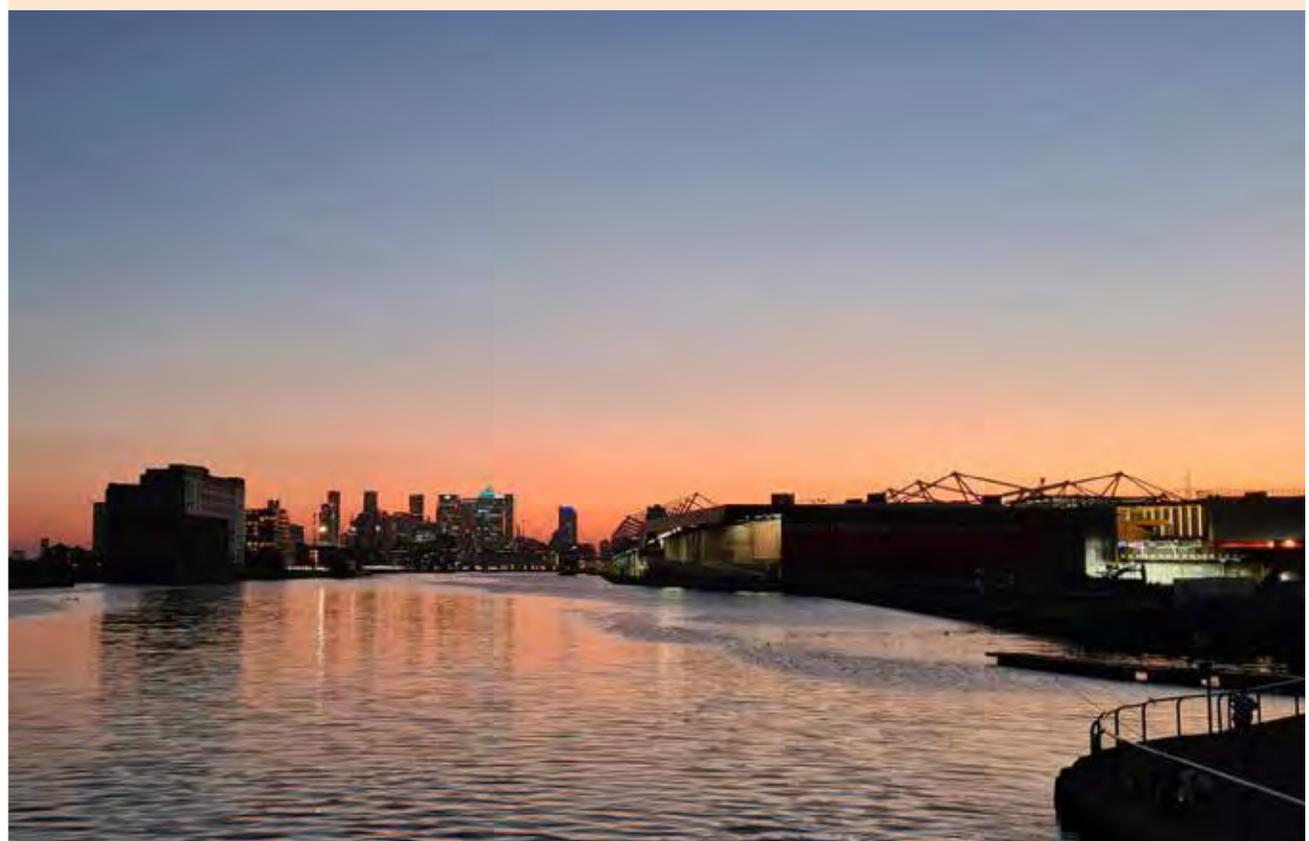
Draft Local Plan 2022:

- 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 infrastructure
- Policy N1: Gallions Reach
- Policy N2: North Woolwich
- Policy N3: Royal Victoria
- Policy N4 Royal Albert North

London Plan 2021:

- S112 Flood risk management
- S114 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 (SuDS) 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. Major Development must maximise the multifunctional benefits of Sustainable Urban Drainage Systems such as biodiversity, amenity, cooling and water quality.
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 Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS); and
 - c. delivers water sensitive designs 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:
 - a. clarifies the pre and post development run-off rates and water quality impacts, ensuring run-off is clean and safe; and
 - b. confirms the ownership, management and maintenance arrangements of any Sustainable Urban Drainage System features; and
 - c. confirms, where it can be demonstrated that site conditions prohibit the achievement of greenfield run-off, that a rate of no higher than three times greenfield will be achieved.

Planning obligation

- 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 to water infrastructure improvements may be required. It is expected that applicants must work collaboratively with Newham, service providers, stakeholders and the Local Authority as the Lead Local Flood Authority to undertake this process. These will be secured via a development's legal agreement.

Justification

3.244 The policy recognises the environmental and cost benefits which can be achieved from an integrated approach to water management. Sustainable Urban Drainage Solutions (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. Sustainable Urban Drainage Systems 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. In pursuit of sustainable growth in urbanised areas like Newham, all new developments will be required to incorporate sustainable measures such as greening and drainage which have many benefits over time including managing flood risk and disruption, water quality improvements, biodiversity, increased natural cooling, and improved amenity.

3.245 Localised flooding is already occurring at 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 pressure on capacity within the sewer network through to design measures that can reduce surface water run-off and improve drainage solutions.

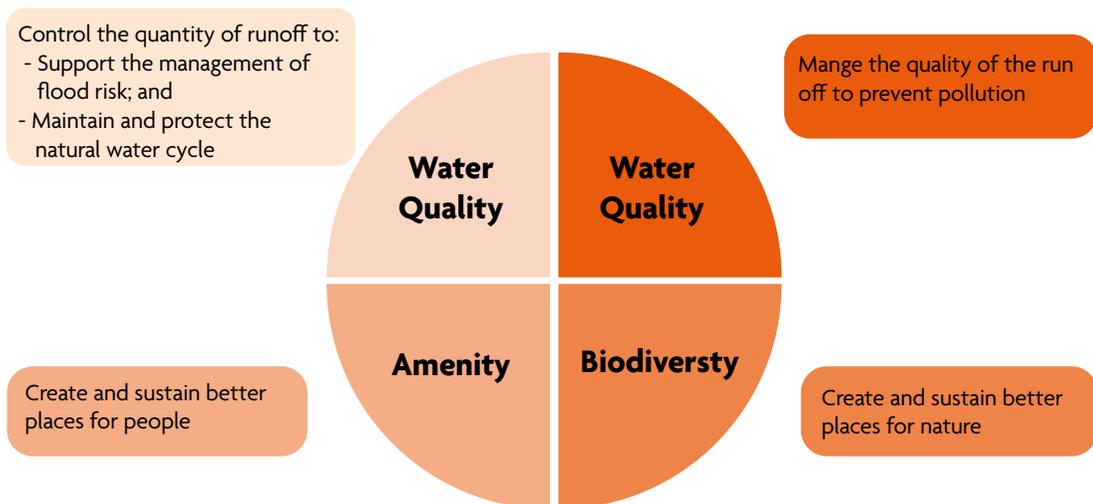
3.246 All development presents opportunities to reduce rainwater run-off and increase the opportunities for permeable ground surfaces and sustainable drainage solutions. The policy actively promotes an integrated approach to water management from small-scale design considerations such as greening and water reuse to larger options around Sustainable Urban Drainage Solutions.

Implementation

CE8.1 All new development must demonstrate and
CE8.2 the management of risk of surface water flooding by reducing rainwater run-off and implementation of sustainable drainage solutions. Sustainable Urban Drainage Systems 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.

As a principal the policy expects all proposals to adopt a more integrated water management approach. This includes due consideration in the design (factoring in the land uses proposed) 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 (CIRIA) 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 defined by CIRIA: The SuDS Manual C753



The selection of Sustainable Urban Drainage Systems 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 weighed up and chosen according to the Sustainable Urban Drainage System Hierarchy (Table 15).

CE8.1
and
CE8.2

Table 15: Sustainable Urban Drainage Systems Hierarchy

	SuDS Technique	Flood reduction	Pollution reduction	Landscape and wildlife benefit
<p>Most Sustainable</p>  <p>Least Sustainable</p>	Living Roofs	✓	✓	✓
	Basins and Ponds <ul style="list-style-type: none"> • Constructed Wetland • Balancing Ponds • Detention Basins • Retention Ponds 	✓	✓	✓
	Filter Strips and Swales	✓	✓	✓
	Infiltration Devices <ul style="list-style-type: none"> • Soakaways • Infiltration trenches and basins 	✓	✓	✓
	Permeable surfaces and filter drains <ul style="list-style-type: none"> • Gravelled areas • Solid paving blocks • Porous barriers 	✓	✓	
	Tanked systems <ul style="list-style-type: none"> • Over-sized pipes and tanks • Storm cells. 	✓		

Flooding from foul and combined sewers occurs when rainfall exceeds the capacity the networks or when there is an infrastructure failure. Separating foul water and run off is an important component both in sustainable design and to reduce pressure on the sewer network. All new development should be designed holistically in line the drainage hierarchy to deliver mitigating measures to overcome constraints on capacity. 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 Sustainable Urban Drainage Systems can ensure that the implementation of high quality drainage solutions maximise the potential in development and subsequently the benefits arising from new development in the borough. For Major development drainage solutions and mitigation should be a consideration in any site masterplan and for smaller scale development should be set out in Design and Access Statements.

- CE8.3** In urban areas like Newham it is important that 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 losses 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. 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 London Borough of Newham's Sustainable Urban Drainage System guidance.
- CE8.4** For Major development and proposals within Critical Drainage Areas (CDAs) a Sustainable Water Drainage Strategy is required demonstrating how greenfield run-off rates have been achieved through the application of Sustainable Urban Drainage Systems and other design considerations. Greenfield run-off rates is the run off that would occur from a site in an undeveloped natural state.
- This must be achieved 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

Developers should refer to recognised best practice guidance set out in the [CIRIA \(The SuDS Manual C735\)](#) and Newham's [Sustainable Drainage Design and Evaluation Guidance](#) in designing Sustainable Urban Drainage Systems 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.

The Surface Water Drainage Strategy is a report detailing how surface water can affect a site and its surrounding. Proposals must establish 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 made to Sustainable Urban Drainage Systems featured proposed 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 Sustainable Urban Drainage Systems proposed, integrated with landscaping and materials requirements,
- Demonstration of Sustainable Urban Drainage Systems considerations within the drainage hierarchy
- Methods of water quality control provided (including management and maintenance of Sustainable Urban Drainage Systems).

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.

Monitoring

- Quantity of major developments achieving greenfield run-off: All Developments of 10 units or more and/or 1000m² of commercial development as set out in the Surface Water Drainage Strategy.

Evidence base

- Level 1 and 2 Strategic Flood Risk Assessment, Aecom, (November 2017)
- Local Flood Risk Management Strategy, London Borough of Newham, (September 2015)
- Newham Sustainable Drainage Design and Evaluation Guide, McCloy Associates, Robert Bray Associates, (2020)
- Local Flood Risk Management Strategy, London Borough of Newham, (2022)
- The Sustainable Urban Drainage Systems Manual C753, CIRIA, (2015)
- Guidance on the permeable surfacing of front gardens, Communities and Local Government, Environment Agency, (2009)
- [emerging] Level 1 and level 2 Strategic Flood Risk Assessment Update (2022/23)
- [emerging] Strategic Integrated Water Management Strategy, Greater London Authority, (TBC)
- Royal Docks and Beckton Local Integrated Water Management Strategy, Greater London Authority, (TBC)
- [emerging] Royal Docks and Beckton Riverside Strategy (Royal Docks Team, Greater London Authority, Environment Agency)

Policy Links

Draft Local Plan 2022:

- 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 infrastructure
- Policy NI: Gallions Reach

London Plan 2021:

- SI12: Flood risk management
- SI13: Sustainable drainage
- SI14: Waterways – strategic role



TRANSPORT

3.247 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. 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.

3.248 Over the last 40 years, Newham has enjoyed substantial investment in public transport (DLR, Jubilee line, High Speed 1, Elizabeth line). The borough also has a very high number of accessible stations, with only 4 stations without step free access. Owing 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.

3.249 Newham has a target of 83 per cent of all trips to be made on foot, by cycle or using public transport by 2041. 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 movement of residents. A significant number of Newham residents are regularly exposed to poor air quality which is harmful to their

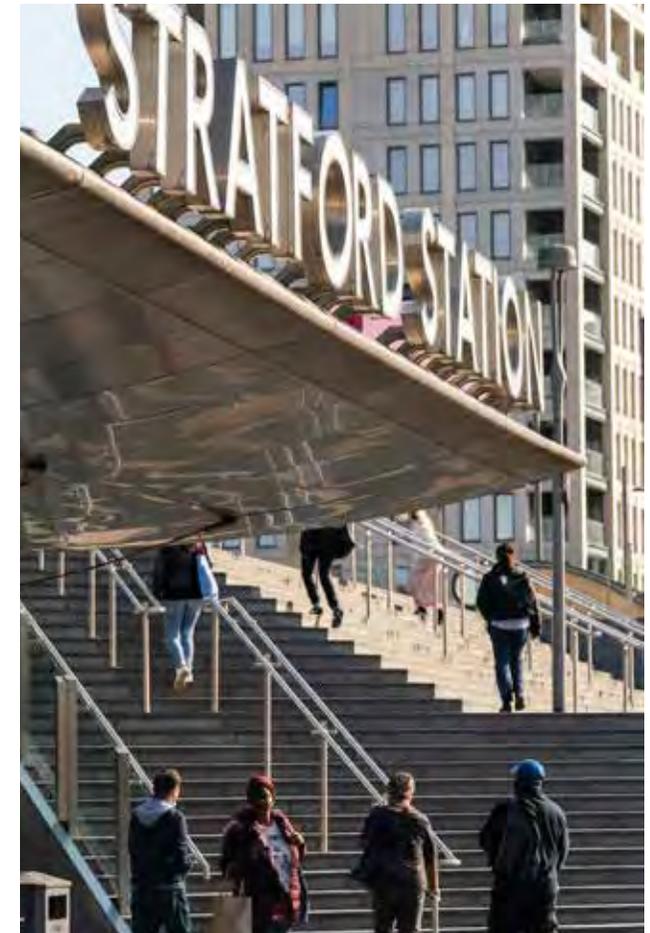
health. This air quality monitoring data also clearly shows that poor air quality is concentrated along major roads in the borough.

3.250 By increasing the number of residents who use active travel modes to get around, we can improve health (obesity levels, mental health), safety (road deaths, fitness) and equality (allowing all Newham residents to make the most of the opportunities that Newham and London offers them). Delivery of strategic transport infrastructure can speed 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 (a major contributor to asthma, heart disease and other health conditions) is improved, road safety is improved and public transport journeys become more reliable.

3.251 Although these policies aim to reduce vehicle use, it is acknowledged that electric vehicles can play a key role in delivering Newham's Climate Emergency targets. Therefore while the policies in this chapter primarily encourage active travel and public transport, some residents and businesses do require vehicles, and this policy encourages the uptake of electric vehicles for those uses.

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 such as:
 - i. Radar stations and sightline
 - ii. Rail (including National Rail, Elizabeth line, Tube, DLR) lines, stations and depots
 - iii. Buses - priority measures and bus depots
 - iv. Protected mooring points and public river access points
 - v. Safeguarded wharves and their access requirements
 - vi. London City Airport and the Public Safety Zone
 - 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, improve safety, accessibility and connectivity, support the delivery of 15-minute neighbourhoods, improve air quality and reduce carbon emissions.
 - b. minimise social, economic, spatial 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. This will be secured via a development's legal agreement.

Justification

3.252 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, and will proactively protect land and access to ensure the delivery of these projects in the future. These projects are required in order to increase public transport accessibility and capacity, improve air quality, increase residents' access to services and facilities and reduce carbon emissions from transport and must therefore be designed to deliver these mutually supportive objectives.

3.253 The Mayor of London, Transport for London and the 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.

3.254 The policy also aims to protect transport networks from impacts, such as a development

decreasing safety on the road network, a building impacting radio coverage for a piece of transport infrastructure, and 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 functioning of the transport system. This policy also helps to protect existing Safeguarded Wharves, following the policy set out in the London Plan (2021).



Implementation

T1.1 Development should demonstrate that the development will minimise impacts on existing transport networks, through discussions with relevant infrastructure providers such as Transport for London and London Borough of Newham Highways. This may be secured via a Planning Condition.

Any development that may impact strategic transport infrastructure – whether due to proximity, scale or nature of the development – should demonstrate that the strategic transport infrastructure will not be impacted. This should be discussed with the relevant consultees, as outlined below, at the earliest possible stage to ensure that safeguarding measures are implemented.

- Radar stations and sightline – **Port of London Authority and London City Airport**
- Rail (National Rail and HSI) lines, stations and depots – **Network Rail and HSI**
- Rail (Elizabeth line, Tube and DLR) lines, stations and depots - **Transport for London**
- Buses - priority measures and bus depots – **London Borough of Newham Highways and Transport for London**
- Protected mooring points and public river access points - **Port of London Authority and RoDMA**
- Safeguarded wharves and their access requirements – **Port of London Authority**
- London City Airport and the Public Safety Zone, 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 safeguarding requirements given the complex and technical nature of these matters.

If a piece of strategic transport infrastructure is proposed for release, agreement for the release from the relevant infrastructure provider 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.

TI.1 Projects should support, deliver and contribute to Strategic Transport projects where required. Specific strategic transport projects are set out in the Sustainable Transport Strategy and the latest Infrastructure Delivery Plan as well as Transport for London and Mayor of London publications, as well as in the Neighbourhood policies and in site allocations, where relevant.

TI.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, this should be demonstrated in the business case or options scoping of a strategic transport project.

Developments should work in partnership with Transport for London and neighbouring boroughs, as required.



Monitoring

- Modal share in Newham, progressing towards the Mayor's Transport Strategy target of 80 per cent of all trips made by foot, cycle or public transport. Target: no specific target, should be improving.

Evidence base

- Sustainable Transport Strategy – underway, a joint piece of work between the Planning Policy and Highways and Sustainable Transport service. This work also includes a Cycling Strategy, Walking Strategy, Cycle Hire Strategy and Electric Vehicle Charging Point Strategy.
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022-2024 (LIP), London Borough of Newham (2022)

Policy Links

Draft Local Plan 2022:

- T2: Local transport
- T3: Transport behaviour change
- T5: Airport
- GWS2: Water spaces
- HSI: Newham's Town Centres Network

London Plan 2021:

- 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

T2: Local transport

1. Development should support 15-minute neighbourhoods, improve air quality, maximise health benefits, 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 the development.
 - b. Supporting the delivery of the Walking and Cycling Strategies.
 - c. Supporting or delivering local public transport improvements, depending on the nature of the development and the nature of intervention.
 - d. Improving accessibility and mobility for all residents.
 - e. Supporting existing or delivering new Low Traffic Neighbourhoods and School Streets.
 - f. Delivering Healthy Streets principles.
2. In addition, major development should provide or contribute towards:
 - a. Wayfinding in the local area, including through contributions towards Legible London. Very large development sites delivering their own streets or multiple blocks of housing should also deliver high quality wayfinding on their own sites.
 - b. Cycle Hire provision. This could include the provision of a cycle hire dock on the applicant's land.
3. Development that supports new transportation technology will be supported, where this new technology does not cause amenity impacts for residents or impact the wider transport network.

Planning Obligations

- 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 Cycle Hire Strategy. This may involve monies for a docking station nearby, and/or land for a docking station to be located on site.
 - Funding for local transport improvements – as outlined in Transport for London's and London Borough of Newham's request.
- Contributions will be secured via a development's legal agreement.
- Contributions will be sought from all developments (where required) for improvements to the public realm through agreement with London Borough of Newham's Highways (Section 278 agreement) – such as dropped kerbs or improvements to pavements. Contributions will be secured via a development's legal agreement.

Justification

3.255 This policy will deliver and increase sustainable transport, supporting the delivery of 15-minute neighbourhoods and delivering multi-functional benefits for the borough and residents. These benefits include improved air quality, health, climate, as well as sustainable growth and will help to achieve Newham's Air Quality and public health objectives.

3.256 This policy supports the delivery of the Council's wider 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 Low Traffic Neighbourhoods 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 and improve local neighbourhoods for walking and cycling by reducing traffic volumes.

3.257 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 Walking and Cycling strategies, a development will assist in overcoming these barriers, improving connections, delivering 15-minute 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.

3.258 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 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 ensuring that pavements are free of trip hazards/obstructions.

3.259 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.

3.260 The policy also seeks to enable future transportation technology that may arrive over the Plan period. Technology such as 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 this does not cause amenity impacts for residents (such as noise, privacy, safety or air quality) or impact the smooth functioning 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, enhance existing journeys or reduce negative impacts 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.

The Walking Strategy sets out an approach to developing a comprehensive, high quality walking network in the borough that is accessible to all and aligns with Transport for London's Walking Action Plan. It is focused on overcoming the key barriers to people walking and in doing so maximising the number of trips that can be walked. It sets out key principles for walking routes to enable 15-minute neighbourhoods, as well as identifying the key routes around Town Centres and public transport interchange facilities where improvement will enable people to walk to these areas. Improvements for walking routes primarily used for leisure are also highlighted in the strategy.

The Cycling Strategy sets out the requirements to deliver a borough-wide cycling network that meets the quality criteria set out by Transport for London's Cycling Action Plan. It identifies new routes and improvements to existing, as well as local connections, to deliver a cycle network that will enable all residents, from age eight to eighty, to cycle short trips in the borough. It connects to key local destinations and centres, and builds on existing schemes delivered by the council. A combination of measures are identified to support both local and cross-London journeys, ensuring that the network serves a range of trip purposes and that all locations within the borough are in proximity to the network.

T2.1	<p>Development should support the delivery of these Strategies by:</p> <ul style="list-style-type: none"> • supporting improved and quicker connections to employment locations, community facilities and green space; and • supporting and/or improving existing or delivering new strategic cycling routes as shown in the Cycling Strategy; and • supporting and/or improving existing or delivering new strategic walking routes identified in the Walking Strategy such as the Greenway, Leaway, River Roding Way and Thames Path. <p>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. Applicants should demonstrate relevant delivery 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.</p> <p>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.</p> <p>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 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 scheme that discourages vehicle trips.</p>	T2.1	<p>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.</p>
		T2.2	<p>Applicants should demonstrate in the Design and Access Statement that wayfinding has been considered and that placement of Legible London signage has been considered.</p> <p>Applicants should work in partnership with Transport for London regarding the installation and ongoing maintenance of Legible London signage. For very large development sites (over 200 units), a wayfinding statement or a signage strategy should be submitted for approval.</p> <p>Applicants should demonstrate consideration of local cycle hire, following the recommendations in the Sustainable Transport Strategy. 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.</p>
		T2.3	<p>Applicants should demonstrate that the development that supports or enables new transportation technology does not negatively impact residents or the transport network.</p> <p>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. Depending on the size, scale and nature of development, this may include submission of air quality impact assessments, Transport Assessment and Travel Plans.</p>

Monitoring

- Modal share in Newham, progressing towards the Mayor's Transport Strategy target of 80 per cent of all trips made by foot, cycle or public transport. Target: no specific target, should be improving.
- Progress regarding Low Traffic Neighbourhoods in the borough. Target: no specific target, should be improving.
- Progress regarding School Streets in the borough. Target: no specific target, should be improving.
- Quantity of wayfinding contributions. Target: no specific target, should be increasing.
- Quantity of cycle hire contributions. Target: no specific target, should be increasing.
- PM2.5 and PM10 levels and NO2 levels of Air Quality in the borough. Target: no specific target, should be decreasing.

Evidence base

- Sustainable Transport Strategy – underway, a joint piece of work between the Planning Policy and Highways and Sustainable Transport service. This work also includes a Cycling Strategy, Walking Strategy, Cycle Hire Strategy and Electric Vehicle Charging Point Strategy.
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022-2024 (LIP), London Borough of Newham (2022)

Policy Links

Draft Local Plan 2022:

- T1: Strategic transport
- T3: Transport behaviour change
- D1: Design standards
- D2: Public realm net gain
- HS1: Newham's Town Centres Network

London Plan 2021:

- T2: Healthy streets
- T3: Transport capacity, connectivity and safeguarding
- T5: Cycling



T3: Transport behaviour change

1. All new development will be car free. Developments must meet the following requirements:
 - a. Residential car parking (outside of blue badge spaces) will not be supported.
 - b. Car parking for commercial or industrial uses must be the lowest justified quantity.
 - 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. An appropriate number of car club bays should be provided, taking into account the scale of development, existing local car club bays and local parking demand.
 - e. Short term parking bays allocated for specific uses – such as deliveries, servicing and short term visitor parking – will be supported only where need for the proposed use is evidenced.
2. 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. Is 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.
 - c. Where car parking is consolidated into podium structures, entrances should be located to away from primary frontages and minimise inactive blank façades.
 - d. Open 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.
3. All new development should deliver high quality, sustainable transport storage (including cycle parking, in line with, or higher than, London Plan (2021) 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, e-bikes, tandems, cargo bikes, electric scooters, buggies and mobility scooters.
 - c. For properties 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 the total available cycle parking, 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 commercial and industrial development should include facilities for changing and washing for cyclists.
4. Major developments should make provisions for charging of E-bikes, electric scooters, and mobility scooters within their sustainable transport storage.
5. The delivery of Electric Vehicle Charging Points within a development is supported, and the following requirements must be met:
 - a. Any new development that does provide parking must provide Electric Vehicle Charging Points, with 100 per cent of spaces at residential, and 20 per cent of other developments having Electric Vehicle Charging Points and future proofing of future installation at the remaining spaces.
 - b. 20 per cent of 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. Electric Vehicle Charging Points should be integrated into the streetscape design and should not obstruct pedestrian movement.
 - e. No works to permit parking of an electric vehicle in a front garden (paving of front gardens, installation of dropped kerbs) will be supported.
- 6. All major developments (and/or proposals meeting criteria outlined in table 16) are required to submit a Transport Assessment.
 - 7. Developments that meet the thresholds outlined in part 6 are required to submit a Travel Plan. Travel Plan Statements will be required for residential developments providing 10-30 units, and may also be required for other developments falling below these thresholds.

Planning Obligations

- Contributions will be sought from developments for:
 - Car clubs spaces - as per London Borough of Newham's and Transport for London's request.
 - Electric Vehicle Charging Points to be located elsewhere in the borough – as appropriate to the scale of development.
 - Travel Plan monitoring and measures fee.
- Contributions towards car clubs will be secured via a development's legal agreement.

Table 16: Transport Assessment Thresholds

Use Class	Threshold
E(a) shop (other than for sale of hot food)	1,000m ² or greater
E(b) Food and drink	750m ² or greater
Sui Generis	
E(g) office, research and development, non-detrimental industrial processes	
B2 (unchanged)	2,500m ² or greater
B8 (unchanged)	
C1 (unchanged)	50 beds or above
C3 (unchanged)	30 units or above
E(e) Medical services	50 staff or above
F1(a) Education	2,500m ² or above
F1(f) Place of Worship	200 or greater members / attendees
E(d) Indoor sport or recreation F2(c-d) library, museum Sui Generis	1,000m ² or greater
Sui Generis	Case by case basis

Justification

3.261 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 – however this policy is designed to discourage vehicle use, encourage zero emission mobility and increase active travel.

3.262 The policy follows the approach laid out in the London Plan (2021), with all new development to be car free. Residential car parking is not supported, noting that electric vehicle parking is not considered a valid reason to provide car parking at a residential development. For commercial and industrial development, car free development is always the starting point for an application.

3.263 However, a quantity of car parking could be justified - depending on the hours of operation, shift patterns, employment density and PTAL of the site. Where some parking for commercial and industrial development can be justified, the Council will seek the lowest possible quantity.

3.264 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.

3.265 This policy also aims to increase percentage of vehicles which are electric or switch from combustion engines to electric – given the public health and air quality benefits of them – while also continuing to restrict new car use in the borough given the need to reduce traffic and encourage active travel. This policy therefore seeks to increase the number of available Electric Vehicle Charging Points (EVCPs), installing them where parking is proposed, and seeking contributions from car free developments. 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.

3.266 However, no works to permit parking of an electric vehicle in a front garden (paving of front gardens, installation of dropped kerbs etc) will be supported. 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 on street charging stations the desire to charge an electric vehicle is not considered a reason to deviate from this long standing policy.

3.267 This policy acknowledges that developments need to receive deliveries and be serviced, and that residents will receive visitors who use cars. This policy 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.

3.268 Over the last 20 years, large quantities of cycle parking have been provided as part of new development. As the amount of people cycling in London continues to grow, the supply of cycle parking is extremely important. This policy outlines criteria for high quality cycle parking, helping people feel safe and reducing bike theft.

3.269 It also ensures that cycle parking areas have space for, and can be used by, an increasing variety of mobility options– becoming sustainable transport storage. This could include parking for bicycles, e-bikes, tandems, cargo bikes, electric scooters, 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.

3.270 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 purchase in the EU and UK are expected to be of electric-assist models.

3.271 This policy also encourages greater provision of cycle parking for properties that have three or more bedrooms and have standalone cycle parking. This follows residents feedback 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.

3.272 Following the Sustainable Transport Strategy, the policy strengthens provision of short term and long term larger non-standard cycle parking provision for a wide variety of uses. The policy also sets design specifications for non-standard cycle parking stands, in the absence of London-wide standards.

3.273 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 Following the London Plan (2021), car free development is the starting point for all development proposals.

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 instead of blue badge spaces, applicants should demonstrate that the approach is suitable, noting public transport accessibility, accessible stations, accessible pavements and dropped kerbs.

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 public health teams.

For some industrial and commercial uses, parking may be considered acceptable where these industrial/commercial 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, following the London Plan (2021). Applicants should demonstrate this in a Transport Assessment.

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 amount of contributions required. This should take into account the scale of development, existing local car club bays and local parking demand. The Council's Car Club Strategy and the Sustainable Transport Strategy outlines the preferred approach towards car clubs, and the level of support required.

T3.1	<p>Developments that propose short term bays – such as for deliveries, servicing 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 colleagues.</p>	<p>In all cases, it should have:</p> <ul style="list-style-type: none"> • 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 the disabled • Clear, easy to understand signage <p>Applicants should demonstrate this in a Design and Access Statement, as well as in a Landscaping statement.</p>
T3.2	<p>Developments should demonstrate that parking has been be 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, it should:</p> <ul style="list-style-type: none"> • Be capable of changing and evolving over time • Maximise biodiversity benefits, providing street trees, bushes and other plants • 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 <p>Or where including parking inside podium structures, in a basement or otherwise inside a building, it should:</p> <ul style="list-style-type: none"> • 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 	<p>T3.3</p> <p>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.</p> <p>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.</p> <p>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 to 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 such that it is dedicated to larger non-standard cycles only.</p> <p>Applicants should demonstrate in a Design and Access Statement that they have considered the following to ensure delivery of high quality sustainable transport storage:</p> <ul style="list-style-type: none"> • Who will use the storage – residents, shoppers, employees, children etc • Security of the storage, and how it's accesses

- T3.3
- 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 all, including older persons and the disabled
 - 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.

T3.4 The Sustainable Transport Strategy sets out charging requirements for sustainable transport storage. Where twenty or more long-term cycle parking spaces are provided, one e-charging point should be provided per twenty spaces. Applicants should demonstrate what chargers are to be provided, and how they are to be maintained and managed.

T3.5 The Sustainable Transport Strategy sets out appropriate levels 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 EVCP 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.

T3.5 Developments that propose Electric Vehicle Charging Points should ensure that they meet the requirements of Policy T3.2, noting the requirements for high quality realm, and Policy T2.1d 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.

T3.6 Applicants should undertake a Transport Assessment following Transport for London’s [Healthy Streets Transport Assessment format](#), or the latest format 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, proposed measures to improve access by public transport, walking and cycling, as well as 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 scheme 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 Transport Statements may be required setting out the transport impacts of development.

T3.7

Travel Plans are a long term strategy that facilitates changes in travel behaviours in light of Newham's modal share objectives. These should be submitted in line with the Council's Travel Plan guidance.

Developments should implement, monitor and report on their Travel Plan, supported by the Travel Plan monitoring officer. Where outcomes fall short of the intended outcomes in the Travel Plan, changes should be made to ensure that these outcomes are delivered.

This may be secured via condition or legal agreement.

For smaller scale development, Travel Plan Statements may be required setting out measures to promote sustainable travel.



Monitoring

- Number of bike parking spaces approved in applications. Target: no specific target, all applications should be meeting standards.
- Travel Plan conditions approved. Target: no specific target.
- Number of electric vehicle charging points in the borough. Target: no specific target, should be increasing.
- Number of electric vehicle charging points approved in applications. Target: no specific target, should be increasing.

Evidence base

- Sustainable Transport Strategy – underway, a joint piece of work between the Planning Policy and Highways and Sustainable Transport service. This work also includes a Cycling Strategy, Walking Strategy, Cycle Hire Strategy and Electric Vehicle Charging Point Strategy.
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022-2024 (LIP), London Borough of Newham (2022)

Policy Links

Draft Local Plan 2022:

- T1: Strategic transport
- T2: Local transport
- T4: Servicing a development
- D1: Design standards

- D2: Public realm net gain
- CE8: Sustainable drainage

London Plan 2021:

- T2: Healthy streets
- T3: Transport capacity, connectivity and safeguarding
- T5: Cycling
- T6: Car parking



T4: Servicing a development

1. Development should consider servicing and deliveries to and from their site from the outset of design.
2. Development should also consider how construction deliveries to the site will be facilitated.
3. Developments should ensure that servicing and deliveries 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, using zero emission vehicles 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

3.274 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. 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 Strategy. Online shopping of convenience goods has risen from 1 per cent in 2008 to 5.4 per cent in 2021 and is projected to grow to 7 per cent by 2040. Online shopping of comparison goods has risen from 7 per cent in 2008 to 22 per cent in 2021, and is projected to rise 29 per cent by 2040.

3.275 As a consequence of the substantial quantity of deliveries and servicing that takes place, 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.

3.276 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 or large vans and therefore safety needs to be considered. Development should also consider how a development can be constructed and how construction deliveries to the site can be managed.

3.277 The Sustainable Transport Strategy outlines how servicing by sustainable means can be encouraged through the use of zero-emission vehicles or e-cargo bikes, as well as freight consolidation between businesses. Development should support these measures through the provision of appropriate infrastructure such as electric vehicle charging, cargo bike parking and delivery lockers.

3.278 Newham's poor air quality is exacerbated by the quantity of servicing and deliveries to developments in the borough and other boroughs. Consequently, this policy encourages servicing and deliveries to take place using more sustainable means – such as zero emission vehicles and cargo bikes.



Implementation

T4.1	<p>Where possible, servicing and deliveries should take place within the curtilage of the development. Applicants are recommended to discuss servicing and deliveries in the pre application process, liaising with the Council’s Highways team as appropriate.</p> <p>Development should show how servicing and deliveries have been considered in the design of the development in a Design and Access Statement and where required, a Servicing and Deliveries Management Plan.</p>
T4.2	<p>Development should also consider how construction deliveries will be managed. This should be demonstrated in a Construction Management Plan.</p> <p>Applicants are recommended to discuss servicing and deliveries in the pre application process, liaising with the Council’s Highways team as appropriate.</p>
T4.3	<p>Development should consider the safety implications of servicing and deliveries, demonstrating this in a Transport Assessment and a Servicing and Deliveries management plan.</p> <p>Applicants are recommended to discuss highways safety matters in the pre application process, liaising with the Council’s Highways team as appropriate.</p>
T4.5	<p>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.</p> <p>This could be secured via condition.</p>

Monitoring

- Number of Servicing and Management Plans conditions approved.

Evidence base

- Sustainable Transport Strategy – underway, a joint piece of work between the Planning Policy and Highways and Sustainable Transport service. This work also includes a Cycling Strategy, Walking Strategy, Cycle Hire Strategy and Electric Vehicle Charging Point Strategy.
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022-2024 (LIP), London Borough of Newham (2022)

Policy Links

Draft Local Plan 2022:

- T1: Strategic transport
- T2: Local transport
- T3: Transport behaviour change
- J1: Employment and growth

London Plan 2021:

- 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 (such as industrial) that are suitable for close proximity to the airport.
2. Development proposals at London City Airport which would result in an increase in adverse impacts to existing local residents and to development proposals for new homes 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. Any development proposal must mitigate any impact on local residents, and additional works to

further mitigate existing impacts for local residents is encouraged.

5. 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 access to the airport.
6. Development should work with the Council to ensure that local residents are supported into airport and aviation related jobs.
7. Development in proximity to the airport needs to consider a range of factors, including the Agent of Change principle, noise and height limitations. Proposals should be discussed with London City Airport at the earliest possible opportunity.

Planning obligations

- Contributions will be sought from airport developments for Our Newham Work. This will be secured via a development's legal agreement.

Justification

3.279 One of London's major airports, London City Airport opened in 1987, and has been expanded several times over the last 30 years. The current planning permission for the airport was granted in 2016 by the Secretaries of State for Transport and Communities and Local Government.

3.280 Destinations include other parts of the UK and Europe, with a mixture of business and pleasure travel. 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.

3.281 The airport is the largest private sector employer 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 to make better use of existing runway capacity at all UK airports.



3.282 Residents have told us they do not support an increase in the number of flights (actual aircraft movements) or reduction in the extant respite period – especially in light of Newham’s declaration of a Climate Emergency and Air Quality commitments.

3.283 In addition, and partly due to the role of the airport, 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 alongside this emerging context.

3.284 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 industries adjacent to aviation such as engineering.

3.285 We also support improvements to surface access to the airport by sustainable means and efforts by London City Airport to achieve net zero, and

would support development that facilitates this – such as electric vehicle charging points, solar panels and removal of fossil fuels from the 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 this new technology.

3.286 Given the above, expansions in the size, function, operating hours and frequency of the airport activity is not 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 freight planes using the airport or an 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 generating uses that are suitable for close proximity to the airport. This could include uses that support or complement the airport, such as laundry or catering. 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: <ul style="list-style-type: none"> • 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.

<p>T5.2</p>	<p>It is considered that the following changes in the use and function of the airport would result in an unacceptable increase in adverse impacts to existing local residents and to development proposals for new homes:</p> <ul style="list-style-type: none"> • Development proposals which would increase the number of actual aircraft movements from the airport, or reduces the extant respite period. • 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. <p>A significant number of new homes are planned on site allocations in close proximity to the airport. These homes are required to deliver the London Plan (2021), emerging Royal Docks and Beckton Opportunity Area Planning Framework and local needs.</p>	<p>T5.5</p>	<p>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.</p> <p>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.</p>
<p>T5.3</p>	<p>The Council is supportive of ongoing research and development to increase the use of zero carbon technologies in the airport’s operations. This is conditional on any new technology not having unacceptable impacts on existing residents and future housing developments. Examples of impacts that would need to be mitigated include noise, vibration, smell and air quality.</p>	<p>T5.6</p>	<p>Development at the airport should liaise with the Council’s economic regeneration and Our Newham Work teams to ensure that local residents are supported into airport and aviation adjacent jobs.</p> <p>This should be demonstrated at the time of submission, with the quantity of local residents supported into airport jobs secured by condition.</p>
<p>T5.4</p>	<p>Development should demonstrate how impacts on local residents will be mitigated. Examples of impacts that would need to be mitigated include noise, vibration, smell and air quality. This should be demonstrated in documentation submitted as part of a planning application. Works to mitigate impacts may be secured by condition.</p>	<p>T5.7</p>	<p>Development in proximity to the airport should demonstrate consideration of London City Airport at the time of submission.</p> <p>This could include noise, air quality, safety, wider Agent of Change principles, and height limitations (including construction cranes).</p> <p>Applicants that propose developments in proximity to the airport should discuss the potential implications of the scheme with London City Airport and the Council’s planning team as early as possible.</p> <p>Details regarding height restrictions, noise contours and the Public Safety Zone can be found on London City Airport’s website.</p>
<p>T5.5</p>	<p>Examples of improvements to surface access which could be supported include proposals which will improve access for local residents to get to/from the airport. This includes work to reduce car trips in the early morning and late at night, work to improve active travel around the Royal Docks and connections to ExCeL and local hotels.</p>		<p>The outcomes of discussions, and any agreed draft conditions should be shared with the Council as part of the application.</p>

Monitoring

- Passenger numbers per year at the airport. Target: no specific target.
- Number of local residents complaints regarding the airport. Target: no specific target, should be decreasing.
- Compliance with LCY legal agreement and planning conditions. Target: no specific target, should not have non-compliance issues.
- Passenger and staff modal splits. Target: no specific target, should be increasing.

Evidence base

- Sustainable Transport Strategy – underway, a joint piece of work between the Planning Policy and Highways and Sustainable Transport service. This work also includes a Cycling Strategy, Walking Strategy, Cycle Hire Strategy and Electric Vehicle Charging Point Strategy.
- Infrastructure Delivery Plan (IDP), London Borough of Newham (2022)
- Local Implementation Plan 2022-2024 (LIP), London Borough of Newham (2022)

Policy Links

Draft Local Plan 2022:

- T1: Strategic transport
- T2: Local transport
- T4: Servicing a development
- D7: Neighbourliness

London Plan 2021:

- 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

3.287 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 the 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 due to be updated, will set out in detail which existing waste sites in Newham will be safeguarded to meet this target.

3.288 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 management facilities. 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 management sites and seek to encourage the delivery and improvement of waste management facilities. The policies also

seek to enhance the quality of waste and recycling stores within housing and commercial developments. 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 borough's reuse and recycling rates.

3.289 Utilities infrastructure relates to the provision of facilities to deliver a range of critical functions such as providing heat, power, digital connectivity and communications, water supply and wastewater removal. These are necessary for quality of life and a functioning economy. The National Planning Policy Framework requires Local Plans to align growth needs with infrastructure delivery as a component of sustainable development. This includes 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 management facilities**
- **W3: Waste management in developments**
- **W4: Utilities and digital infrastructure**



W1: Waste management capacity

1. The management of waste and the development of waste management facilities 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 management sites within Newham will be safeguarded and should be retained in waste management use.
4. Developments which would reduce or undermine the continued or enhanced use of an existing waste management 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 Obligation

- In some cases, it may be necessary for developments that are proposing the loss of waste management facilities to secure appropriate compensatory capacity via a development's legal agreement.

Justification

3.290 Policy W1 outlines that waste management in Newham must 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 management facilities to allow for changing circumstances and new technologies to be brought forward over the course of the plan period.

3.291 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) (383,000 tonnes by 2021 and 407,000 tonnes by 2041). 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.

3.292 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 borough contributes to delivering net waste self-sufficiency for London by 2026.

Implementation

W1.1	<p>This sets the strategic principle for the assessment of developments that seek to manage waste within developments or develop waste management facilities in the borough. Achieving the principles of the circular economy will be a key component of decision-making. Developments referable to the Greater London Authority should demonstrate their adherence to circular economy principles through the submission of circular economy statements as per Policy SI 7 of the London Plan (2021).</p>
W1.2	<p>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 in waste management use. Until the adoption of the Joint East London Waste Plan, developments proposing the loss of a waste management site will be assessed in accordance with parts 3 and 4 of the policy.</p>
W1.3	<p>The adopted 2012 East London Waste Plan, which is due to be updated, safeguarded land in Beckton Riverside as a potentially available and suitable site for a future waste management facility. However, latest evidence of waste capacity suggests that east London has sufficient capacity from existing waste management 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.</p> <p>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.</p>

	<p>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 through the Evidence Base for the East London Joint Waste Plan will be updated as production of the updated Joint East London Waste Plan progresses.</p>
W1.4	<p>Maximum throughput should be calculated using the maximum throughput for the site over the last 5 years.</p>



Monitoring

- Percentage of local authority collected waste diverted from landfill in East London Waste Authority region. No specific target, should be improving.
- Percentage of household waste sent for recycling, reuse or composting. No specific target, should be improving.
- Loss of waste handling capacity. Target: no net or functional loss without compensatory capacity re-provided in London.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

- Evidence Base for the East London Joint Waste Plan, Anthesis (2021)

Policy Links

Draft Local Plan 2022:

- W2: New or improved waste management facilities
- W3: Waste management in developments

London Plan 2021:

- D3: Optimising site capacity through the designed 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 management facilities

1. Re-provided, new or intensified waste management facilities 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. Applicants should ensure that proposed waste management facilities are fully enclosed or provide an equivalent level of environmental protection with respect to air quality.
2. Developments of the re-provision of an existing waste management 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 management facilities should include an appropriately detailed and resourced 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

3.293 Policy W2 seeks to ensure that new, replacement or intensified waste management facilities 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 management facilities in the borough. The criteria outlined within the policy will help to ensure that waste management facilities 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.

3.294 The policy also sets out requirements for waste management facilities to provide site 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, facilities and regular maintenance checks. These requirements will help to ensure that facilities do not produce significant amounts of dust emissions or track mud or dirt onto the highway.

Implementation

W2.1	<p>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) 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 management facilities are operating, irrespective of whether they are safeguarded through the Evidence Base for the East London Joint Waste Plan. Further guidance on applying circular economy principles can be found in the following documents:</p> <ul style="list-style-type: none"> • Greater London Authority London Environment Strategy (2018) • Greater London Authority Circular Economy Statement Guidance (2022) (relevant to developments referable to the Mayor of London). <p>It is recognised in some instances that it may not be viable for existing waste management facilities 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 site management plan.</p>
W2.2	<p>Further guidance on the meaning and application of the waste hierarchy is available from the following sources:</p> <ul style="list-style-type: none"> • 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	<p>Waste management plans should be submitted as a standalone document for waste management facilities (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.</p>

Monitoring

- New waste management facilities. Target: Relevant consents delivered in line with policy expectations.
- New/intensified waste management facilities delivering full enclosure or equivalent environmental protection. Target: majority of relevant consents.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

- Evidence Base for the East London Joint Waste Plan, Anthesis (2021)

Policy Links

Draft Local Plan 2022:

- W1: Waste management capacity
- J2: New employment floorspace

London Plan 2021:

- S17: Reducing waste and supporting the circular economy
- S18: Waste capacity and net waste self-sufficiency
- S19: Safeguarded waste sites



W3: Waste management in developments

1. New housing 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 housing developments should be designed to avoid any adverse amenity impacts.
2. Major residential development proposals should be accompanied by a Waste Management Plan that accords with the requirements of Newham's most up-to-date Waste Management development guidelines.
3. Major housing 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 be designed to accord with the requirements of Newham's most up-to-date Waste Management development guidelines. 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. Developments that propose alternative waste management technologies should be discussed at an early stage of design with the waste and recycling team.

Justification

3.295 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 to achieve a minimum 28 per cent recycling rate for Local Authority Collected Waste by 2030²³. The quantity and high density nature of developments in Newham has historically made it challenging for the borough 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.

3.296 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, 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.

²³ [East London Waste Authority Joint Strategy for East London's Resources and Waste 2027 - 2057 \(2022\)](#)

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](#).

W3.2 As a minimum, Waste Management Plans should set out:

- How private residential units are designed to provide adequate internal storage, usually within the kitchen, for the segregation of recyclable materials from other waste. Design of private residential units should be future-proofed to allow for the potential future storage of food waste bins.
- The provision 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. The management of this provision should be detailed.
- How the waste will be delivered from private residential 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 walk 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 development guidelines. 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 planning constraints, such as landscaping, playspace, and public realm layout. Vehicle access arrangement 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.

	<ul style="list-style-type: none"> • Details of 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. <p>The above guidelines should be read in conjunction with Newham’s most recently published waste management guidelines and Newham’s Waste and Recycling Collection Policy.</p>	W3.6	<p>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.</p>
W3.3	<p>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 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 community facilities on site. Applicants should set out how such spaces will be managed within their Waste Management Plan.</p>	W3.7	<p>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 well as interrogate the feasibility of providing such technologies.</p> <p>In addition to Newham’s most recently published waste management guidelines, Newham’s Waste and Recycling Collection Policy contains additional guidance on the management and maintenance of Underground Refuse Storage systems. This guidance should be adhered to when designing Underground Refuse Storage systems for new developments.</p>
W3.4	<p>This requirement seeks to ensure that 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 only solution waste management solution across a development to allow for efficient servicing by a suitable collection vehicle.</p>		
W3.5	<p>Further guidance on designing waste storage facilities for commercial and mixed-use developments can be found in Newham’s Waste Management Guidelines for Architects and Property Developers.</p>		

Monitoring

- Household waste collected per head (kg). No specific targets, positive trends should be observed.
- Policy Use and Robustness. No specific target, monitor for expected use and ability to withstand appeal scrutiny.

Evidence base

- Evidence Base for the East London Joint Waste Plan, Anthesis (2021)

Policy Links

Draft Local Plan 2022:

- W1: Waste management capacity

London Plan 2021:

- D6: Housing quality and standards
- S17: Reducing waste and supporting the circular economy



W4: Utilities and Digital Infrastructure

1. All Major development proposals will be expected to:
 - a. Undertake effective engagement with utilities 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 and to ensure utilities networks and connections can serve the development.
 - b. Demonstrate that there is sufficient utility infrastructure capacity to meet the demand of development during the construction and operation phases. 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 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 and environmental 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 growth needs 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. 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, 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 sufficiently decarbonised to be considered a renewable energy source, to support the transition to create zero emission solutions for clean and integrated energy systems.
6. Major development must ensure there is a sufficient supply of electricity capacity, particularly where demand is forecasted to exceed existing capacity and to meet potential growing demands including electric vehicle charging and data centre development.
7. 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. Promote digital inclusivity by addressing gaps in digital connectivity and reducing barriers to digital access including affordability.
 - c. Support digital infrastructure and data as part of inclusive growth, including projects set out as part of the Newham Sparks programme and detailed in the neighbourhoods policies.

Planning Obligations

- Contributions to support future studies exploring sufficiency of utilities infrastructure capacity or utilities upgrades will be secured via the development's legal agreement

Justification

3.297 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, enabling 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.

3.298 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	<p>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 set out as part of 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 to meet this need.</p> <p>Where required, developments which result in the need for off-site upgrades will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades. 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.</p> <p>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. 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.</p> <p>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 be prepared and reflect best practice guidance including those published by statutory consultees and utilities providers, including Environment Agency, National Grid, Thames Water and UKPN.</p>
W4.4	<p>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.</p>

W4.4	<p>Advice should be sought from Environmental Health at the pre-application stage highlighting any key issues with proposals relating to odour.</p>
	<p>Proposals should have regard to the latest Institute of Air Quality Management Guidance on the assessment of odour for planning.</p>
W4.5	<p>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 and extended networks will need to demonstrate that the energy source is a renewable source through the submission of an Energy Strategy.</p> <p>Proposals seeking connections should support zero carbon ambitions and be well-designed using innovative technologies e.g. ground source heat pumps. These should be designed, constructed and managed (including decarbonising the energy source) in accordance with the London Heat Network Manual II (May 2021).</p> <p>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.</p> <p>Applicants should have regard to existing Heat Networks established within Stratford and the Royal Docks.</p>
W4.7	<p>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</p>

W4.7 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.

Monitoring

- Utilities infrastructure planning and project milestones met. Target meet milestones set out in the Infrastructure Delivery Plan. and digital infrastructure delivery as per the milestones set out in the

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)
- Newham Sparks, London Borough of Newham, 2021

Policy Links

Draft Local Plan 2022:

- W1: Waste management capacity

London Plan 2021:

- S113: Energy infrastructure
- S115: Water infrastructure
- S116: Digital infrastructure
- E4: Land For industry, logistics and services to support London's economy
- D13: Agent of Change

**NEWHAM
LOCAL PLAN
NEIGHBOURHOODS**

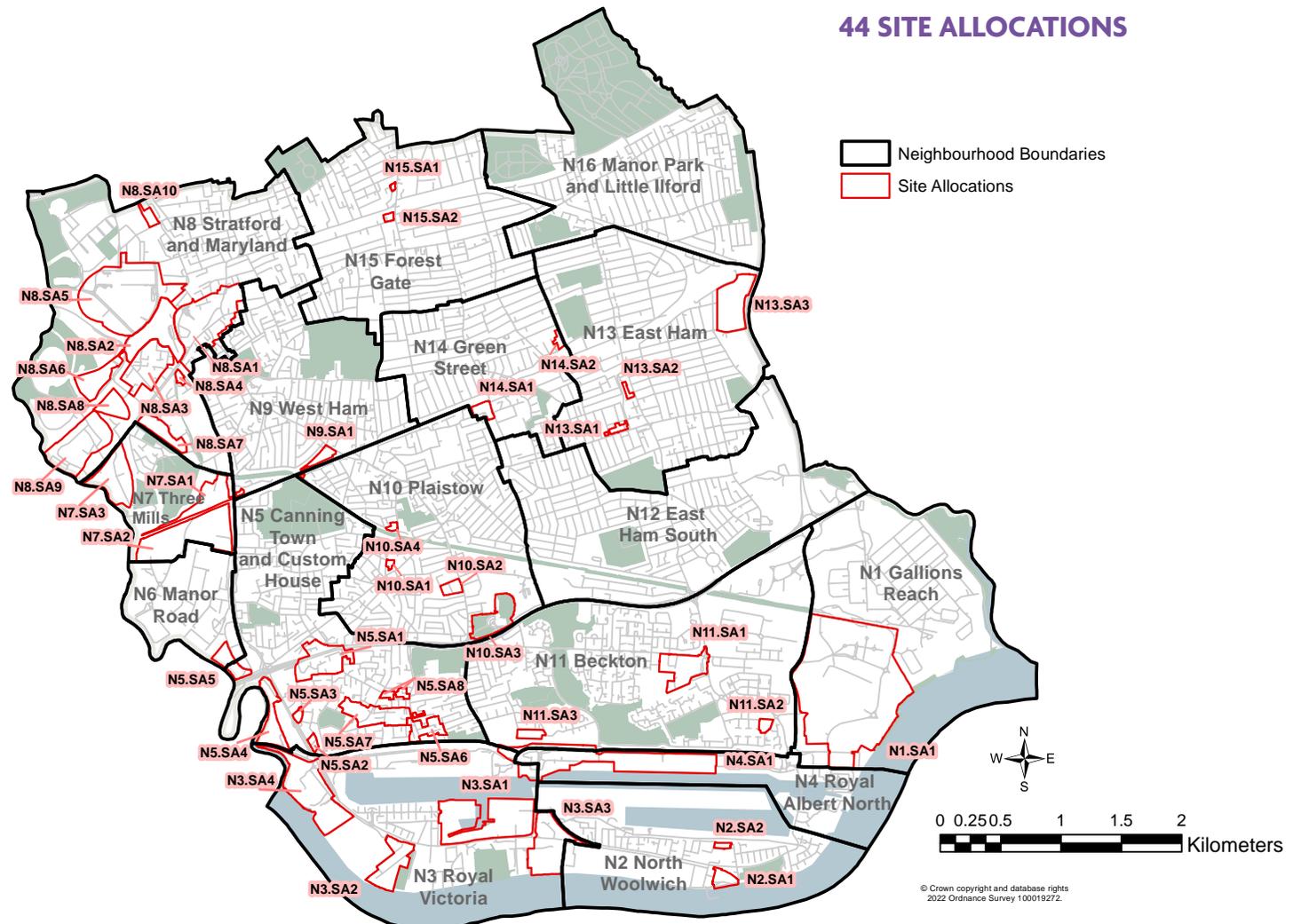
NEIGHBOURHOODS

Newham's 16 neighbourhoods are:

- N1 Gallions Reach
- N2 North Woolwich
- N3 Royal Victoria
- N4 Royal Albert North
- N5 Canning Town and 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

The name, boundary and neighbourhood policies for each neighbourhood are available for comments as part of the draft Newham Local Plan 2022 consultation.

MAP OF NEWHAM'S 16 SITE ALLOCATIONS AND 44 SITE ALLOCATIONS



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NEIGHBOURHOODS

Introduction

4.1 Newham's spatial strategy is underpinned by the 15-minute neighbourhood concept, through which every resident in Newham can live in an accessible and inclusive neighbourhood which provides their social, civic and economic essentials. The strategy is not intended to create isolated and self-sustaining areas but to support access to services and facilities for everybody. The 15-minute neighbourhoods therefore form part of a wider network of 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.

4.2 The Local Plan sub-divides the borough into 16 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 (2022) and informed by public engagement which took place in autumn 2021. The proposed boundaries of the neighbourhoods were identified through an analysis of the different ways the borough can be sub-divided, including administrative boundaries, planning designations and character and function. The proposed boundaries were then shaped by public engagement and feedback from residents, businesses and local organisations on what they perceive to be their neighbourhood, what is important to them and what they like and don't like.

Implementation

4.3 The policies in this chapter set out how each neighbourhood will change up to 2038. The policies provide the vision, design and development principles for each neighbourhood, which will inform and guide development in each neighbourhood. Site allocation policies will inform and guide development on specific sites. The neighbourhood policies are to be read alongside the other policies in the Local Plan which set out the requirements for different uses. The neighbourhood policies and site allocations are strategic policies for the purposes of neighbourhood planning.

4.4 The delivery of site allocations will be monitored in line with the phasing criteria set out in each of the site allocations.



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N1 GALLIONS REACH

Neighbourhood profile

4.5 The Gallions Reach neighbourhood is located in south east of the borough and is in the Royal Docks and Beckton Riverside Opportunity Area. It is bounded by the A13 to the north, the River Roding to the east and Royal Docks Road to the west.

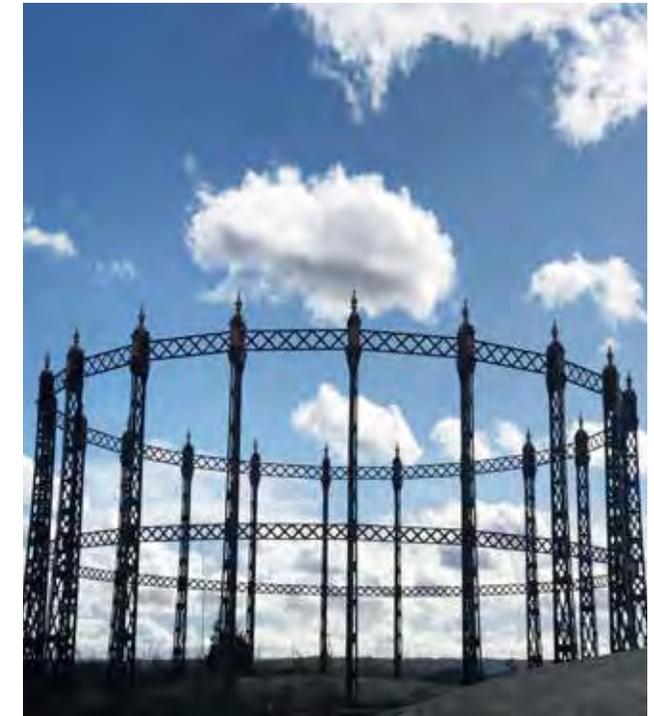
4.6 The north of the neighbourhood is occupied by large-scale infrastructure, including the Beckton Sewage Treatment Works which is the largest sewage treatment works in Europe. Gallions Reach Retail Park, with its extensive car parking, is located to the south of this infrastructure, along with the 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, with PowerLeague playing pitches providing sports and leisure facilities for the neighbourhood.

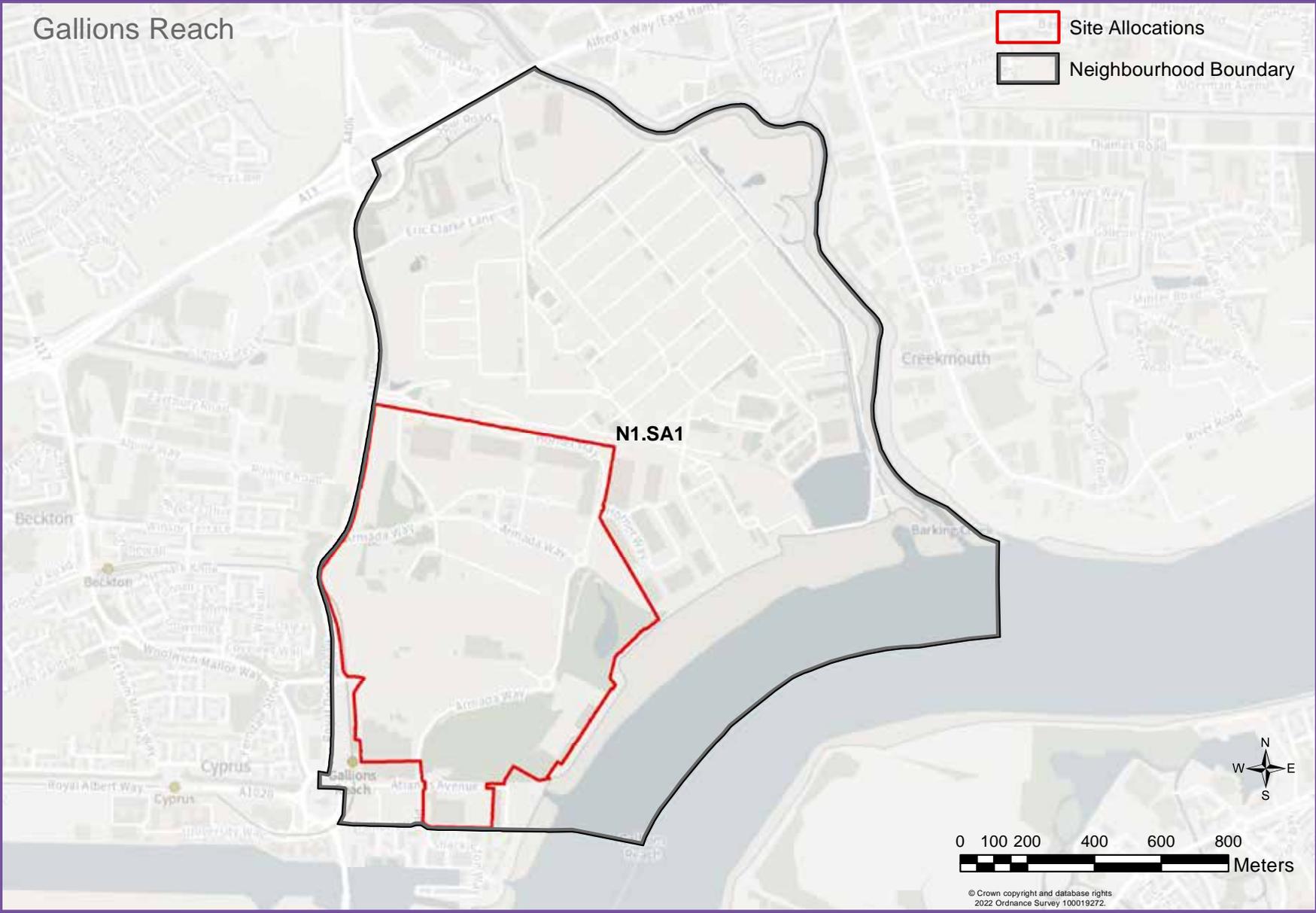
4.7 The neighbourhood contains large areas of open land that attract birds and other wildlife, meaning it has various sites that are protected for their nature and biodiversity significance, including along the River Roding and the Beckton Creekside Nature Reserve. This open land in the north of the neighbourhood is also designated as Metropolitan

4.8 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. Beckton and Beckton Sewage Works Archaeological Priority Areas are in the neighbourhood.

4.9 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. The DLR would continue to another new DLR station at Thamesmead 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.





N1: GALLIONS REACH

Vision

Gallions Reach will be transformed into a new neighbourhood through the delivery of an extended DLR line and new DLR station at N1.SA1 Beckton Riverside. The new neighbourhood will include a large number of homes, new and intensified employment and industrial space and the creation of a new Town Centre, all delivered on the former Strategic Industrial Location. 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. A new Town Centre will be created, building on the existing retail offer and 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 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 transformation of N1.SA1 Beckton Riverside, in accordance with the Gallions Reach Tall Building Zone and Local Plan Policy D4;
2. encouraging development to integrate and reflect local heritage assets such as the former gasholders and Victorian river piers as features of the neighbourhood's character;
3. reducing any barriers between sites to enable seamless integration across sites;
4. radically reducing car parking and the dominance of road infrastructure across the neighbourhood;
5. appropriate mitigation and buffering between residential and industrial uses;
6. reconfiguring the existing retail offer to create a new Town Centre with 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;
7. requiring a diverse mix of uses in the Town Centre, including retail, food and drink and business and service uses, community and cultural facilities and offices as well as temporary and pop-up uses such as markets;
8. optimising and intensifying the Strategic Industrial Location and supporting demand for warehousing and distribution, utilities and transport needs;
9. requiring developments in the Royal Docks Enterprise Zone which deliver new employment floor space to support the London Living Wage designation;
10. mitigating any severance caused by new train tracks, including through the provision of new bridges for walking and cycling;
11. supporting the extension of the DLR depot;
12. supporting the removal of the Thames Gateway Bridge Safeguarding upon securing the extension of the DLR;
13. supporting the provision of a Thames Clipper Pier;
14. 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;
15. 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;
16. extending the Greenway to provide improved walking and cycling links through the neighbourhood and across to Beckton;
17. securing public access to green and blue spaces and nature that are currently inaccessible to the public, including opportunities for water-related and water-dependent activities;
18. providing an active, landscaped, edge along the water and new or improved walking and cycling routes to maximise physical and visual access to the water;

19. retaining existing mature trees and maximising the provision of new open space and green infrastructure and opportunities to increase biodiversity and improve existing Sites of Importance for Nature Conservation, particularly along the River Roding in partnership with London Boroughs of Redbridge and Barking and Dagenham;
20. extending the Thames Path through the neighbourhood and along both the River Thames and the River Roding;
21. mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions;
22. mitigating the noise impacts of the DLR depot through appropriate buffering and other design solutions;
23. improving air quality and reducing exposure to poor air quality, particularly along Alfred's Way and Royal Docks Road;
24. providing a new electricity substation;
25. providing new community facilities and places to meet, including a leisure centre and faith facilities;
26. providing education provision in the form of an all-through school and primary school in close proximity to Atlantis Avenue and Armada Way;
27. providing a new health hub provision to provide a wide range of health services.

Sites

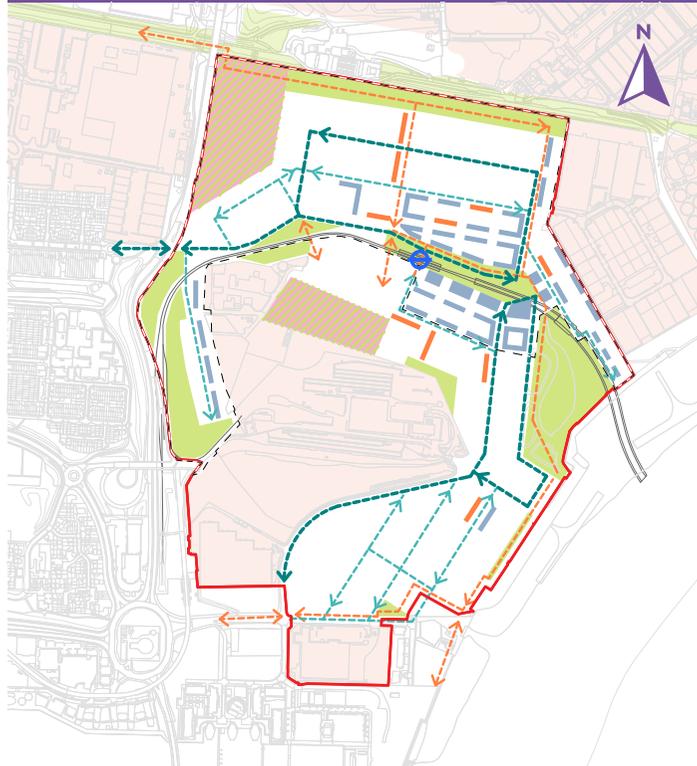
- NI.SA1 Beckton Riverside

NI.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 Zone	Flood zones 2 and 3 Flood defence safeguarding
Heritage Designations	Beckton Archaeological Priority Area (Tier 3) Royal Docks Archaeological Priority Area (Tier 3) In proximity 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	Partial open space Open space deficiency Adjacent to Metropolitan Open Land Air Quality Management Area
Relevant planning history	N/A
Ownership	Public and private
Existing uses	The site contains remnants of the former Beckton gas works, infrastructure and an attenuation pond serving Gallions Reach. Gallions Reach shopping park and associated car parking sits to the north of the former gas works site. The Beckton DLR depot sits to the south of the former Beckton Gas works site. The site contains a range of industrial uses on the part of the site designated as a Strategic Industrial Location. The site also contains larger areas of open space adjacent to the River Thames and the A1020.

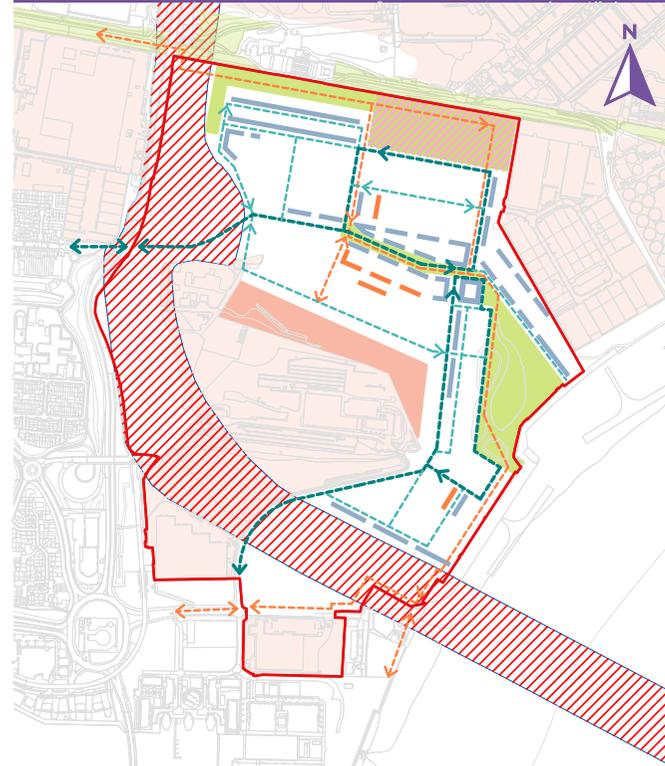
N1.SA1 Beckton Riverside

Map

With funding for the DLR



Without funding for the DLR



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- ▨ Opportunity for commercial/employment frontage
- ▨ Opportunity for active frontage
- ▨▨▨ Safeguarded road space
- ▨ Opportunity for green space
- ▨ Proposed industrial extension
- ▨ SIL
- - - - Later phase (post DLR)
- ▨▨▨ Education: soft outdoor PE space with community access

N1.SA1 Beckton Riverside

Development principles

Residential development, industrial and employment uses, community and education uses, leisure uses, open space and town centre uses.

The development of this site should occur only once the outcome of the Beckton to Thamesmead DLR extension project is known and must reflect the agreed outcome.

Where no funding is secured for a new DLR station, development should meet the following principles:

- No development should occur on the land safeguarded for the road crossing.
- Employment uses should be primarily concentrated on the Strategic Industrial Locations and provide industrial floorspace for transport and utilities and warehousing and logistics.
- Employment uses outside of the Strategic Industrial Locations should be for light industrial uses.
- Development should provide a new primary school and a secondary school.
- Development should provide a health hub designed to meet NHS needs and standards.
- The type and quantity of town centre uses should be consistent with a District Centre designation. It should be located on a portion of the Gallions Reach Retail Park. The development of the new Town Centre must

follow the requirements in Local Plan Policy HSI.2.

- A retail and community facilities cluster consistent with a Neighbourhood Parade designation should be provided at a point between the new District Centre and Albert Basin Local Centre.

Where funding is secured for a new DLR station, development should meet the following principles:

- Development should occur in two phases, with the second phase only able to commence once the DLR construction contract is let.

In the first phase:

- Development activity should be concentrated in the south-east section of the site.
- Significant development and redesign of Gallions Reach Retail Park should not occur and its ongoing function should be protected.
- Once safeguarding has been released, development can occur on the land safeguarded for the road bridge in the south-east section of the site.
- Employment uses should be primarily concentrated on the Strategic Industrial Locations and provide industrial floorspace for transport and utilities and warehousing and logistics.
- Employment uses outside of the Strategic Industrial Locations should be for light

industrial uses.

- Development should provide a primary school and a secondary school.
- Development should provide a health hub designed to meet NHS needs and standards.
- A retail and community facilities cluster consistent with a Neighbourhood Parade designation should be provided at a point between the new District Centre and Albert Basin Local Centre.

In the second phase:

- Development activity on the remainder of the site can commence.
- 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 subject to evidence of favourable market conditions at the time. It must be located in close proximity to the DLR station. The development of the new Town Centre must follow the requirements in HSI.2.

N1.SA1 Beckton Riverside

In all of the above scenarios:

- The type and quantity of community facility floorspace should be informed by the borough's Community Facility Needs Assessment (2022) evidence base and will be assessed in accordance with Local Plan policies CF1, CF2 and CF3.
- Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

Where no funding is secured for a new DLR station, development should meet the following principles:

- Building heights should generally be between 3 and 6 storeys, rising to between 7 and 10 storeys at the new Town Centre and the areas closest to Gallions Reach DLR station.

Where funding is secured for a new DLR station, development should meet the following principles:

- In the south of the site building height should generally be between 3 to 8 storeys, rising up to 13 storeys in the areas closest to Gallions Reach DLR station.
- In the north of the site building heights should generally be between 6 and 8 storeys, rising to between 13 and 16 storeys at the

new Town Centre and DLR station.

- Design of the site should ensure legibility and connectivity across the new rail line.

In all of the above scenarios:

- The site should be designed and developed comprehensively in accordance with Local Plan Policy BFN2 reflecting the final outcome of the Beckton to Thamesmead DLR extension project.
- A buffer of employment uses should be provided between residential uses and the Strategic Industrial Location both within and adjacent to the Site Allocation.
- The new Town Centre should be designed to significantly increase accessibility by public transport and pedestrian and cycle routes in order to reduce car dependency and parking when travelling to the site. The Town Centre should provide active frontages and quality public realm, including a new public square.
- The health hub, leisure and larger community facilities should be located in the most accessible part of the site alongside other town centre uses.
- Smaller community facilities can be located as part of the Neighbourhood Parade and in addition to the required retail provision.
- The primary school should be located to the southern part of the site, to the north of Atlantis Avenue. The secondary school and

associated shared open space should be located to the north of the DLR depot on the site on the former Beckton gasworks and in close proximity to the new Town Centre and public transport (new DLR station or bus provision).

- 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 also be accessible by the wider community.
- Additional significant public open spaces should be provided at the northern boundary of the site and around the attenuation pond adjacent the Thames. These new public open spaces should have the scale, function and design of large Local Parks.
- The layout of the site should increase access to nature, including the Roding and Thames rivers and attenuation pond.
- The layout of the site should enable the continuation of the Thames Path through the site.

N1.SA1 Beckton Riverside

- The layout of the site should include the extension of the Greenway into the site and should aid connectivity between the Greenway and the River Thames.
- Routes through and to and from the site should improve access and connectivity to the new residential neighbourhoods at Gallions Reach, Gallions Reach DLR Station, along the edge of the River Thames and with existing residential neighbourhoods at Beckton.
- The design of the site should also explore the feasibility of connections to National Cycling Route 13 that runs east-west through the docks.
- Design measures should minimise exposure to odour from Beckton Sewage Treatment Works.
- Design measures should minimise exposure to poor air quality on Royal Docks Road.
- Layout of site should respond to the London City Airport noise contours across the site.
- 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

If a new DLR route and station is to be provided on site, development should support its delivery.

Development should provide a new primary and secondary school of the scales required to meet projected need for school places alongside early years childcare provision, a leisure centre and a health hub designed to meet NHS needs and standards.

Development should address existing open space deficiency by providing new open space. The development should provide a local park to service nearby residential neighbourhoods.

Land within the site safeguarded for the Thames Gateway Bridge should continue to be safeguarded unless otherwise directed by the Secretary of State.

Phasing and implementation

Medium to long term.

Phasing of the site should reflect the development and design principles above and respond to the agreed transport provision.



N2 NORTH WOOLWICH

Neighbourhood profile

4.10 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 Crossrail tracks is a significant barrier in the neighbourhood with crossing points only at the far ends of the neighbourhood.

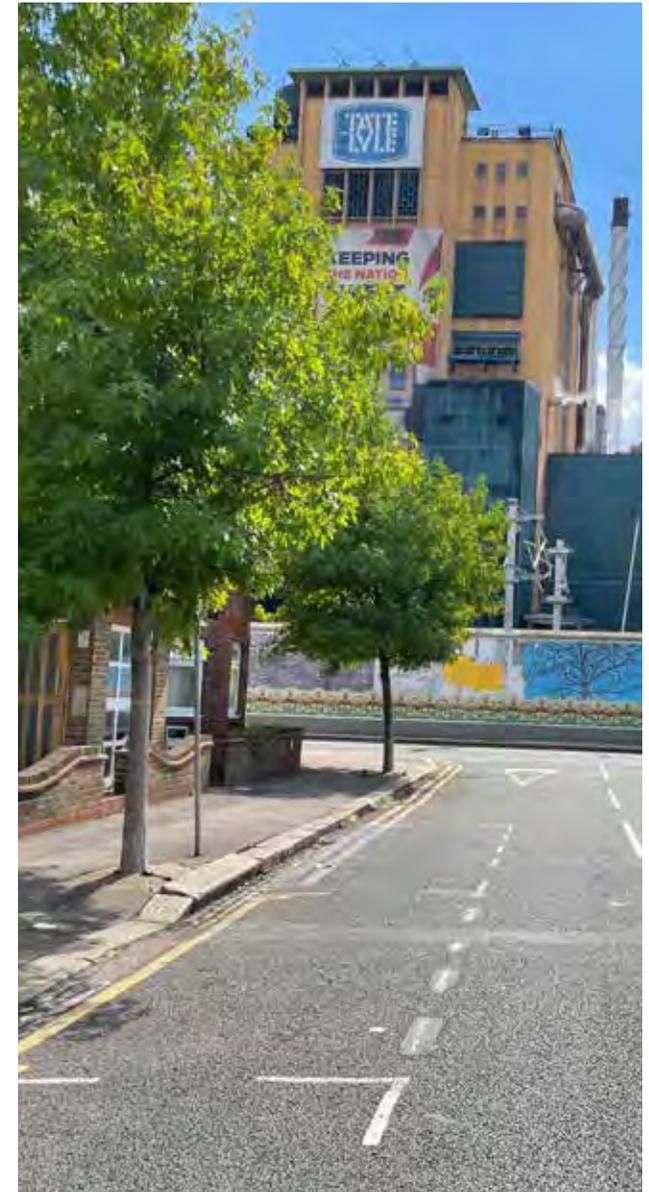
4.11 The neighbourhood has a rich history built on its industrial past and is now home to mix of uses and facilities, with London City Airport in the north of the neighbourhood, housing to the south of the DLR tracks and heavy industrial and infrastructure uses to the south of Albert Road. The neighbourhood includes King George V Dock. The neighbourhood has limited green spaces, consisting mainly of small pocket parks and open space on housing estates. Royal Victoria Gardens, located in the east of the neighbourhood, provides the one significant open space in the neighbourhood and provides important natural habitats as well as views along the Thames, sports facilities and a children's play area.

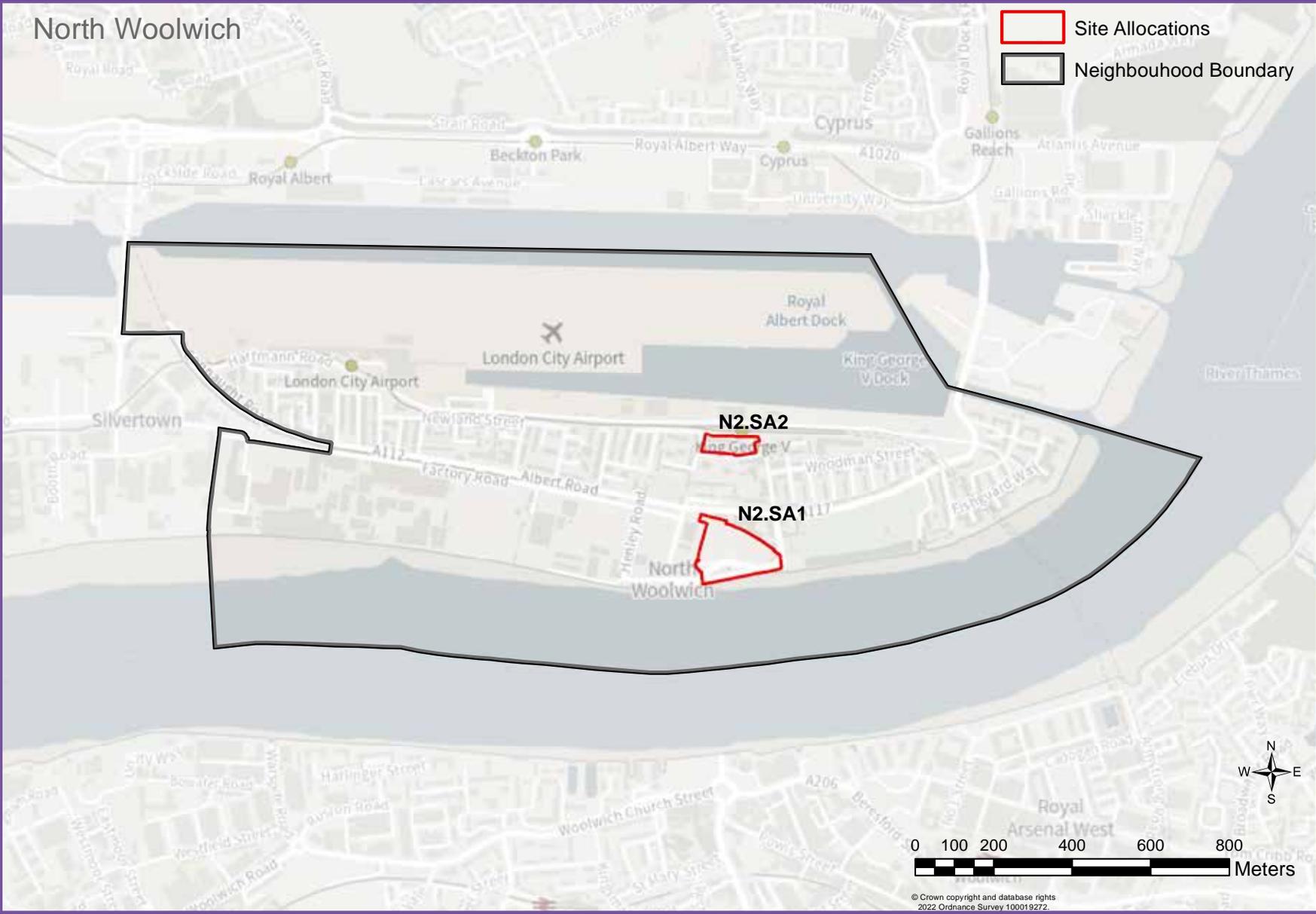
4.12 A large portion of the neighbourhood south of Albert Road is designated as a Strategic Industrial Location and includes a number of industrial estates. This mixed industrial area is predominantly made up of older industrial stock providing cost efficient industrial space for a range of local businesses.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

4.13 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, with a higher density of community centres than the average for the borough. Facilities include the newly refurbished library and the Royal Docks Learning and Activity Centre.

4.14 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.





N2: 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 a vibrant and thriving 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 N2.SA1 North Woolwich Gateway and N2.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. 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:

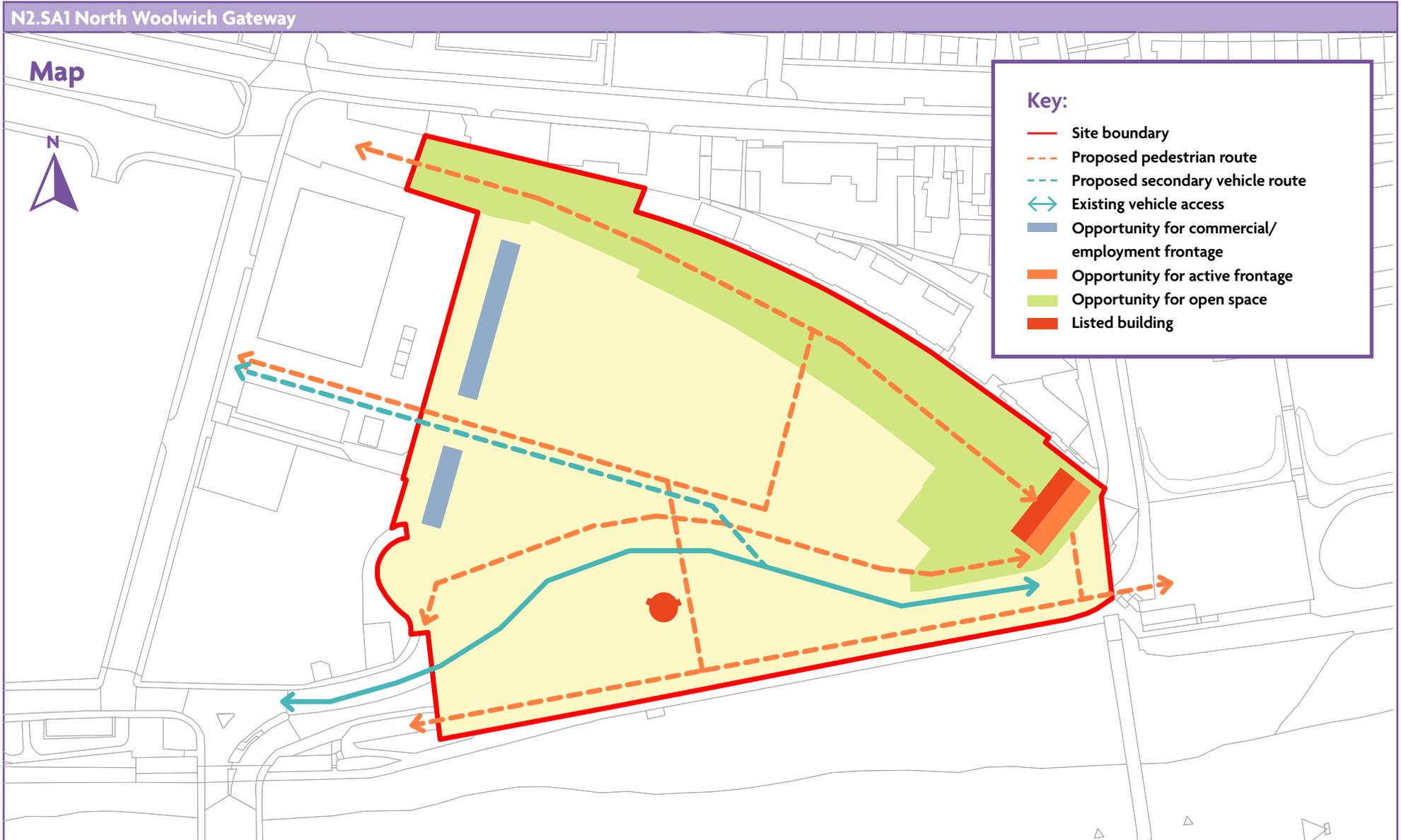
1. supporting development that enhances the character and legibility of the neighbourhood and provides a modest uplift in density through a range of typologies appropriate to the site's context;
2. supporting development that conserves the character of the neighbourhood's Areas of Townscape Value and other heritage assets, including the locally listed former police station and the Royal Standard pub;
3. supporting the transformation of N2.SA1 North Woolwich Gateway which remains in keeping with the site's context, including heritage assets and N2.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, increased street greening and a reduction in 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 which deliver new employment floor space to support the London Living Wage designation;
8. enhancing the role of the Local Centre to positively contribute in serving the needs of the local community through an improved retail and leisure offer within its primary shopping area, including a new supermarket of between 500 and 800 sqm GIA and a parade of small commercial units on Rymill Street as part of N2.SA2 Rymill Street;
9. providing local scale community facilities responding to identified local need and a new health centre at N2.SA2 Rymill Street;
10. improving the Local Centre's public realm to create a high-quality, accessible and 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;
11. supporting temporary or pop-up uses such as street markets in Pier Parade square;
12. intensifying the neighbourhood's industrial land, particularly for small and medium enterprises, green and low carbon industries and low-cost industrial space;
13. 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;
14. 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;

15. improving Albert Road, Woolwich Manor Way, Pier Road, Manwood Street, Fernhill Street, Winfred Street, Newland Street, Camel Road, Hartmann Road, the Capital Ring and Factory Road to enhance conditions for walking and cycling and to improve links between residential and employment locations and to the Local Centre, public transport and the wider network of neighbourhoods;
16. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
17. improving public realm at King George V DLR station to improve the relationship between the station and the rest of the neighbourhood;
18. providing new and improved walking and cycling links to Royal Victoria Gardens and the neighbourhood's network of green and open spaces;
19. maximising opportunities to access the water, including through the extension of the Thames Path and improvements to the Capital Ring;
20. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity;
21. improving air quality and reducing exposure to poor air quality, particularly along Albert Road and Pier Road;
22. mitigating the noise impacts of the airport, through appropriate buffering and other design solutions.

Sites

- N2.SA1 North Woolwich Gateway
- N2.SA2 Rymill Street

N2.SA1 North Woolwich Gateway	
Site address	Pier Road E16 2JJ
Neighbourhood	North Woolwich
Site area	2.46 hectares
Public Transport Accessibility Level	3
Flood Zone	Flood Zone 2 and 3
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) North Woolwich Station (Grade II) Entrance to Woolwich Pedestrian Tunnel (Grade II) Adjacent to: Royal Standard (Locally-listed) North Woolwich Police Station (Locally-listed)
Natural environment Designations	District/Metropolitan Park Deficiency Access to Nature Deficiency Air Quality Management Area
Relevant planning history	North Woolwich Old Station Museum 21/02261/FUL: Construction of a ground floor rear extension, proposed new mezzanine floor and internal alterations to existing layout (This is a Grade II Listed Building) – Refused.
Ownership	Public and private
Existing uses	Former railway station last used as a museum, and vacant brownfield land.



N2.SA1 North Woolwich Gateway

Development principles

Mixed-use residential with industrial and employment uses, prioritising light industrial to complement adjacent Strategic Industrial Location to the west of the site, and open space.

Community uses in the former railway station will be supported subject to heritage considerations. The type and scale of the community facility should be informed by the Newham Community Facilities Needs Assessment (2022) evidence base and Local Plan policies CFI and CF2.

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.

Design principles

The site should be designed and developed comprehensively in accordance with Local Plan policy CE7 Policy BFN2.

Up to 16 storeys will be acceptable on the west side of the site, stepping down to 5 storeys near the former North Woolwich station through the use of courtyard blocks.

Development should provide public realm and greenspace enhancements to Pier Road including a pedestrian route, as well as enhanced greenspace on the northern former rail tracks.

Development should improve pedestrian connectivity to North Woolwich Local Centre, King George V DLR station, and Royal Victoria Gardens. The design and layout should provide two east to west routes across the north and south parts of the site, the north route being located within greenspace provision on the former rail tracks. There should also be a north to south route across the centre of the site to improve connectivity with the Woolwich Pedestrian Tunnel and Pier Road along the riverfront. The former North Woolwich station should also be accessible from the west side of the site.

The design and layout of the site and industrial use should provide a buffer to adjacent Strategic Industrial Location.

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 should ensure an air quality neutral approach and minimise exposure to poor air quality as per 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.

Design measures should also minimise exposure to noise from London City Airport as per Policy T5.

Infrastructure requirements

Development should address existing open space deficiencies by providing greenspace.

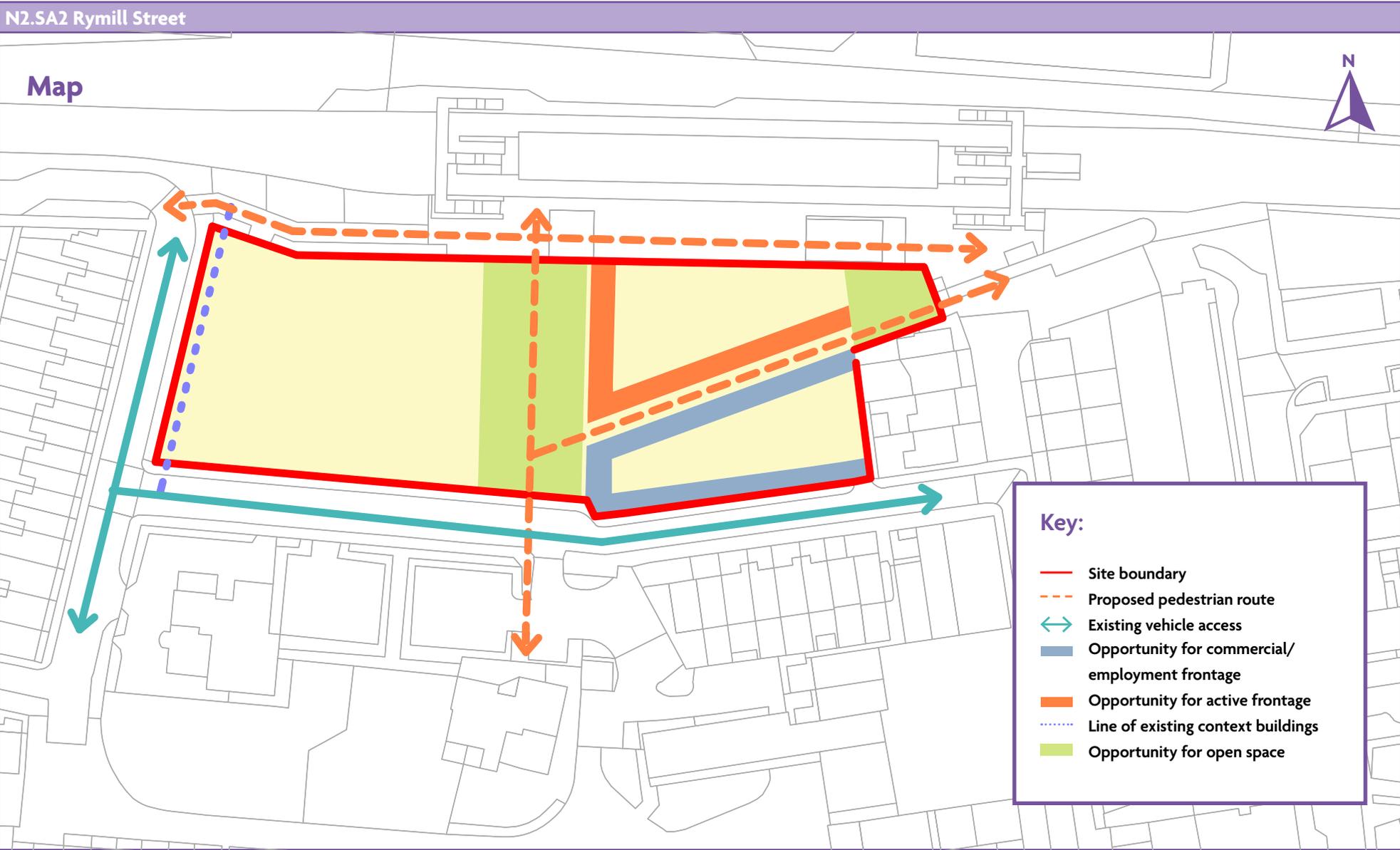
Phasing and implementation

Medium term.

N2.SA2 Rymill Street	
Site address	Rymill Street E16 2TX
Neighbourhood	North Woolwich
Site area	0.59 hectares
Public Transport Accessibility Level	2
Flood Zone	Flood Zone 2 and 3
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3)
Natural environment Designations	Metropolitan Park Deficiency Access to Nature Deficiency Air Quality Management Area
Relevant planning history	16/01376/FUL: Installation of temporary accommodation for up to 230 pupils. The temporary accommodation will include 11 classrooms, multifunction hall space, admin office, playgrounds, new road and pedestrian access and limited car parking, until 30th September 2018 - Application approved. 17/01444/FUL: Installation of an additional floor to building 4 including covered access stairway and fire escape at Oasis Academy Rymill Street School for up to 450 pupils and 50 staff until 30th September 2020 - Appeal allowed.
Ownership	Public
Existing uses	Vacant land and former temporary school.



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N2.SA2 Rymill Street**Development principles**

Comprehensive redevelopment to provide residential, retail, community floorspace in the form of a health centre, and provision of greenspace.

The provision of the health centre should meet NHS needs and standards.

The type, quantity and location of town centre uses should be consistent with the North Woolwich Local Centre designation, as per Local Plan Policy HS2. The site should provide a medium-sized food store of 500-800 sqm fronting Rymill Street within the Local Centre.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

The building height can be 10 storeys fronting King George V DLR station, stepping down in scale to 3-4 storeys fronting the southeast of the site and 3-5 storeys fronting the southwest of the site. In the west of the site, development should follow the building line of the existing buildings to the west.

The design and layout should provide an east to west route across the north of the site and a north to south route across the centre of the site.

Greenspace provision should be located mostly toward the centre of the site, with a frontage to Rymill Street and King George V DLR Station. It should introduce street trees and improve the public realm fronting Rymill Street.

Ground-floor uses in the east of the site fronting Rymill Street and north east of the site should provide active frontages.

Design measures should also minimise exposure to noise from the London City Airport.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per 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

Development should provide a health centre of 1,200-1,500 sqm designed to meet NHS needs and standards.

Development should address existing open space deficiencies by providing an open space.

Phasing and implementation

Medium term.

N3 ROYAL VICTORIA

Neighbourhood profile

4.15 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 Royal Albert Dock to the north and the River Thames to the south. North Woolwich Road and Connaught Bridge and the DLR tracks, which run east to west, cut across the neighbourhood. The neighbourhood includes Royal Victoria Dock and Pontoon Dock and the northern end of the Thames Barrier. The Royal Victoria Dock Footbridge links the two sides of the dock as does the Connaught Bridge.

4.16 The neighbourhood has a mix of uses and facilities, with the ExCeL exhibition 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.

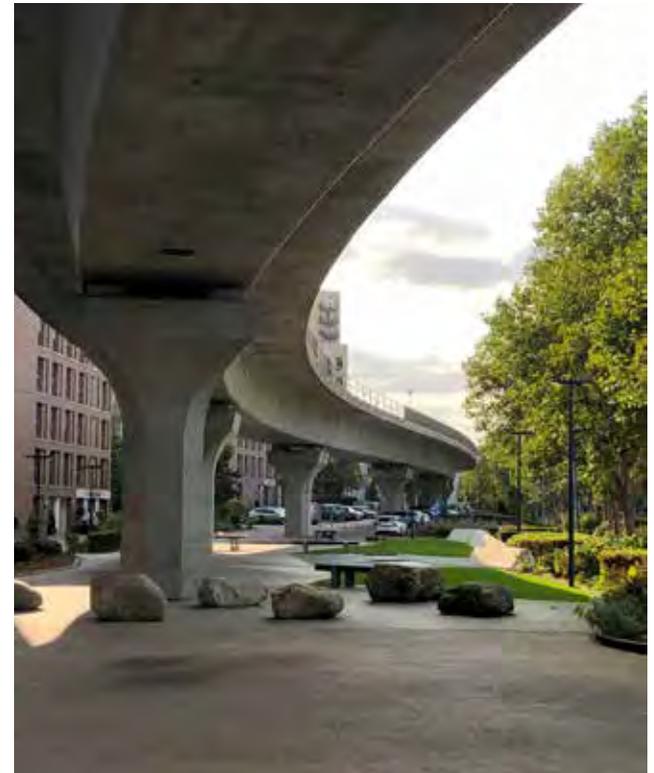
4.17 The neighbourhood consists of a series of developments which each have their own identity but limited connectivity between them. This includes Britannia Village which was built in the 1990s in the form of low to medium density housing. Recent

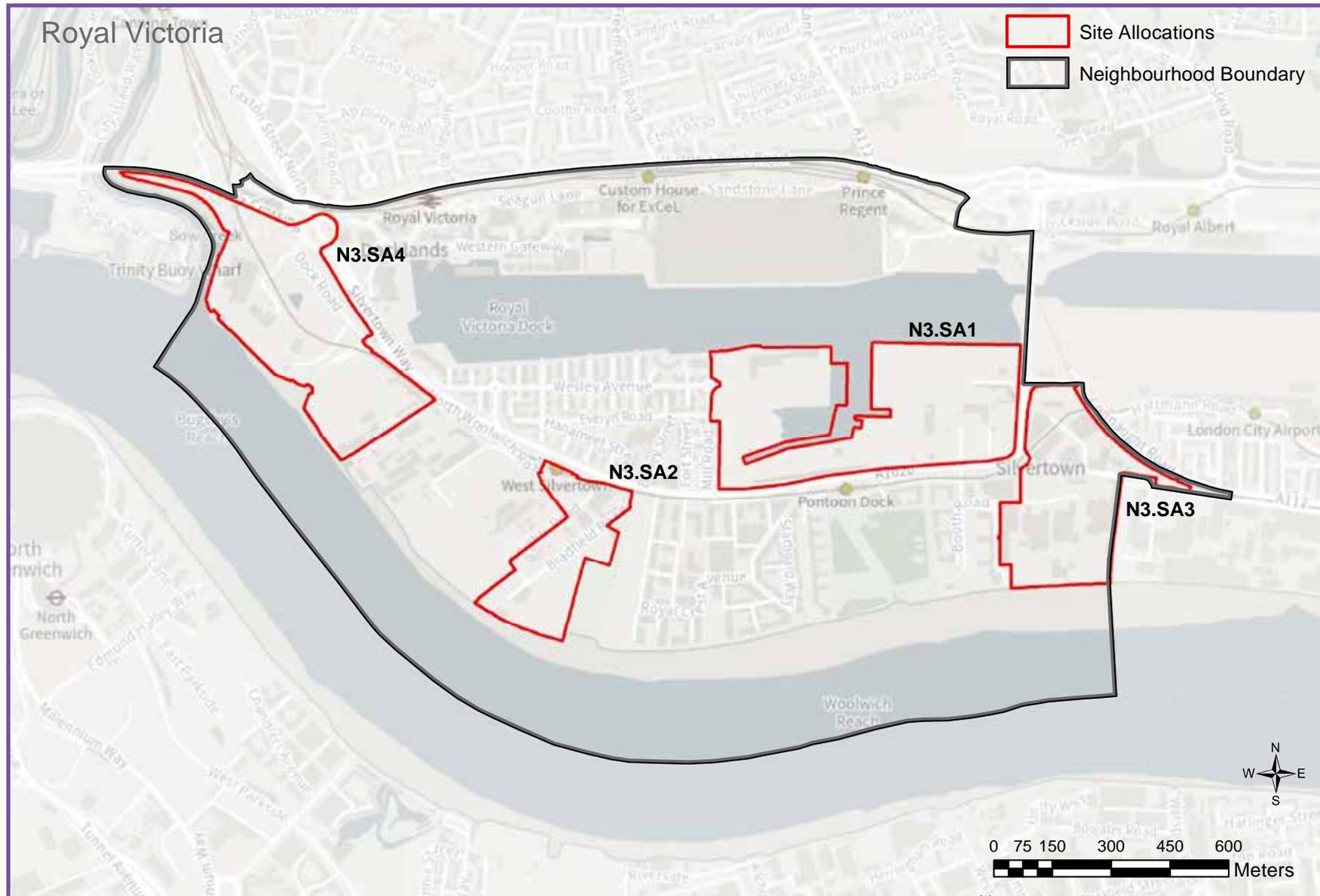
development such as Royal Wharf has started to create a new neighbourhood character, reflecting the change from a historically predominantly industrial neighbourhood into a mixed-use neighbourhood. Local shops and services are starting to emerge around Pontoon Dock, as part of new Silvertown Local Centre, and by West Silvertown station as part of future Lyle Park Neighbourhood Parade.

4.18 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. 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. The density of community centres and places of worship is lower than the borough average. The neighbourhood's heritage assets include Silo D, Millennium Mills, the Silvertown War memorial, the Stothert and Pitt Cranes and Victorian era warehouse buildings such as Warehouse K. The Royal Docks and Fort Street Archaeological Priority Areas are in the neighbourhood.

4.19 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 set to be 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.





N3: 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 N3.SA1 Silvertown Quays, N3.SA2 Lyle Park West, N3.SA3 Connaught Riverside and N3.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, industrial and 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 viable and vibrant Local Centres and Neighbourhood Parades providing a local retail offer.

The neighbourhood 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. The dominance and severance of 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 though;
2. supporting development that conserves the character of the neighbourhood's heritage assets;
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 N3.SA1 Silvertown Quays, N3.SA2 Lyle Park West, N3.SA3 Connaught Riverside and N3.SA4 Thameside West, in accordance with the North Woolwich Road, Lyle Park West and Canning Town Tall Building Zones and Local Plan Policy D4;
5. expanding the new Silvertown Local Centre which provides an offer proportionate to its local catchment, demonstrated through an impact test. This will be achieved by:
 - a. supporting development of at least 20 units of between 80 sqm and 150 sqm GIA each. A medium sized food store of 500-800 sqm GIA floorspace may be appropriate, subject to passing the Retail Impact Test;

- b. development contributing to an expanded and continuous primary shopping area which is the focus for retail and leisure activity, supported by a high-quality public realm;
- c. supporting new and enhanced leisure, tourism and visitor economy uses of an appropriate type and scale, while mitigating impacts on residential amenity, and where supported by an Impact test;
- d. requiring development to address connectivity across North Woolwich Road and into Admiralty Avenue;
6. creating new Local Centres at N3.SA4 Thameside West, and N3.SA3 Connaught Riverside, and a new Neighbourhood Parade at N3.SA2 Lyle Park West;
7. intensifying the neighbourhood's industrial land, through increasing capacity at N3.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;
8. delivering a diverse range of new workspaces from N3.SA4 Thameside West through to City Hall, including in the expanded Silvertown Arches Local Mixed Use Area;
9. managing the transition between industrial and non-industrial uses through careful master planning, design and the delivery of modern industrial premises;

10. consolidating safeguarded wharves at Peruvian Wharf and Royal Primrose Wharf, while protecting their existing and potential capacity and operability;
11. reconfiguring North Woolwich Road to improve key junctions, reduce speeds, improve road safety, create a better environment for walking and cycling, create new crossings and improve links across the neighbourhood, and improve bus journeys;
12. improving existing DLR stations and requiring a new DLR station as part the redevelopment of N3.SA4 Thameside West and the creation of a high quality public realm and walking and cycling routes;
13. requiring a new bridge across the dock to provide a new walking and cycling route from Custom House to N3.SA1 Silvertown Quays;
14. improving 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 and to improve connectivity across the neighbourhood and to the wider network of neighbourhoods;
15. extending the Thames Path through the neighbourhood and along the river;
16. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
17. 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;
18. providing new and improved walking and cycling links to Lyle Park and Thames Barrier Park and the neighbourhood's network of green and blue spaces;
19. maximising opportunities to access and cross the water, including through new and improved walking and cycling routes and enhancement of the dock edge through seating and planting;
20. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, including the extension of Lyle Park and new parks at N3.SA4 Thameside West and N3.SA1 Silvertown Quays, whilst taking account of the London City Airport biodiversity guidance;
21. 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;
22. mitigating the noise impacts of the airport through appropriate buffering and other design solutions;
23. providing education provision in the form of three primary schools at N3.SA1 Silvertown Quays, N3.SA3 Connaught Riverside and N3.SA4 Thameside West;
24. providing a new health facility at N3.SA1 Silvertown Quays.

Sites

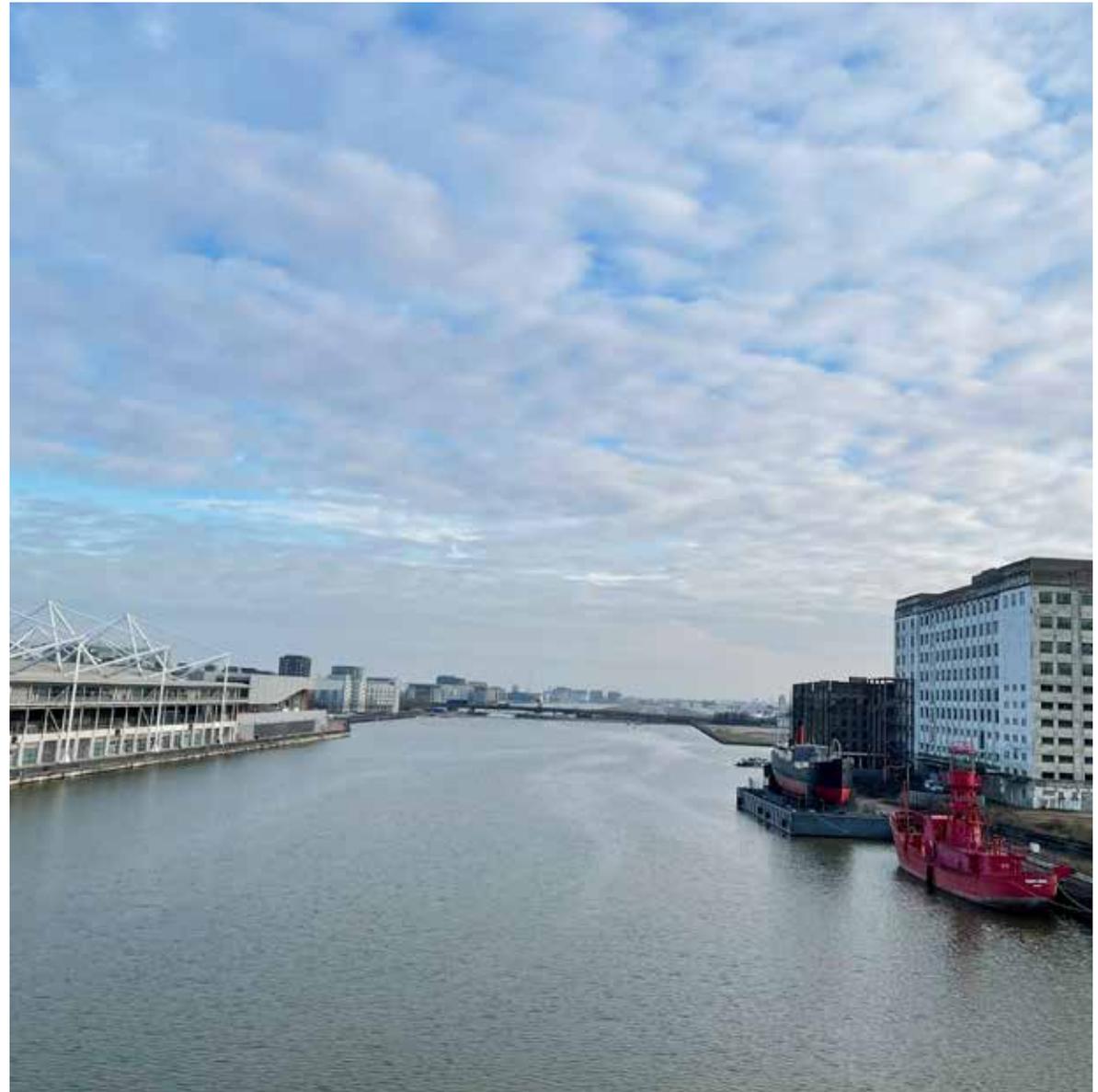
- N3.SA1 Silvertown Quays
- N3.SA2 Lyle Park West
- N3.SA3 Connaught Riverside
- N3.SA4 Thameside West

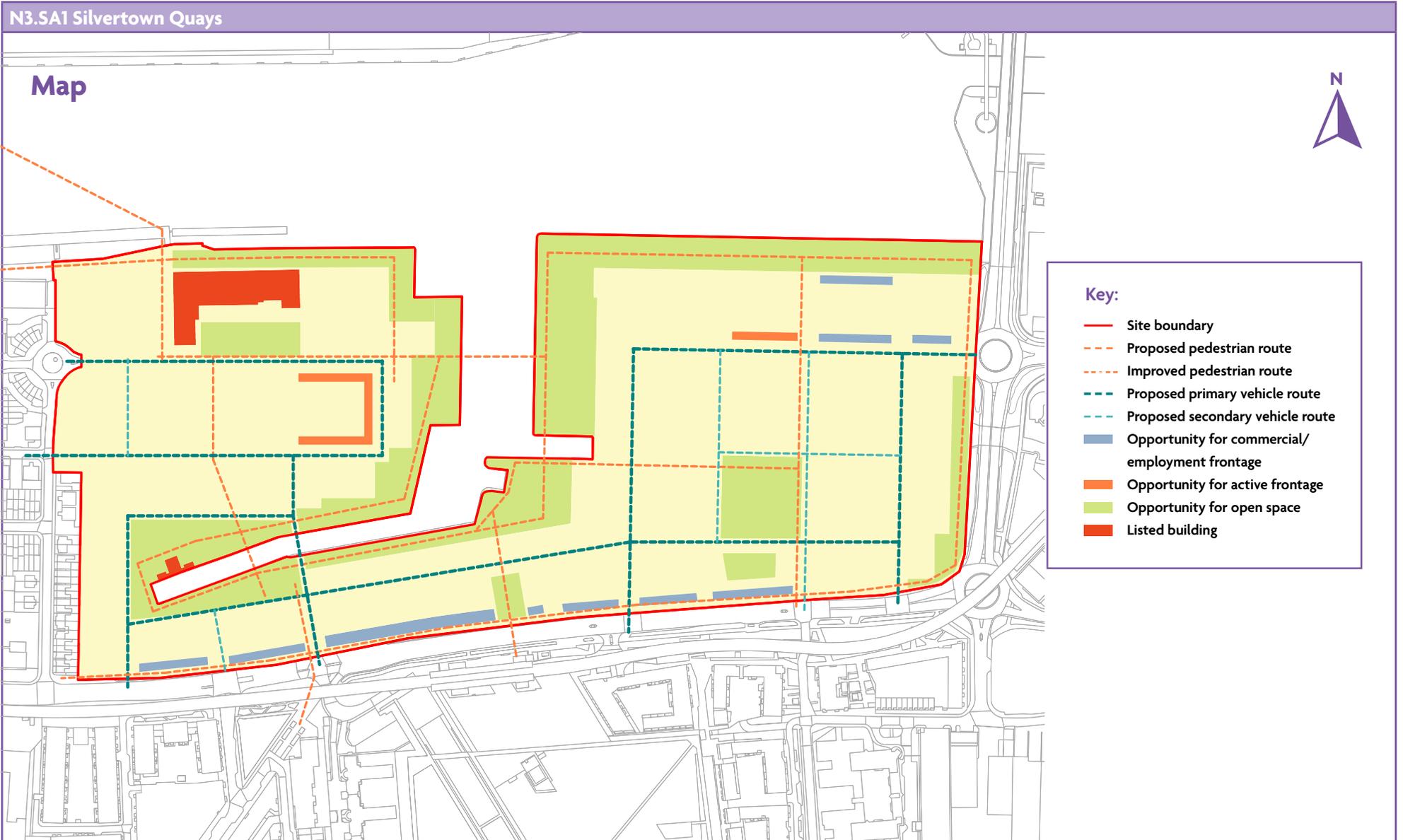


N3.SA1 Silvertown Quays	
Site address	Land at Silvertown Quays, North Woolwich Road
Neighbourhood	Royal Victoria
Site area	21 hectares
Public Transport Accessibility Level	1-3
Flood Zone	Flood Zone 2 and 3 Partial Critical Drainage Area
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) Millenium Mill (Locally Listed) Silo D (Grade II)
Natural environment Designations	Air Quality Management Area Open space deficiency Site of Importance for Nature Conservation
Relevant planning history	Outline planning application with all matters reserved except for Access for the redevelopment of the site for mixed use purposes, including the alteration, partial demolition and conversion of the Millennium Mills and the construction of buildings across the site to include Brand buildings (Sui Generis), Residential (use class C3), Office, Retail, Leisure (use class D2), Education, Hotels (use class C1), other Non-Residential floor space such as community use, provision of public open space, works of repair and restoration of the Dock walls, infilling and excavation of parts of the Dock area, the placing of structures in, on, or over the Dock area, utilities, construction of estate roads and the creation of new accesses to the public highway, works of landscaping and making good, creation of surface and sub-surface car parking areas - Application approved.

N3.SA1 Silvertown Quays	
Relevant planning history	<p>19/02657/REM: Reserved Matters Application to approve details of Scale, Appearance, Layout, Access and Landscaping in accordance with Condition A1 of Outline Planning Permission reference 14/01605/OUT (granted on 19 August 2016) in relation to Phase 1 of the approved Development comprising Plots 1, 2Ai, 2Aii, 2B, 3, 4, 5, 6, 7 and 8 and associated public realm/landscaping - Application approved.</p> <p>21/02811/NONMAT: Non-material amendment to outline planning permission 14/01605/OUT to: remove the Rank Hovis Building from the outline permission (as shown on Plan X), in order to allow the Rank Hovis Building to be demolished by reasons of its detrimental structural damage and hazardous status; insert a new Planning Condition (B1A) providing that no development permitted by the outline planning permission shall take place on the Rank Hovis Building Land (as shown on Plan X) and nothing in this planning permission requires the Rank Hovis Building to be retained. Amend Condition B1 to refer to Condition B1A. Amend the description of development to clarify that the Rank Hovis Building does not form part of the Millennium Mills - Application approved.</p> <p>22/00528/REM: Reserved Matters Application to approve details of Scale, Appearance, Layout, Access and Landscaping in accordance with Condition A1 of Outline Planning Permission reference 14/01605/OUT in relation to Phase 1X of the approved Development comprising dock infill / site reclamation works - Application approved.</p>

N3.SA1 Silvertown Quays	
Relevant planning history	<p>22/00988/REM: Reserved Matters Application to approve details of Scale, Appearance, Layout, Access and Landscaping (as applicable) in accordance with Condition A1 of Outline Planning Permission reference 14/01605/OUT in relation to First Partial Phase 0.1 of the approved Development - Application approved.</p> <p>22/02325/REM: Reserved Matters Application to approve details of Scale, Appearance, Layout, Access and Landscaping in accordance with Condition A1 of Outline Planning Permission reference 14/01605/OUT in relation to Phase 1Y of the approved Development comprising dock infill / site reclamation works – Pending consideration.</p>
Ownership	Public
Existing uses	Vacant land, vacant heritage assets and waste use.





N3.SA1 Silvertown Quays

Development principles

Residential development, industrial and employment uses, community, education and leisure uses, open space and town centre uses.

The industrial and employment uses should prioritise workspace for cultural and creative maker space and warehousing and distribution uses.

The type and quantity of town centre uses should be consistent with a Local Centre designation and complement existing provision at Silvertown Local Centre. Any provision of community facilities should meet the requirements of Local Plan Policies CF1 and CF2 and be informed by the Community Facility Needs Assessment (2022) evidence base.

Development should provide leisure uses in the form of a leisure centre and be informed by the Leisure Needs Assessment.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific 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 6 and 16 storeys, stepping down towards the south west of the site to integrate with houses on Mill Road.

The extension to Silvertown Local Centre should be located on North Woolwich Road, and form part of a continuous centre with Admiralty Avenue at Royal Wharf and provide ground floor active frontages.

Development should conserve and enhance Millennium Mills and Silo D and their settings.

The layout of the site should increase access to the water, improve the public realm on the dock edge and maintain the open character of the water.

Development should establish a connected network of streets and spaces that connects to the wider street network and establish 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.

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

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.

Infrastructure requirements

Development should address existing open space deficiency by providing new open space. The development should provide a local park to service nearby residential neighbourhoods.

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

Development should provide a primary school with early year's childcare provision and a health centre of a minimum of 2000 sqm designed to meet NHS needs and standards.

Development should provide a leisure centre which should be informed by the Leisure Needs Assessment.

Phasing and implementation

Short to long term.

N3.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 Zone	Flood Zone 2 and 3 Flood Defence Safeguarding
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) Adjacent to: Harland and Wolff Gates, Lyle Park (Locally Listed) Proximity to: Silo D (Grade II) Millennium Mill (Locally Listed) Strothert and Pitt Cranes (Grade II)
Natural environment Designations	Adjacent to Lyle Park and River Thames Site of Importance for Nature Conservation Adjacent to Lyle Park open space Open space deficiency Air Quality Management Area
Relevant planning history	15/02808/FUL: Demolition of the existing building and redevelopment for a mixed-use development comprising a building of 5 and 12 storeys to provide 76 residential units and 99 sqm of flexible commercial floorspace - Permission implemented.

N3.SA2 Lyle Park West	
Relevant planning history	19/01791/FUL: Comprehensive redevelopment of site to provide residential-led, mixed-use development of three blocks ranging from 12 to 20 storey height comprising 252 residential units and new Local Centre at ground floor comprising 1,078 sqm of flexible commercial floorspace and associated new public realm, landscaping, car parking, cycle parking and associated works - Application approved. 20/0314/FUL: One year time limited planning consent for the use of the site for a construction and demolition waste recycling facility with site office, workshop, wheel wash and boundary treatment, storage and parking. 20/01507/FUL: Temporary planning permission (three years) for the continued use of land at 12 Bradfield Road for mixed-use of concrete manufacture and the screening and crushing of inert material and open storage. Application approved.
Ownership	Public and private
Existing uses	West Silverton DLR station, residential and industrial and employment uses.

N3.SA2 Lyle Park West

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- Opportunity for commercial/employment frontage
- ⋯ Line of existing context buildings
- Opportunity for open space
- Existing building to be retained

N3.SA2 Lyle Park West

Development principles

Residential development, industrial and employment uses, extension to Lyle Park and town centre uses.

The type and quantity of town centre uses should be consistent with a Neighbourhood Parade designation. Any provision of community facilities should meet the requirements of Local Plan policies CF1 and CF2 and be informed by the Community Facility Needs Assessment evidence base.

The industrial and employment floorspace should be suitable for modern warehousing and light industry.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

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

The industrial and 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.

Building heights should be predominantly between 3 and 12 storeys. The greatest height of up to 12 storeys can be accommodated towards the south of the site fronting the river. Around the station, as part of the Neighbourhood Parade, a building element of up to 16 storeys can be accommodated. Heights should step down towards the west of the site and adjacent to the extension of Lyle Park.

The design and layout of the site should establish a connected network of streets and spaces that connects into the existing street network, improve access and connectivity to Lyle Park, from West Silvertown station to the river and from the site to Royal Wharf, Pontoon Dock station and Silvertown. Development should establish an appropriate street hierarchy.

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

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

Design measures should minimise exposure to poor air quality on North Woolwich 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 existing open space deficiencies by providing an extension to Lyle Park.

Phasing and implementation

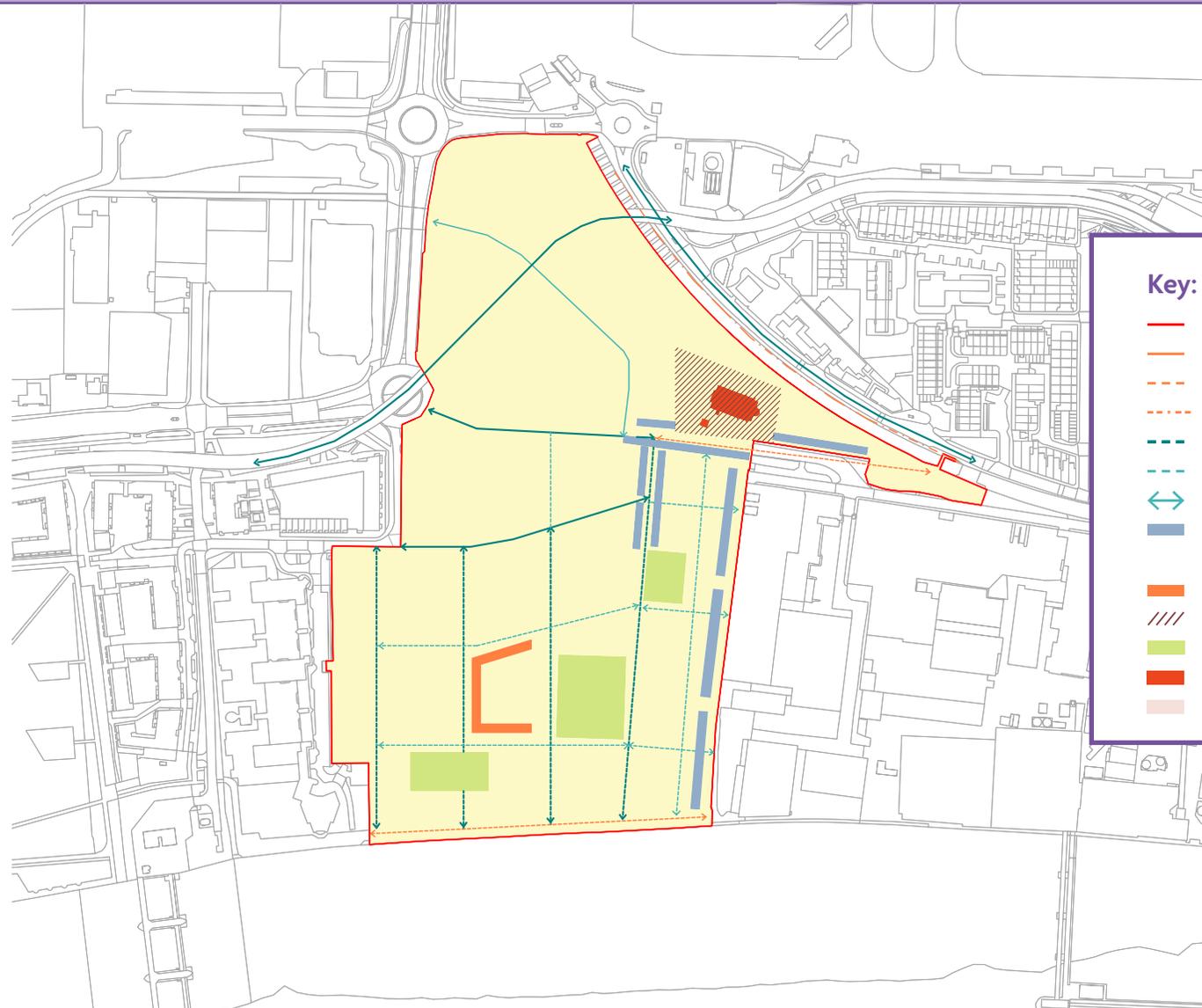
Short to medium term.

N3.SA3 Connaught Riverside	
Site address	Thames Road and North Woolwich Road
Neighbourhood	Royal Victoria
Site area	12.88 hectares
Public Transport Accessibility Level	1b – 2
Flood Zone	Flood Zone 2 and 3 Partial Critical Drainage Area Flood Defence Safeguarding
Heritage Designations	Contains: Brick Lane Music Hall (Grade II* Listed) Adjacent to: Former Tate Institute, Wythes Road (Locally Listed) Royal Docks Archaeological Priority Area (Tier 3)
Natural environment Designations	Tree Preservation Orders at Brick Lane Music Hall Partial open space Air Quality Management Area Open Space Deficiency Hazard Zone (London City Airport and Tate and Lyle)
Relevant planning history	Etap Accor Hotel North Woolwich Road Silvertown London E16 2EE 18/00678/FUL: Demolition of the existing building and removal of hardstanding and erection of a part seven part eight storey building accommodating 180 hotel rooms, reception area and ancillary cafe (use class C1). Erection of a part six part ten storey building accommodating 77 residential units (use class C3) with associated car and cycle parking. New vehicular access from North Woolwich Road. Public realm works along North Woolwich Road boundary including a new pedestrian route from North Woolwich Road and other associated works - Application approved. Not started.

N3.SA3 Connaught Riverside	
Relevant planning history	Royal Docks Service Station North Woolwich Road Silvertown London 20/00130/VAR: Redevelopment of former Royal Docks Service Station to provide a new residential development comprising of 295 residential units with single basement level, landscaping, amenity space, and ancillary associated development - Application approved. Under construction. Unit 3 Thames Road Silvertown London E16 2EZ 20/01046/FUL: Demolition of the existing warehouse and redevelopment of the site to provide 161 units comprising three residential buildings of 8, 12 and 9 storeys, including site access, landscaping and associated works - Application approved. Not started.
Ownership	Public and private
Existing uses	The site contains St Mark's Industrial Estate and Thames Road Industrial Estate. A waste management site is located within the boundary of the allocation (Connolley's Yard / Jighand). Residential developments are under construction to the south of North Woolwich Road. Site also contains two hotels and a community facility (Brick Lane Music Hall).

N3.SA3 Connaught Riverside

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Improved pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- ↔ Existing vehicle access
- █ Opportunity for commercial/employment frontage
- █ Opportunity for active frontage
- /// Setback from existing buildings
- █ Opportunity for open space
- █ Listed building
- █ Locally listed building

N3.SA3 Connaught Riverside

Development principles

Residential development, industrial and employment uses, open space, community and education facilities and main town centre uses.

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

Employment uses should be concentrated within the northern Local Industrial Location (LIL). The industrial and employment floorspace should prioritise light industrial and warehousing focusing on creative and cultural 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 Thameside East Strategic Industrial Location.

The type and quantity of town centre uses should be consistent with a Local Centre designation. Unit sizes should be between 80-150 sqm and development should provide a medium sized food store of 500-800 sqm.

The type and quantity of community facility floorspace should be informed by the borough's Community Facility Needs Assessment and will be assessed in accordance with Local Plan policies CF1 and CF2.

The community facility at Brick Lane Music Hall should be protected.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

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

Development should conserve and enhance the listed Brick Lane Music Hall.

Building heights should not exceed 16 storeys, with taller buildings concentrated to the western boundary of the site and along the river edge. Outside of these locations, building heights should typically be between 5 and 9 storeys.

Public open space should be provided centrally within the site, in proximity to the new school.

Routes through and to and from the site should improve access and connectivity to DLR stations at Pontoon Dock, Prince Regent and London City

Airport across the railway, and through to the river and docks. Legibility should be enhanced within the site east-west and north-south.

The design and layout of the site should also improve connectivity within the site north-south and east-west and to N3.SA1 Silvertown Quays to the north-west.

The layout of the site should enable an extension of the Thames Path across the edge of the site adjacent the River Thames.

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

The layout of site should respond to the London City Airport noise contours across the site.

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.

N3.SA3 Connaught Riverside**Infrastructure requirements**

Development should provide a primary school to meet projected need for school places alongside early year's childcare provision. This should be provided centrally within the part of the site to the south of Thames Road.

Development should address existing open space deficiencies by providing open space.

Enhancements should be made to the footbridge across the railway.

Phasing and implementation

Short to long term

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.

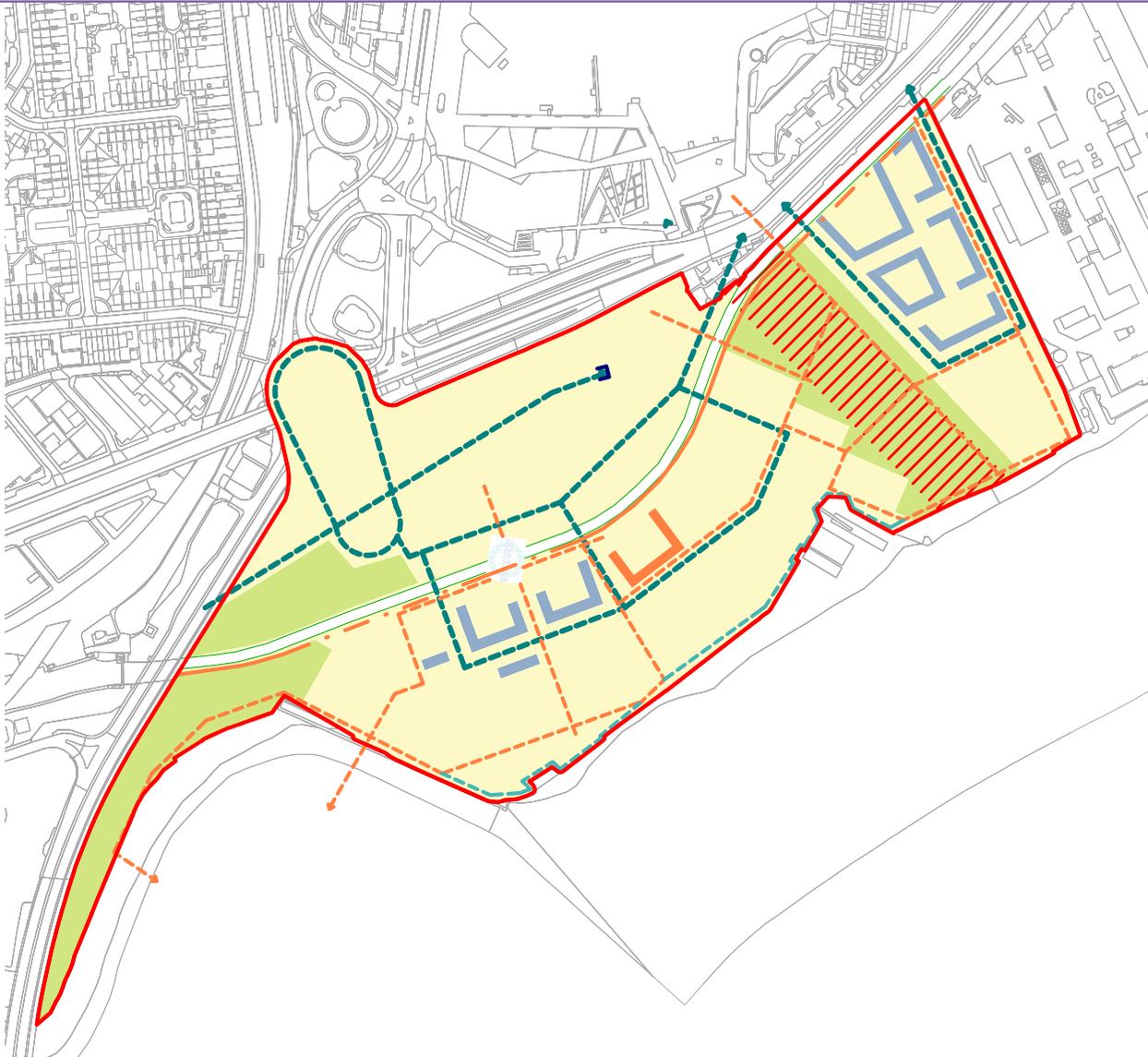


N3.SA4 Thameside West	
Site address	Land At Thameside West And Carlsberg Tetley Dock Road Silvertown London
Neighbourhood	Royal Victoria
Site area	18.79 hectares
Public Transport Accessibility Level	1b – 3
Flood Zone	Flood Zone 2 and 3 Flood Defence Safeguarding
Heritage Designations	Royal Docks Archaeological Priority Area (Tier 3) In proximity of Stothert and Pitt Cranes on North and South Sides of the Royal Victoria Dock (Grade II)
Natural environment Designations	Site of Importance for Nature Conservation (Thames Wharf) Partial open space. Open space deficiency. Air Quality Management Area and Air Quality Focus Area.
Relevant planning history	Land At Thameside West And Carlsberg Tetley Dock Road Silvertown London 18/03557/OUT: Phase 1: Proposed demolition of existing buildings and structures, erection of buildings, including tall buildings, comprising: 460 residential units, flexible employment floorspace, flexible retail floorspace, a new/ altered access road from Dock Road/North Woolwich Road; new streets, open spaces, landscaping and public realm.

N3.SA4 Thameside West	
Relevant planning history	Centre; a primary school; residential and older person units; flexible employment floorspace; flexible employment floorspace; flexible retail floorspace; community and leisure floorspace; the construction of a new flood defence wall and delivery of ecological habitat adjacent to the River Thames and associated infrastructure; streets, open spaces, landscaping and public realm - Application Approved. Not started. Silvertown Tunnel Development Consent Order - Granted.
Ownership	Public and private
Existing uses	The site is currently industrial in nature, and contains temporary waste transfer sites. Some smaller employment units operate from units underneath the flyover. There are strips of inaccessible green space to the north. Part of the site is safeguarded for the construction of the Silvertown Tunnel. The site also contains a mooring point for the Riverbus Service and sits within the cable car protection zone, which runs over the site.

N3.SA4 Thameside West

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Improved pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- Opportunity for commercial/employment frontage
- Opportunity for active frontage
- /// Cleared/avoided zone
- Opportunity for open space
- Proposed new DLR station

N3.SA4 Thameside West**Development principles**

Residential development, industrial and employment uses, new DLR station, community and education uses, open space and town centre uses.

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

The type and quantity of community facility floorspace should be informed by the borough's Community Facility Needs Assessment and will be assessed in accordance with community facilities policies CFI and CF4.

Development should deliver the same quantity of industrial floorspace as the approved application.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 16 storeys, with taller buildings concentrated to along the river edge and adjacent open spaces. To the east of the DLR, building heights should step down to between 9 and 6 storeys.

The location of the 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 quality public realm.

Employment floorspace should be concentrated within the part of the site designated as a Strategic Industrial Location.

Development should preserve or enhance the listed buildings in proximity of the site and their setting.

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

The layout of the site should enable a walkway adjacent to the River Thames.

Routes through and to and from the site should improve access and connectivity to the Lea River Park and across to Trinity Buoy Wharf, across Silvertown Way, to Royal Victoria and West Silvertown DLR stations and Canning Town town centre, along and across North Woolwich Road and along the river. Site design should help improve connectivity under the existing flyover adjacent to the site.

Design measures should minimise exposure to poor air quality on Silvertown Way.

Layout of site should respond to the London City Airport noise contours across the site.

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.

N3.SA4 Thameside West**Infrastructure requirements**

Development should provide a new DLR station.

Development should provide a primary school to meet projected need for school places, alongside early year's childcare provision. This should be located centrally within the site, in proximity of the new Local Centre.

Development should address existing open space deficiency by providing new open spaces. The development should provide a local park to service nearby residential neighbourhoods. Open space should link to the adjacent Limmo Site Allocation and the Lea River Park. Open space should also be provided adjacent to the Strategic Industrial Location within the Site Allocation, acting as a buffer to the bulk of residential development.

Site contains the Silvertown Tunnel river crossing, which is under construction.

Development should provide two new bridge connections: Trinity Buoy to Thames Wharf Bridge and the Leamouth bridge crossing to Leamouth Peninsula.

Phasing and implementation

Short to long term



N4 ROYAL ALBERT NORTH

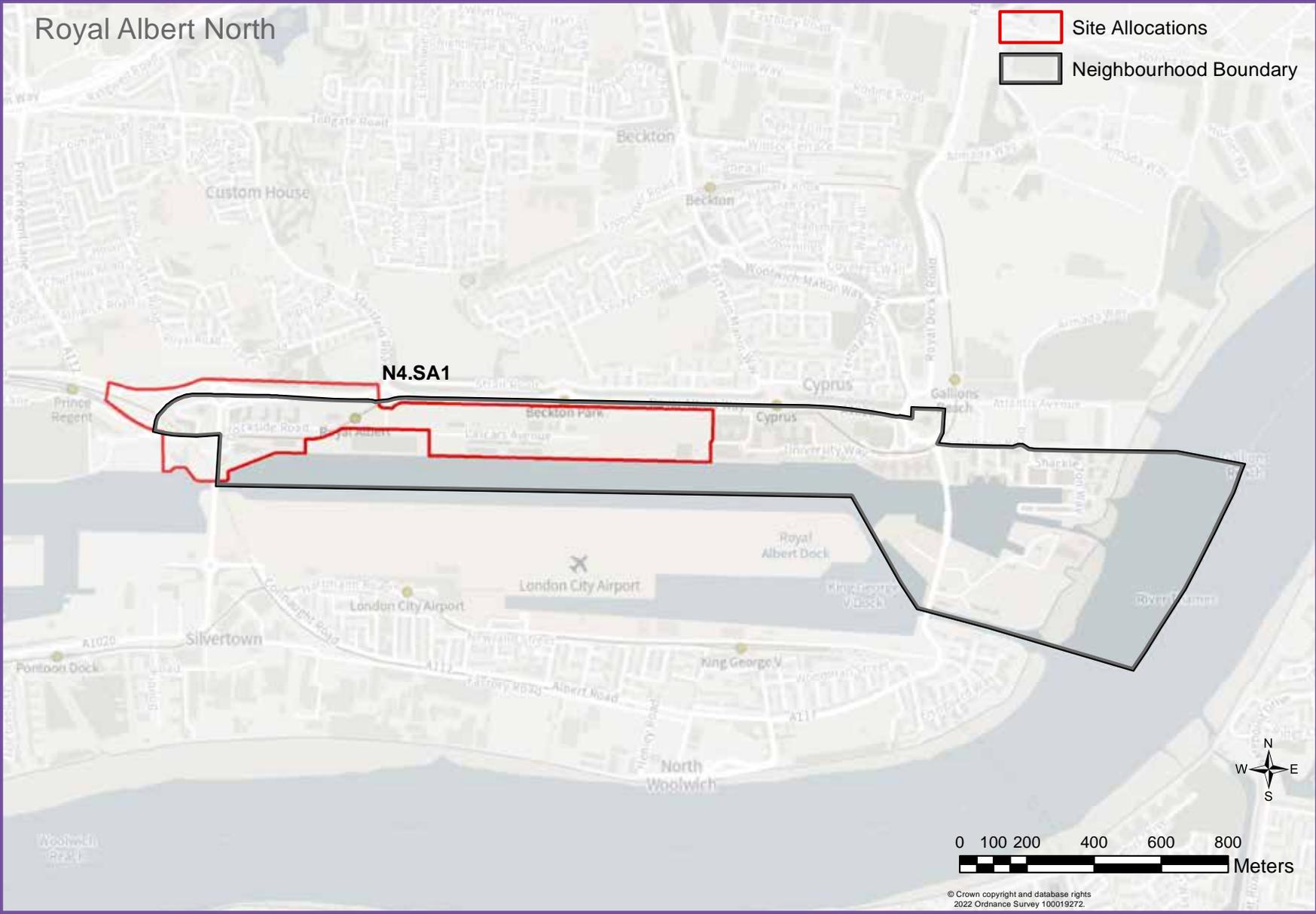
Neighbourhood profile

4.20 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 south of Albert Island. The neighbourhood's road infrastructure separates it from the surrounding area, particularly Beckton.

4.21 The neighbourhood is home to a mix of uses including hotels, offices, the University of East London campus, new housing at Gallions Reach and 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. The neighbourhood has a small number of heritage assets including Compressor House, the Central Buffet at Custom House, the Dock's Manager's Offices and Gallions Hotel which was built between 1881 and 1883 for the Peninsular and Oriental Steam Navigation Company. The Royal Docks and Manor Park to North Woolwich Roman Road Archaeological Priority Areas are in the neighbourhood.

4.22 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 station and towards Gallions Reach.





N4 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. 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 to Beckton.

The neighbourhood will benefit from the transformation of N4.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 along with 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 N4.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. reducing any physical and perceived barriers between sites to enable seamless integration across sites;
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. addressing gaps within the 15-minute network of 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;
5. supporting the re-use of Compressor House for cultural and community uses;
6. supporting growth in training and economic opportunities for green and low carbon industries and encouraging developments to establish strong links with University of East London to support skills, training and career development;
7. intensifying industrial land to deliver a strategic scale boatyard and new workspaces and skills and training opportunities at Albert Island;
8. requiring developments in the Royal Docks Enterprise Zone which deliver new employment floor space to support the London Living Wage designation;
9. improving Royal Albert Way, Woolwich Manor Way, Gallions Road, 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;
10. requiring new crossings at Royal Albert Way and Gallions Reach Roundabout to reduce severance to improve connectivity to the wider network of neighbourhoods;
11. improving accessibility through and around Cyprus and Beckton Park DLR stations to Beckton;
12. maintaining and improving the provision of a continuous, safe, accessible and high-quality walking and cycling route along the dock;
13. retaining existing mature trees and maximising the provision of new open space and green infrastructure, particularly on N4.SA1 Royal Albert North, and the opportunities to increase biodiversity, particularly on sites along Royal Albert Way, whilst taking account of the London City Airport biodiversity guidance;
14. maximising opportunities to access the water, including through new and improved walking and cycling routes, including the Capital Ring;
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 buffering and other design solutions;
17. supporting improvements to the University of East London campus.

Sites

- N4.SA1 Royal Albert North

N4.SA1 Royal Albert North	
Site address	Land North f Royal Albert Dock, Beckton London
Neighbourhood	Royal Albert North
Site area	29.8 hectares
Public Transport Accessibility Level	4 – 1a 5 – 1a (2031)
Flood Zone	Flood zone 2 and 3 Critical Drainage Area
Heritage Designations	The Connaught Tavern (Grade II) Dock manager's office (Grade II) Central buffet at Custom House (Grade II) Compressor House (Locally listed) Hydraulic Accumulator Tower (Locally listed) Royal Docks archaeological priority area (Tier 3)

N4.SA1 Royal Albert North	
Natural environment Designations	Site of Importance for Nature Conservation Partial open space Open space deficiency Air Quality Management Area Hazard Zone (London City Airport and Tate and Lyle)
Relevant planning history	14/00618/OUT and 18/00251/REM: Outline: a business-led mixed use development for up to 374,067 sqm of floorspace for business; retail, financial and professional services, food and drink uses, community and cultural, and assembly and leisure uses; residential; car parking and energy centre; new servicing routes, highways and landscaping, public realm improvements, public open space, access, and associated development. Detailed application: 63,118 sqm (GEA) of floorspace comprising business, serviced apartments, retail, financial and professional services, food and drink uses, community and cultural, and assembly and leisure uses, temporary car park and energy centre (including temporary access road and associated works), access and connectivity improvements, landscaping and public realm improvements, open space and associated development, and the change of use of two existing Grade II listed buildings - Approved. Phase 1 complete. 19/02851/FUL: Installation of a temporary theatre for a 5 year period together with other associated and enabling works to include an ancillary restaurant/bar, museum, back of house and support facilities, with external landscaping, lighting and vehicle access and parking arrangements. Application approved.
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.

N4.SA1 Royal Albert North

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- Opportunity for commercial/employment frontage
- Opportunity for active frontage
- //// Setback from existing buildings
- Opportunity for open space
- Existing building to be retained
- Listed building
- Locally listed building

N4.SA1 Royal Albert North

Development principles

Residential development, industrial and employment uses, community and education uses and open space.

Employment uses should be for range of flexible office / workspaces uses suitable for small and medium-sized businesses and services, creative and cultural industries and high technology.

Any existing community facilities within the site, including the gym and regatta centre, listed public house and London Design and Engineering University Technical College should be protected and assessed in accordance with Local Plan policies CF1 and CF2.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

Building heights should not exceed 10 storeys, with heights stepping down to 4 storeys. Taller buildings should be located in proximity of Royal Albert Way and Connaught North highway infrastructure, with scope for a taller building adjacent the dock edge to the west of the Council offices. Outside of these locations heights should be between 4 and 6 storeys.

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 can be positioned in proximity of existing non-residential uses and realigned highways infrastructure.

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

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

The layout of the site should protect the Site of Importance for Nature Conservation and increase access to nature and the surrounding waterways by providing a continual route along the river edge.

Routes through and to and from the site should improve access and connectivity to Beckton Park, Silvertown Quays, along the dock edge and improve legibility across the site east-west and north-south.

Design measures should minimise exposure to poor air quality on Royal Albert Way.

The layout of site should respond to the London City Airport noise contours across the site.

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. The development should provide a local park to service nearby residential neighbourhoods.

The realignment of Royal Albert Way and northern Connaught roundabout, through the removal of the flying roundabout to the north of Connaught Bridge and the creation of two new T junctions.

Phasing and implementation

Medium to long term.

N5 CANNING TOWN AND CUSTOM HOUSE

Neighbourhood profile

4.23 The Canning Town and Custom House 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 across the neighbourhood. The Greenway runs to the north of the neighbourhood.

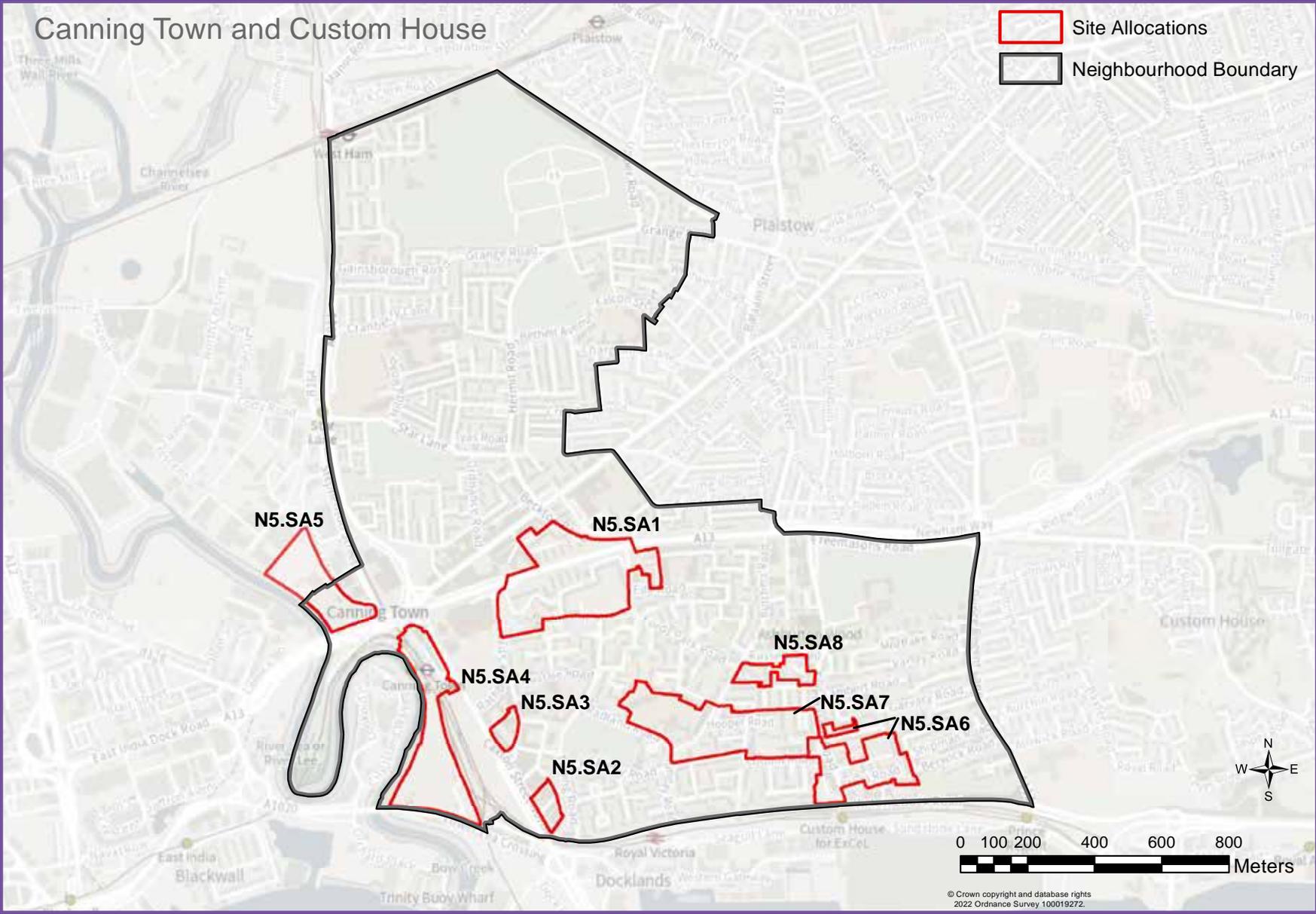
4.24 The neighbourhood is predominantly residential with low density post-war residential housing to the north and south of Barking Road. Canning Town District Centre is located on Barking Road, complemented by the recent development at Hallsville Quarter. The Town Centre provides a mix of shops, food and drink and leisure uses along with the market and community facilities including the library. Canning Town and Custom House has many community facilities, including community centres, two libraries, a youth zone, galleries and a high number of places of worship. The Local Centre on Freemasons Road provides local shops and services.

4.25 The neighbourhood has a number of localised industrial and mixed use employment areas which play an important role in supporting the 15-minute network of employment uses, alongside providing important premises and workspaces for local businesses and industries.

4.26 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, Canning Town Recreation Ground, Cundy Park and the Bow Creek Ecology Park. 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, Thames Ironworks and Prince Regent Lane Archaeological Priority Areas.

4.27 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 Town Centre. The poorest public transport accessibility is in the east of the neighbourhood, although Custom House now benefits from access to the Elizabeth line. 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.





N5: CANNING TOWN AND CUSTOM HOUSE

Vision

The Canning Town and Custom House neighbourhood will be regenerated and restored. A high level of growth will be delivered through the transformation of sites in and around the District Centre, whilst the north of the neighbourhood will benefit from the enhancement of its existing character. The existing community at Custom House will benefit from new and improved housing and public transport access, supported by a renewed Local Centre, community facilities and public realm. Canning Town District Centre will be a thriving and vibrant centre and will be enhanced through new housing, retail, food and drink, leisure and community uses.

The neighbourhood will benefit from improved connections to the Royal Docks, with improvements to Silvertown Way, and from the Elizabeth line at Custom House. Walking and cycling routes across the neighbourhood will be improved to better connect Canning Town and Custom House and the neighbourhood will also benefit from a new park at N5.SA5 Limmo and improved access to the River Lea.

The vision for Custom House and Canning Town will be achieved by:

1. supporting development that creates a street pattern which is easier to understand and navigate and which designs the fronts and backs of buildings in ways which increase overlooking and feelings of safety;
2. supporting a moderate uplift in density where development enhances the character of the neighbourhood and improves the quality of the urban form;
3. supporting development that conserves the character of the Canning Town Area of Townscape Value and other heritage assets;
4. supporting the transformation of N5.SA1 Canning Town East, N5.SA2 Silvertown Way East, N5.SA3 Canning Town Holiday Inn, N5.SA4 Limmo, N5.SA5 Canning Town Riverside, N5.SA6 Custom House Phase 1 and N5.SA7 Custom House Phase 2 in accordance with the Canning Town and Custom House Tall Building Zones and Local Plan policy D4;
5. improving the role of Canning Town District Centre by:
 - a. ensuring development positively contributes towards the centre's role in meeting local and wider communities' needs for retail, leisure and community facilities;
 - b. improving how it functions as an important transport hub;
 - c. improving existing shop frontages and ensure new frontages are well integrated to improve quality and the ease of use and navigation of the high street; and
 - d. enhancing and activating the public realm at the market and under the A13 flyover and the Silvertown Way viaduct;
6. improving Custom House Local Centre's role in servicing the needs of the local community and visitors to ExCeL through a reconfigured and enhanced retail and leisure offer within its primary shopping area as part of N5.SA6 Custom House Phase 1;
7. supporting the refurbishment of retail units in Custom House Local Centre to provide meanwhile uses;
8. 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;
9. protecting existing and delivering new small scale employment floorspace to increase local economic opportunities as part of the 15-minute neighbourhood network of employment uses;
10. improving the safety, quality, legibility and permeability of streets and walking and cycling routes, particularly between Canning Town and Custom House;
11. requiring the extension of the Leaway path from Cody Dock south to Canning Town;
12. improving improve existing access points and creating new access points to the Greenway;

13. improving Silvertown Way, Newham Way, Barking Road, Freemasons Road, Victoria Dock Road, Vincent Street Prince Regent Lane to enhance conditions for walking, cycling and public transport and to improve links to the water, the Royal Docks, Custom House station and Prince Regent station;
14. 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;
15. supporting bus priority measures at Custom House and on Barking Road and Hermit Road;
16. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
17. supporting improvements to increase the capacity of Canning Town station and the reconfiguration of the bus station as part of N5.SA4 Limmo;
18. retaining existing mature tree and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, including the provision of a new park at N5.SA4 Limmo;
19. maximising access to existing green spaces and to the River Lea;
20. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Areas and along Victoria Dock Road,

Newham Way, Prince Regent Lane, Freemasons Road, Manor Road and Hermit Road;

21. supporting the re-use of the former Canning Town library as a cultural, heritage and learning space;
22. providing education provision in the form of an all-through school at N5.SA7 Custom House Phase 2;
23. providing a new health facility at N5.SA6 Custom House Phase 1;
24. providing a new leisure centre in the neighbourhood.

Sites

- N5.SA1 Canning Town East
- N5.SA2 Silvertown Way East
- N5.SA3 Canning Town Holiday Inn
- N5.SA4 Limmo
- N5.SA5 Canning Town Riverside
- N5.SA6 Custom House Phase 1
- N5.SA7 Custom House Phase 2
- N5.SA8 Custom House Phase 3



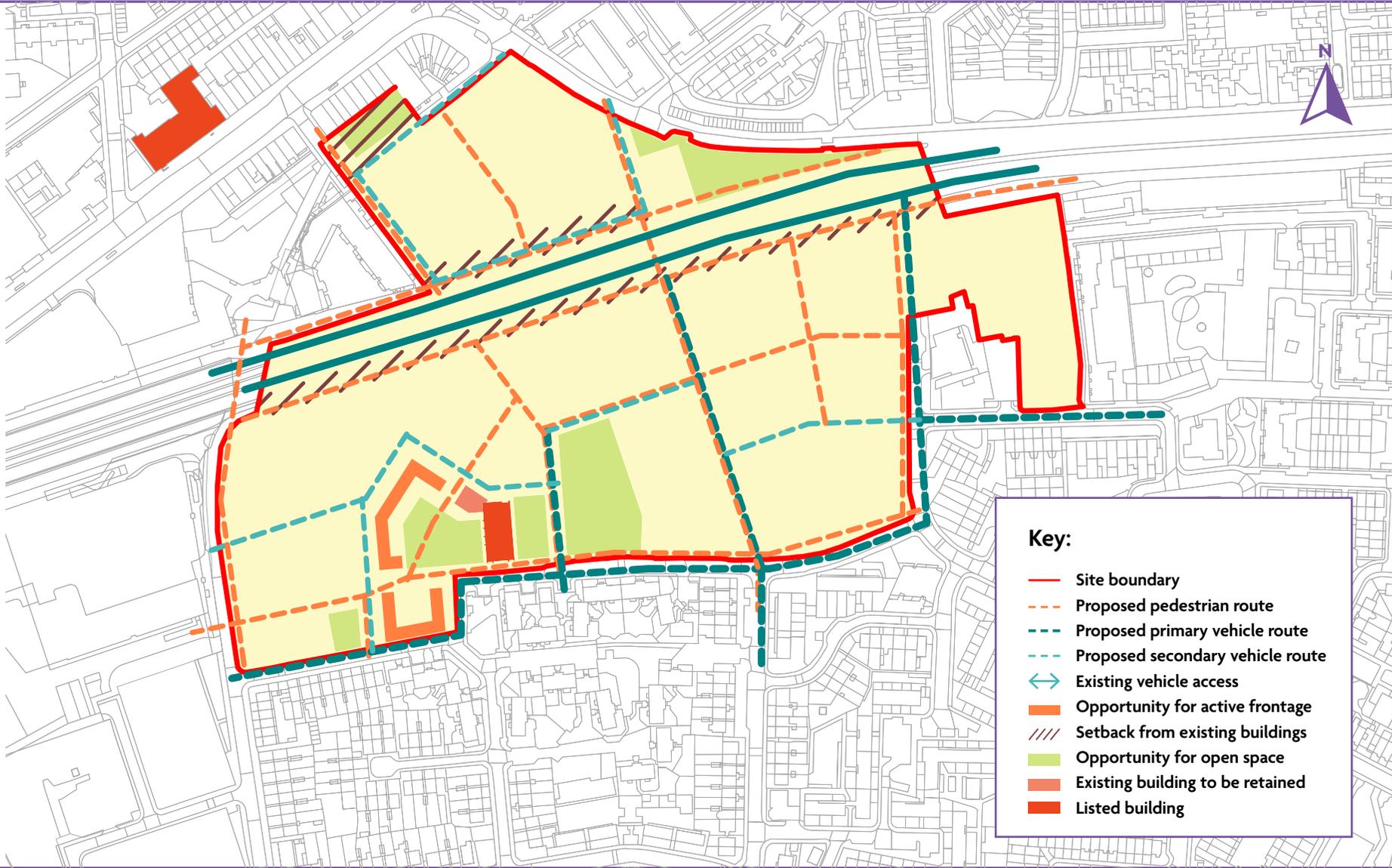
N5.SA1 Canning Town East	
Site address	Development Site East, Vincent Street, Canning Town London
Neighbourhood	Canning Town and Custom House
Site area	9.94 hectares
Public Transport Accessibility Level	6a – 1a
Flood Zone	Flood zone 2 and 3
Heritage Designations	<p>Chapel of St George and St Helena at former Dockland Settlement No. 1 (Grade II) The Christian Care Centre, 5 Cooper Street, Canning Town, London E16 1QU (Locally listed)</p> <p>In proximity 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 (Locally listed)</p> <p>Canning Town / Newham Way Archaeological Priority Area (Tier 3)</p>
Natural environment Designations	Air Quality Management Area Air Quality Focus Area. Open space deficiency Partial open space

N5.SA1 Canning Town East	
Relevant planning history	15/03286/PREDEM: To strip down and demolish three and four storey blocks of maisonettes and flats (totalling 126 x properties) and associated outbuildings and structures in the immediate vicinity to include pram sheds and garages. Also to remove all demolished waste and materials from the site and leave the site cleared, level and surrounded by hoarding - Prior approval granted.
Ownership	Public and private
Existing uses	Residential, hostel and community facilities in the form of a faith facility and associated facilities.



N5.SA1 Canning Town East

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- ↔ Existing vehicle access
- Orange outline Opportunity for active frontage
- /// Setback from existing buildings
- Light green Opportunity for open space
- Light orange Existing building to be retained
- Dark orange Listed building

N5.SA1 Canning Town East

Development principles

Residential development, community uses and open space.

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

The existing community facility floor space at the River Christian Centre should be replaced with the equivalent amount of floor space in accordance with Local Plan policies CFI and CF2. The type and quantity of community facility floor space should be informed by the Newham Community Facility Needs Assessment (2022) evidence base.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 16 storeys, with taller buildings concentrated in proximity of the A13, stepping down to around 7 storeys. Across the rest of the site, heights should broadly range between 3 and 9 storeys, with taller buildings marking green spaces and being sensitive to nearby heritage

receptors. Massing should be positioned sensitively, stepping down to integrate with the prevailing building heights to the south and east of the site.

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 proximity of the site and their settings.

Routes through and to and from the site should improve access and connectivity between Canning Town station, via Hallsville, and Freemasons Road.

Improved connections should be provided north-south across the A13, including improvements to existing subways.

Design measures should minimise exposure to poor air quality and noise on Barking Road and Newham 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 address existing open space deficiencies by providing open space. Open space should be concentrated in proximity of the listed and locally listed buildings. Smaller pockets of open space should also be provided and enhanced to the north of the A13. Proposals should protect existing mature trees on site including a large group of mature trees adjacent to the A13.

A new bus route should be delivered to the south of the site, along Tant Avenue and Vincent Street.

Phasing and implementation

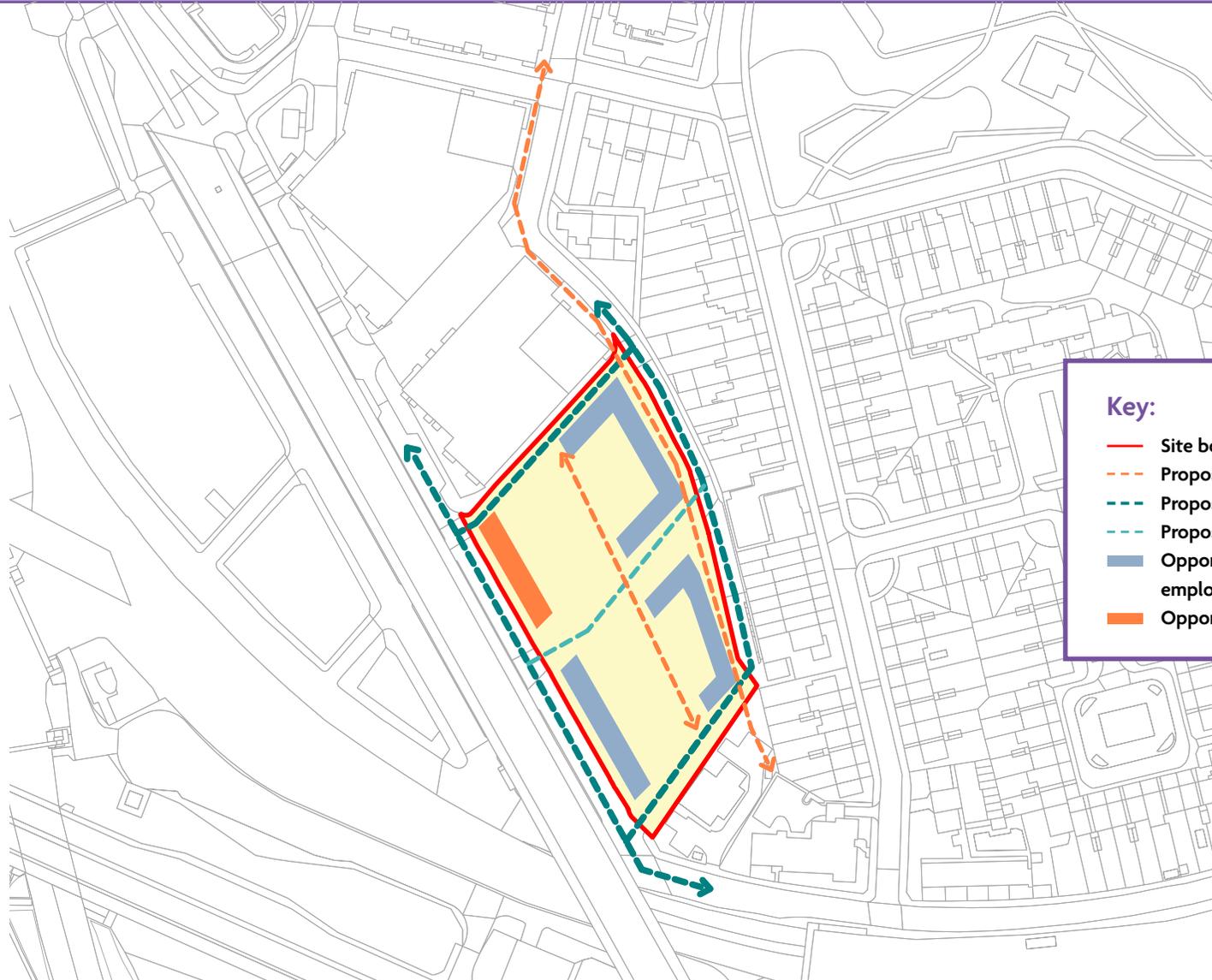
Medium to long term.

N5.SA2 Silvertown Way East	
Site address	Fen Street; Nelson Street; Caxton Street North; Huntingdon Street
Neighbourhood	Canning Town and Custom House
Site area	9.94 hectares
Public Transport Accessibility Level	3 – 4
Flood Zone	Flood zone 2 and 3
Heritage Designations	In proximity of: Church of St Luke (Grade II) Canning Town / Newham Way (Tier 3) Archaeological Priority Zone (Canning Town / Newham Way)
Natural environment Designations	Air quality Management Area Air Quality Focus Area. Open space deficiency
Relevant planning history	N/A
Ownership	Public and private
Existing uses	Industrial uses and community facility in the form of a gym and boxing club.



N5.SA2 Silvertown Way East

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- Opportunity for commercial/employment frontage
- Opportunity for active frontage

N5.SA2 Silvertown Way East

Development principles

Residential development, industrial and employment uses and community uses.

Industrial and employment uses should be provided in accordance with Local Plan Policy J3 and provide small scale industrial workspaces for light industry, including creative and cultural industries.

The community facility floor space should be replaced with the equivalent amount of floor space in accordance with Local Plan Policies CF1 and CF2. The type and quantity of community facility floorspace should be informed by the Community Facility Needs Assessment (2022) evidence base.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 16 storeys, with the tallest building provided on the intersection of Caxton Street North and Nelson Street. Heights should step down across the remainder of the site, between 9 and 4 storeys, with lower storey

buildings positioned adjacent neighbouring low rise residential to reduce amenity impacts.

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

Industrial and employment uses should front Huntingdon Street and Caxton Street North, buffering existing industrial and employment uses opposite the site. The design of industrial and employment uses should be compatible with neighbouring residential uses.

Replacement community facility floorspace should front Caxton Street North.

Layout of site should respond to the London City Airport noise contours across the site.

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 and east of the site and to Keir Hardie Recreation Ground.

Design measures should minimise exposure to poor air quality 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.

Infrastructure requirements

N/A

Phasing and implementation

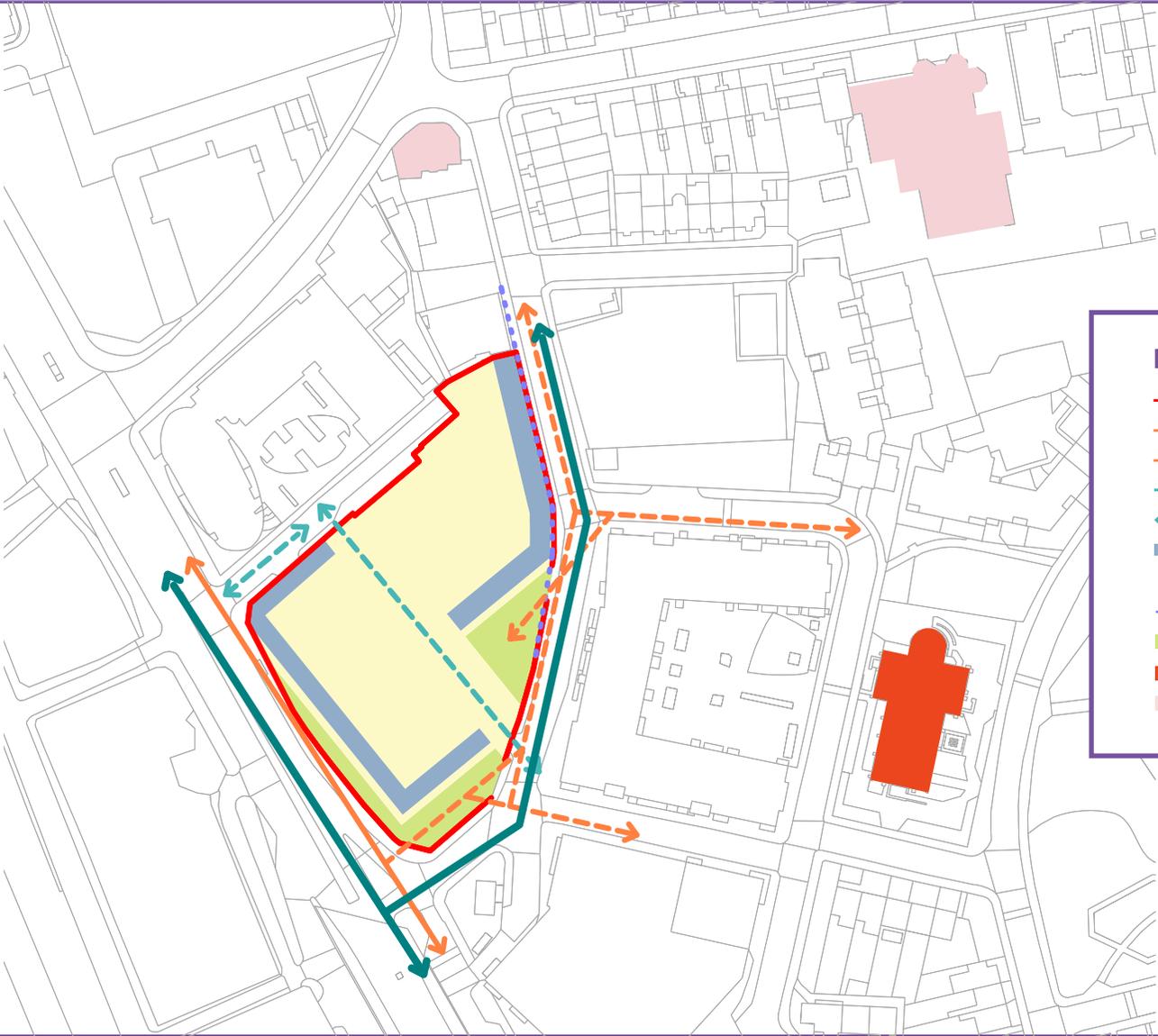
Medium term.

N5.SA3 Canning Town Holiday Inn	
Site address	Holiday Inn Express, 1 - 3 Silvertown Way, Canning Town, London, E16 1EA
Neighbourhood	Canning Town and Custom House
Site area	0.66 hectares
Public Transport Accessibility Level	4 – 6a increasing to 5 – 6a in 2031.
Flood Zone	Flood zone 2 and 3
Heritage Designations	<p>Archaeological priority zone Tier 3 (Canning Town / Newham Way)</p> <p>In proximity of:</p> <p>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, Newham, E16 1QU (Locally Listed)</p>

N5.SA3 Canning Town Holiday Inn	
Natural environment Designations	<p>Open space deficiency</p> <p>Air Quality Management Area</p> <p>Air Quality Focus Area</p>
Relevant planning history	<p>36 Shirley Street Canning Town London E16 1HU 17/03903/FUL: Demolition of existing buildings followed by the construction of a residential led development on ground and nine upper floors to provide 77 residential units, 405 sqm of Class B1 (Business) floorspace, a 255 sqm dance school Class D1 (Non-residential institution), a 170 sqm plant room, 2 disabled car parking spaces, 172 cycle parking spaces, refuse store and incidental works (Land at 34-36 Shirley Street and Brunel Street, E16) - Resolution to Grant.</p>
Ownership	Public and private
Existing uses	Hotel and associated car parking to the south-western half of the site. To the north-east are a range of industrial and employment uses.

N5.SA3 Canning Town Holiday Inn

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed secondary vehicle route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- ⋯ Line of existing context buildings
- Opportunity for open space
- Listed building
- Locally listed building

N5.SA3 Canning Town Holiday Inn

Development principles

Residential development, industrial and employment uses, a Town Centre use and open space. The type and quantity of town centre uses should be consistent with a District Centre designation.

The industrial and employment floorspace should provide a range of employment spaces to support the growth of new economic sectors, within E(g) and B use classes. Development on the site should deliver the same quantity of business and industrial as existing.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 16 storeys, with taller buildings concentrated along Silvertown Way, stepping down to eight storeys to the southern part of the site fronting Silvertown Way. To the north-east of the site, heights should range between 8 and 6 storeys, stepping down in height adjacent lower rise developments adjacent the site to the north and east.

The site should provide a Town Centre use as an active frontage along Silvertown Way, aligned with the site's District Centre designation. The Town Centre use should provide an active ground floor frontage with quality public realm. If any community facility floorspace is proposed, the type and quantity of floorspace should be informed by the borough's Community Facility Needs Assessment and will be assessed in accordance with community facilities Policy CFI.

The industrial and employment floorspace should be designed to be neighbourly to surrounding uses, including residential. These uses should be provided to the ground floor, to the rear of the Town Centre use.

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

Routes through and to and from the site should improve access and connectivity along Silvertown Way and Shirley Street, and to St Lukes church and Keir Hardie Recreation Ground.

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

Layout of site should respond to the London City Airport noise contours across the site.

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.

Infrastructure requirements

Development should address existing open space deficiency by providing new open space.

Phasing and implementation

Medium term.

N5.SA4 Limmo	
Site address	Limmo Site, Lower Lea Crossing, Canning Town London
Neighbourhood	Canning Town and Custom House
Site area	6.66 hectares
Public Transport Accessibility Level	0 – 6a
Flood Zone	Flood zone 2 and 3 Flood defence safeguarding
Heritage Designations	Thames Ironworks Archaeological Priority Area (Tier 2) In proximity 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)
Natural environment Designations	Partial site of Importance for Nature Conservation (DLR corridor) Open space deficiency Air Quality Management Area Air Quality Focus Area.
Relevant planning history	20/01313/FUL: Planning application for river wall works including new sheet piling, creation of inter-tidal terraces, planting and associated works -Application approved.
Ownership	Public
Existing uses	Site contains Canning Town station and bus station, structures and buildings associated with the Elizabeth Line alongside vacant land and scrubland.



N5.SA4 Limmo

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- /// Setback from existing buildings
- Opportunity for open space

N5.SA4 Limmo**Development principles**

Residential development and open space.

Canning Town bus station to be reconfigured with residential above.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 19 storeys. On the Limmo peninsula building heights should range between 10 and 19 storeys, with taller buildings concentrated adjacent the railway line and open space. Above the bus station, development should range between 8 and 13 storeys.

The layout of the site should protect the Site of Importance for Nature Conservation and increase access to nature and the surrounding waterways. The layout of the site should enable the continuation of the Leaway riverside walk. The park and riverside walk should provide links to the Ecology park to the north-west and the river walk secured at Thameside West.

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

Site design and layout should take into consideration pylons, cables and power lines that cross the site to the east and north.

Routes through and to and from the site should improve access and connectivity to Canning Town station and District Centre, along the river edge as part of the Leaway river walk and connectivity to City Island, Thameside West and Brunel Street Works.

Design measures should minimise exposure to poor air quality on Silvertown Way and the Lower Lea Crossing.

The placement of buildings and open space should reduce noise canyoning effects to the railway line, adjacent Brunel Street Works. The layout of site should respond to the London City Airport noise contours across the site.

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. The development should provide a local park to service nearby residential neighbourhoods. Open space should be concentrated to the south of the site, with some open space also provided to the north opposite Canning Town Station.

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.

Development should provide a new bridge connection from Canning Town through to Brunel Street Works, providing 24 hour non-fare paying access to the Town Centre.

Site requires a new river wall.

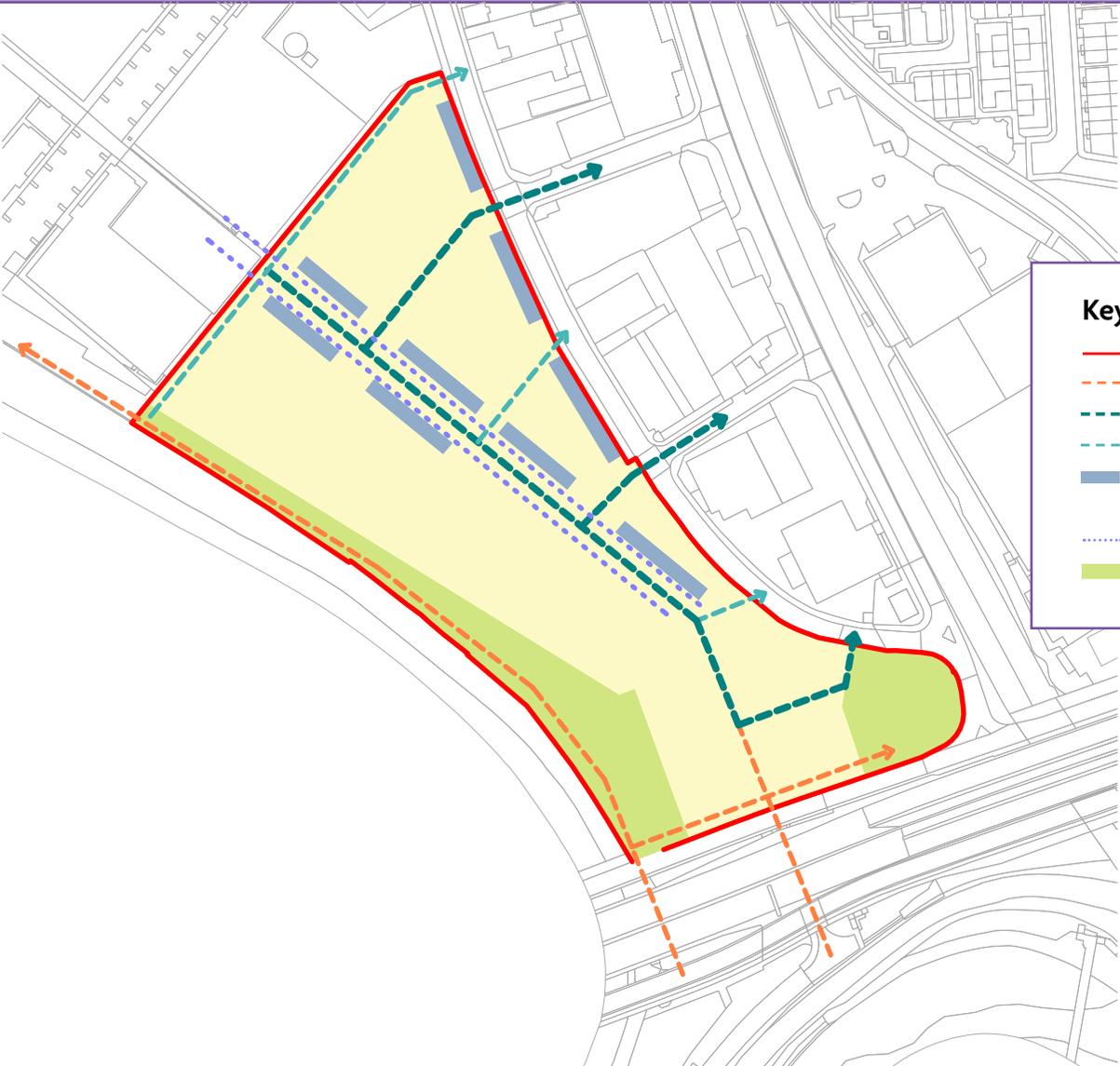
Phasing and implementation

Medium to long term.

N5.SA5 Canning Town Riverside	
Site address	Crown And Mayer Parry Wharf, Bidder Street, Canning Town, London E16 4ST
Neighbourhood	Canning Town and Custom House and Manor Road
Site area	3.74 hectares
Public Transport Accessibility Level	2 - 6a
Flood Zone	Flood zone 2 and 3 Flood defence safeguarding
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3). In proximity 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)
Natural environment Designations	Major Hazard Site Outer Zone (Leven Road Gasworks) Adjacent to River Lea Site of Importance for Nature Conservation Air Quality Management Area Open space deficiency
Relevant planning history	N/A
Ownership	Public and private
Existing uses	Industrial land, with waste sites (European Metals Recycling and P M C Soil Solutions).

N5.SA5 Canning Town Riverside

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- Opportunity for commercial/employment frontage
- Line of existing context buildings
- Opportunity for open space

N5.SA5 Canning Town Riverside

Development principles

Residential development, industrial and employment uses and open space.

Residential development should be delivered in the western half of the Local Mixed Use Area as part of employment-led development. Residential uses should also be delivered outside the Local Mixed Use Area to the southern half of the allocation.

Employment uses should be concentrated within the part of the site designated as a Local Mixed Use Area (LMUA12 Bidder Street). The industrial and employment floorspace should provide light industrial workspace, as well as workspace for creative and cultural and digital and technology industries.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Open space including a pedestrianised walk way should be provided along the River Lea.

Design principles

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

The layout of the site should enable the continuation of the Leaway Walk through the site.

Heights should not exceed 15 storeys, with the tallest buildings to the south of the site, stepping down in height to four storeys to the north adjacent Bidder Street. Heights across the rest of the site should be broadly between 6-8 storeys.

Employment uses should be positioned to buffer the neighbouring Strategic Industrial Location.

Open space provision should be largely concentrated along the river edge.

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

Routes through and to and from the site should improve access and connectivity to Canning Town Station and District Centre, along the river frontage and onward connections to the Lea River Park and Bow Creek Ecology Park. Redevelopment of the site should secure design enhancements to the existing underpass under the A13 on Wharfside Road.

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

Development should contribute to an improved pedestrian and cycling environment along Bidder Street.

Design measures should minimise exposure to poor air quality and noise on the A13 and Bidder 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 deficiency by providing new open space and a walkway along the edge of the River Lea. Open space should also be provided to the east of Wharfside Road.

Phasing and implementation

Medium term

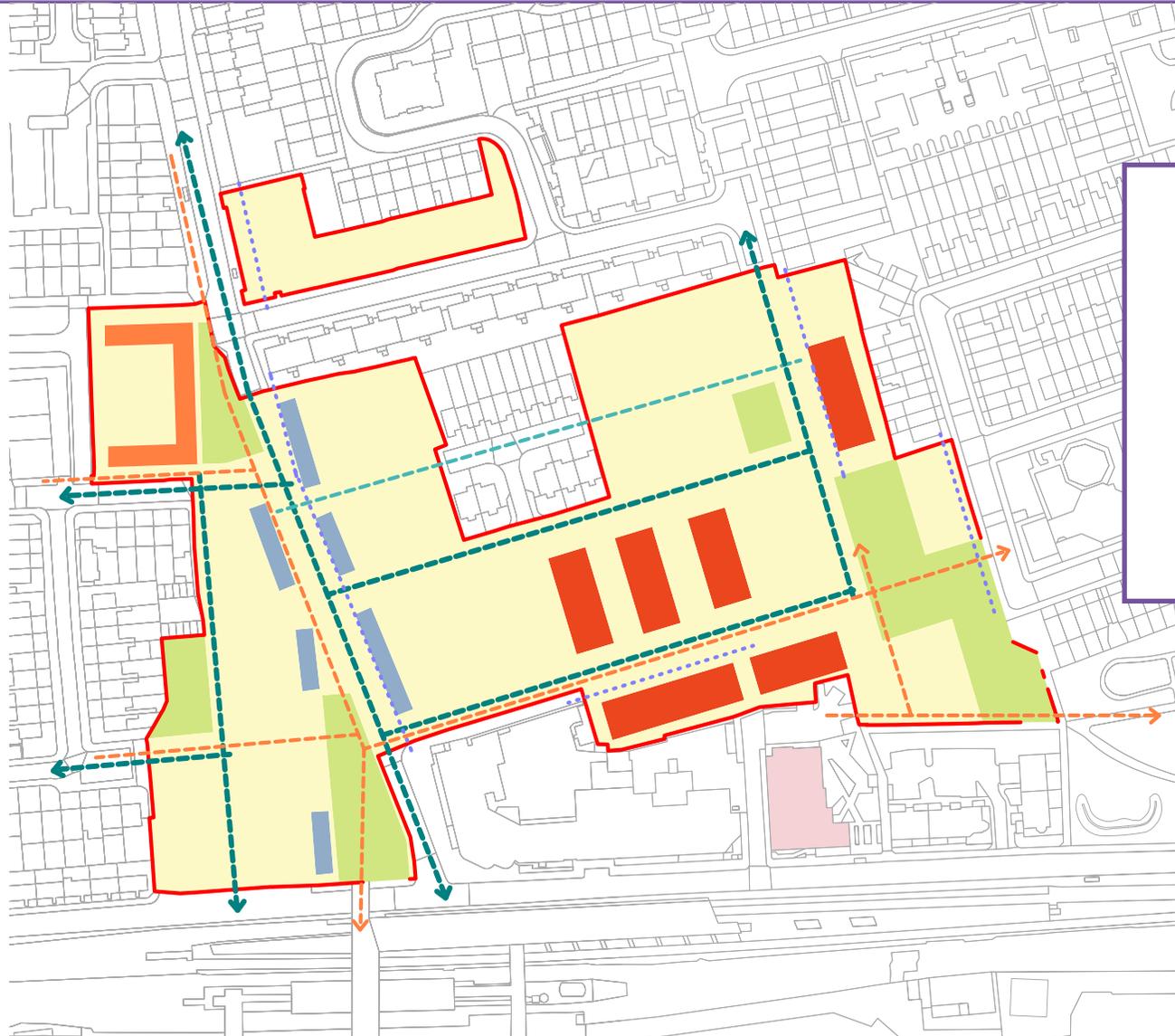
Redevelopment of the Local Mixed Use Area can only take place once the maximum achievable throughput of European Metals Recycling (EMR) waste site has been re-provided at Standard Industrial Estate. The maximum throughput of P M C Soil Solutions Ltd waste site also needs to be re-provided, either within 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.

N5.SA6 Custom House Phase 1	
Site address	Custom House Area Redevelopment Project, Freemasons Road
Neighbourhood	Canning Town and Custom House
Site area	4.29 hectares
Public Transport Accessibility Level	2 – 3 3 – 4 (2031)
Flood Zone	Flood zone 2 and 3
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3) In proximity of: The Flying Angel (former seaman's mission) (Locally listed) Warehouse K (Grade II) Warehouse W (Grade II)
Natural environment Designations	Partial open space Row of TPOs fronting Freemasons Road by no. 20 and 16 Freemasons Road Air Quality Management Zone Open space deficiency Partial Hazard Zone (London City Airport)
Relevant planning history	N/A
Ownership	Public
Existing uses	The site contains residential 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.



N5.SA6 Custom House Phase 1

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- Opportunity for commercial/employment frontage
- Opportunity for active frontage
- ⋯ Line of existing context buildings
- Opportunity for open space
- Existing buildings to retain
- Locally listed building

N5.SA6 Custom House Phase 1

Development principles

Residential development, community uses, open space and town centre uses. The type and quantity of town centre uses should be consistent with a Local Centre designation.

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

The type and quantity of community facility floorspace should be informed by the Community Facility Needs Assessment (2022) evidence base. Development should provide a health hub designed to meet NHS needs and standards which should be located within the boundary of Custom House Local Centre.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 16 storeys, with the tallest buildings positioned in proximity of the Crossrail Station along Freemasons Road. To the east of Freemasons Road, heights should broadly

range between 3 and 6 storeys, stepping down to integrate with the prevailing building heights.

The Local Centre should remain positioned along Freemasons Road and provide ground floor active frontages and quality public realm.

The design and layout of the site should provide a welcoming gateway from the Crossrail Station with high quality public realm. Façades should be animated with active ground floors fronting and animating the street level, with spaces well-integrated into layouts to create a small square outside the station steps.

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

Routes through and to and from the site should improve access and connectivity to Custom House Crossrail station, Cundy Park, along Freemasons Road and towards Canning Town station and District Centre via Custom House Phase 2.

Design measures should minimise exposure to poor air quality 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.

Layout of site should respond to the London City Airport noise contours across the site.

Infrastructure requirements

Development should address existing open space deficiency by providing new open space. 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. New open space should be concentrated around Custom House Local Centre and in proximity of Cundy Park. Existing TPO trees to the north of the allocation should be protected.

Development should provide a health hub of up to 2500 sqm designed to meet NHS needs and standards.

Development should explore options for connections to National Cycle Route 13 and Cycle Superhighway 3.

Phasing and implementation

Short to medium term.

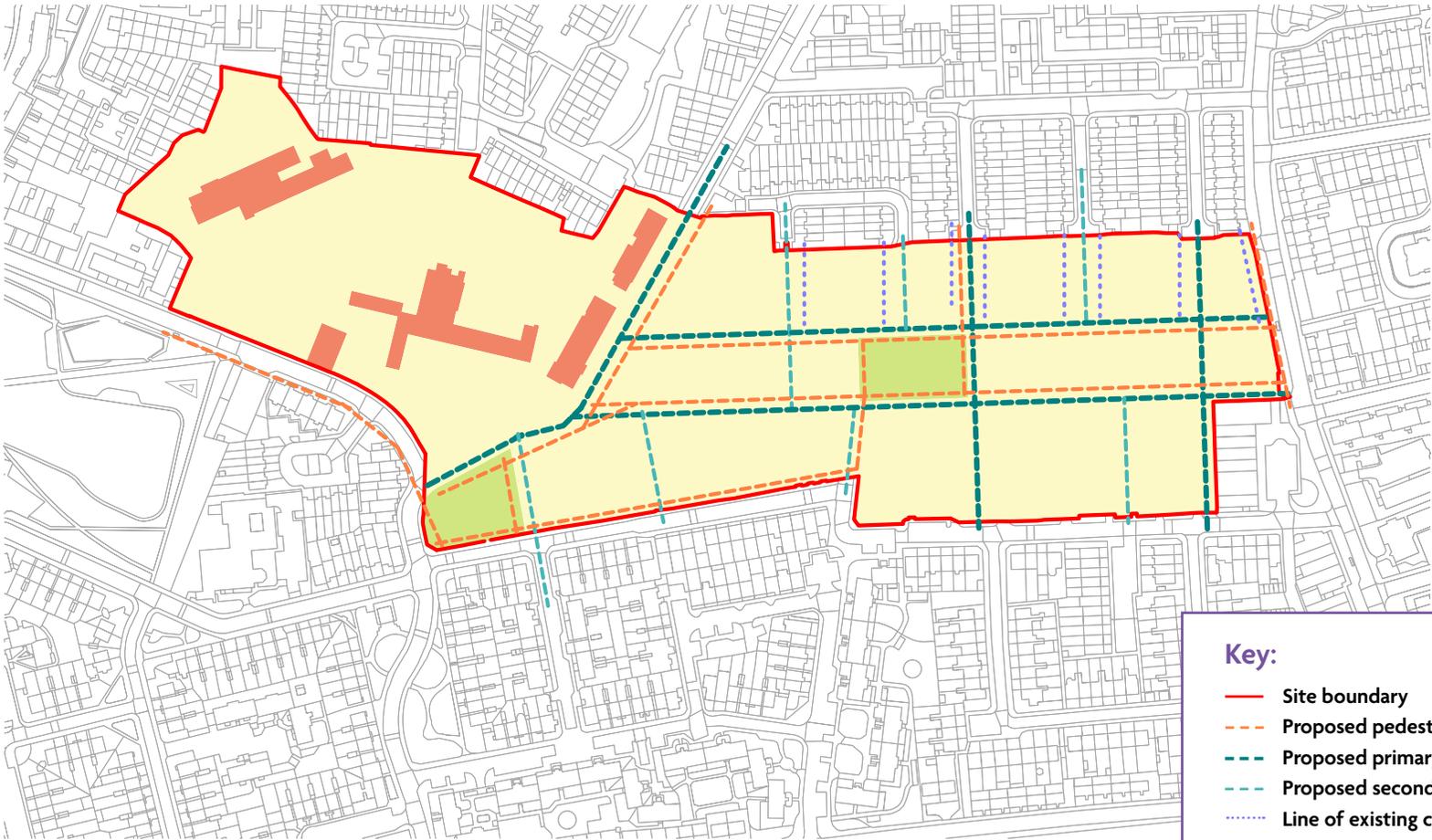
N5.SA7 Custom House Phase 2	
Site address	Coolfin North development site, Custom House
Neighbourhood	Canning Town and Custom House
Site area	8.01 hectares
Public Transport Accessibility Level	0 – 3 0 – 4 (2031)
Flood Zone	Flood zone 2-3
Heritage Designations	Archaeological Priority Area (Canning Town / Newham Way) Tier 3 In proximity of: Church of St Luke (Grade II listed)
Natural environment Designations	Partial open space Open space deficiency Air Quality Management Area
Relevant planning history	N/A
Ownership	Public
Existing uses	Residential, school (Hallsville Primary) and open space.



© Andrew Baker

N5.SA7 Custom House Phase 2

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- · · Line of existing context buildings
- Opportunity for open space
- Existing building to be retained

N5.SA7 Custom House Phase 2**Development principles**

Residential development, education and open space.

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

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 12 storeys, with the tallest building marking the site's centrally located open space. Other tall buildings should be located centrally within the site, being between 7 and 10 storeys in height. To the north and south of the site, building heights should range between 3 and 6 storeys, stepping down to integrate with the prevailing building heights.

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

Routes through and to and from the site should improve access and connectivity to Freemasons Road and Canning Town station, Kier Hardie Recreation Ground and along Butchers Road.

Design measures should minimise exposure to poor air quality 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.

Layout of site should respond to the London City Airport noise contours to the south of the site.

Infrastructure requirements

Development should address existing open space deficiency by providing new open space. The design of the site should seek to improve the existing pocket park to the south west of the site, and provide a new green space centrally within the site.

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.

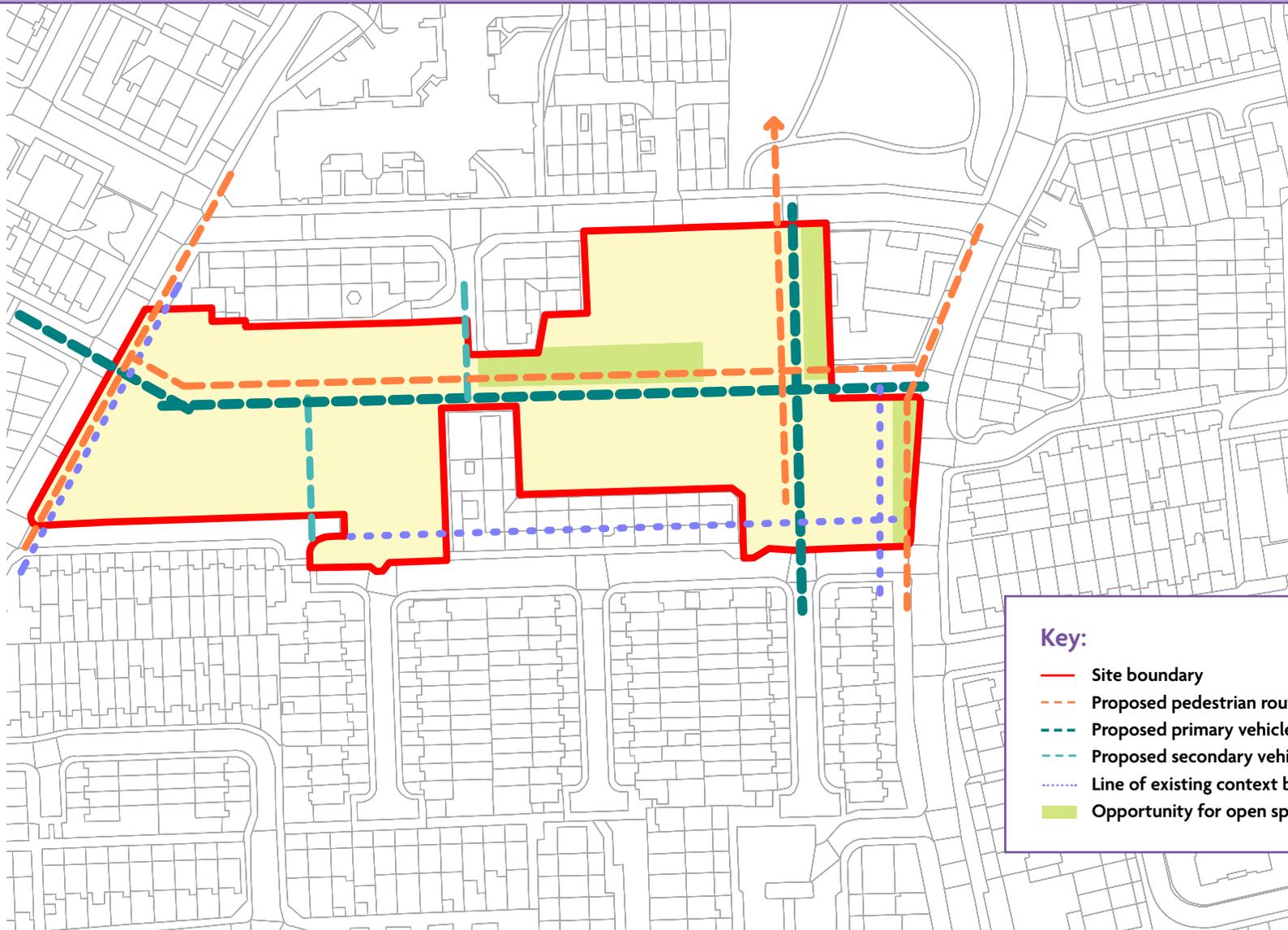
Phasing and implementation

Long term.

N5.SA8 Custom House Phase 3	
Site address	Ashburton Road and Freemasons Road, E16 3QL
Neighbourhood	Canning Town and Custom House
Site area	1.4 hectares
Public Transport Accessibility Level	2 3 (2031)
Flood Zone	Flood zone 2 and 3
Heritage Designations	Canning Town / Newham Way Archaeological Priority Zone (Tier 3)
Natural environment Designations	Open space deficiency Air Quality Management Area Partial open space
Relevant planning history	N/A
Ownership	Public
Existing uses	Residential and retail shop in the south-western corner.

N5.SA8 Custom House Phase 3

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- · - · - Proposed secondary vehicle route
- · · · · Line of existing context buildings
- Opportunity for open space

N5.SA8 Custom House Phase 3**Development principles**

Residential development and open space.

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

Development proposals should ensure that flood risk is minimised and mitigated, informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should not exceed 6 storeys, with the tallest building provided adjacent Freemasons Road. Across the rest of the site heights should range between 3 and 5 storeys.

Routes through and to and from the site should improve access and connectivity to Freemasons Road and Butchers Road. A primary vehicle route should be provided centrally within the site connecting the two roads east-west. The design of the site should also help improve connections to Ashburton Woodland, Canning Town Recreation Ground and the play area and sports pitch to the west of the site.

Design measures should minimise exposure to poor air quality 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.

Infrastructure requirements

Development should address existing open space deficiency by providing new open space. New open spaces should help improve public realm along key roads within the site, as well as provide a green link to Ashburton Woodland.

Phasing and implementation

Long term.

N6 MANOR ROAD

Neighbourhood profile

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

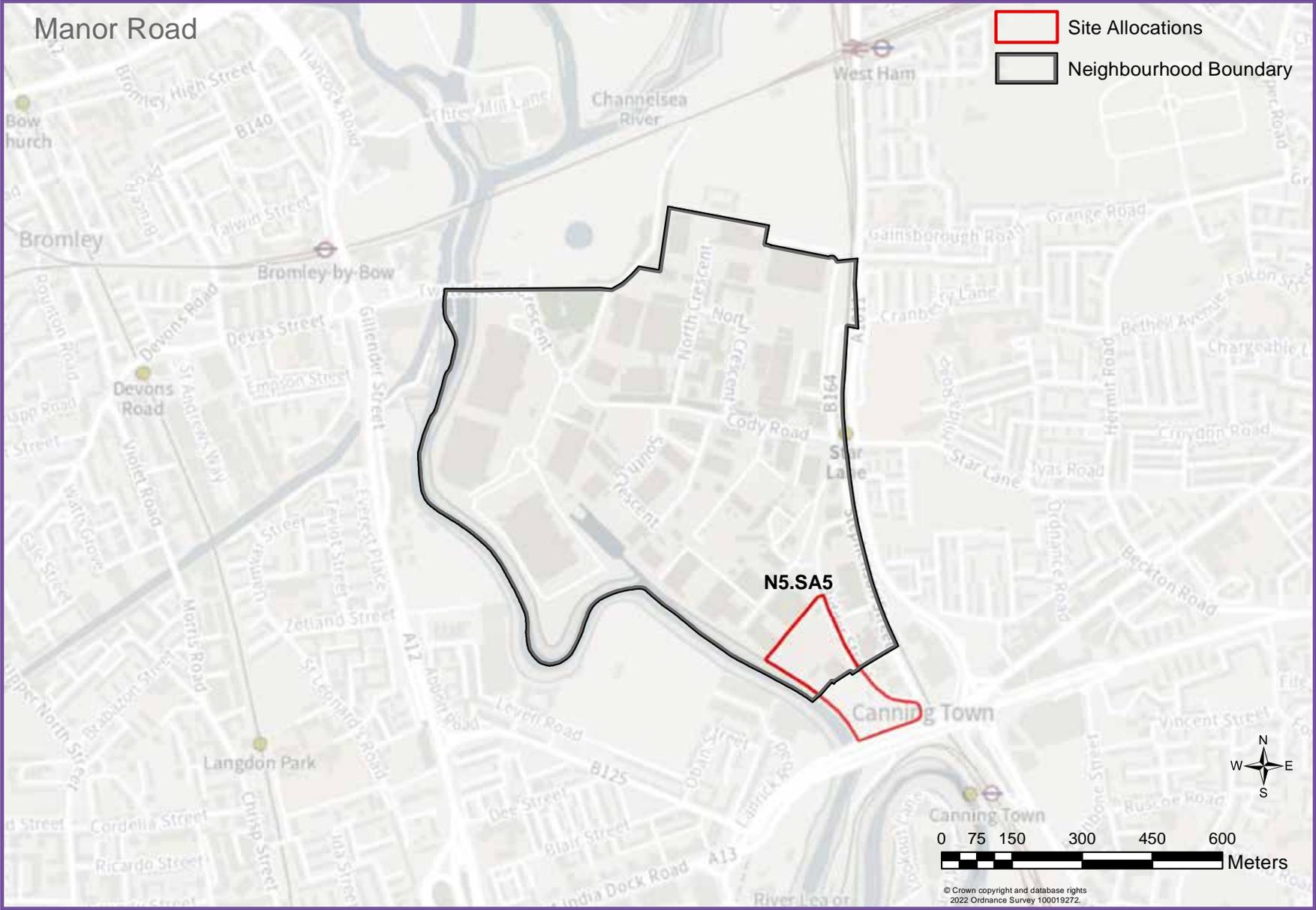
4.29 The neighbourhood is industrial in character, with a mix of older and newer industrial estates, comprising of warehouses and yards for storage and distribution, heavy industry, transport infrastructure and waste and recycling processing, including a number of businesses that serve the needs of central 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.

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

4.31 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. The Canning Town/Newham Way Archaeological Priority Area is in the neighbourhood.

4.32 The neighbourhood has a varied public transport access, with the highest public transport 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 industrial and 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, with 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;
4. supporting appropriate development at the Bidder Street Local Mixed Use Area and British Gas / Cody Road Strategic Industrial Location to support the delivery of heavier industrial uses on the Strategic Industrial Location designation and lighter industrial workspaces as part of mixed use development on the LMUA and enabling a smooth and neighbourly transition between the two as well as requiring digital connectivity, digital innovation and technology and clean industries as part of modern industrial development on the two sites;
5. providing new bridges across the River Lea, including the Lochnagar Bridge;
6. improving the quality, legibility and permeability of streets and walking and cycling routes and extending the Leaway path from Cody Dock south to Canning Town;
7. requiring new road crossings at Twelvetrees Crescent and Manor Road to reduce severance and to improve connectivity to the wider network of neighbourhoods;
8. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly on new routes in the neighbourhood and in the west of the neighbourhood;
9. requiring new and improved walking and cycling links to West Ham Memorial Gardens;
10. 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;
11. improving air quality and reducing exposure to poor air quality, particularly along Manor Road;
12. mitigating any impacts of noise, dust, smell and industrial vehicular traffic.

Sites

- The northern part of N5.SA5 Canning Town Riverside, which overlaps with the LMUA boundary, is in this neighbourhood. See Local Plan policies N5 and N5.SA5 for the Site Allocation.

N7 THREE MILLS

Neighbourhood profile

4.33 The Three Mills neighbourhood is located in the west of the neighbourhood. It is bounded by the High Street and the Greenway to the north, Manor Road to the east, Twelvetrees Crescent to the south and the River Lea to the west. River channels cut across the neighbourhood and define much of its character. The area's green and water spaces are protected for their nature and biodiversity importance and this includes the River Lea, Three Mills Wall River Weir, 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.

4.34 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 industrial and 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

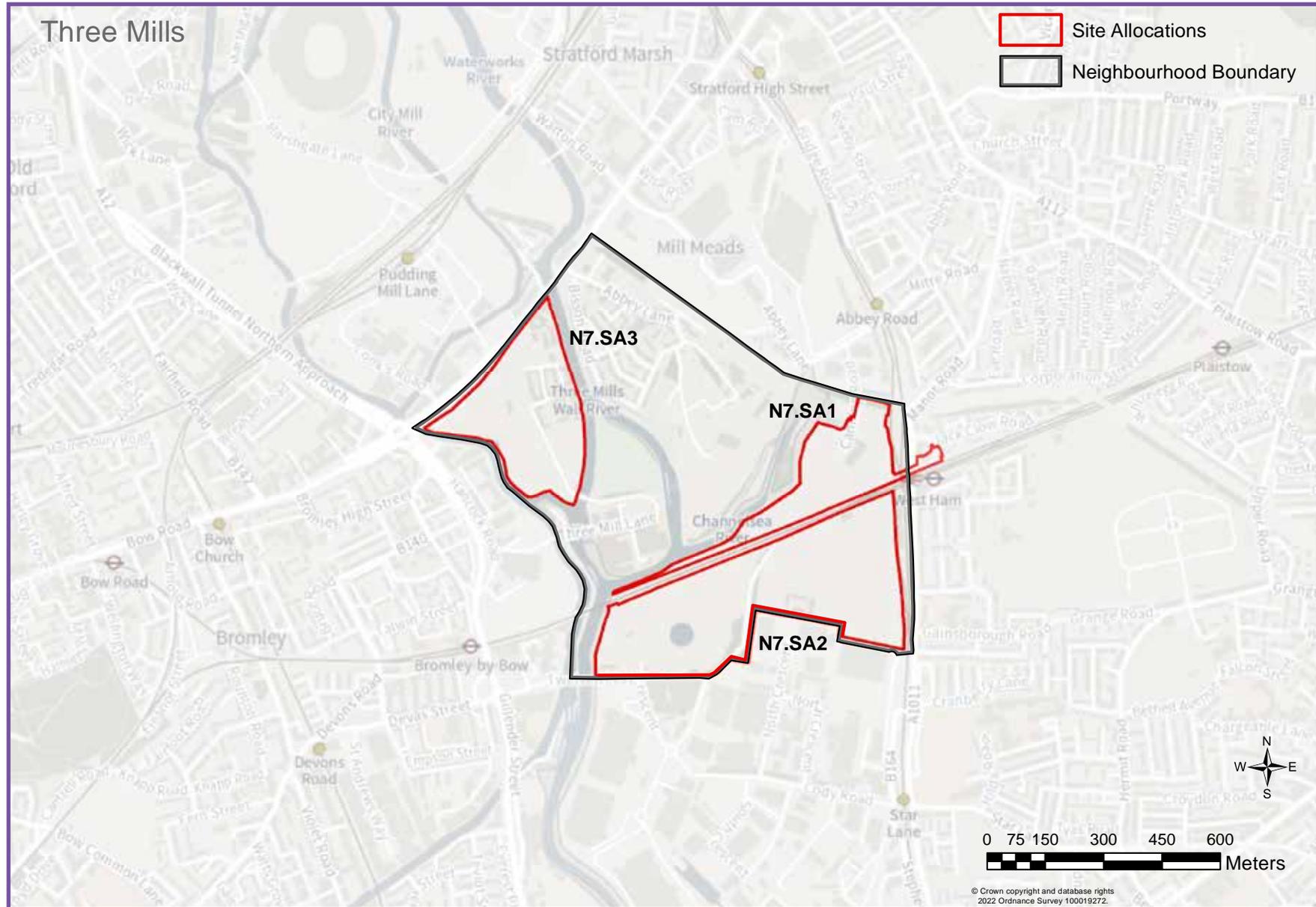
buildings, the Sugar House Lane conservation area and the seven Bromley by Bow Gasholders. The Canning Town/Newham Way, River Lea and Stratford Langthorne Abbey Archaeological Priority Areas are in the neighbourhood.

4.35 Housing is located in the north-west and west of the neighbourhood, with new communities being developed on Sugar House Island. The

neighbourhood currently only has four community facilities and is deficient in all types of community facilities.

4.36 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 station.





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N7 THREE MILLS

Vision

The Three Mills neighbourhood's heritage and historic identity will be conserved and enhanced. A high level of growth will be delivered through the transformation of N7.SA1 Abbey Mills, N7.SA2 Parcelforce and N7.SA3 Sugar House Island to provide new housing, employment, community facilities and a new Local Centre. 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 waterspaces. Walking and cycling routes, particularly the Greenway 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 where development enhances the neighbourhood's existing character through an appropriate mix of typologies to the site's context, taking into consideration the prevailing low rise context in some parts of the neighbourhood and its 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;
3. supporting the restoration and conservation of heritage buildings at Three Mills to both preserve the character of the area and sensitively update facilities to ensure they are fit for purpose and enhance the existing employment uses;
4. supporting the transformation of N7.SA1 Abbey Mills, N7.SA2 Parcelforce, 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. requiring the provision of new parks at N7.SA1 Abbey Mills and N7.SA2 Parcelforce;
7. creating a new Local Centre at N7.SA2 Parcelforce and N7.SA1 Abbey Mills to service the retail, community and leisure needs of the local community;
8. supporting the delivery of new residential moorings in suitable locations with appropriate ancillary facilities;
9. optimising and intensifying local industrial locations for employment functions, particularly those servicing the CAZ;
10. intensifying and delivering a cluster of light industrial uses with co-location as part of a mix of uses at Canning Road West Local Mixed Use Area;
11. improving the legibility, permeability and safety of streets and walking and cycling routes between N7.SA1 Abbey Mills, N7.SA2 Parcelforce and N7.SA3 Sugar House Island and public transport and employment and industrial uses in the wider network of neighbourhoods;
12. requiring new crossings and station access at Twelvetyrees Crescent and Manor Road to reduce severance and to improve connectivity to the wider network of neighbourhoods;
13. improving access points to the Greenway and the Leaway walk;
14. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
15. supporting bus priority measures at N7.SA3 Sugar House Island;
16. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity and enhance existing Sites of Importance for Nature Conservation;

- 17. 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 Parclforce;
- 18. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along High Street and Manor Road;
- 19. providing a new secondary school at N7.SA2 Parclforce;
- 20. providing a new health facility at N7.SA2 Parclforce.

Sites

- N7.SA1 Abbey Mills
- N7.SA2 Parclforce
- N7.SA3 Sugar House Island

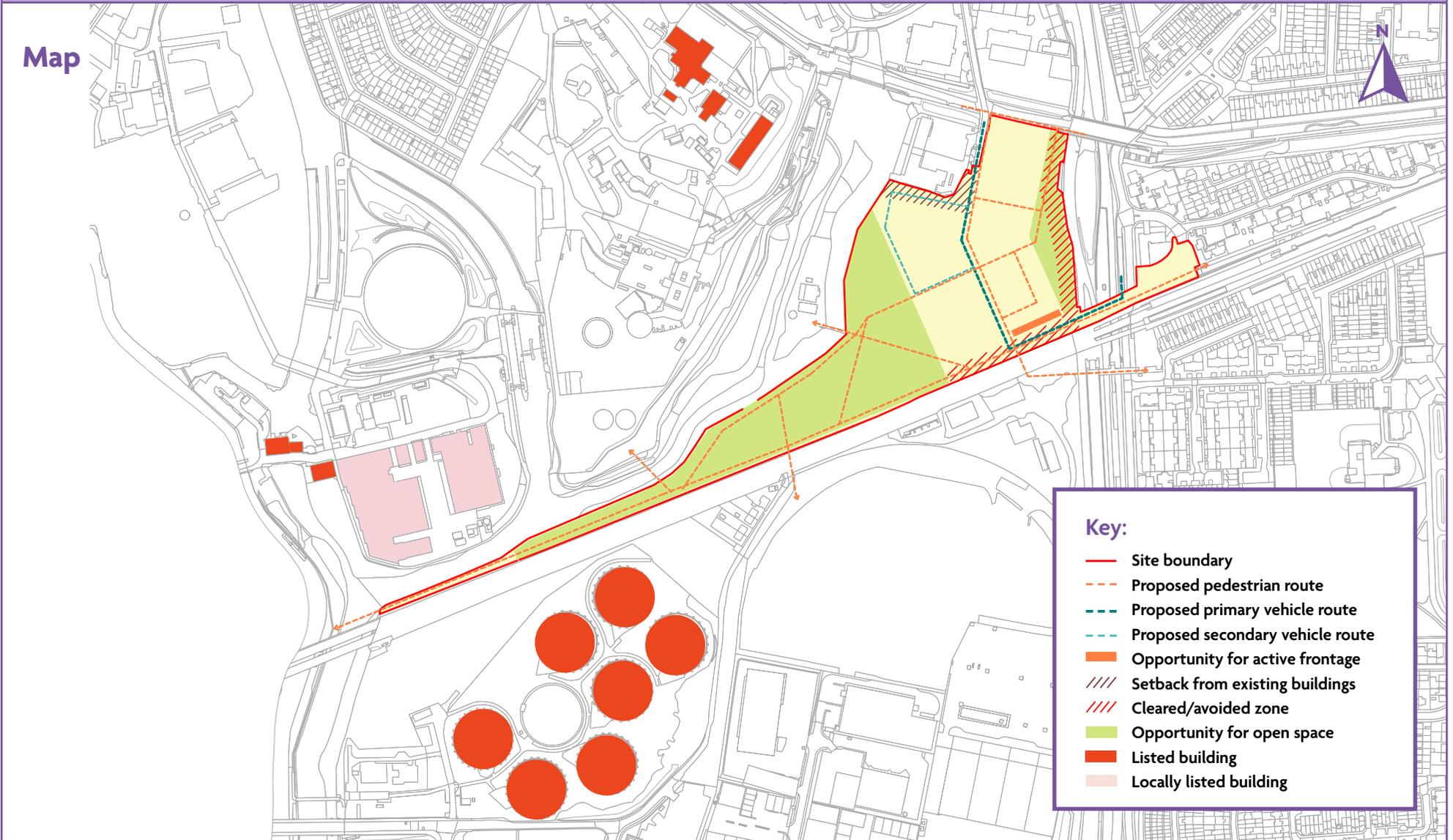
N7.SA1 Abbey Mills	
Site address	Land at Canning Road
Neighbourhood	Three Mills
Site area	7 hectares
Public Transport Accessibility Level	4 – 6
Flood Zone	Partial Flood Zone 2 and 3 Adjacent to Critical Drainage Area Flood Defence Safeguarding
Heritage Designations	Adjacent to: Three Mills Conservation 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) Canning Town / Newham Way Archaeological Priority Area (Tier 3)

N7.SA1 Abbey Mills	
Natural environment Designations	Partial Site of Importance for Nature Conservation and Metropolitan Open Land Air Quality Management Area Open Space Deficiency
Relevant planning history	12/00358/LTGOUT: Outline planning permission with all matters reserved apart from layout for the continued use of the buildings of mosque; demolition of existing buildings for the construction of a mosque and ancillary facilities (including 8 accommodation units for guests and imam, library and dining hall) including temporary use of the ancillary facilities as a mosque during the construction phase; multi-use games areas, tennis courts, sports pavilion and open space together with associated access, parking and landscaping - Application refused.
Ownership	Private
Existing uses	Temporary community facility and vacant land.



N7.SA1 Abbey Mills

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- Orange hatched area Opportunity for active frontage
- Green hatched area Setback from existing buildings
- Red hatched area Cleared/avoided zone
- Green shaded area Opportunity for open space
- Red shaded area Listed building
- Pink shaded area Locally listed building

N7.SA1 Abbey Mills**Development principles**

Residential development, open space and community floorspace. The existing temporary community facility floor space should be replaced with the equivalent amount of floor space. Any provision of community facilities should meet the requirements of Local Plan Policies CFI and CF2 and be informed by the Community Facility Needs Assessment evidence base.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

The community facility should be located to the south east of the site in proximity to West Ham station and as part of Twelvetrees Local Centre.

Development should conserve and enhance the Three Mills Conservation Area and the listed buildings in proximity of the site and their settings.

Building heights should be between 6 and 12 storeys with building heights stepping down towards the west of the site to manage the impact on heritage assets.

The layout of the site should protect the Site of Importance for Nature Conservation and increase access to nature and the surrounding waterways. The layout of the site should enable the continuation of the Leaway Walk through the site.

Development should establish a connected network of streets that connects to the wider street network and establish a street hierarchy. Routes through and to and from the site should improve access and connectivity to the Greenway, West Ham station, N7.SA2 Parcellforce and the Twelvetrees Local Centre.

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

The design and layout of the site should minimise the impact on noise from the railway line to both the east and south of the site.

Design measures should minimise exposure to poor air quality 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 existing open space deficiency by providing new open space and enhancing existing trees as a buffer to rail infrastructure. The development should provide a local park to service nearby residential neighbourhoods.

Development should provide a new bridge connection to West Ham station.

Phasing and implementation

Medium term.

N7.SA2 Parcellforce	
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 Zone	Partial Flood Zone 2 and 3 Adjacent to Critical Drainage Area Flood Defence Safeguarding
Heritage Designations	Bromley by Bow Gasholders (Grade II) Adjacent to: 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)

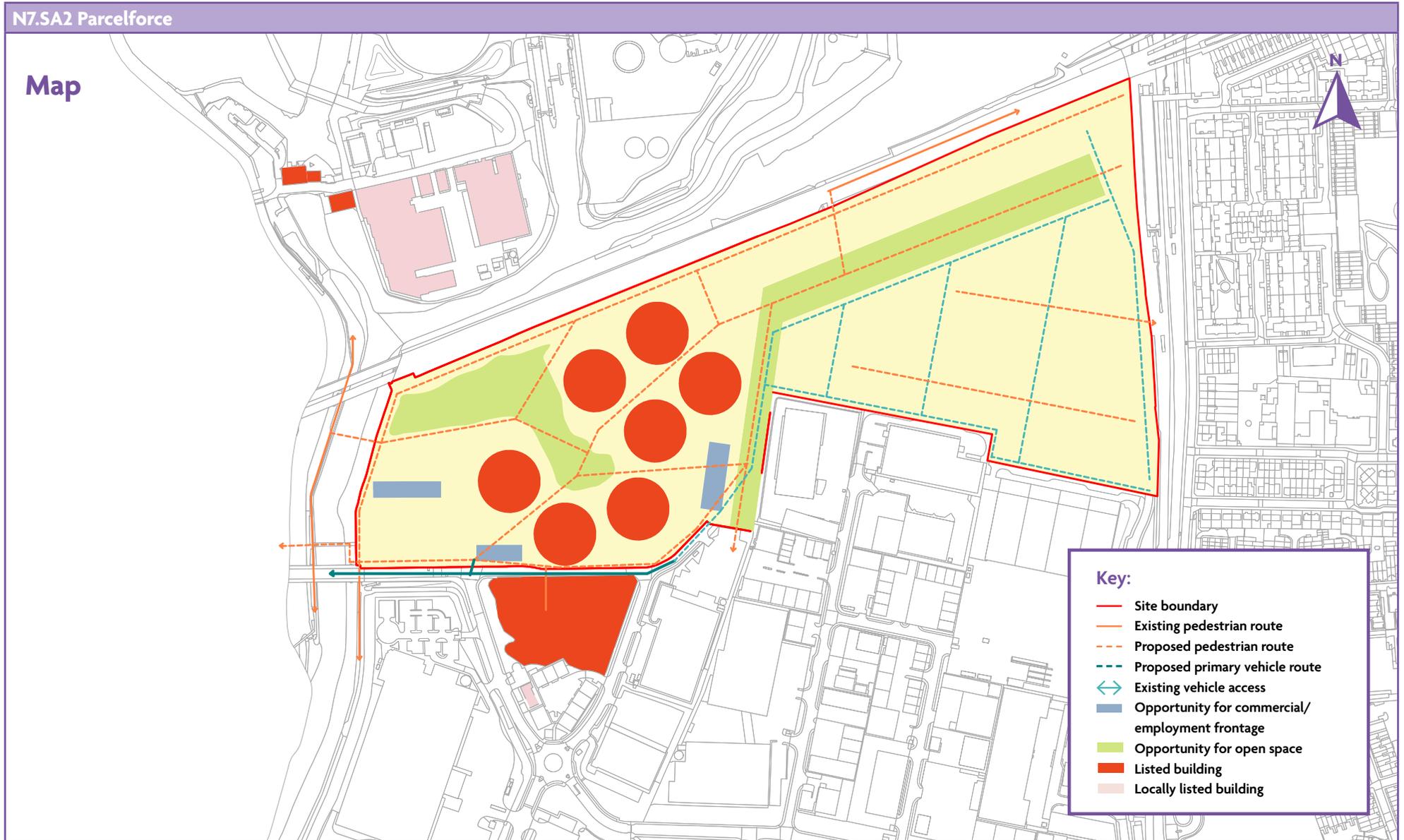
N7.SA2 Parcellforce	
Heritage Designations	Tide Mill (known as the House Mill) (Grade I) Offices opposite Clock Mill (Custom House) (Grade II) Clock Mill and 3 drying kilns (Grade I) Paved Roadway extending from west side of House Mill to wall and gate on east side of clock mill (Grade II) The Still, 3 Mills Distillery (Locally Listed) Twelvetrees Crescent Bridge (Grade II) War Memorial (Grade II) The Old London Gas Museum (Locally Listed). Canning Town / Newham Way Archaeological Priority Area (Tier 3)
Natural environment Designations	Partial open space and Site of Importance for Nature Conservation Open Space Deficiency Tree Protection Orders Air Quality Management Area
Relevant planning history	17/01847/OUT: Hybrid planning application comprising detailed planning application for phase 1 to include proposed demolition of existing buildings and structures, the erection of buildings, including tall buildings, comprising 1,020 residential units, 689 sqm of B1 floorspace, 5400 sqm of retail floorspace and 12,004 sqm of community and leisure floorspace including a school use. Associated infrastructure including a new bridge connection to West Ham Station and two footbridges across Manor Road; Alterations to the existing access road and vehicle bridge; Streets, open spaces, landscaping and public realm; Car, motorcycle and bicycle parking spaces and servicing spaces; Utilities including energy centre and electricity substations; and Other works incidental to the proposed development.

N7.SA2 Parcelforce	
Relevant planning history	Outline planning application (all matters reserved) for the balance of the site for: The proposed demolition of existing buildings and structures; The erection of buildings, including tall buildings, comprising residential units, business floorspace, retail, community and leisure and associated infrastructure; Streets, open spaces, landscaping and public realm; Car, motorcycle and bicycle parking spaces and servicing spaces; Utilities including electricity substations; and Other works incidental to the proposed development - Application approved and phase 1 under construction.
Ownership	Private
Existing uses	Former gasholders and associated infrastructure and four residential dwellings in the north of the site. Scrubland and hardstanding. Former Parcelforce Depot. Part of site under construction.



N7.SA2 Parcellforce

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- Opportunity for open space
- Listed building
- Locally listed building

N7.SA2 Parcelforce**Development principles**

Residential development, industrial and employment uses, community and education uses, open space and town centre uses.

The type and quantity of town centre uses should be consistent with a Local Centre designation. Any provision of community facilities should meet the requirements of Local Plan Policies CF1 and CF2 and be informed by the Community Facility Needs Assessment evidence base.

The industrial and employment floorspace on the Bromley by Bow Gasholder site should provide a range of light industrial workspace suitable for micro-businesses and small and medium enterprises. There is potential for 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 former Parcelforce depot site should deliver the same quantity of business and industrial floorspace as the permitted scheme.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should range from 3 to 30 storeys, with the greatest height accommodated in the east of the site stepping down towards the gasholders.

The Twelvetrees Local Centre should be located on the former Parcelforce depot in proximity to West Ham station and provide ground floor active frontages.

Development should conserve and enhance the Three Mills Conservation Area, the listed Gasholders and the listed buildings in 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 gas holder 4 due to its enhanced listed.

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

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

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

Development should establish a connected network of streets and spaces that connect to the wider street network and should establish a street hierarchy. Routes through and to and from the site should improve access and connectivity to the West Ham station, N7.SA1 Abbey Mills, the Twelvetrees Local Centre and the Manor Road neighbourhood.

Design measures should minimise exposure to poor air quality on Manor Road.

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

N7.SA2 Parcelforce**Infrastructure requirements**

Development should address existing open space deficiency by providing new open space. The development should provide a local park to service nearby residential neighbourhoods.

Development should provide a new bridge connection to West Ham station and two footbridges across Manor Road.

Development on the former Parcelforce depot site should provide a secondary school and a health centre of a minimum of 1,500 sqm designed to meet NHS needs and standards.

Phasing and implementation

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
Flood Zone	Flood Zone 2 and partial Flood Zone 3 Adjacent to Critical Drainage Area Flood Defence Safeguarding
Heritage Designations	Sugar House Lane Conservation Area Three Mills Conservation Area River Lea Archaeological Priority Area In proximity to: 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)

N7.SA3 Sugar House Island	
Heritage Designations	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	Open space deficiency Adjacent to Site of Importance for Nature Conservation
Relevant planning history	12/00336/LTGOUT: Outline permission for 1200 residential units and around 56,000 sqm of non-residential uses - Application approved. North East Quarter (NEQ) 12/00336/ LTGOUT - Completed. Plot MU3 15/00481/REM: Application for the Approval of Reserved Matters for the construction of one urban block comprising two hotels with a total of 349 beds (Use class C1), 21 residential units (Use class C3), approx. 4,160 sqm of commercial floorspace (Use classes A1, A2, A3, A4, B1), an underground vehicular car park and the provision of soft and hard landscaping for Development Plot MU3 - Pending Consideration. Plot MU4 19/00417/REM: Application for the Approval of Reserved Matters for the construction of two buildings comprising 64 residential units and non-residential

N7.SA3 Sugar House Island	
Relevant planning history	<p>floorspace falling within Use class E a),b),c) retail, food and drink, and g(i) office, as well as the provision of ancillary uses, associated infrastructure, parking, and hard and soft landscaping for Development Plot MU4 - Pending Consideration.</p> <p>Plot MU2 15/00250/REM: Application for the Approval of Reserved Matters for the construction of four buildings comprising approximately 27,000 sqm of office (B1), retail (A1/A2), restaurant/bar (A3/A4) and community floorspace (D1), basement level car parking and associated hard and soft landscaping for Development Plot MU2 - Under Construction.</p> <p>Plot MU5 15/00359/REM: Application for the Approval of Reserved Matters for the construction of two buildings comprising 42 residential units and 391 sqm of non-residential floorspace (falling within Use classes A1 (retail), A3 (restaurants and cafés) and A4 (drinking establishments)) and the provision of hard and soft landscaping for Development Plot MU5 – Application approved.</p> <p>Plot R1 16/00223/REM: Application for the Approval of Reserved Matters for the construction of two blocks comprising 161 residential units, approximately 628 sqm (GIA) of Use class A1 (Retail), A2 (Financial and Professional Services) and/or B1 (Business), basement car park, and the provision of hard and soft landscaping for Development Plot R1 - Completed.</p>

N7.SA3 Sugar House Island	
Relevant planning history	<p>Plot R2 16/00440/REM: Application for the Approval of Reserved Matters for the construction of two urban blocks and central mews comprising 211 residential units (Use class C3), approx. 70 sqm of commercial floorspace (Use classes A1, A2, B1), an underground vehicular car park and the provision of soft and hard landscaping for Development Plot R2. Completed.</p> <p>Plot R3 16/00412/REM Application for the Approval of Reserved Matters for the construction of two blocks comprising 156 residential units (Use class C3), basement car park, and the provision of hard and soft landscaping for Development Plot R3 - Under Construction.</p> <p>Plot R4 15/00327/REM: Application for the Approval of Reserved Matters for the construction of a perimeter block comprising 89 residential units and approximately 651 sqm of non-residential floorspace (falling within Use classes A1 (retail), A3 (restaurants and cafés) and A4 (drinking establishments)) and the provision of hard and soft landscaping for Development Plot R4 – Application approved.</p> <p>Plot R5 17/00348/REM: Application for the Approval of Reserved Matters for the construction of a perimeter block and central mews comprising 86 residential units (Use class C3), approx. 80sqm of non-residential floorspace (falling within Use classes A1 (retail), A2 (financial and professional services), A3 (restaurants and cafes) and A4 (drinking establishments) and B1 (business)) and the provision of hard and soft landscaping for Development Plot R5 – Application approved.</p>

N7.SA3 Sugar House Island

Relevant planning history

Plot R6 15/00435/REM: Application for the Approval of Reserved Matters for the construction of a perimeter block comprising 103 residential units and the provision of hard and soft landscaping for Development Plot R6 – Application approved.

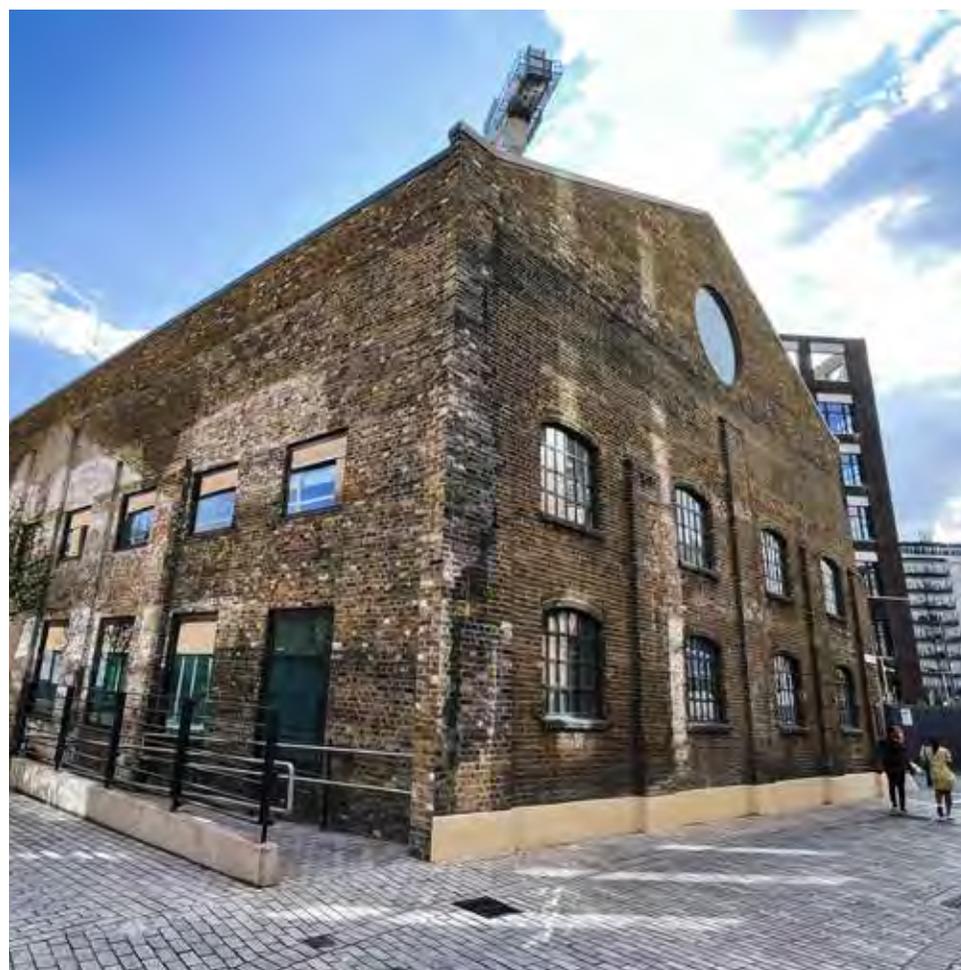
Plot R7 17/00369/REM: Application for the Approval of Reserved Matters for the construction of two blocks comprising 82 residential units and approximately 330 sqm of non-residential floorspace (falling within Use classes A1 (retail), A3 (restaurants and cafés), A4 (drinking establishments) and/or B1 (office)) and the provision of hard and soft landscaping for Development Plot R7 – Application approved.

Plot R8 15/00384/REM: Permission Application for the Approval of Reserved Matters for the construction of two blocks comprising 116 residential units, an underground vehicular car park (including a connection to Development Plot R7 at basement level), and hard and soft landscaping – Application approved.

Plot MUI 19/00571/FUL: Full planning application for the construction of one building comprising approx. 2703 sqm (GEA) of non-residential floorspace over three full storeys comprising a primary school (Use class D1) and a rooftop playground and MUGA and the provision of soft and hard landscaping for Development Plot MUI - Completed.

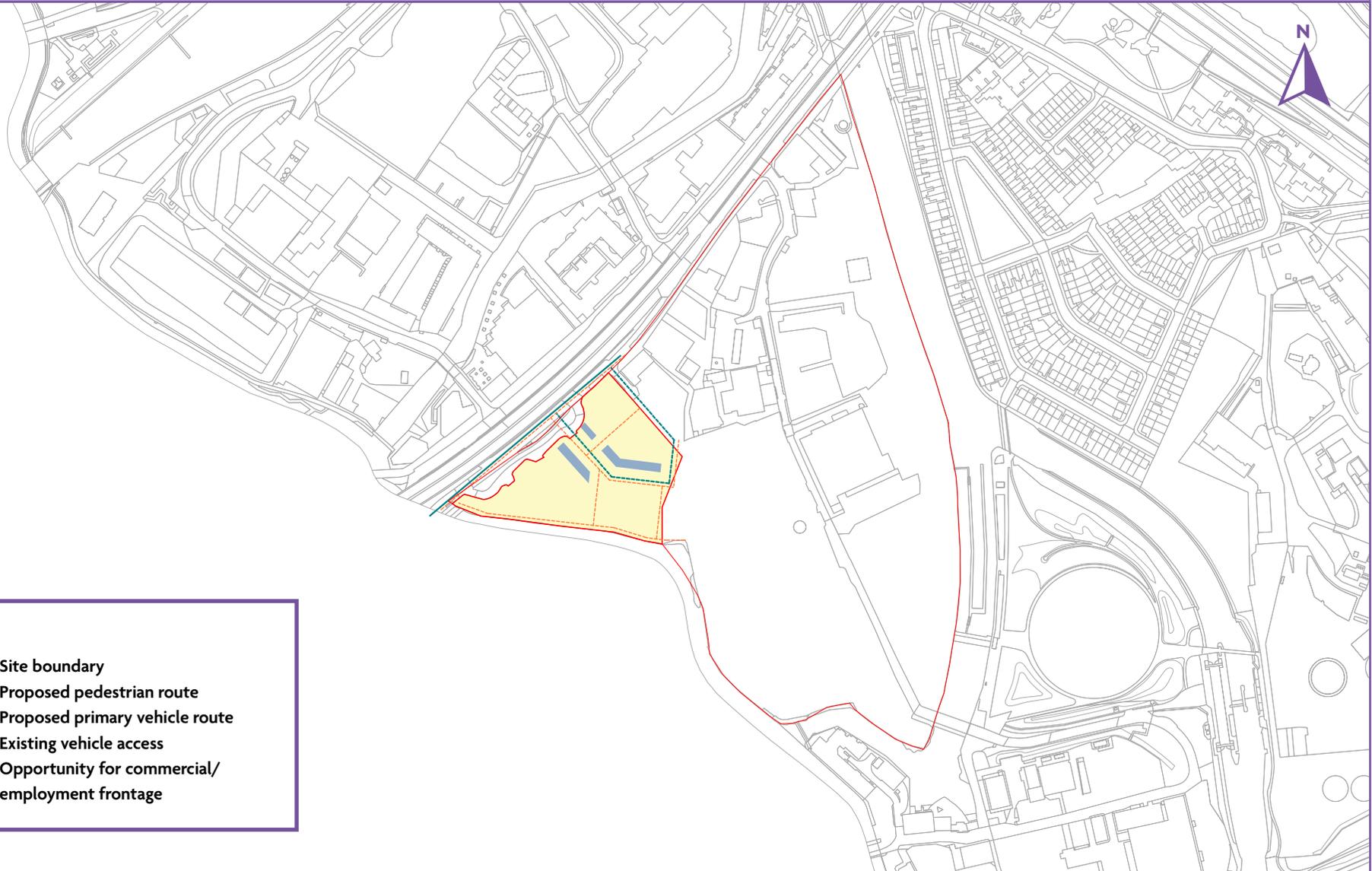
N7.SA3 Sugar House Island

Ownership	Private
Existing uses	Vacant land cleared for development. Recently completed development on the site provides residential, industrial and employment uses, a school and retail.



N7.SA3 Sugar House Island

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage

N7.SA3 Sugar House Island**Development principles**

Mixed-use development of residential, employment and industrial, retail and open space.

Plot MU3 should be employment-led mixed-use development with residential. The employment and industrial floorspace should be 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 business, industrial and retail as the permitted scheme.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

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 proximity of the site and their settings.

Building heights on Plot MU3 should range between 3 – 8 storeys. For the remainder of the site building heights should be in accordance with Local Plan Policy D4.

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 weaving high-quality new buildings into the historic fabric.

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.

Development should establish a connected network of streets and spaces that connect into the wider street network and should establish 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.

Design measures should minimise exposure to poor air quality on the 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 an open space that creates a sense of place and meets the needs of residential, workers and visitors.

New and improved vehicular access to the site will be 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.

Phasing and implementation

Short to medium term

N8 STRATFORD AND MARYLAND

Neighbourhood profile

4.37 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 High Street and Greenway to the south. The planning powers for part of the neighbourhood currently fall under the London Legacy Development Corporation. Many railway tracks, the river, the A112 and the High Street cut across the neighbourhood.

4.38 Stratford Metropolitan 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.

4.39 Stratford and Maryland has the highest number of community facilities and, excluding galleries and places of worship, has the highest density of all types of community facilities in the borough.

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 will soon be 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.

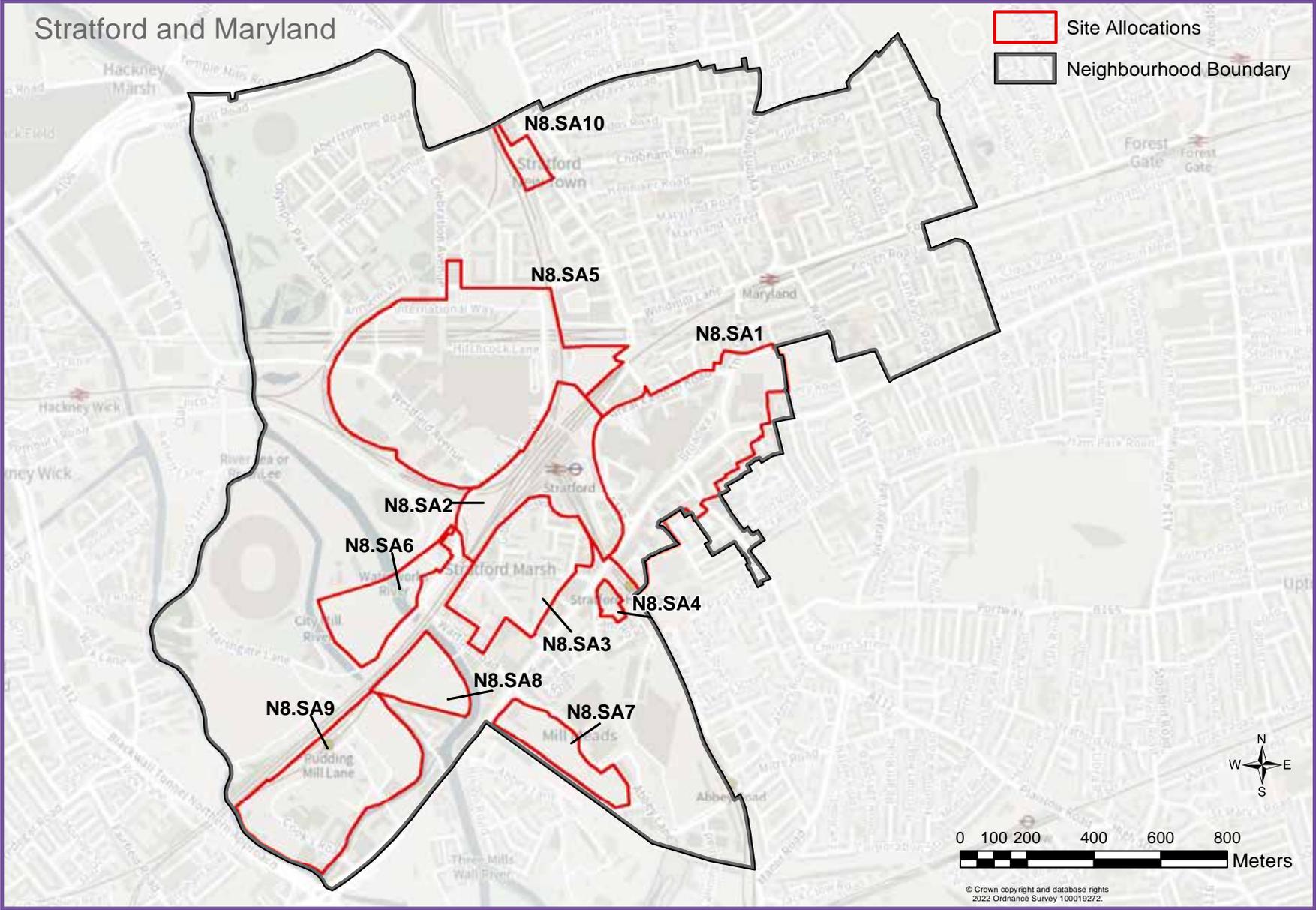
4.40 The west of the neighbourhood is occupied by the Queen Elizabeth Park, the London stadium and the London Aquatics Centre. New residential and mixed-use neighbourhoods have been created, including East Village, Chobham Farm, Chobham Manor and International Quarter South. More established communities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

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

employment locations supporting small businesses and workspaces.

4.42 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 Britain's busiest station with an estimated 14 million passengers using the station in 2020/21 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 in both Newham and for London. 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 and community and cultural facilities for the neighbourhood's residents, visitors and workers. This growth 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.

The distinct areas of the neighbourhood will be brought together into a place with strong sense of place and character and through safe, accessible and easy to navigate walking or 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 be also be reduced through new and improved bridge connections at the station and Bridgewater Road, which will also improve access to the Queen Elizabeth 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 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 neighbourhood's listed buildings and the Stratford St John's conservation area and their settings;
4. enhancing Stratford Metropolitan Town Centre and its significant regional role and future international role by:
 - a. retaining the existing level of comparison retail floor space, 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 night-time activity through appropriate mix of leisure, food and drink, tourism and visitor accommodation uses and supporting new and improved cultural uses and public realm in the Cultural Quarter;
 - c. supporting new and improved community facilities; and
 - d. retaining the Stratford indoor market
5. 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 and N8.SA2 Stratford Station;
6. maintaining the role of East Village Local Centre as a location for a small scale independent retail and leisure offer, complementary to that of Stratford, and contributing towards maintaining the high quality public realm;
7. creating a new Local Centre at N8.SA9 Pudding Mill Lane to service the retail and leisure needs of the local community;
8. supporting major and small scale office development in the 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;
9. supporting the refurbishment of Alice Billings House for artist space and studios;

10. protecting existing and supporting new small scale employment floorspace to increase local economic opportunities as part of the 15-minute network of employment uses;
11. increasing the capacity of Stratford station and preventing development which would inhibit future station improvements;
12. supporting the ongoing and further implementation of Low Traffic Neighbourhoods and new and improved modal filters;
13. 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;
14. requiring new and improved connections across the River Lea at Bows Good Yard and to the A12 and supporting measures to reduce vehicular traffic;
15. requiring new and improved walking and cycling routes to improve connections across the neighbourhood and between Stratford and Maryland;
16. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along High Street, Leytonstone Road and the A112;
17. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity and improve access to the Olympic Park;

18. improving existing access points and creating new access points to the Greenway;
19. providing education provision in the form of a new Special Educational Needs and Disabilities school at N8.SA7 Rick Roberts Way;
20. providing new health care facilities at S8.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



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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 Zone	Part Flood Zone 2 and 3
Heritage Designations	<p>Stratford Archaeological Priority Area (Tier 2)</p> <p>London to Colchester Roman Road Archaeological Priority Area (Tier 2)</p> <p>Stratford St John's Conservation Area</p> <p>The Rex (Locally Listed)</p> <p>The Black Bull (Locally Listed)</p> <p>Former Stratford Town Hall (Grade II)</p> <p>Northern Block and courtyard walls of Alice Billings House (Grade II)</p> <p>West Ham Court House (Grade II)</p> <p>The Theatre Royal (Grade II*)</p> <p>Church of St John the Evangelist and railings (Grade II)</p> <p>King Edward VII Public House (Grade II)</p> <p>National Westminster Bank (Grade II)</p> <p>St John's House (Grade II)</p> <p>30 Romford Road (Grade II)</p> <p>In proximity to:</p> <p>University Conservation Area and its listed and locally listed buildings including University House (Grade II*)</p> <p>306 – 308 High Street (Locally Listed)</p> <p>Stratford Market Station (Locally Listed)</p> <p>Stratford Workshops (Locally Listed)</p>

N8.SA1 Stratford Central	
Natural environment Designations	<p>Air Quality Management Area</p> <p>Air Quality Focus Area</p> <p>Open space deficiency</p> <p>Part open space</p>
Relevant planning history	<p>Morgan House</p> <p>18/03088/FUL: Demolition of existing structures including Morgan House and construction of a mixed-use development comprising ground plus 42 and 21 storey Private Rented Sector residential buildings (423 residential units in total) including private and communal amenity areas, ground plus 17 storey hotel block, ground plus ten storey office block, retail floorspace, provision of a new public square including landscaping and public realm improvements, car and cycle parking, basement, service yard, replacement market trader storage facilities, alterations to the existing Stratford Centre including modifications to the existing multi-storey car park, demolition of existing entrance and exit ramps and installation of a new entrance and exit ramp, alterations to servicing and storage facilities with associated highway works, access and connectivity improvements and other associated works - Application approved.</p> <p>361 - 367 High Street Stratford London</p> <p>17/01051/FUL: Change of use of building for a temporary period for a range of uses including Trampoline Park (use class D2), Offices (use class B1), Nail Salon (use class A1), Cafe and Restaurant (use class A3) and bar (use class A4), with associated external works to make good the facades of the building - Application approved.</p>

N8.SA1 Stratford Central

Relevant planning history	<p>Land at Bridge Road 17/00773/FUL: Erection of part one/part two storey structure on site of vacant former car park for use as a ‘pop-up’ food and beverage operation, along with associated seating areas, landscaping, car parking and boundary treatments - Application approved.</p> <p>Development Land At 2 Broadway Stratford 14/01208/NONMAT: Non material amendment to 09/01612/LBNM. Proposed chamfering of the south west corner of Building 1 at ground floor level only (Approved development: Demolition of existing building and erection of two buildings of ground plus 35 storeys and ground plus 10 storeys for a residential led mixed-use development comprising 342 residential units (Class C3), 1,040 sqm of commercial floor space, 694.5 sqm of retail floor space and 124 sqm of leisure floor space with associated landscaping, amenity space, parking and plant) - Implemented.</p> <p>106 – 108 Broadway 19/01932/FUL: Demolition of the existing building and the erection of part four, six and seven storey building for retail/commercial use at ground floor and apart-hotel use on the upper floors - Implemented.</p> <p>The Oval Village 19/00920/PRECUJ: Prior approval for change of use of office floor space (use class B1a) into residential dwellings (use class C3) 158 self-contained one bedroom flats - Implemented.</p>
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N8.SA1 Stratford Central

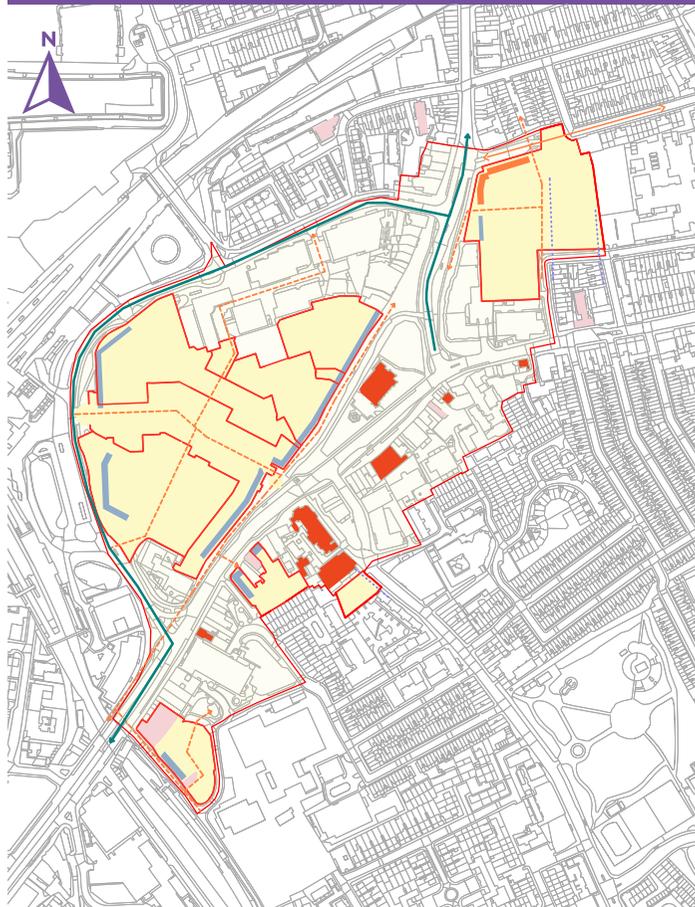
Relevant planning history	61 Broadway Stratford London E15 4BQ 20/02402/PRECOU: Prior approval for proposed conversion of existing office arranged over four floors into seven self-contained flats - Implemented.
Ownership	Public and private
Existing uses	Stratford Shopping Centre, parking and road infrastructure, education, hotel, office, retail, leisure and food and drink uses. Stratford Cultural Quarter including cinema, youth zone and Theatre Royal. Stratford Old Town Hall, St John’s Church and Stratford Magistrates Court. Supermarket, car parking and library.



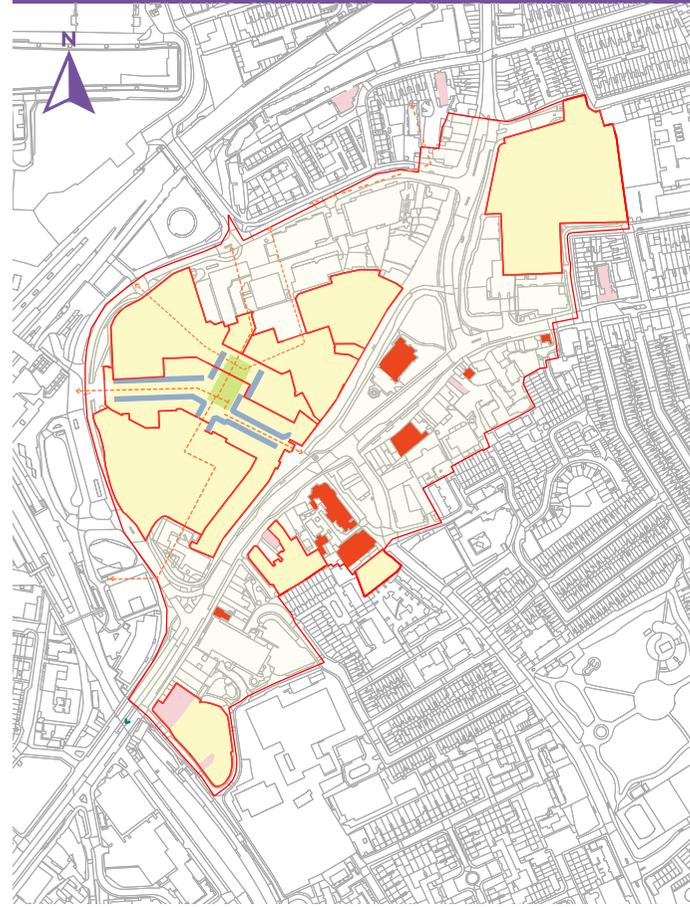
N8.SA1 Stratford Central

Map

PLAN AT GROUND FLOOR



PLAN AT NEW ROOF LEVEL



Key:

- Site boundary
- - - Proposed pedestrian route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- Opportunity for active frontage
- - - Line of existing context buildings
- Opportunity for open space
- Listed building
- Locally listed building

N8.SA1 Stratford Central**Development principles**

Residential, town centre uses including retail, food and drink, leisure, cultural, office, civic uses and industrial and employment uses, community facilities and open space.

The type and quantity of town centre uses should be consistent with a Metropolitan Town Centre designation. Any redevelopment should retain or re-provide Stratford Indoor Market.

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

Employment and industrial uses should prioritise light industrial spaces suitable for small and medium enterprises, creative and cultural industries and digital and technology sectors.

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

Community and leisure facilities will be assessed against Local Plan policies CF1, CF2 and CF3 and should be informed by the Newham Community Facilities Needs Assessment (2022).

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should range from 5 to 18 storeys and provide suitable transitions to the conservation area and heritage assets. Tall buildings should be located in the tall building zone.

Any development of The Rex should retain its façade.

The design and layout of sites should improve walking and cycling links to and through Stratford Station, Stratford Centre and the Cultural Quarter and provide new and improved public spaces and public realm.

Development should conserve and enhance St John's Conservation Area, St John's Church and its other listed buildings as well as the University Conservation Area and listed buildings in proximity to the site.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality

particularly on Stratford High Street, the Broadway, The Grove, Romford Road and Great Eastern Road.

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 minimum of 2500 sqm of floorspace for a health centre designed to meet NHS needs and standards.

Development should address existing open space deficiency by providing open space and improved public realm across the site.

Phasing and implementation

Short to long term

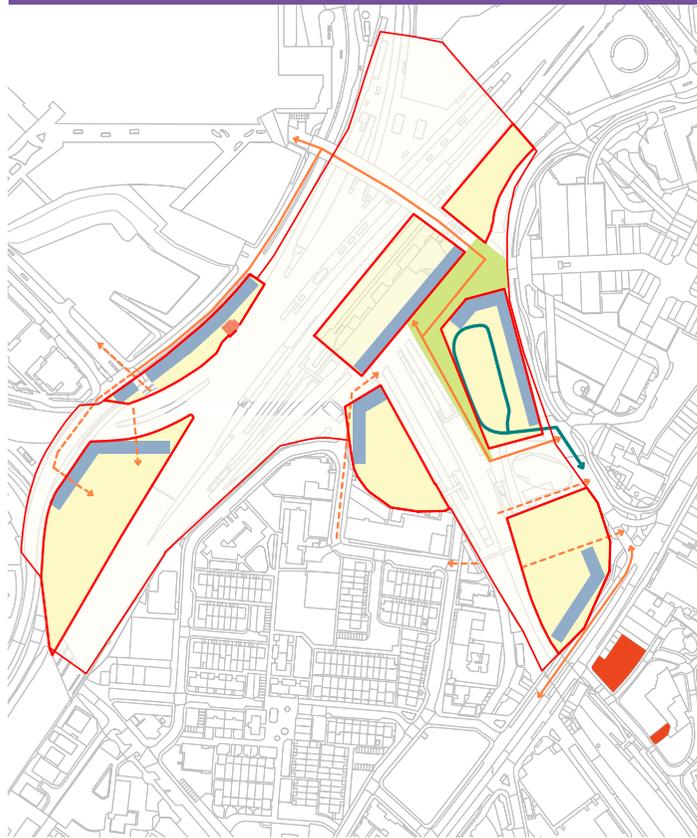
N8.SA2 Stratford Station	
Site address	Stratford station and surrounds including land bounded by Montfichet Road, Stratford bus station and Jubilee, Broadway and Bridge House.
Neighbourhood	Stratford and Maryland
Site area	11.7 hectares
Public Transport Accessibility Level	6
Flood Zone	Part Flood Zone 2 and 3 Part Critical Drainage Area
Heritage Designations	<p>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)</p> <p>In proximity to: 306 – 308 High Street (Locally Listed) Stratford Market Station (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)</p>

N8.SA2 Stratford Station	
Natural environment Designations	Air Quality Management Area Air Quality Focus Area
Relevant planning history	Jubilee and Broadway House 21/00483/FUL: Demolition of Jubilee House and partial demolition of Broadway House and erection of building up to 36 storeys to provide 23,900 sqm of sui generis student accommodation and 6th form college for 8,815 sqm - Application approved.
Ownership	Public and private
Existing uses	Stratford station, tracks and depot, Stratford bus station, vacant land, school and office buildings.

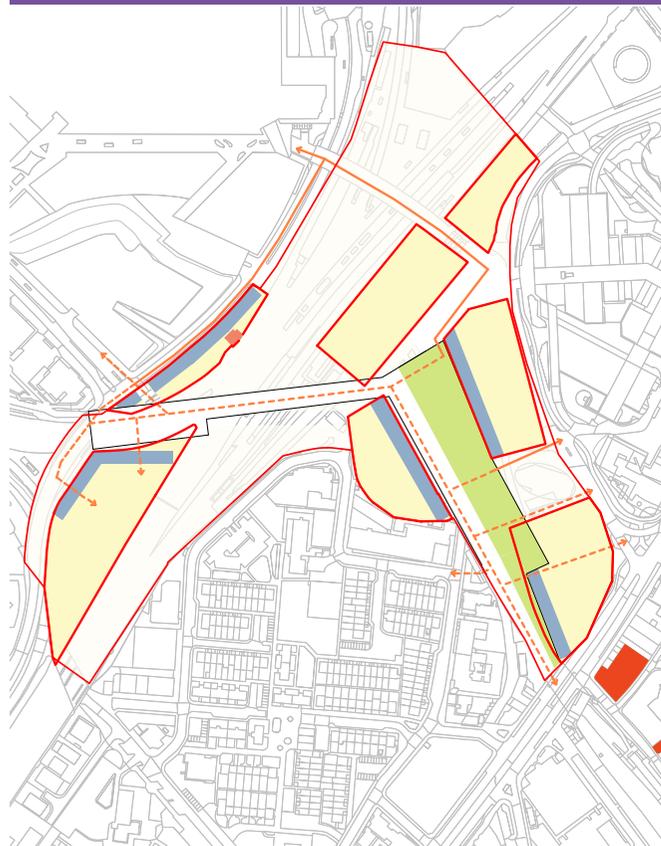
N8.SA2 Stratford Station

Map

PLAN AT GROUND FLOOR LEVEL



PLAN AT THE NEW RAISED STREET AND BRIDGE



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- Opportunity for open space
- Existing building to be retained
- Listed building

N8.SA2 Stratford Station

Development principles

Residential, employment and industrial uses, town centre uses, open space and school. 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. Any redevelopment of Stratford bus station should retain the function of the bus station.

Office and other town centre uses should be located within Stratford Town Centre. Industrial and employment uses will be supported on the triangle plot bounded by the tracks and Montfichet Road. A school should be provided as part of the redevelopment of Jubilee and Broadway House.

Design principles

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

Building heights should range between 4 and 30 storeys, stepping down on the frontage of the High Street and the Stratford St John's Conservation Area.

Development should conserve and enhance the St John's Conservation Area and its listed buildings and their settings.

The design and layout of the site should create new and improved public realm and walking and cycling routes, including new spaces created through a new station square to the south of the ticket hall, a new decked street south of the station towards High Street and a new bridge from the station square to Montfichet Road. Active frontages should front the station square and the decked street south of the station.

The design and layout of the redevelopment of Stratford bus station should locate bus stops away from the over-station development. Bus stands can be located under over-station development.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality on High Street, Montfichet Road and Great Eastern Road.

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

Increased station capacity through 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 new station entrance, provided that substation is relocated or re-provided.

A school should be provided as part of the redevelopment of Jubilee and Broadway House.

Phasing and implementation

Short to long term.

Any master plan for this site should take account of the phasing of the site's infrastructure requirements and not prejudice any infrastructure coming forward.

No development can take place on the Network Rail maintenance depot until its function is re-provided or re-located.

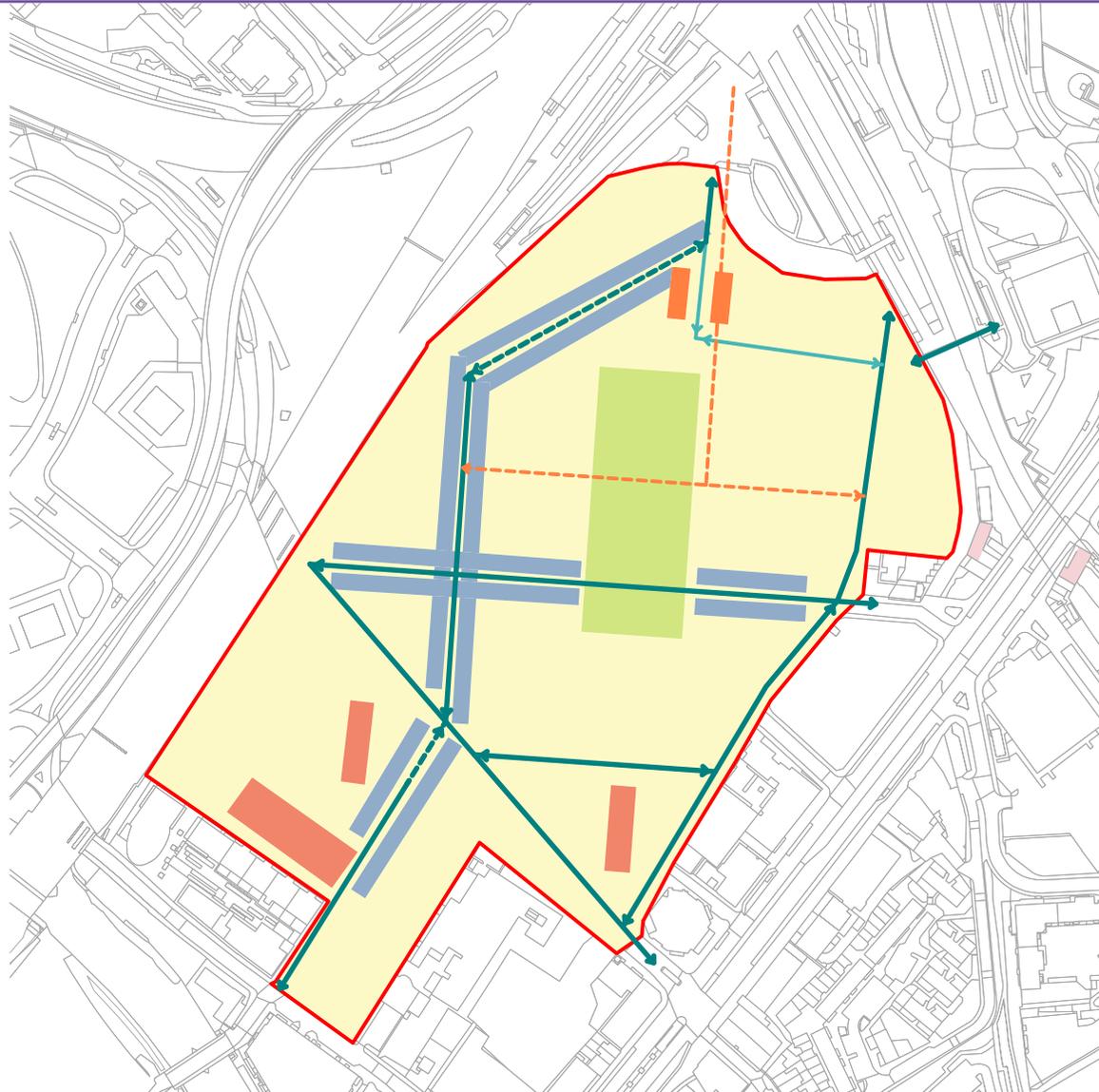
N8.SA3 Greater Carpenters District	
Site address	Land containing the Carpenters Estate and to the south of Warton Road
Neighbourhood	Stratford and Maryland
Site area	10.8 hectares
Public Transport Accessibility Level	2 – 6
Flood Zone	Flood Zone 2 and 3 Critical Drainage Area Flood Defence Safeguarding
Heritage Designations	<p>London to Colchester Roman Road Archaeological Priority Area (Tier 2) River Lea Archaeological Priority Area (Tier 3) 306 – 308 High Street (Locally Listed)</p> <p>In proximity to: 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)</p>

N8.SA3 Greater Carpenters District	
Natural environment Designations	<p>Air Quality Management Area Air Quality Focus Area Designated open space Open space deficiency</p>
Relevant planning history	<p>21/00543/FUL: Refurbishment of the existing 23 storey James Riley Point tower block to provide 136 residential units (Class C3) through refurbishment and alteration of internal arrangements of existing units and new façade including the addition of new balconies and roof parapet walls. Extension of the ground floor to provide new access arrangements and new two-storey buildings to provide a 2,486 sqm relocated community facility (use class E), public realm and landscaping improvements including alteration to parking arrangements, new tree planting, environmental improvements and associated infrastructure. Pending consideration.</p> <p>22/00098/FUL: 302 – 312 High Street Demolition of existing buildings and redevelopment of the site to provide a part 12, part 25 storey building (plus two basement levels) for a mixed-use development comprising 465 student accommodation rooms (Sui Generis), 786 sqm workspace (Class E), a new public house consisting of 141 sqm (Sui Generis) with hard and soft landscaping, public realm improvements including enhancements to the Channelsea River, a new vehicular access, parking and associated works. Pending consideration.</p>

N8.SA3 Greater Carpenters District	
Relevant planning history	22/00360/OUT - Outline planning application for the Redevelopment of c10.13 hectares of land at Carpenters Estate, Stratford for a re-developed mixed-use neighbourhood with demolition of existing structures and buildings apart from Lund Point and Biggerstaff Terrace (no.s 1-27(odd) Biggerstaff Road) which will be retained. Outline details are submitted for site layout, scale and access (with appearance, internal layout and landscaping reserved for later approval) to provide a maximum overall floor space of up to 252,877 sqm (GEA), comprising: Up to 2,022 new, refurbished and replacement residential units (use class C3) (up to 223,114 sqm GEA); Up to 10,071 sqm (GEA) of flexible commercial floorspace within use class E; of which a minimum of 4,794 sqm (GEA) will be employment space within use class E(g) and a maximum of 2,185 sqm (GEA) will be retail space within use class E(a); up to 9,147 sqm (GEA) of hotel uses within use class C1; up to 1,223 sqm (GEA) of sui generis uses (pub and cinema); of which a maximum of 730 sqm (GEA) will be for a cinema and a maximum of 492 sqm (GEA) will be for pubs/bars and; up to 9,323 sqm (GEA) use class F (Building Crafts College). Pending consideration.
Ownership	Public and private
Existing uses	Residential, industrial and employment, community facilities, education, retail and open space.

N8.SA3 Greater Carpenters District

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- Opportunity for active frontage
- Opportunity for open space
- Existing building to be retained
- Locally listed building

N8.SA3 Greater Carpenters District

Development principles

Residential, including refurbishment, industrial and employment, town centre uses, community facilities and open space.

Existing industrial and employment, open space and community facility floorspace should be re-provided in accordance with Local Plan policies. The community facility floorspace should be informed by the Newham Community Facilities Needs Assessment (2022) evidence base.

Retail and leisure uses should be of the type and quantity to service the needs of the local community. These uses should be concentrated towards Stratford station.

Design principles

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

Building heights should be in accordance with Local Plan Policy D4 and the Tall Building Zone.

The design and layout of the site should create a new north to south route to create improved access to Stratford station and improve east to west connections to and from the Olympic Park and Stratford High Street.

Development should conserve and enhance the St John's Conservation Area and its listed buildings and their settings.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality on Stratford High Street.

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 address open space deficiencies by re-providing existing open space.

Development should provide a new entrance to Stratford station.

Phasing and implementation

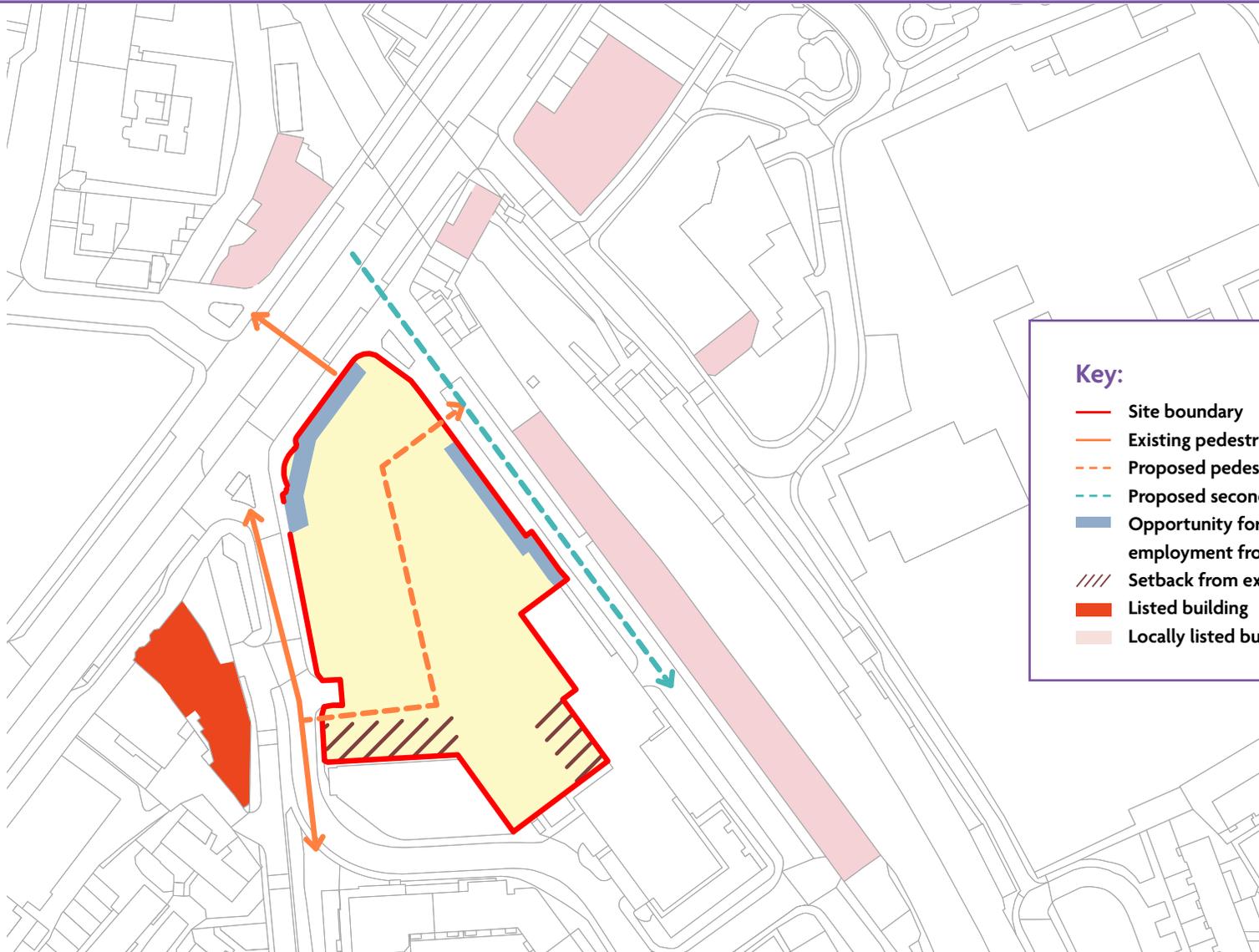
Medium to long term

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 – 5
Flood Zone	Flood Zone 2 and partial Flood Zone 3 Adjacent to Critical Drainage Area
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In proximity to: Stratford workshops (Locally listed) Stratford market station (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 Open space deficiency
Relevant planning history	N/A
Ownership	Private
Existing uses	Bingo Hall and car park.



N8.SA4 Stratford High Street Bingo Hall

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed secondary vehicle route
- Opportunity for commercial/employment frontage
- /// Setback from existing buildings
- Listed building
- Locally listed building

N8.SA4 Stratford High Street Bingo Hall

Development principles

Residential development with employment and industrial floorspace. The employment and industrial floorspace 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 and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should range from 4 – 13 storeys, stepping down towards the southern part of the site. Massing should be used to sensitively integrate with the prevailing building heights.

Development should conserve and enhance adjacent heritage assets and their settings and the Stratford St John's conservation area.

The design and layout of the site should provide a route through the site from Cam Road to Burford Road and from the High Street to Cam Road. Development should improve connectivity and access to the Channelsea Path.

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

Development at south of the site should be set back from existing buildings.

Design measures should minimise exposure to poor air quality on 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.

Phasing and implementation

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 Zone	Part Flood Zone 2 and 3 Part Critical Drainage Area
Heritage Designations	Part Stratford Railworks Archaeological Priority Area (Tier 2)
Natural environment Designations	Air Quality Management Area Air Quality Focus Area Open space deficiency
Relevant planning history	<p>Stratford City Outline Planning Permission for 450,000 sqm of office approximately 1,440 residential units (TIQ-333, Cherry Park-1,105); 25,500 sqm hotel; 3,000m2 retail and 2,000 sqm leisure – Application approved.</p> <p>Cherry Park 15/00358/OUT: Hybrid planning application for the comprehensive mixed use redevelopment of the site known as ‘Cherry Park’ comprising: 1) Full planning application for the development of a 10,902 sqm (GEA) Class A1 retail anchor store as an extension to Westfield Stratford City and 2) An outline planning application with all matters reserved for residential floorspace of up to 105,000 sqm GEA (Class C3 (up to 1,224 residential units), commercial floorspace of up to 3,300 sqm GEA (for use as either Class B1/A3/D1); along with landscaped public</p>

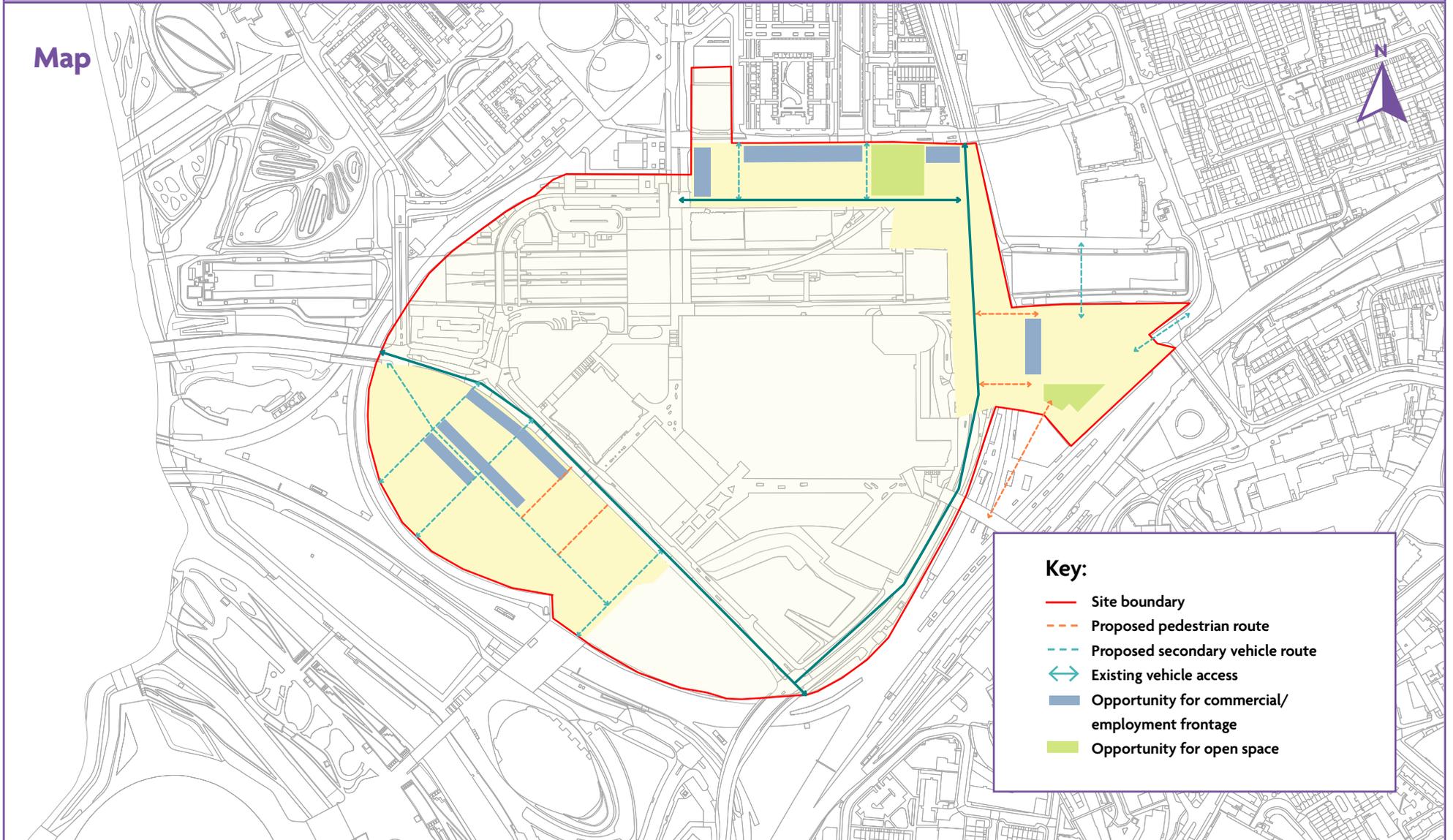
N8.SA5 Stratford Town Centre West	
Relevant planning history	<p>realm; associated ancillary residential amenity space and a basement housing up to 150 residential Car Parking spaces, up to 1,959 cycle parking spaces, residential servicing, plant and storage, and all other necessary enabling works – Application approved.</p> <p>Plot N22 17/00050/REM: Application for the approval of Reserved Matters of layout, scale, appearance, access and landscaping pursuant to Conditions B1, B8, B9 and Q4 of the Stratford City Outline Planning Permission (ref: 10/90641/EXTODA) comprising the construction of a building up to a maximum height of 12 storeys to provide office (Use class B1) and complementary retail (Use classes A1-A5), with associated parking facilities and landscaping – Application approved.</p> <p>19/00097/FUL and 19/00098/AD: A multi-use entertainment and leisure building with an illuminated display with a music venue/night club restaurant, members lounge/restaurant night club; bars, restaurants, café and retail; external podium and terraces for entertainment, assembly and leisure use, cafe bar and retail facilities and the construction of new pedestrian and vehicular bridges, highway and access works, servicing, open space, demolition of existing structures, associated infrastructure, plant and other works incidental to the development (MSG). Pending decision.</p>

N8.SA5 Stratford Town Centre West	
Relevant planning history	21/00416/FUL: Application for full planning permission for the construction of two buildings, one up to 35 storeys, and one up to 14 storeys, to provide 350 residential units (Use class C3), together with 448 sqm GEA of flexible use floorspace for residential (ancillary uses) / commercial, business and service / local community / drinking establishment uses (Use classes E/F.2/Sui Generis), Plots S1/S11. Pending decision.
Ownership	Public and private
Existing uses	Stratford International station, Westfield shopping centre, vacant land, office, retail and leisure uses.



N8.SA5 Stratford Town Centre West

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed secondary vehicle route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- Opportunity for open space

N8.SA5 Stratford Town Centre West**Development principles**

Residential, office and other town centre uses in the form of ground floor active frontages and open space. The type and quantity of town centre uses should be consistent with a Metropolitan Town Centre.

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

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

Development at International Quarter South should be for residential, office and town centre uses in the form of ground floor active frontages and town centre uses.

Development proposals should ensure that flood risk is minimised and mitigated, informed by a site-specific Flood Risk Assessment.

Design principles

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

Development should provide ground floor active frontages.

Building heights should range from 4 – 30 storeys.

The design and layout of the site should improve walking and cycling connections to the East Village, from the rest of the Town Centre to the east, to Chobham Farm South to the site and from the west along Westfield Avenue to Queen Elizabeth Olympic Park.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality across the site.

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, including a community garden at International Quarter North.

Development to the east of Montfichet Road should provide a link bridge to provide access to the rest of the centre.

Phasing and implementation

Short to long term.

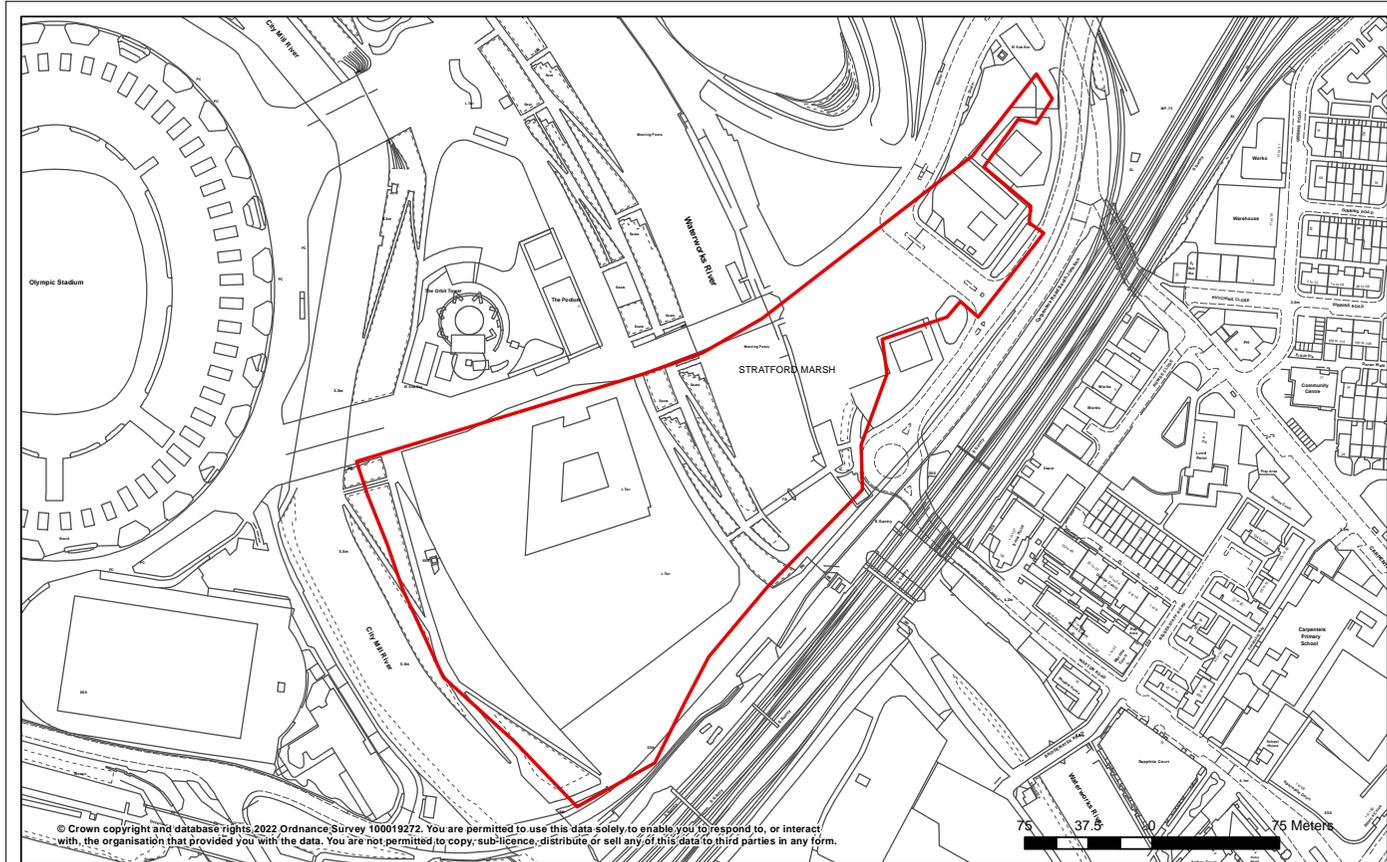
N8.SA6 Stratford Waterfront South	
Site address	Land to the south of the ArcelorMittal Orbit bounded by Pool Street and Loop Road
Neighbourhood	Stratford and Maryland
Site area	5.8 hectares
Public Transport Accessibility Level	1 – 6
Flood Zone	Partial Flood Zone 2 and 3 Flood Defence Safeguarding
Heritage Designations	London to Colchester Roman Road Archaeological Priority Area (Tier 2) River Lea Archaeological Priority Area (Tier 3) Footbridge across Waterworks River (Locally Listed)
Natural environment Designations	Part Metropolitan Open Land and Site of Importance Nature Conservation Air Quality Management Area Open space deficiency
Relevant planning history	17/00235/OUT: The development comprises up to 190,800 sqm of development, comprising: up to 160,060 sqm of academic development (Class D1) and commercial research space (Class B1(b)), of which up to 16,000 sqm may be commercial research space (Class B1(b)); up to 50,880 sqm of student accommodation (sui generis); and up to 4,240 sqm of retail (Classes A1-A5) uses; new streets and other means of access and circulation including temporary access routes; car parking, cycle parking, landscaping including laying out of open space comprising hard and soft landscaping with provision for natural habitats; and other supporting infrastructure works and facilities including excavation of basements - Part under construction.

N8.SA6 Stratford Waterfront South	
Relevant planning history	18/00424/REM: Application for the approval of reserved matters for 34,680 sqm GIA academic (Class D1) and 320 sqm GIA of retail (Class A1, A3), with associated car parking, hard and soft landscaping, and associated works pursuant to condition 7 (Reserved Matters) of outline planning permission 17/00235/OUT dated 03 May 2018, being details of layout, scale, appearance, means of access and landscape – Application approved.
Ownership	Public
Existing uses	Vacant land. Part of the site under construction.



N8.SA6 Stratford Waterfront South

Map



Key:
— Site boundary



Location Plan:
Stratford Waterfront South

Scale: 1:3,000 @ A4



N8.SA6 Stratford Waterfront South

Development principles

Higher education campus development for UCL East comprising academic floorspace, office and workspace in the form of commercial research space and small-scale retail and residential.

Where student housing is provided this should be directly linked to the higher education campus development. No further student housing will be permitted beyond the existing permissions.

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

Development proposals should ensure that flood risk is minimised and mitigated, informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should be in accordance with Local Plan Policy D4 and the Tall Building Zone.

The design and layout of the site should protect existing 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.

The design of the site should take into account 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 and increase access to the waterways.

The design and layout of the site should minimise the impact on noise from the railway line to the south of 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

N/A.

Phasing and implementation

Short to medium term



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
Flood Zone	Partial Flood Zone 2 and 3
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In proximity to: Three Mills 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*)
Natural environment Designations	Air Quality Management Area Open Space Deficiency Adjacent to: Greenway Site of Importance for Nature Conservation, Metropolitan Open Land and Open Space
Relevant planning history	11/90621/OUTODA – Outline permission granted under Legacy Communities Scheme permission
Ownership	Public and private
Existing uses	Temporary community facility, vacant land, storage use and gasholder infrastructure.



N8.SA7 Rick Roberts Way

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed secondary vehicle route
- █ Opportunity for commercial/employment frontage
- █ Opportunity for active frontage
- █ Opportunity for open space
- █ Existing building to be retained

N8.SA7 Rick Roberts Way**Development principles**

Residential, employment and industrial, community and education facilities and open space.

The existing employment and industrial use and community facility should be re-provided. The provision of the community facility floorspace should meet the requirements of CFI and CF2 and be informed by the Newham Community Facility Needs Assessment.

The 1.2 hectares of open space should be provided on the publicly owned land.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Development should provide an active frontage onto Stratford High Street and the junction should be safe and welcoming. Development should utilise perimeter blocks to provide enclosure to the street and public spaces.

Building heights should range between 2 and 16 storeys with building heights stepping down to 4 storeys towards the listed cottages on Abbey Road.

Development should improve walking and cycling conditions and the public realm on Rick Roberts Way, Stratford High Street and Abbey Lane, including through improved frontages.

Development should establish a connected network of streets and spaces that are well connected to the existing street network and establish 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 conserve and enhance the listed cottages to the south east of the site and the character of the Three Mills conservation area.

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

The design and layout of the site should minimise the impact on noise from the Pressure Reduction System on residential amenity.

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 minimum of 1.2 hectares of open space.

Development should meet the need for school places by providing a Special Educational Needs and Disability school.

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

Medium term.

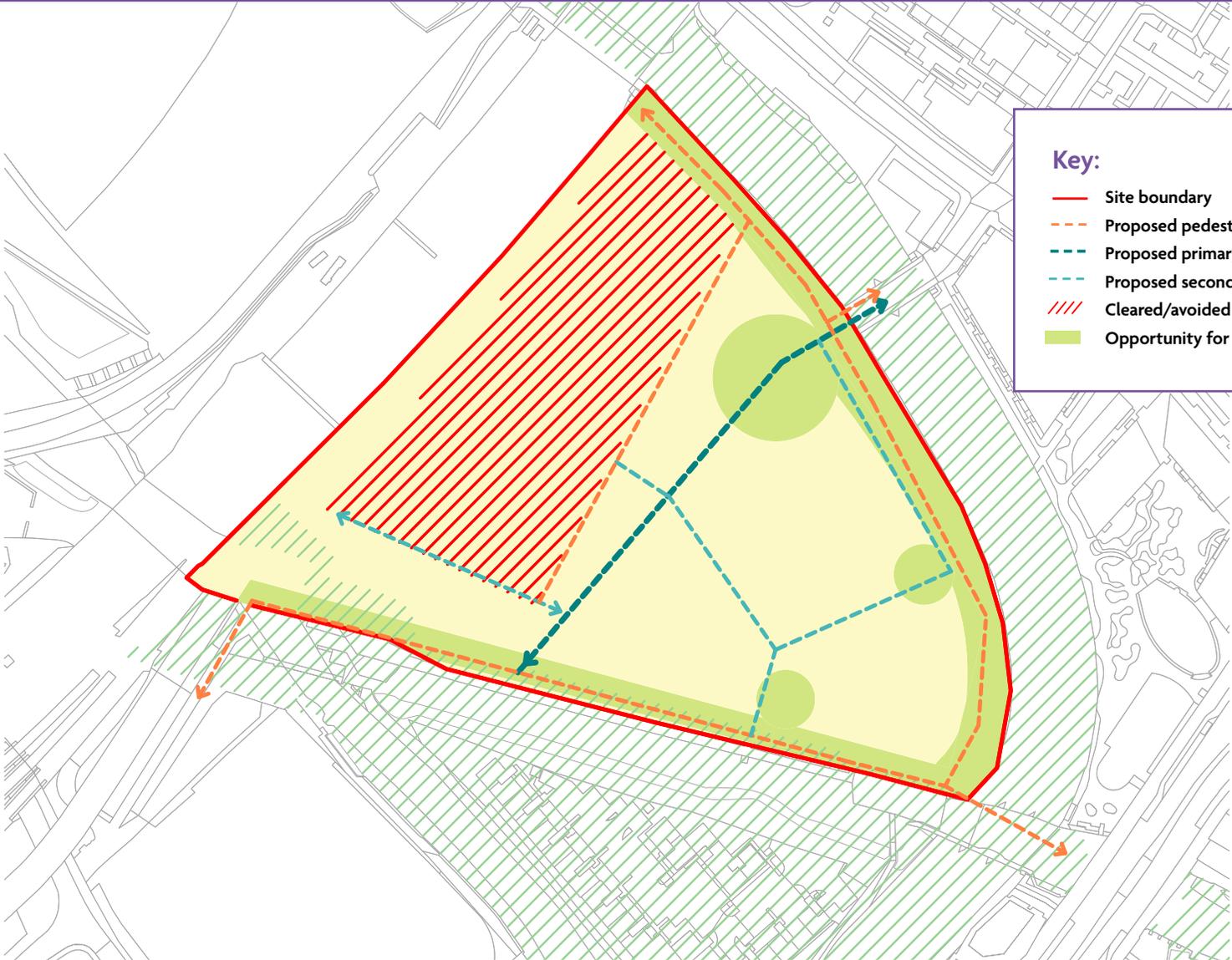
Development on the former Gasholders site can take place once the Control of Major Accident Hazards Zone has been removed.

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 Zone	Partial Flood Zone 2 and 3 Flood Defence Safeguarding
Heritage Designations	River Lea Archaeological Priority Area (Tier 3)
Natural environment Designations	Partial Metropolitan Open Land Partial Local Open Space Adjacent to Site of Importance for Nature Conservation Air Quality Management Area Open space deficiency
Relevant planning history	PDZ8 of Legacy Communities Scheme 11/90621/OUTODA 21/00403/OUT: Outline Planning Application for all Matters Reserved comprising of 53,749 sqm of residential use (Use Class C3) including private amenity spaces; 399 sqm of commercial, business and service uses (Use Class E); 185 sqm of learning and non-residential institutions (Use Class F1); and local community use (Use Class F2); means of access; additional areas to provide associated plant, storage, circulation, servicing, car parking and cycle parking; landscaping including laying out of open space with provision for natural habitats and play space; demolition of existing and construction of new vehicular and pedestrian bridge across Waterworks river and all other supporting infrastructure works and facilities - Resolution to grant.
Ownership	Public
Existing uses	Vacant land and allotments.



N8.SA8 Bridgewater Road

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- //// Cleared/avoided zone
- Opportunity for open space

N8.SA8 Bridgewater Road

Development principles

Residential and open space.

Development should 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 and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

The design and layout of the site 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.

Building heights should be between 3 – 16 storeys with the greatest height accommodated in the east and south east of the site, stepping down towards the allotments in the north of the site.

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

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 address existing open space deficiency by providing new open space.

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

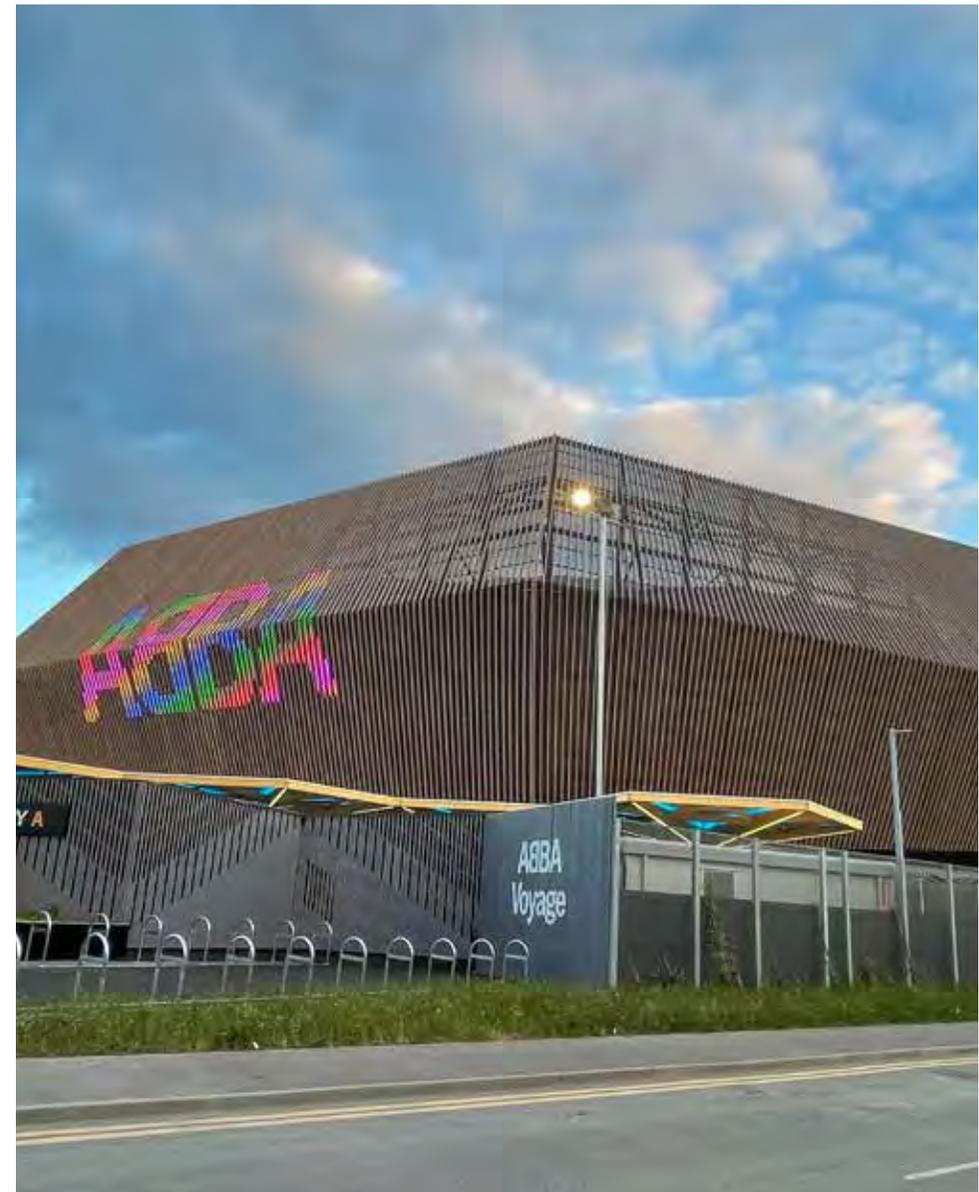
Phasing and implementation

Short to 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 2 – 6 (forecast by 2031)
Flood Zone	Partial Flood Zone 2 and 3
Heritage Designations	River Lea Archaeological Priority Area (Tier 3) In proximity to: Lockkeeper's Cottage (Locally Listed) Sugar House Lane Conservation Area
Natural environment Designations	Air Quality Management Area Open space deficiency Adjacent to Site of Importance for Nature Conservation
Relevant planning history	11/90621/OUTODA: Legacy Communities Scheme Outline – Application approved. 14/00422/FUL: Planning application for demolition of existing buildings, and the erection of 8 buildings ranging from 3 to 12 storeys in height, comprising a total of 254 residential dwellings and 4,257sqm Gross Internal Area (GIA) of B1 (business) floorspace, together with basement, access, servicing, car parking, cycle parking, cycle storage, plant, open space and landscaping - Part implemented.

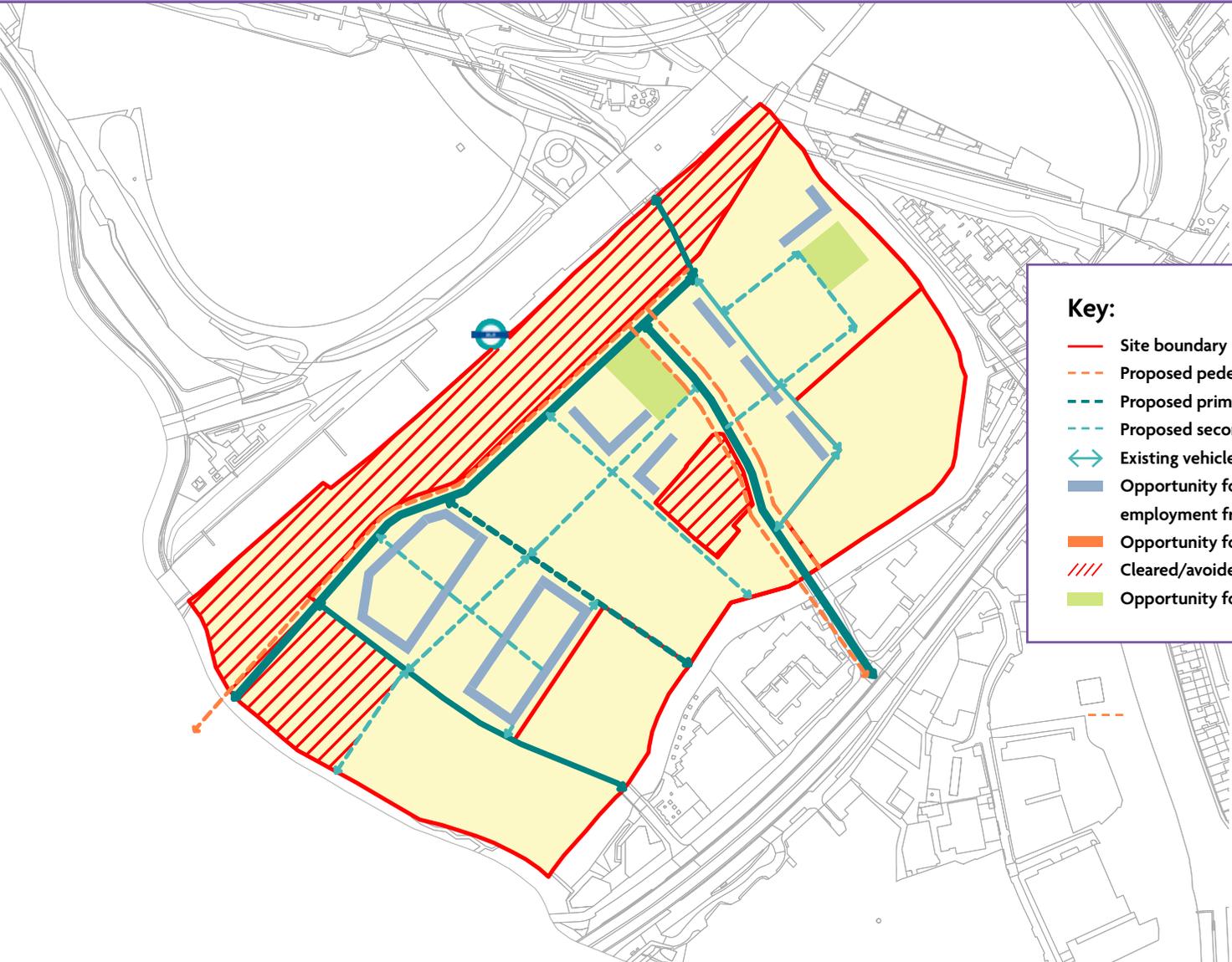
N8.SA9 Pudding Mill	
Relevant planning history	15/00392: Application for full planning permission for comprehensive mixed use redevelopment comprising: demolition of existing buildings and erection of two blocks ranging from five to eight storeys above ground level with a maximum parapet height of 33 metres AOD comprising: 194 residential units including affordable housing (Use Class C3), 2,136 sqm of commercial floorspace (Use Classes A1-A3 / B1 / D1 / D2), together with podium level, car parking including blue badge parking, cycle parking, refuse areas, plant room, servicing, open space, landscaping and infrastructure works - Completed. 20/00307/FUL: Application for full planning permission for the demolition of the existing buildings and redevelopment of the site to provide buildings between two and 14 storeys in height to include 457 residential units (Use Class C3), 5,594 sqm (GEA) of storage and distribution floorspace (Use Class B8), 3,494 sqm (GEA) of light industrial floorspace (Use Class B1c) and 180 sqm (GEA) of retail floorspace (Use Classes A1/A2/ A3), with car and cycle parking and associated hard and soft landscaping - Permission granted. 21/00395/FUL: Demolition of existing buildings and structures and redevelopment of the site to provide buildings ranging from six to nine storeys in height, comprising of 196 residential units including affordable housing (Use Class C3), 2,258 sqm GIA floorspace to accommodate commercial, business and service (Use Class E), together with associated car parking, open space, hard and soft landscaping and infrastructure work. Pending consideration

N8.SA9 Pudding Mill	
Relevant planning history	<p>21/0060/FUL: Planning application for demolition of existing buildings, and the erection of eight buildings ranging from 3 to 12 storeys in height, comprising a total of 254 residential dwellings and 4,257 sqm GIA of B1 (business) floorspace, together with basement, access, servicing, car parking, cycle parking, cycle storage, plant, open space and landscaping. Pending consideration.</p> <p>21/00574/OUT Outline application for the development at Pudding Mill Lane within Queen Elizabeth Olympic Park with all matters reserved for future determination comprising residential use (Use Class C3) including private amenity spaces; commercial, business and service uses (Use Class E); and local community use (Use Class F2); means of access; additional areas to provide associated plant, storage, circulation, servicing, car parking and cycle parking; landscaping including laying out of open space with provision for natural habitats and play space and all other supporting infrastructure works, structures and facilities. Pending consideration.</p>
Ownership	Public and private
Existing uses	Pudding Mill station, residential, industrial, employment and waste uses, utilities infrastructure, vacant land and temporary leisure and hotel use.



N8.SA9 Pudding Mill

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- Opportunity for active frontage
- /// Cleared/avoided zone
- Opportunity for open space

N8.SA9 Pudding Mill

Development principles

Residential development, industrial and employment uses, community and town centre uses and open space.

The type and quantity of town centre uses should be consistent with a Local Centre designation. Any provision of community facilities should meet the requirements of Local Plan Policies CFI and CF2 and be informed by the Community Facility Needs Assessment evidence base.

Development outside of the land on Pudding Mill Lane should provide the same quantity of business and industrial floorspace as the permitted schemes.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should be between 5 – 15 storeys.

The surrounding heritage assets should be conserved and enhanced.

Development should establish a connected network of streets and spaces that connects to the wider street network and establish a street hierarchy. The Local Centre should be located adjacent to Pudding Mill Lane DLR station. Ground floor active frontages should be provided on a new central east to west street. The health centre should be located in the Local Centre.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality on High Street and A12.

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

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 noise. Design measures should ensure appropriate transition between industrial and employment and residential uses.

Infrastructure requirements

Development should address existing open space deficiency by providing new open space.

Development should provide 2000 sqm of health floorspace designed to meet NHS needs and standards.

The utilities infrastructure should remain on the site.

Bridges should be provided to create a new bus, walking and cycling connection from Stratford High Street to Marshgate Lane and a new pedestrian/cycle connection from Wrexham Road over the A12 and River Lea.

Phasing and implementation

Short to medium term.

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 SI 9.

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	1.22 hectares
Public Transport Accessibility Level	6
Flood Zone	Flood Zone 1 Adjacent to: Flood Zone 2 and 3 Critical Drainage Area
Heritage Designations	River Lea Archaeological Priority Area (Tier 3)
Natural environment Designations	Air Quality Management Zone
Relevant planning history	12/00246/FUM: Western part of site is within zone 5 of an outline permission for mixed-use development providing up to 863 residential units and up to 6900 sqm of commercial floor space with open space and landscaping.
Ownership	Public and private
Existing uses	Employment and industrial uses including yard space.



N8.SA10 Chobham Farm North

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed secondary vehicle route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage

N8.SA10 Chobham Farm North**Development principles**

Residential development with industrial and employment floorspace. Industrial and employment uses should be provided in accordance with Local Plan Policy J3.

Design principles

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

Building heights should range between 5 and 15 storeys and step down in height to the east of the site on Leyton Road.

The design and layout of the site should provide a route through the site to the Chobham Farm open space. Development should provide a safe pedestrian crossing route over Liberty Bridge Road.

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 industrial and employment uses can provide a buffer to the railway line and the site to the north.

The design and layout of the site should improve the public realm and street scene on Leyton Road.

Design measures should minimise exposure to poor air quality.

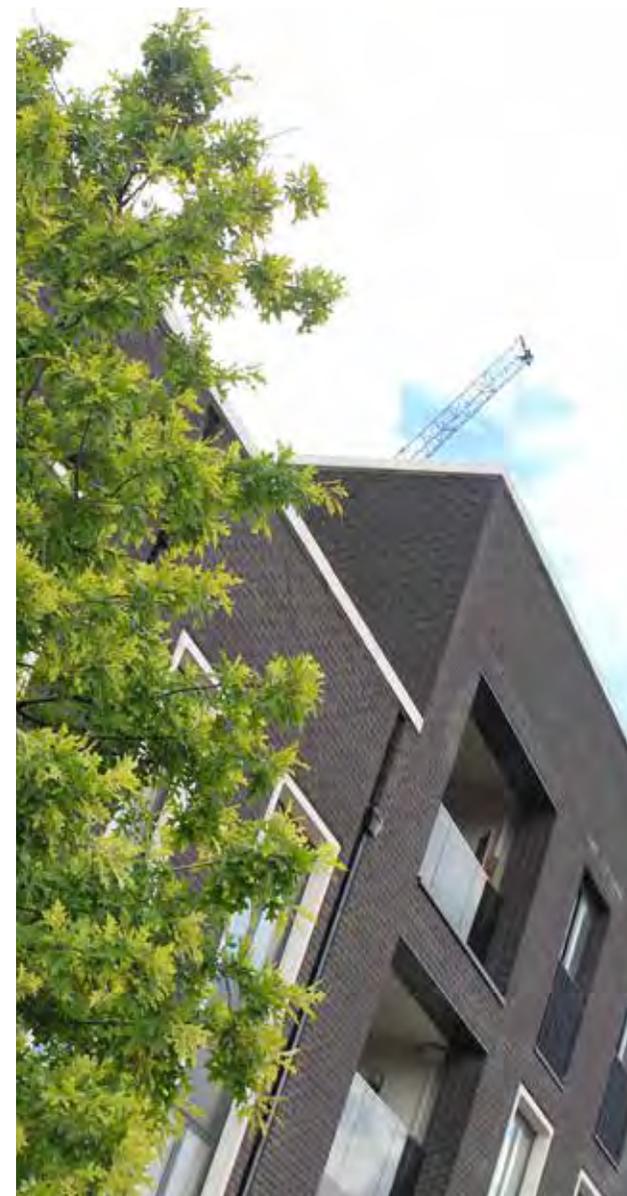
Sustainable drainage should be considered from the outset and meet the requirements of Local Plan Policy CE8.

Infrastructure requirements

N/A

Phasing and implementation

Short to long term.



N9 WEST HAM

Neighbourhood profile

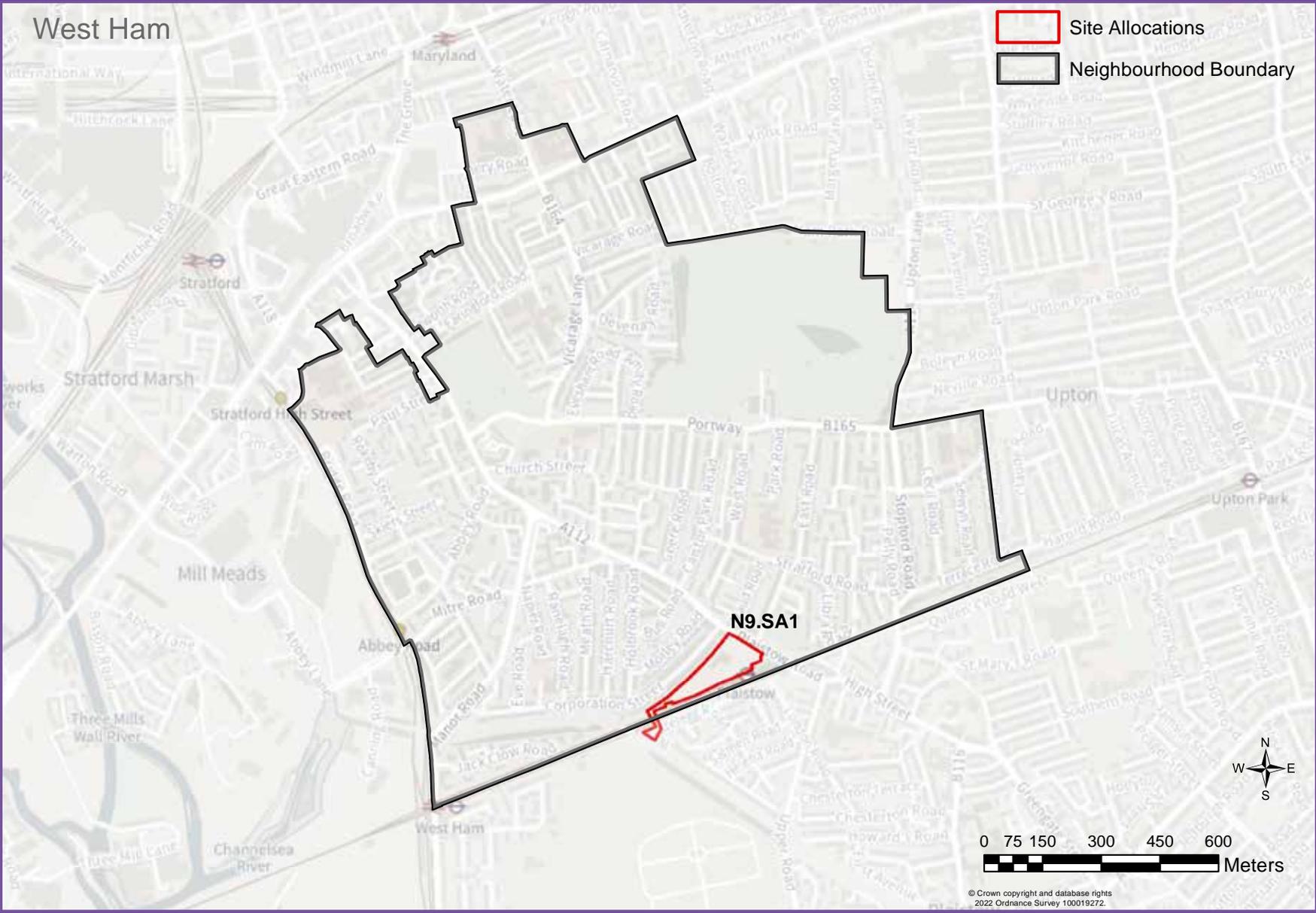
4.43 The West Ham neighbourhood is in the north west of the borough. It is bounded by Bridge Road to the west, Upton Lane to the east, Romford Road to the north and the train tracks at Plaistow station to the south. A section of the Greenway runs along the south of the neighbourhood. The A112, the Portway,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

4.44 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 Ancient 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. Stratford, West Ham and Upton Archaeological Priority Areas are in the neighbourhood.

4.45 The neighbourhood is home to further education campuses including Newham College and the University of East London. The neighbourhood has approximately 19 community facilities, including approximately six community centres and 11 places of worship and the neighbourhood's shopping parades provide local shopping and services for residents.





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, some of which are currently being built out, will create more transformational change including the delivery of more local shops and local 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 vision for West Ham will be achieved by:

1. supporting development that enhances and responds to the local character and is sympathetic to the predominant terraced housing typology of parts of the neighbourhood. 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 neighbourhood's All Saints Church Area of Townscape Value, the listed buildings on Romford Road and the neighbourhood's other heritage assets and their settings;
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 to meet the retail and leisure needs of the local community;
5. supporting council operations 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;
6. improving existing access points and creating new access points to the Greenway including at N9.SA1 Plaistow North;
7. improving the accessibility of Plaistow station through step-free access;
8. requiring new and improved walking and cycling routes on Romford Road, Pitchford Street, Vicarage Road, West Ham Lane, New Plaistow Road, Church Street and Harberson Road to

- connect the neighbourhood's network of green and blue spaces, including West Ham Park and Stratford Park, residential areas, public transport and the Local Centres;
9. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
10. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly through street greening on the neighbourhood's main walking and cycling routes, New Plaistow Road, Plaistow Road, Water Lane and the Portway and in the Local Centres;
11. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Areas and along Manor Road, the A112, Portway and Upton Lane.

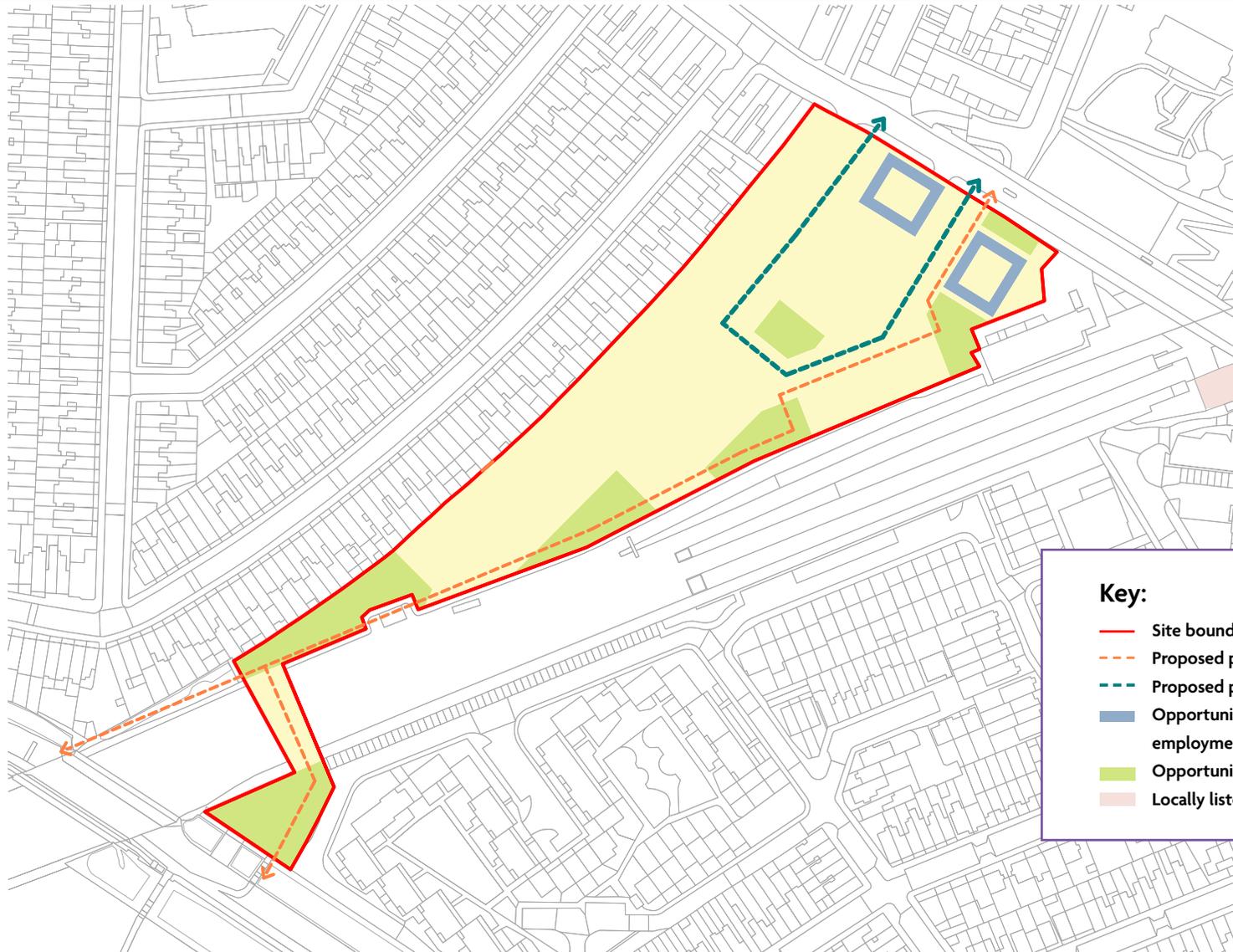
Sites

- N9.SA1 Plaistow North

N9.SA1 Plaistow North	
Site address	Plaistow Road, London E13 0DY
Neighbourhood	West Ham
Site area	3.3 hectares
Public Transport Accessibility Level	6a
Flood Zone	Partial Flood Risk Zone 2 and 3 Critical Drainage Area
Heritage Designations	Plaistow Station (Locally-listed) The Railway Tavern (Locally-listed) In proximity to Willow Lodge Cottage (Grade II)
Natural environment Designation	Air Quality Management Zone Open Spaces Deficiency
Relevant planning history	17/02586/FUL: Redevelopment of the site to provide 323 residential units and 1,045 sqm of retail floorspace. Not implemented.
Ownership	Private/Public
Existing uses	Vacant site that was a former car showroom and servicing facility, as well as Plaistow Station railway tracks.

N9.SA1 Plaistow North

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- Opportunity for commercial/employment frontage
- Opportunity for open space
- Locally listed building

N9.SA1 Plaistow North**Development principles**

Residential with town centre uses and open space.

The site should provide a childcare facility as part of the Local Centre offer and be informed by the Newham Community Facilities Needs Assessment 2022 evidence base and Local Plan Policy CF4

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

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Development should step down in scale from 19 to three storeys to meet the prevailing building heights of the immediate context of terraced houses on Corporation Street. Tall buildings should be in proximity to Plaistow Station.

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

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. There should be an additional pedestrian route from the centre of the site toward the east, and a pedestrian route from east to west across the southern boundary of the site.

The surrounding heritage assets should be conserved and enhanced.

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

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Policy CE6, particularly given Plaistow Road exceeds air quality limits.

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

Development should provide step-free access to Plaistow Station.

Development should address existing open space deficiencies by providing an open space. Provision should be distributed across the site and should focus around the north and south entrances to the bridge and these should be well-overlooked.

Development should provide a childcare facility as part of the Local Centre offer.

Phasing and implementation

Medium term.

N10 PLAISTOW

Neighbourhood profile

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

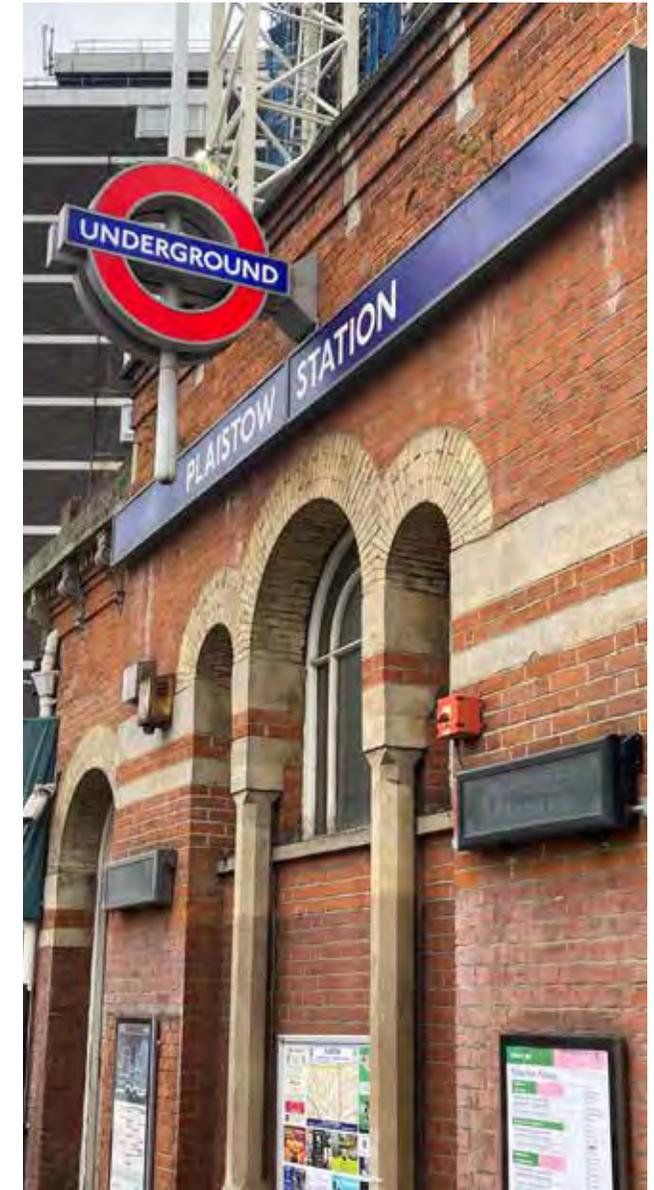
4.47 The neighbourhood has a mix of uses with a large amount of housing. Parts of the neighbourhood are well preserved historic terraces whilst other areas have a mixed character of terraces with blocks of flats. There are isolated tower blocks which do not align with the existing character of the neighbourhood.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

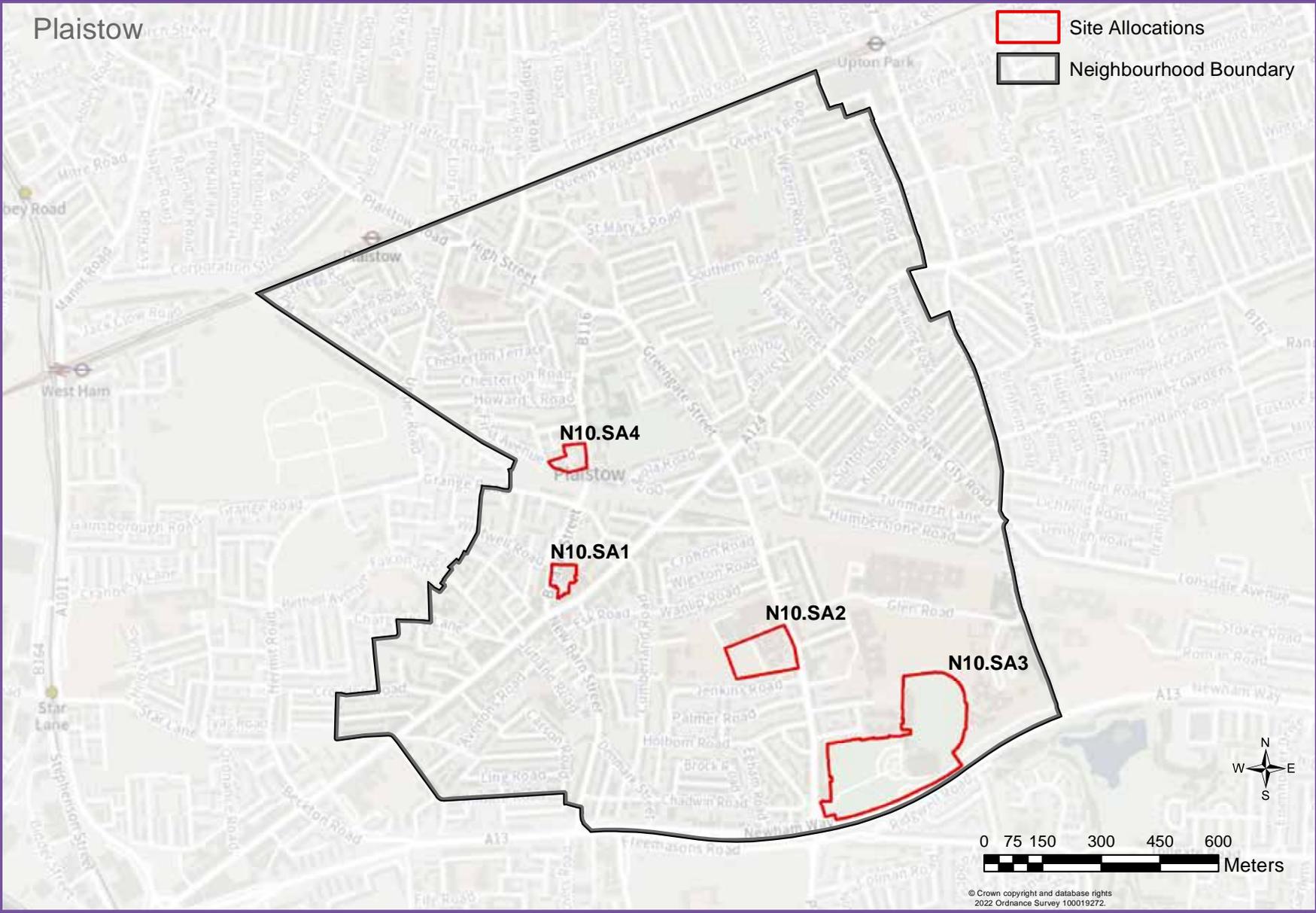
4.48 The neighbourhood is home to a number of campuses, including Newham University Hospital, Newham Leisure Centre and Newham Sixth Form College. Plaistow has second highest density of community facilities in the borough with a high

density of places of worship. Heritage assets include the Memorial Baptist Church, Fairbairn Hall the Church of St Andrew and clusters of listed and locally listed buildings on Barking Road and the A112. The Plaistow Archaeological Priority Area is in the neighbourhood.

4.49 The neighbourhood has a number of open spaces, including Plaistow Park and school playing fields. First Avenue Urban Wilderness is a small community garden located off First Avenue.

4.50 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. 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, the leisure centre, 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.

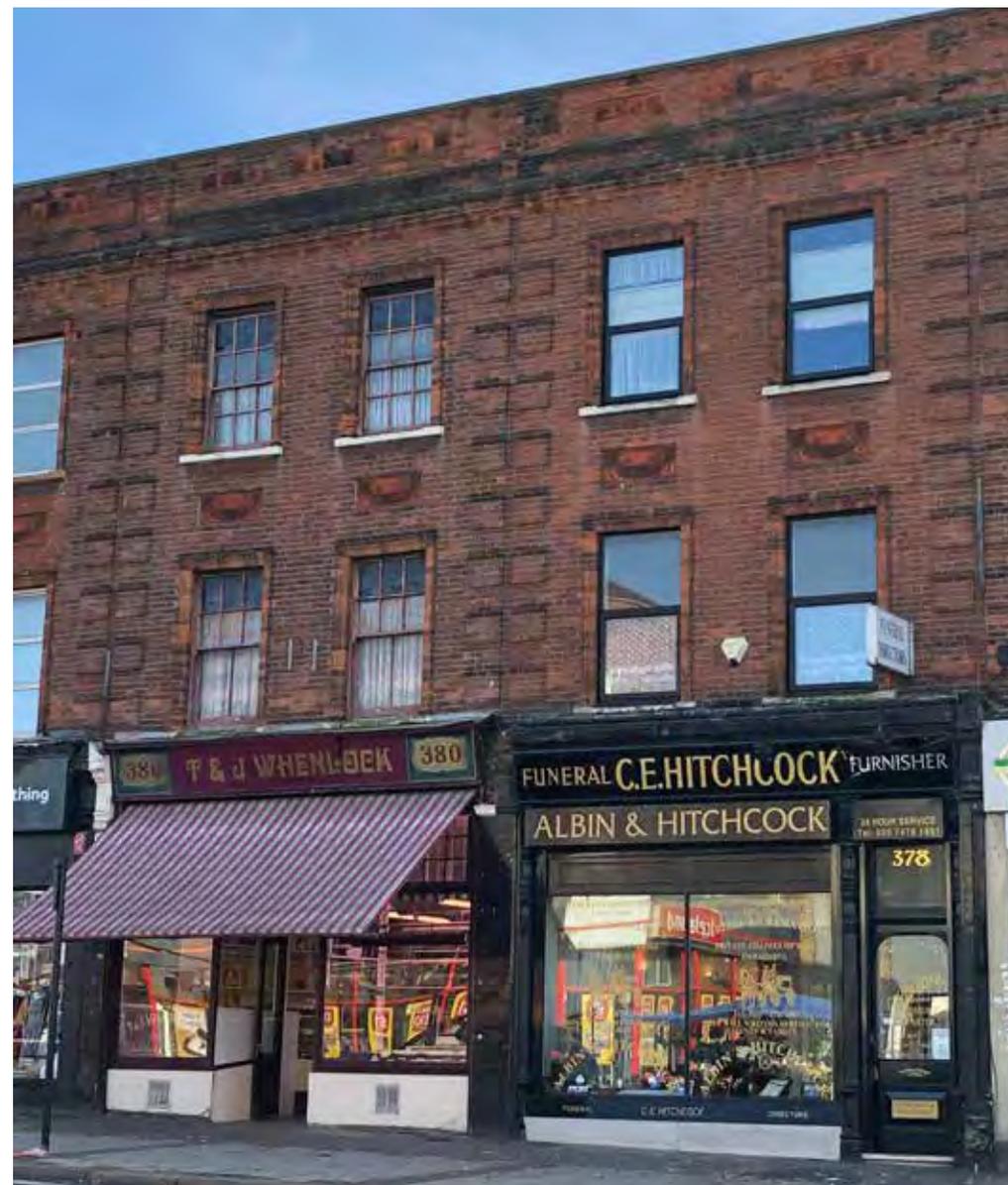
The vision for Plaistow will be achieved by:

1. supporting development 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 neighbourhood's listed buildings;
3. supporting a diverse mix of uses in the Local Centres, including retail, food and drink and business and service uses, community and cultural facilities to meet the retail and leisure needs of the local community;
4. supporting the refurbishment of 31 – 35 Stock Street to provide affordable workspace;
5. requiring new and improved walking and cycling routes on Barking Road, the A112, to connect Plaistow Park, residential areas, health, leisure and education facilities, public transport and the Local Centres and to improve connections to Canning Town;
6. requiring new crossings to reduce the severance caused by Newham Way and to improve connectivity to the wider network of neighbourhoods;
7. supporting bus priority measures on Plaistow Road, Clegg Street and Prince Regent Lane;
8. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
9. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly through street greening on the neighbourhood's main walking and cycling routes, Barking Road, High Street and Balaam Street and in the Local Centres;
10. improving existing access points and creating new access points to the Greenway;
11. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Areas and along the A112 and Balaam Street.
12. supporting improvements to, and expansion of, Newham University Hospital and the Balaam Street Surgery to deliver improved health facilities;
13. supporting improvements to, and the expansion of Newham Leisure Centre which protects the quantity and quality of the open space on the site;
14. supporting the improved use of land to increase education provision and enable residential development at Newham 6th Form College on Prince Regent Lane.

Sites

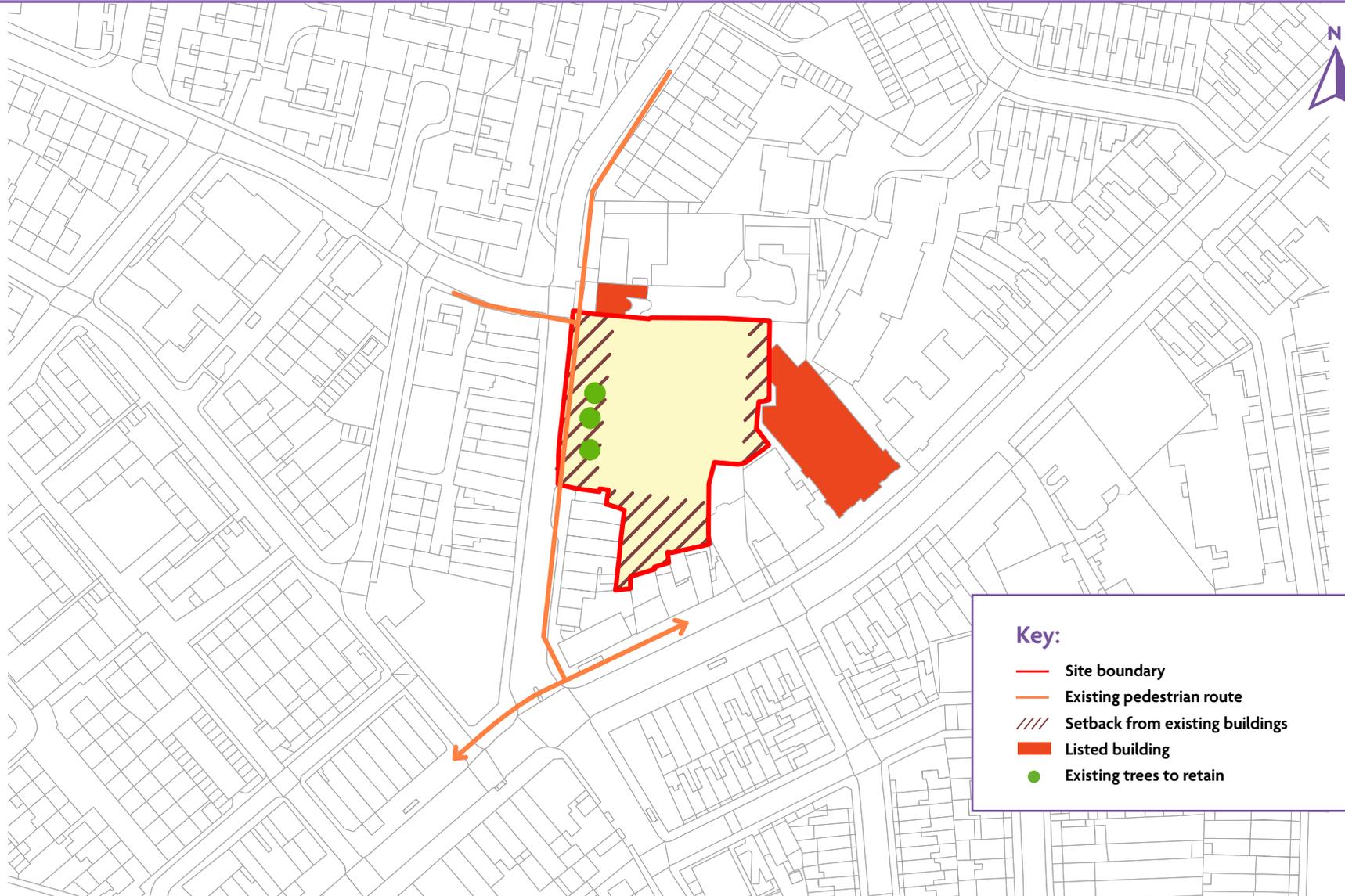
- N10.SA1 Balaam Leisure Centre
- N10.SA2 Newham 6th Form College
- N10.SA3 Newham Leisure Centre
- N10.SA4 Balaam Street Surgery Complex

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 Zone	Flood Zone 1
Heritage Designations	Plaistow Archaeological Priority Area (Tier 2) Adjacent to: Memorial Baptist Church (Grade II) Number 42 and attached railing, Balaam Street (Grade II)
Natural environment Designation	Air Quality Management Area District Park Deficiency Air Quality Focus Area
Relevant planning history	N/A
Ownership	Public
Existing uses	Vacant leisure centre and car park.



N10.SA1 Balaam Leisure Centre

Map



Key:

- Site boundary
- Existing pedestrian route
- Setback from existing buildings
- Listed building
- Existing trees to retain

N10.SA1 Balaam Leisure Centre**Development principles**

Residential.

Design principles

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

The building height of this site should not exceed 4-5 storeys. 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 adjacent heritage assets.

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

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Policy CE6, particularly given Barking Road and Balaam Street exceed air quality limits and site is located within an Air Quality Focus Area.

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

Phasing and implementation

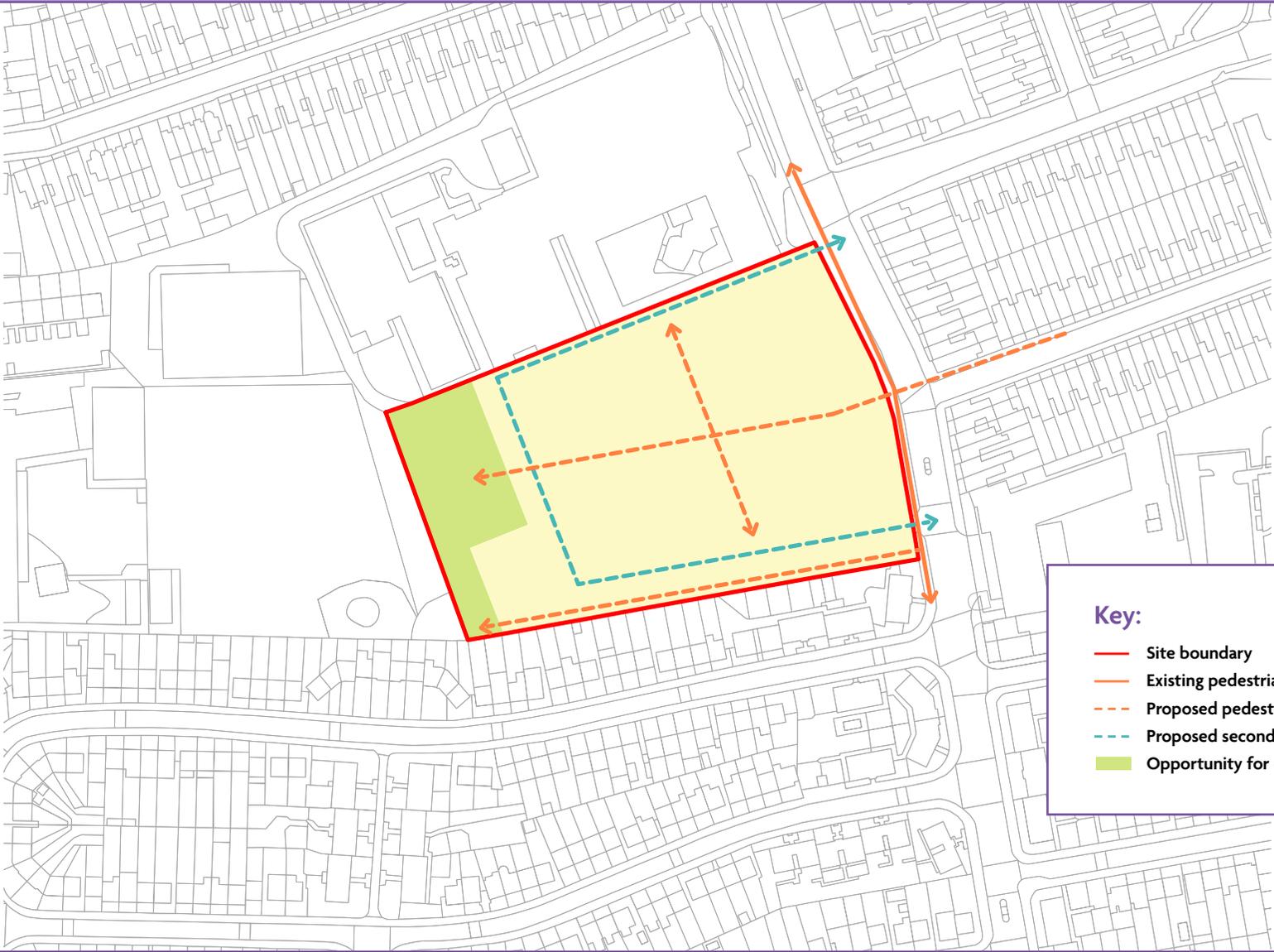
Medium term

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	3
Flood Zone	Flood Zone 1
Heritage Designations	Education Land Greenspace Local Parks Deficiency Air Quality Management Area
Natural environment Designation	Education Land Greenspace Local Parks Deficiency Air Quality Management Area
Relevant planning history	14/01812/FUL: The erection of a four storey, 2,800 sqm extension at Newham Sixth Form College to provide a new entrance, learning resource centre, performing arts theatre and consolidated student services - Application approved. 14/02236/FUL: The erection of two-storey building accommodating classrooms for a temporary period of 5 years – Application approved.
Ownership	Private
Existing uses	Education campus buildings, car park, and greenspace.



N10.SA2 Newham Sixth Form College

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed secondary vehicle route
- Opportunity for open space

N10.SA2 Newham Sixth Form College

Development principles

Residential development and open space.

Residential development on this site must follow the delivery of intensified education uses on the remaining built footprint of the college campus.

Design principles

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

Building heights should not exceed 5 storeys. Development should reinforce the existing street hierarchy through an appropriate building line on Prince Regent Lane.

The layout of the site should protect the greenspace to the east of the site.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Local Plan Policy CE6, particularly given Prince Regent Lane exceeds air quality limits.

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

Infrastructure requirements

Residential uses can only come forward on this site if education uses are intensified within the existing education facility.

Development should address existing open space deficiencies by enhancing existing green space and the mature trees on Prince Regent Lane.

Phasing and implementation

Medium term.

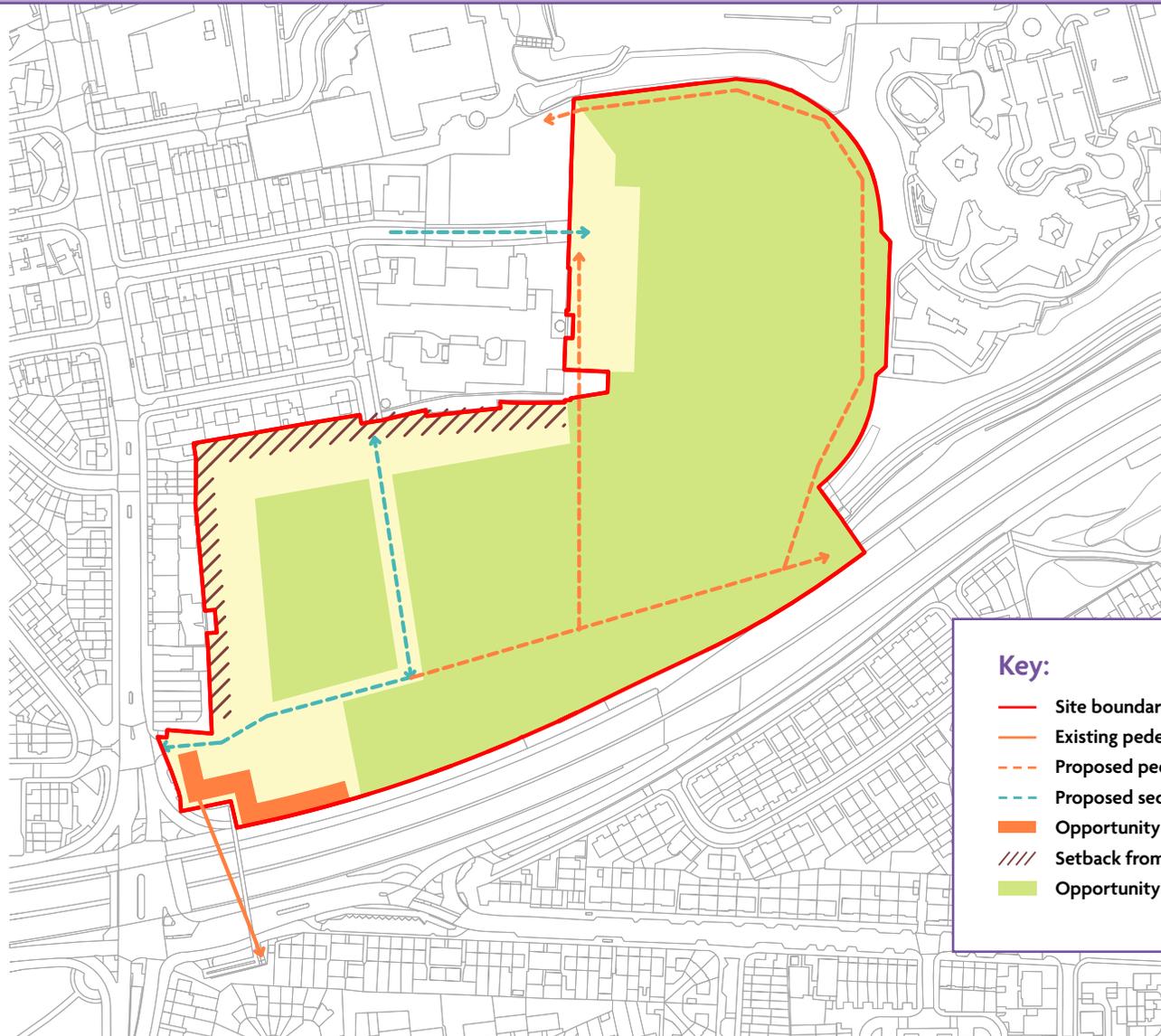
Residential development should enable improvements in the wider education campus with any lost education floorspace re-provided in the education site as part of a masterplan approach.

N10.SA3 Newham Leisure Centre	
Site address	Newham Leisure Centre, 281 Prince Regent Lane E13 8SD
Neighbourhood	Plaistow
Site area	6.9 hectares
Public Transport Accessibility Level	3
Flood Zone	Flood Zone 2
Heritage Designations	N/A
Natural environment Designation	Protected Greenspace Air Quality Management Area Air Quality Focus Area Metropolitan Park Deficiency Partly within Epping Forest Mitigation Zone – 6.2km
Relevant planning history	N/A
Ownership	Public
Existing uses	Leisure centre including a swimming pool, outdoor and indoor athletics tracks, studios, a gymnasium, a mixed-use games area, a sports hall, playing pitches, an outdoor football stadium and a car park.



N10.SA3 Newham Leisure Centre

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed secondary vehicle route
- █ Opportunity for active frontage
- /// Setback from existing buildings
- █ Opportunity for open space

N10.SA3 Newham Leisure Centre

Development principles

Reconfiguration of leisure centre, car park and open space to provide a new leisure centre, residential and the re-provision of open space.

The re-configuration of the leisure centre should meet the requirements of Local Plan policies CF1, CF2, CF3, and CF4, and make provision for a childcare facility. Outdoor sports provision should be retained or re-provided on site. The provision should be informed by the Newham Leisure Needs Assessment and the Newham Community Facilities Needs Assessment (2022).

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.

The re-configuration of open space should retain the existing quantity of open space and should improve quality, functionality, and accessibility. Development should consolidate and reduce the amount of car parking.

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.

Design principles

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

Building heights should range from 2 to 6 storeys, with 6 storeys located in the south west corner of the site in proximity to Newham Way.

Development should also be setback from the terraces off Bennett Road and Prince Regent Lane and building heights should be up to 4 storeys.

Developments should also be setback from the terraces off Bennett Road and Prince Regent Lane.

The design and layout should provide a pedestrian route surrounding the perimeter of the site and a north to south route through the centre of the site. Vehicular access routes from Prince Regent Lane, Barclay Road and Maybury Road should also be provided to service the site.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Local Plan Policy CE6, particularly given Newham Way and Prince Regent Lane exceed air quality limits.

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 a leisure centre, which should be informed by the Leisure Needs Assessment.

Development should provide a childcare facility.

Development should address existing open space deficiencies by re-providing open space and enhancing the existing trees.

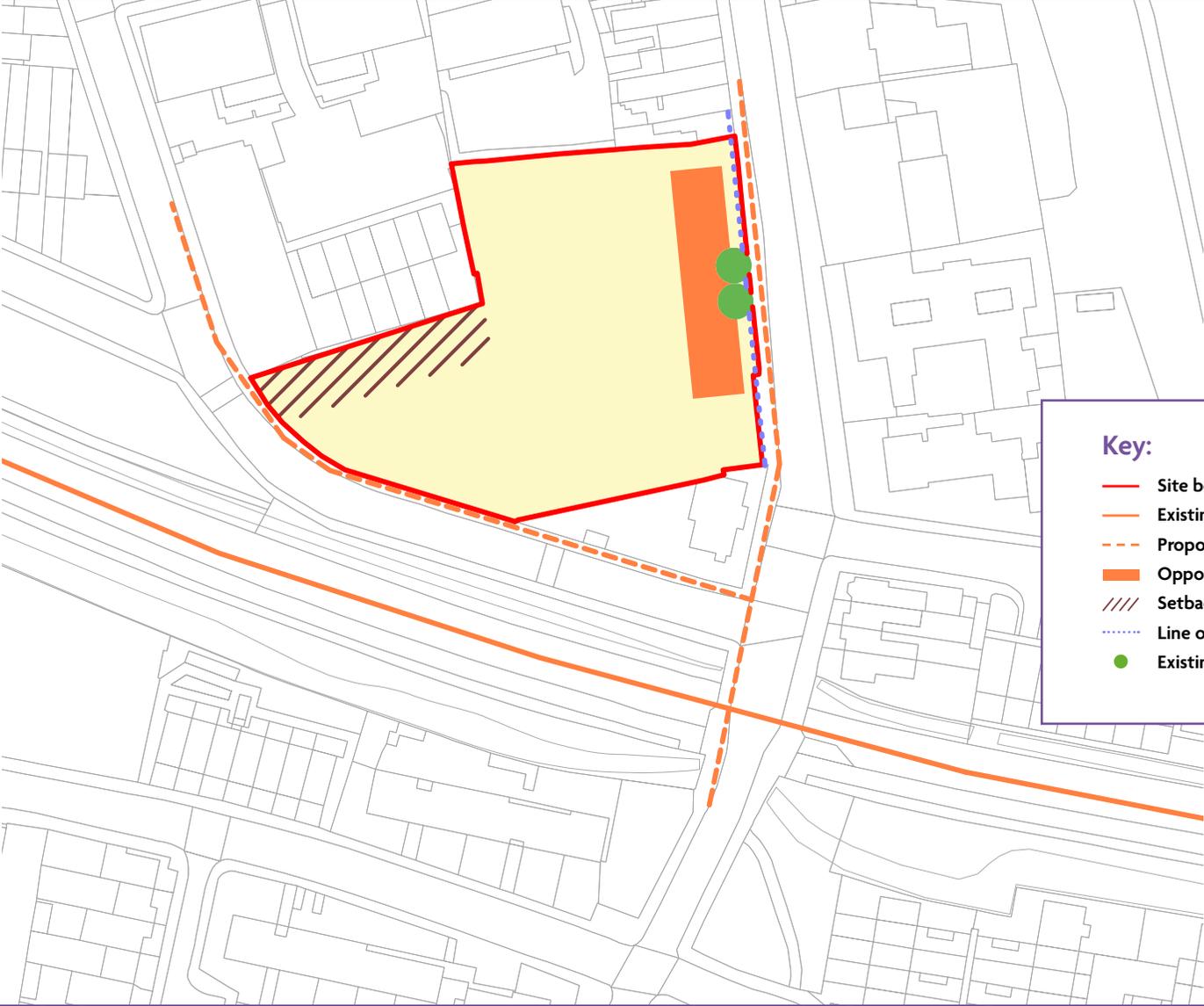
Phasing and implementation

Medium to long term.

N10.SA4 Balaam Street Health Complex	
Site address	113 Balaam Street, E13 8AF
Neighbourhood	Plaistow
Site area	0.44 hectares
Public Transport Accessibility Level	5
Flood Zone	N/A
Heritage Designations	Plaistow Archaeological Priority Area (Tier 2)
Natural environment Designation	District Parks Deficiency Several Tree Preservations Orders on-site Air Quality Management Area Air Quality Focus Area Epping Forest Mitigation Zone – 6.2km
Relevant planning history	19/00984/FUL: Removal of single storey office and storage buildings and erection of a part two and single storey building for outpatient services and office accommodation for Trust support staff. Installation of car park control barriers, hard and soft landscaping – Application approved
Ownership	Public
Existing uses	Health centre complex

N10.SA4 Balaam Street Health Complex

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- Opportunity for active frontage
- /// Setback from existing buildings
- ⋯ Line of existing context buildings
- Existing trees to retain

N10.SA4 Balaam Street Health Complex

Development principles

Residential development with reconfiguration and re-provision of health centre.

The provision of the health centre should be informed by the Newham Community Facility Needs Assessment evidence base and Local Plan policies CF1 and CF2.

Design principles

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

5 storeys will be acceptable fronting Balaam Street, stepping down to 4 storeys toward Third Avenue. Development needs to be set back at the rear from the properties on Third Avenue. Development should reinforce the existing street hierarchy through an appropriate building line.

The design and layout should provide a pleasant pedestrian route across the eastern and southern boundary of the site.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Policy CE6, particularly given Balaam Street exceeds air quality limits.

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

Infrastructure requirements

Development should provide a health centre of 2000 sqm designed to meet NHS needs and standards.

Phasing and implementation

Medium term.

N11 BECKTON

Neighbourhood profile

4.51 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 Prince Regent Lane to the west. Woolwich Manor Way dissects the neighbourhood north to south in the east.

Tollgate Road runs east to west in the north of the neighbourhood. The Capital Ring footpath runs through the neighbourhood via Beckton District Park, New Beckton Park and along East Ham Manor Way. The Greenway runs through the north east of the neighbourhood where it currently ends.

4.52 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 and to the west of Stansfield Road. The north-east of the neighbourhood is characterised by out of town retail parks with car parking and large warehouses to the south of the Greenway. This industrial land is designated as a Strategic Industrial Location and provides a range of large modern industrial uses with good access to the Strategic Road Network. Existing industrial premises include food and drink production, print and manufacturing within modern industrial estates with valuable yard space that meets occupier needs.

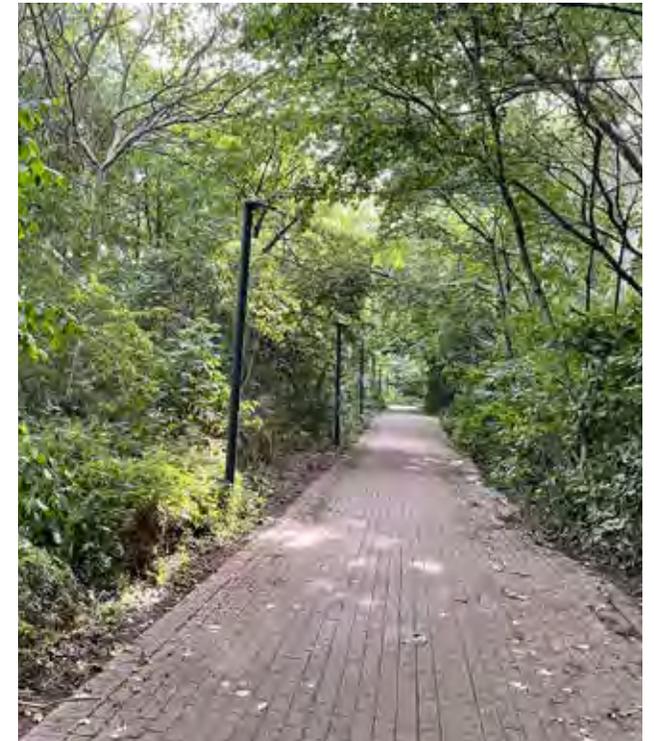
4.53 The neighbourhood has a network of parks and open spaces including Beckton District Park, New

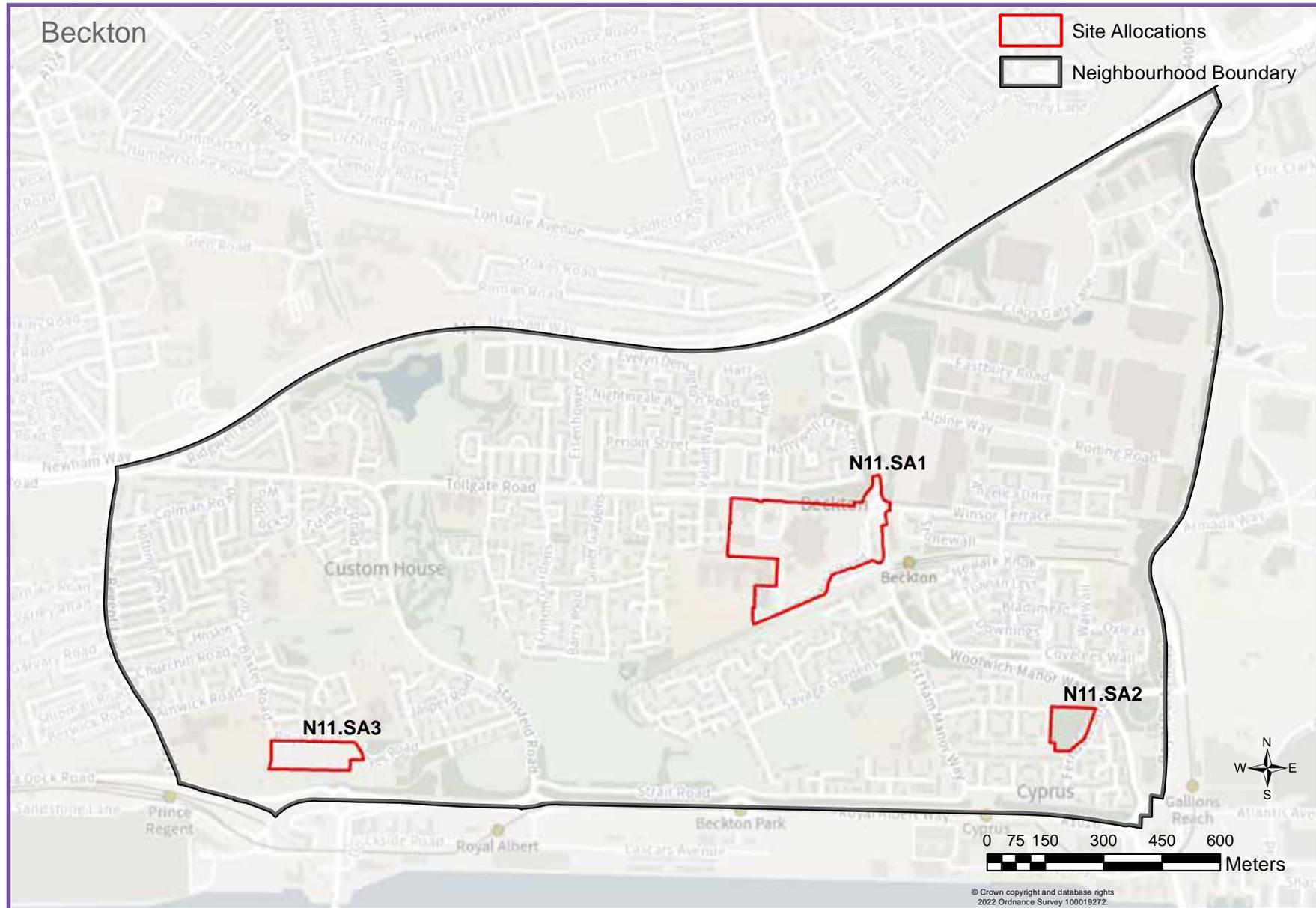
Beckton Park, Beckton Corridor and King George V Park, including the former Newham City Farm. This network of open space will see investment and improvement through the Beckton Parks Masterplan. Many of these open spaces and Beckton Alps contain important natural habitats for biodiversity.

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

4.55 The purpose built East Beckton District Town Centre is central in the neighbourhood and is Newham's sixth largest Town Centre. The 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. Tollgate Road shopping parade provide a small number of shops in the west of the neighbourhood. The neighbourhood has a number of community facilities, many in the District Centre, including places of worship, healthcare, gymnastics club and the youth zone and centre, the Beckton Globe library and others across the neighbourhood, including the West Ham United Foundation.

4.56 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 by Beckton and Gallions Reach 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 Town 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 District Town Centre to provide new housing alongside new shops and facilities.

The neighbourhood's retail parks and industrial uses will be more efficiently used with intensified industrial and employment uses. The severance of 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 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 Winsor Terrace Area of Townscape Value and other heritage assets;
4. supporting development that transforms the character of N11.SA1 East Beckton Town Centre in accordance with the Beckton Tall Building Zone and Local Plan Policy D4;
5. supporting the re-configuration and diversification of the Town Centre in accordance with N11.SA1 East Beckton Town Centre;
6. supporting the intensification of existing retail and leisure parks for industrial, logistics and distribution and related functions as part of mixed-use development;
7. requiring new crossings at Royal Docks Road, Gallions Reach Roundabout and Newham Way to reduce severance of the surrounding road network and to improve connectivity to the wider network of neighbourhoods and Town Centres;
8. requiring new and improved walking and cycling routes on Newham Way and Prince Regent Lane, which are safe, overlooked and easy to find and follow, which connect the neighbourhood's network of green and blue spaces, residential areas, public transport and the Town Centre and to reduce the reliance on cars;
9. improving Stansfield Road to enhance conditions for walking, cycling and public transport and to improve links to Royal Albert station;
10. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
11. improving existing access points and creating new access points to the Greenway;
12. supporting the implementation of the Beckton Parks Masterplan to ensure the neighbourhood's network of green and blue spaces is safe and accessible to all and provides appropriate high quality sports and community facilities, including at Will Thorne Pavilion, to residents and visitors;
13. retaining existing mature trees and maximising the provision of new open space and green infrastructure and opportunities to increase biodiversity;
14. mitigating the odour impacts of the sewage treatment works through appropriate buffering and other design solutions;

- 15. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along Prince Regent Lane, Newham Way, Tollgate Road, Stansfield Road, Woolwich Manor Way and Royal Docks Road;
- 16. providing a Special Educational Needs and Disabilities school at N11.SA3 Royal Road;
- 17. providing a new and improved health centre at N11.SA1 East Beckton Town Centre;
- 18. supporting the refurbishment of Beckton Community Centre to provide a local community hub.

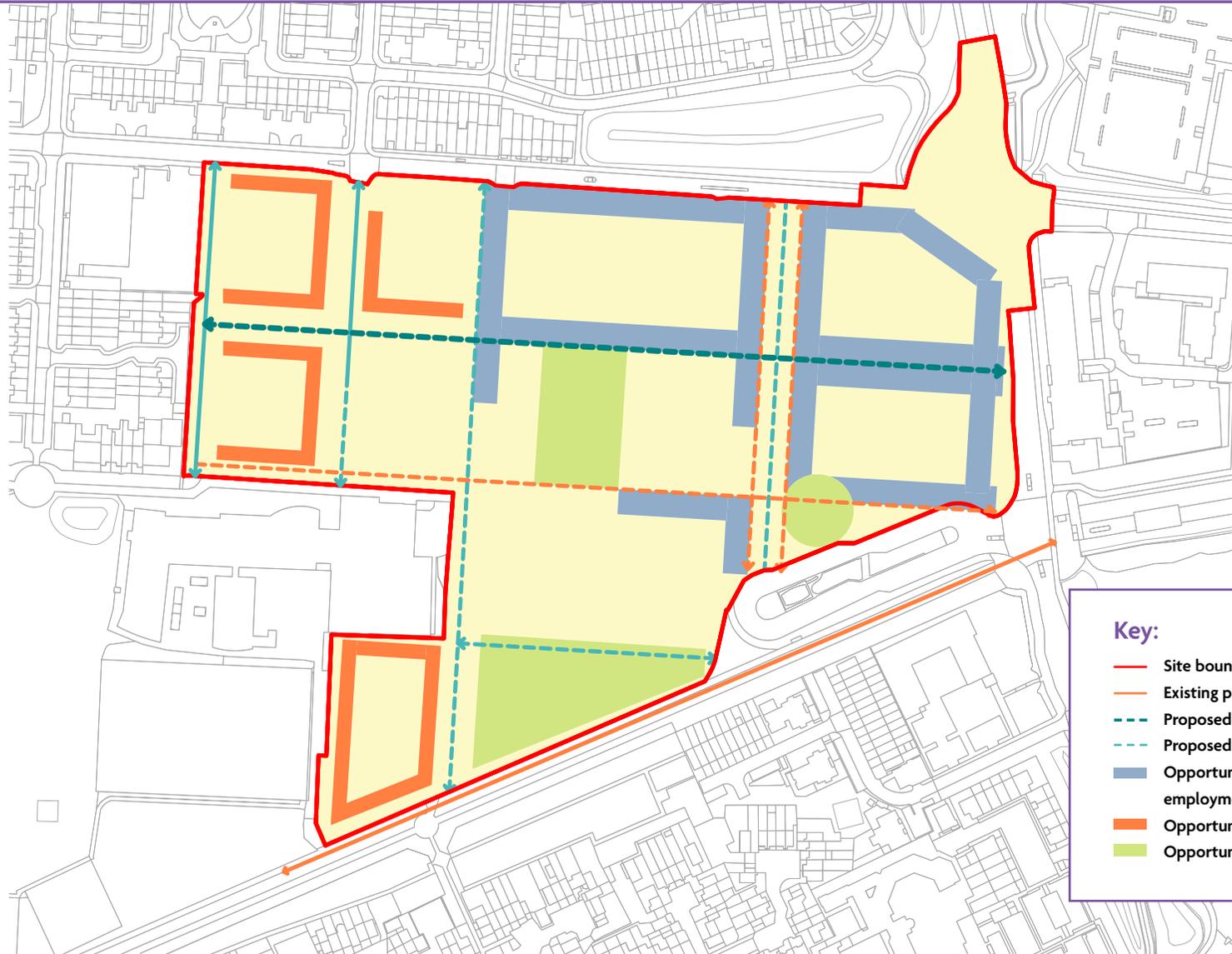
Sites

- N11.SA1 East Beckton Town Centre
- N11.SA2 Cyprus
- N11.SA3 Royal Road

N11.SA1 East Beckton Town Centre	
Site address	Tollgate Road, Beckton, London E6 5LX
Neighbourhood	Gallions Reach
Site area	5.4 hectares
Public Transport Accessibility Level	3
Flood Zone	Flood Zone 2 and 3
Heritage Designations	Canning Town/Newham Way Archaeological Priority Area (Tier 3) In proximity to: Winsor Terraces (Locally-listed and Area of Townscape Value) Former Pumping Station (Locally-listed)
Natural environment Designations	Air Quality Management Area Metropolitan Parks Deficiency Adjacent to: Protected Greenspace
Relevant planning history	N/A
Ownership	Public and private
Existing uses	Town centre uses including retail, a supermarket, an extensive car park, and community facilities including a health centre, a faith facility, a library, a community centre and a gymnastics centre.

N11.SA1 East Beckton Town Centre

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- █ Opportunity for commercial/employment frontage
- █ Opportunity for active frontage
- █ Opportunity for open space

N11.SA1 East Beckton Town Centre

Development principles

Reconfiguration of part of East Beckton District Centre to provide residential, town centre uses, community facilities and open space.

The type and quantity of town centre uses should be consistent with the East Beckton District Centre designation. 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.

The re-provision of community facilities and the provision of cultural and leisure facilities should be informed by the Newham Community Facilities Needs Assessment (2022) evidence base and Local Plan policies CF1 and CF2.

Development should consolidate and reduce the amount of car parking.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should be between 4 and 11 storeys and be in accordance with the Tall Building Zone and Local Plan Policy D4.

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.

Development should provide ground-floor active frontages, particularly on Woolwich Manor Way and Tollgate Road.

Development should establish a connected network of streets and spaces that connect to the wider street network and establish a street hierarchy. The design and layout of the site should enable an urban block structure and provide a central public square as well as improved walking and cycling links north to south and east to west and to Beckton Bus Station, DLR Beckton Station and Beckton Corridor.

The surrounding heritage assets should be conserved and enhanced.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality on Tollgate Road and Woolwich Manor Way.

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 re-provide existing community facilities and provide 2000 sqm of health floorspace, designed to meet NHS needs and standards.

Development should address existing open space deficiency by providing a central public square and open space as well as new open space in proximity to Beckton Corridor and Beckton Bus Station.

Phasing and implementation

Medium to long term.

The phasing of the development should retain the functionality and vitality of the Town Centre and its retail offer.

N11.SA2 Cyprus	
Site address	Land at Ferndale Street, E6 6FS
Neighbourhood	Beckton
Site area	1.0 hectares
Public Transport Accessibility Level	3
Flood Zone	Flood Zone 2 and 3
Heritage Designations	Beckton Archaeological Priority Area (Tier 3)
Natural environment Designation	Protected Greenspace Open Spaces Deficiency Access to Nature Deficiency Air Quality Management Area
Relevant planning history	N/A
Ownership	Public
Existing uses	Vacant land and greenspace

N11.SA2 Cyprus

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- ↔ Existing vehicle access
- Line of existing context buildings
- Opportunity for open space

N11.SA2 Cyprus**Development principles**

Residential development with greenspace reconfiguration and re-provision. There should be no loss of open space.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

6 storeys will be acceptable fronting Ferndale Street, stepping down to 4 storeys toward Heather Close. In the north of the site, development should follow the building line of the existing buildings to the west.

Proposals should establish a connected network of streets and spaces that connects to the existing street network, improving permeability and avoiding cul-de-sacs and dead ends. The design and layout should provide a north to south route on the west of the site and an east to west route across the north of the site, with an overall increase in access to the adjacent allotments.

Greenspace reconfiguration and re-provision should be located mostly toward the south of the site, with a frontage to Ferndale Street. Development should enhance the frontage onto Ferndale Street.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per 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

Development should address existing open space deficiencies by re-providing and enhancing the existing greenspace.

Phasing and implementation

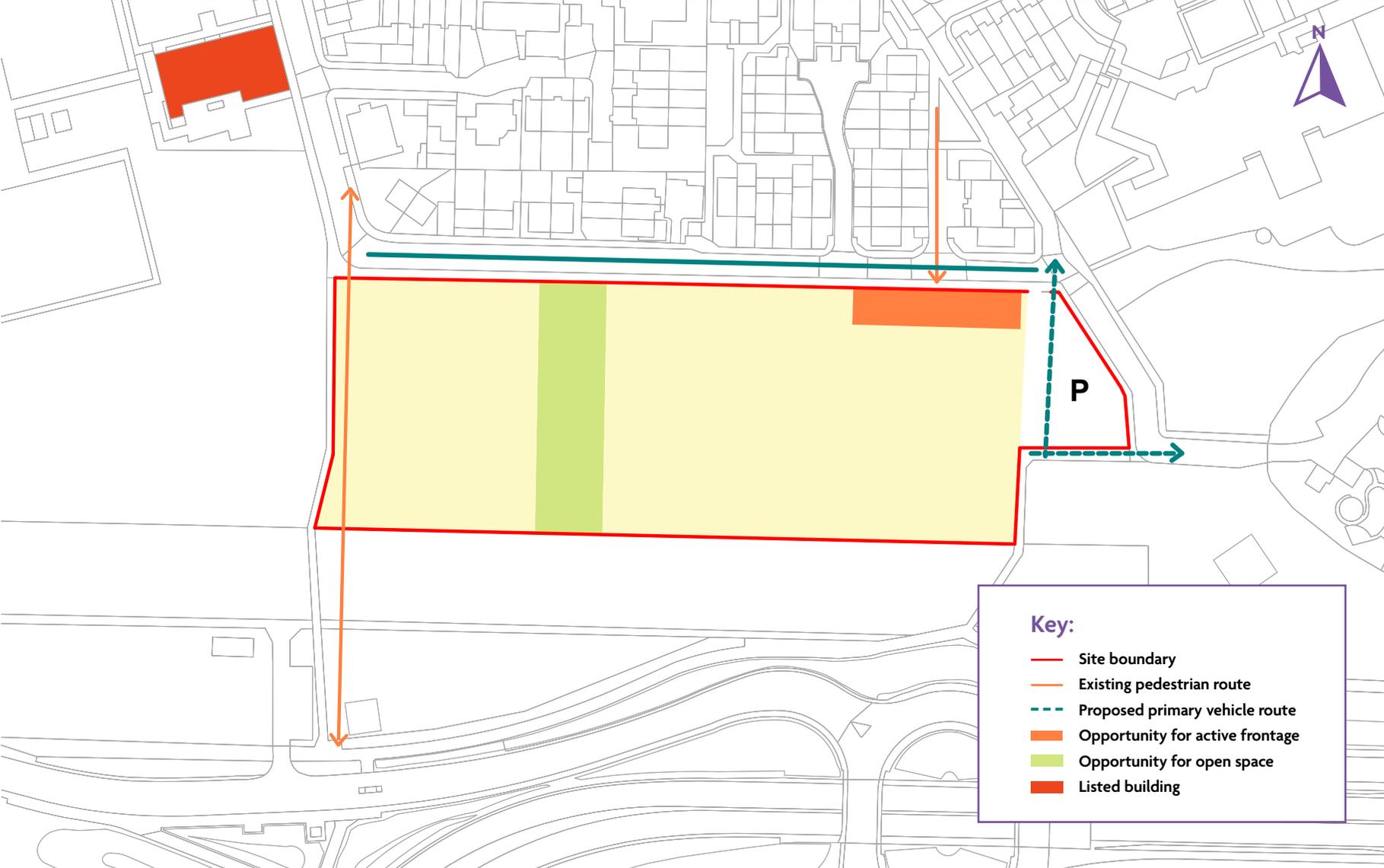
Medium term.



N11.SA3 Land at Royal Road	
Site address	Land at Royal Road, E16 3RG
Neighbourhood	Beckton
Site area	1.62 hectares
Public Transport Accessibility Level	1b
Flood Zone	Flood Zone 2 and 3
Heritage Designations	Canning Town/Newham Way Archaeological Priority Area (Tier 3) In proximity to: Church of the Ascension (Locally-listed)
Natural environment Designation	Protected Greenspace Air Quality Management Area
Relevant planning history	N/A
Ownership	Public
Existing uses	Fenced greenspace.

N11.SA3 Land at Royal Road

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed primary vehicle route
- Opportunity for active frontage
- Opportunity for open space
- Listed building

N11.SA3 Land at Royal Road**Development principles**

Education, residential and re-configuration of greenspace.

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

Design principles

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

Proposals 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 a north to east route around the car parking which should be located on the eastern corner of the site. Residential buildings and school pick-up and drop-off will only be accessible from Royal Road.

Greenspace re-configuration 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 CF4, 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.

Residential development should be located toward the west of the site with building heights up to 5 storeys considered acceptable.

Development should conserve and enhance heritage assets in proximity of the site.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Local Plan Policy CE6.

Design measures should minimise exposure to noise from London City Airport.

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 reconfigure existing greenspace.

The education floorspace should be for a Special Educational Needs and Disabilities school.

Phasing and implementation

Medium term.

N12 EAST HAM SOUTH

Neighbourhood profile

4.57 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.

4.58 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.

4.59 The neighbourhood has a small number of listed buildings, including the Boleyn Public House and the Church of St Mary Magdalene. There are

some locally listed buildings and Cheltenham Gardens, Henniker Gardens and Rancliffe Road are identified as an Area of Townscape Value. The neighbourhood contains the East Ham, Manor Park to North Woolwich Roman Road, Wall End and River Roding Archaeological Priority Areas.

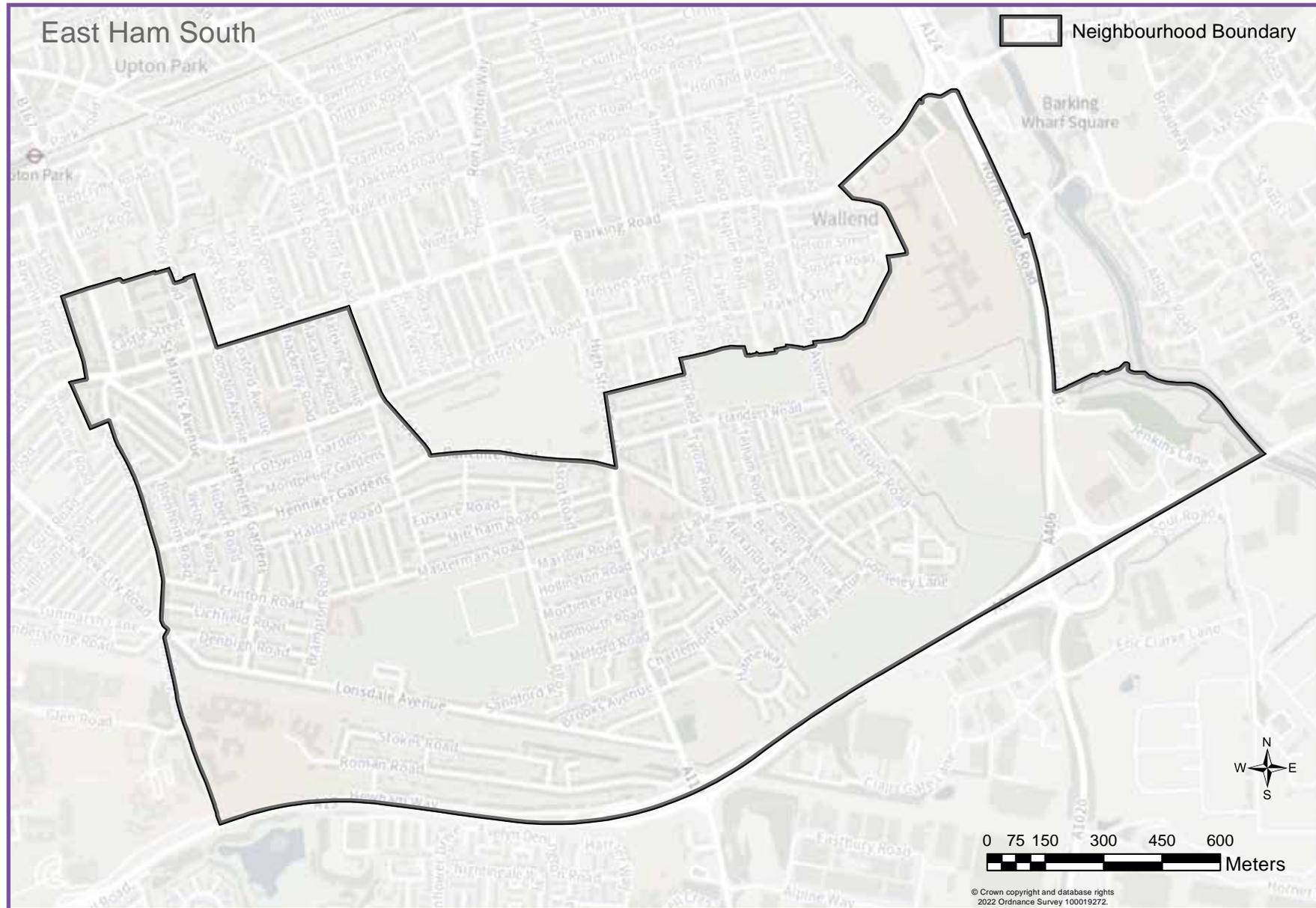
4.60 The neighbourhood has two Local Centres: Boleyn on Barking Road and High Street South. Both provide a local retail and business offer with housing above the shops. Vicarage Lane – East Ham Neighbourhood Parade also provides a local retail offer. The neighbourhood has 22 community facilities, including a number of large school campuses, a number of community centres and places of worship.

4.61 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.



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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 be continue to be a green and residential neighbourhood, supported by two thriving, vibrant and diverse Local Centres. 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 that enhances the neighbourhood's character 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 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 neighbourhood's Areas of Townscape Value on Cheltenham Gardens, Henniker Gardens and Rancliffe Road and other heritage assets;
3. supporting a diverse mix of uses in the Local Centres, including local retail, food and drink and business and service uses, community and cultural facilities to support the retail and leisure needs of the local community;
4. optimising and intensifying industrial locations in the east of the neighbourhood to support demand for warehousing and distribution uses;
5. requiring new crossings at Newham Way and the North Circular to reduce severance and to improve connectivity to the wider network of neighbourhoods;
6. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters and bus priority measures;
7. improving existing access points and creating new access points to the Greenway;
8. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly through street greening on the neighbourhood's main walking and cycling routes, including High Street South and along the River Roding;
9. requiring new and improved walking and cycling links to the neighbourhood's network of green spaces and nature;
10. 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;
11. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Areas and along High Street South, Lonsdale Avenue, Boundary Road and the North Circular Road.

Sites

- There are no site allocations in this neighbourhood.

N13 EAST HAM

Neighbourhood profile

4.62 The East Ham neighbourhood is located in the east of the borough. It is bounded by Woodgrange Park Cemetery and the railway line to the north and the North Circular Road to the east. The railway line that runs east to west and High Street North which runs north to south cut across the neighbourhood. Barking Road runs east to west in the south of the neighbourhood, intersecting with High Street North and High Street South.

4.63 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 Town Centre runs north to south along High Street North and eastwards from the junction with Barking Road. The Town Centre provides well known national chains along with a market and independent and specialised shops and food and drink offer. It also has a strong representation of financial and business services but there remains an extremely high number of betting shops and hot food takeaways.

4.64 The neighbourhood has many listed buildings, with a concentration of listed buildings in the south of the neighbourhood on Barking Road and High Street South. These buildings are located in the East Ham Town Centre conservation area and include the Newham Town Hall and surrounding buildings. The East Ham, Manor Road to North Woolwich Roman Road, Newham Cemeteries and River Roding

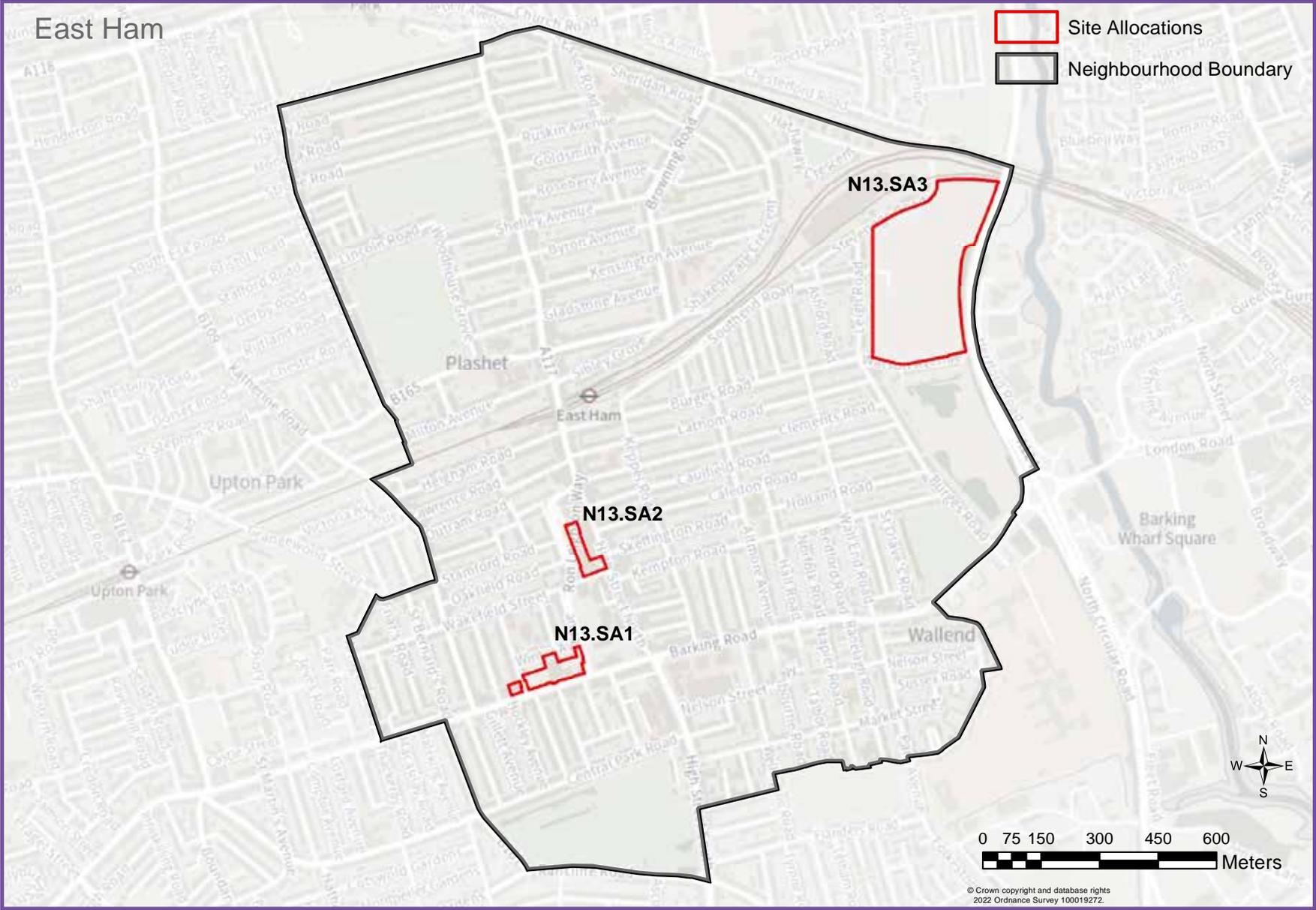
Archaeological Priority Areas are in the neighbourhood.

4.65 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 2021. 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.

4.66 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 places of worship.

4.67 The neighbourhood has varied levels of public transport access, with the highest public transport accessibility levels around East Ham station, although improvements are needed to East Ham station to make it step-free. The east of the neighbourhood has poor public transport accessibility. The main roads in the neighbourhood carry high levels of traffic resulting in high levels of noise and poor air quality. However, there are plans to improve the public realm on High Street North, including improved space for pedestrians, increased street greening, improved access to the market and changes to bus services.





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N13 EAST HAM

Vision

East Ham will have a successful and well-used major centre at its heart, with a growing variety of shops and facilities to serve the local community and visitors from the wider area. The East Ham Town Hall will become the council's first Data Economy Campus, with education and employment facilities dedicated to the digital economy. The Town 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 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 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 where it enhances the character of the area, particularly in areas of mixed urban form;
2. supporting development at N13.SA1 East Ham Western Gateway and N13.SA2 East Ham Primark that contributes to the character of the major centre;
3. supporting development that conserves and enhances the East Ham conservation area and the neighbourhood's heritage assets;
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. retaining and enhancing historic shop fronts and ensuring new shop fronts are sympathetic and well-designed with a clear framework for signage;
6. supporting the role of East Ham Town Centre in servicing the local community and protecting its specialised character, by:
 - a. protecting and enhancing the role of the reconfigured East Ham Market hall;
 - b. supporting an enhanced retail and leisure offer within the Primary Shopping Area, including a new supermarket of 500-800 sqm GIA and significant uplift in leisure floorspace as food and drink uses;
 - c. reducing the prominence of hot food takeaways and betting shops;
7. improving the Town Centre's 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;
8. supporting the animation of the Town Centre through temporary and permanent interventions including markets, co-working spaces and cultural events and activities;
9. protecting existing and delivering new small scale employment floorspace to increase local economic opportunities as part of the 15-minute neighbourhood network of employment uses, particularly smaller flexible industrial spaces and workshops with ancillary offices for small and medium enterprises and micro businesses;
10. supporting bus priority measures on Barking Road, Ron Leighton Way, High Street North, High Street South and St John's Road;
11. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
12. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly through street greening on the neighbourhood's main walking and cycling routes, including High Street North and along the River Roding;

13. requiring new and improved walking and cycling links to the neighbourhood's network of green spaces and nature and to and along the River Roding in partnership with London Boroughs of Redbridge and Barking and Dagenham;
14. securing public access to green and blue spaces currently inaccessible to the public, particularly along the River Roding and at N13.SA3 Former East Ham Gasworks;
15. 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

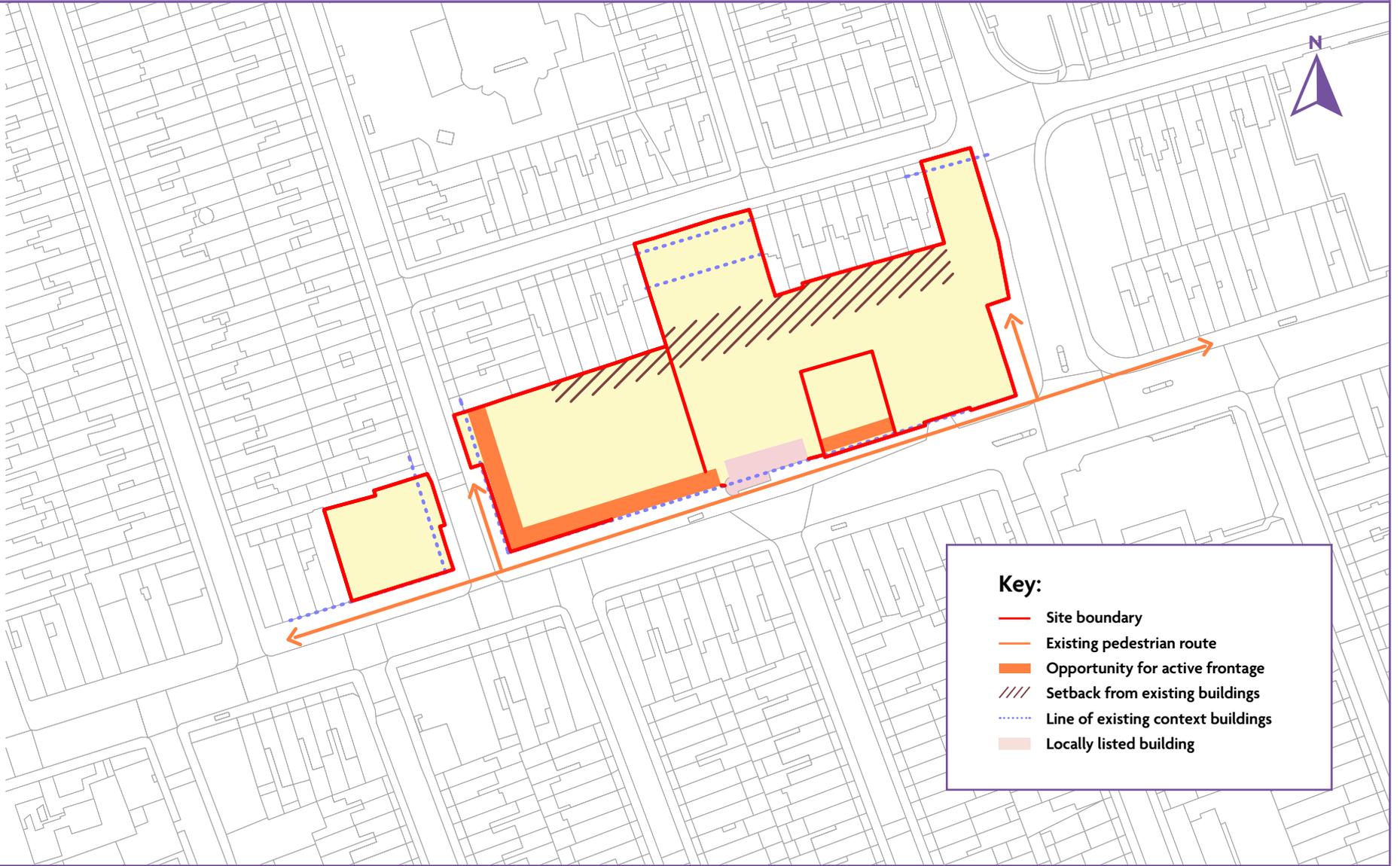
Site address	267 – 311 Barking Road
Neighbourhood	East Ham
Site area	0.98 hectares
Public Transport Accessibility Level	3-6
Flood Zone	1

N13.SA1 East Ham Western Gateway

Heritage Designations	281 Barking Road (Locally Listed) East Ham Archaeological Priority Area (Tier 2) In proximity to: 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 Open space deficiency
Relevant planning history	20/02264/FUL: Construction of a part 5, part 7 and part 9 storey mixed-use development comprising a circa 1,646 sqm community use/health centre (use class E) and age restricted residential accommodation being 75 one and two bed apartments (use class C3), with associated parking (nine car parking spaces and cycle parking), public realm improvements and landscaping - Application granted. 20/01206/FUL: Demolition of existing centre (D1) and new 5 storey rebuild of mosque (D1), whilst incorporating the retention of one A1 commercial unit at ground floor and re-provision of C3 residential units at fourth floor including the construction of a gym (D2) – pending consideration.
Ownership	Public and private
Existing uses	Vacant land, community facilities, car park, residential and ground floor retail uses.

N13.SA1 East Ham Western Gateway

Map



Key:

- Site boundary
- Existing pedestrian route
- Opportunity for active frontage
- //// Setback from existing buildings
- Line of existing context buildings
- Locally listed building

N13.SA1 East Ham Western Gateway**Development principles**

Residential development and community facilities.

The existing community floorspace should be replaced in accordance with Local Plan Policies CF1 and CF2 and make provision for a childcare facility in accordance with CF4. The nature of the re-provided community facility floorspace should be informed by the Community Facility Needs Assessment evidence base.

Design principles

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

Building heights on the site should range between 3 and 6 storeys and step down in scale in response to the immediate context on Winter Avenue. Massing on the site should respond to the existing listed building.

Development should reinforce the existing street hierarchy and be set back to existing building lines on Barking Road, Winter Avenue and Hartley Avenue.

Development of 281 Barking Road should retain the façade of the locally listed building. Development should conserve and enhance adjacent heritage assets and their settings.

Public realm improvements should be made on the eastern boundary of the site fronting Ron Leighton Way.

Design measures should minimise exposure to poor air quality on Barking Road.

Infrastructure requirements

Development on the former Hartley centre should provide a health centre.

Development should provide a childcare facility.

Phasing and implementation

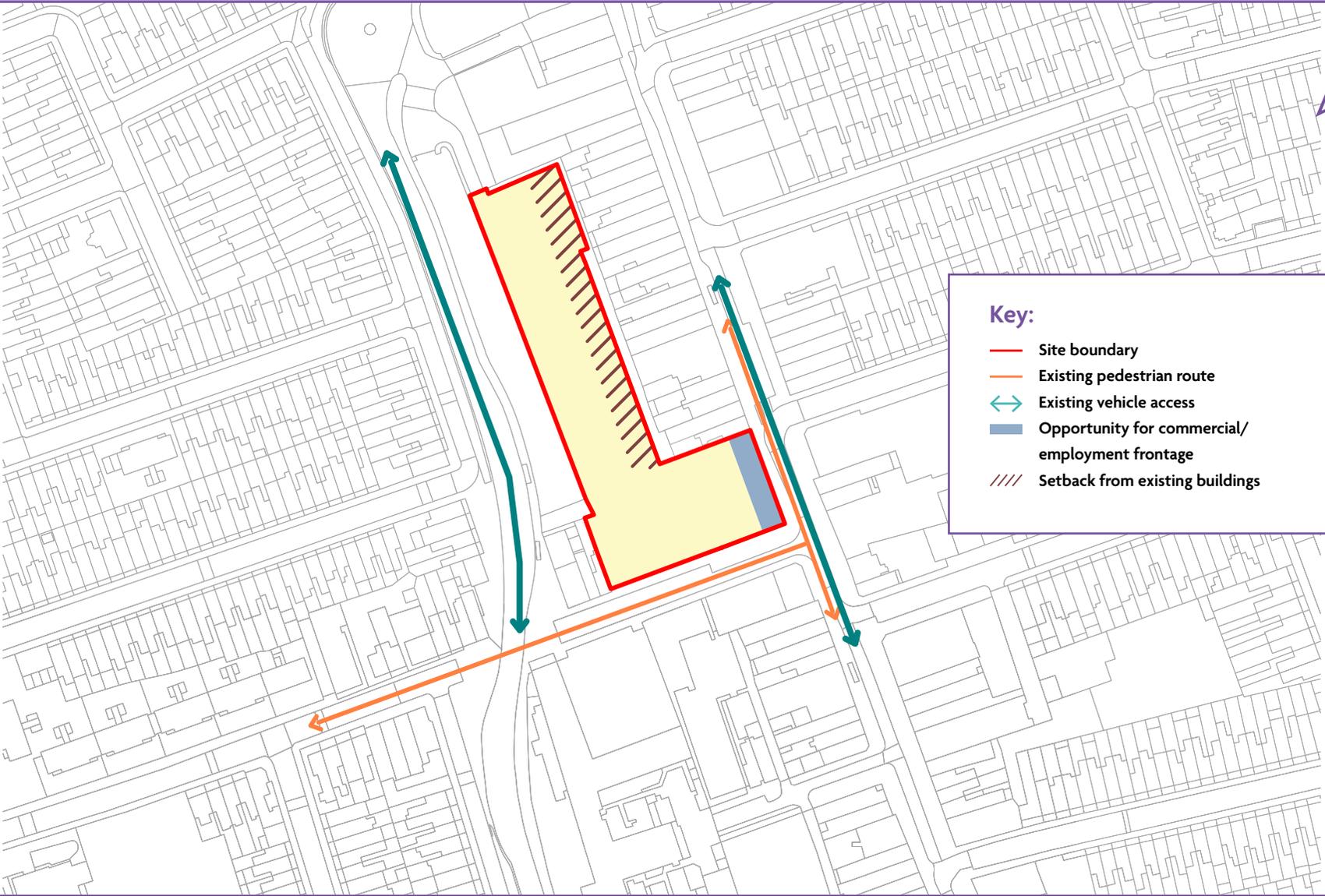
Short to long term.

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 Zone	1
Heritage Designations	<p>East Ham Archaeological Priority Area (Tier 2) Manor Park to North Woolwich Roman Road Archaeological Priority Area (Tier 2)</p> <p>In proximity to: 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)</p>
Natural environment Designations	<p>Open space deficiency Air Quality Management Area Air Quality Focus Area</p>
Relevant planning history	N/A
Ownership	Private
Existing uses	Retail store and servicing yard.



N13.SA2 East Ham Primark

Map



Key:

- Site boundary
- Existing pedestrian route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- /// Setback from existing buildings

N13.SA2 East Ham Primark**Development principles**

Residential development with retail floorspace.

A reduction in the quantity of retail floorspace will be supported provided that it does not impact the vitality and viability of the Town Centre, its functionality, meets the needs of future occupiers and the reduction will not compromise the functionality, accessibility and viability of the unit.

Design principles

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

Building heights should be between 5 and 6 storeys. Development to the rear of the High Street North should be set back from existing buildings.

The design and layout of the site should enable appropriate servicing of the retail floorspace.

Development should reinforce the existing street hierarchy by following the existing building line on High Street North.

Development should provide a ground floor active frontage and improved public realm on High Street North and Pilgrims Way.

Development should conserve and enhance the East Ham Town Centre Conservation Area and the listed buildings in proximity of the site and their settings.

Design measures should minimise exposure to poor air quality on Ron Leighton Road and High Street North.

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

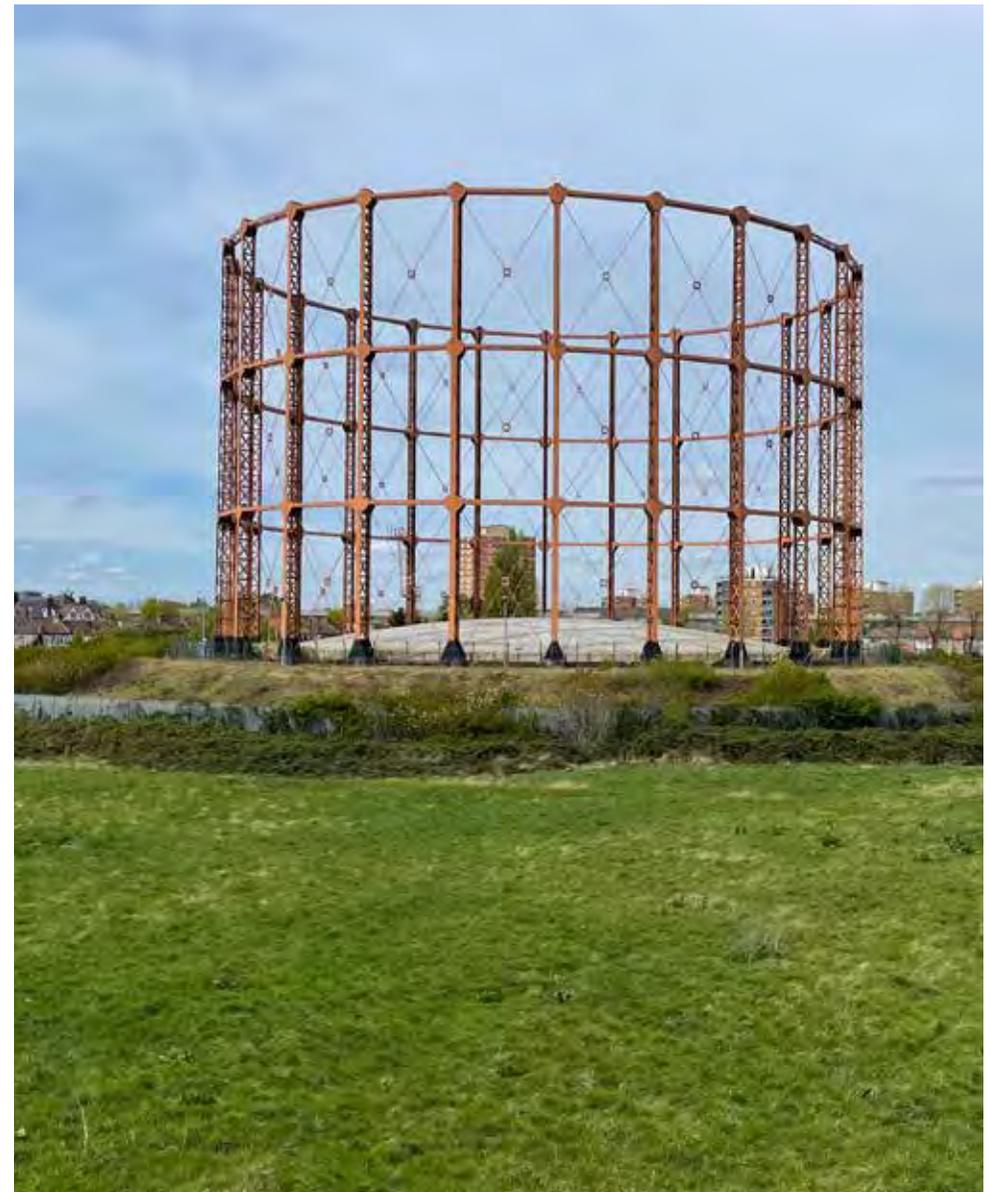
Infrastructure requirements

N/A

Phasing and implementation

Medium term.

N13.SA3 Former East Ham Gasworks	
Site address	Former East Ham Sports Ground Leigh Road.
Neighbourhood	East Ham
Site area	9.5 hectares
Public Transport Accessibility Level	0 – 1 0 – 2 (2031)
Flood Zone	Flood Zone 2 and 3
Heritage Designations	River Roding Archaeological Priority Area (Tier 3)
Natural environment Designations	Air Quality Management Area Part Metropolitan Open Land and open space Open Space deficiency
Relevant planning history	N/A
Ownership	Private
Existing uses	Former gasholders and associated infrastructure and open space currently inaccessible to the public.



N13.SA3 Former East Ham Gasworks

Map



Key:

- Site boundary
- Existing pedestrian route
- - - Proposed pedestrian route
- - - Proposed primary vehicle route
- - - Proposed secondary vehicle route
- /// Cleared/avoided zone
- Opportunity for open space

N13.SA3 Former East Ham Gasworks**Development principles**

Residential development, open space and community facility.

Development should take place on the 1.6 hectares of developable land 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.

The provision of community facilities should meet the requirements of Local Plan policies CF1 and CF2 and be informed by the Newham Community Facility Needs Assessment evidence base.

Development proposals should ensure that flood risk is minimised and mitigated informed by a site-specific Flood Risk Assessment.

Design principles

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

Building heights should be between 3 and 6 storeys. Development should step down in scale and massing to sensitively integrate with the existing two storey terraces on Leigh Road.

Development should establish a connected network of streets and spaces and that connects into the existing street network.

The community facility should be located where there are good connections to the existing street network and in proximity to the open space.

Routes to and from and through the site should improve access and connectivity to the River Roding.

Design measures should minimise exposure to poor air quality.

The design and layout of the site should minimise the impact on 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 providing publically accessible open space, including on the Metropolitan Open Land.

Development should retain the gas governor on site.

Phasing and implementation

Long term

N14 GREEN STREET

Neighbourhood profile

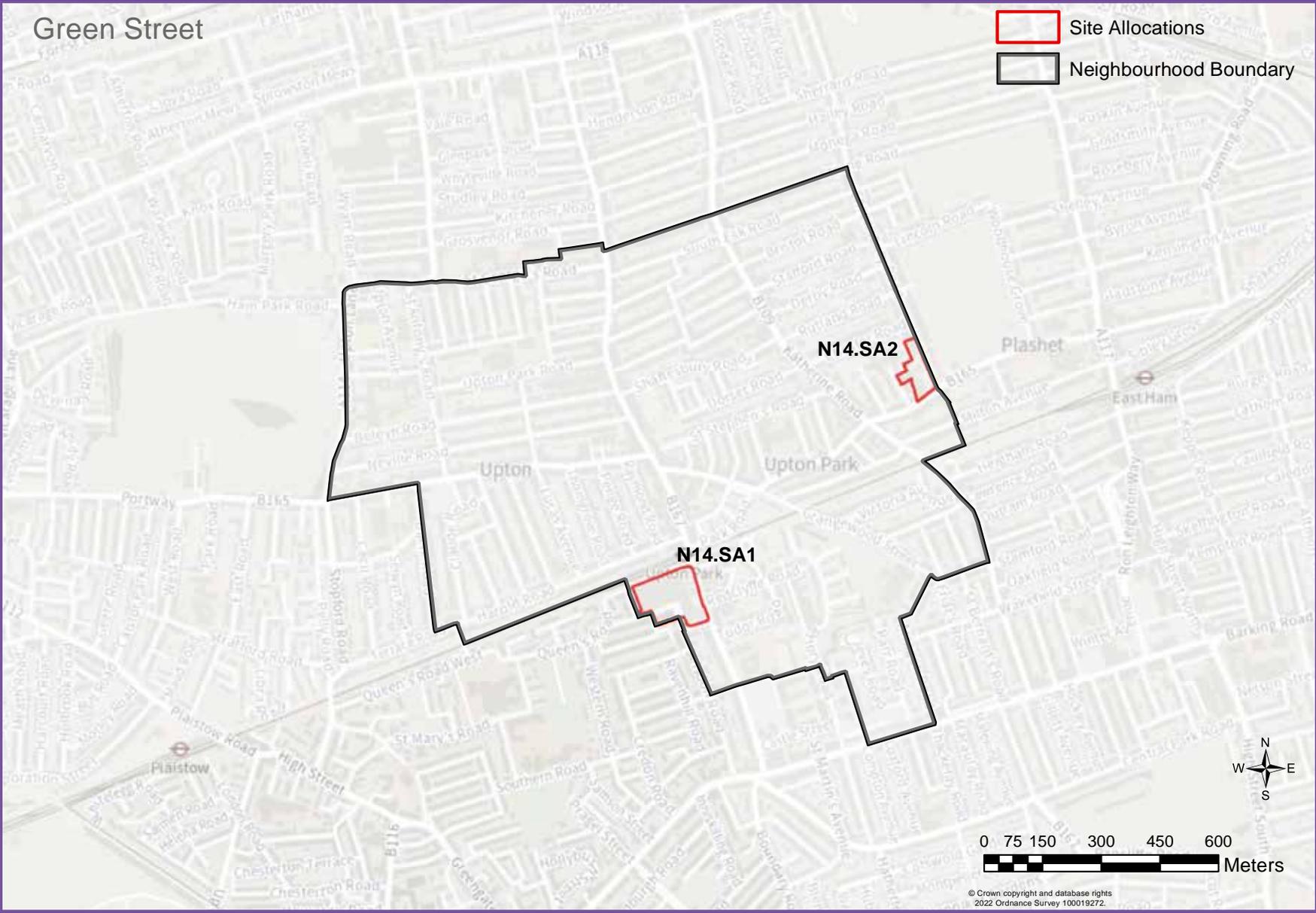
4.68 The Green Street neighbourhood is one of the borough's central neighbourhoods. The south of the neighbourhood is dissected by the railway line that runs east to west and the centre of the neighbourhood is dissected by Green Street north to south and by Plashet Road and Plashet Grove east to west.

4.69 Green Street District Centre is at the heart of the neighbourhood. The 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. 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 Town Centre, particularly at Queen's Market, Upton Park Station and St Stephen's parade, needs to be improved. The neighbourhood has the highest density of community facilities in the borough, with its offer including a number of community centres, the library and places of worship.

4.70 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 as a whole is deficient in sites important for nature and biodiversity. Heritage assets in the neighbourhood include a number of listed buildings including the Church of St Anthony and monastery, the Red House and the Duke of Fife public house. The Green Street, Upton and Plashet Archaeological Priority Areas are in the neighbourhood.

4.71 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 be continue to be a unique and vibrant neighbourhood. The neighbourhood's District Centre will have high quality public realm and will continue to provide independent and specialised shopping, supported by a growing evening economy. Queen's Market will be retained and its retail offer will be supported by workspace and community facilities, including a new health centre.

The neighbourhood will benefit from incremental change, with new housing enhancing the neighbourhood's existing character, including at N14.SA2 Shrewsbury Road health complex. The Town 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 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 where development enhances the local character;
2. supporting development that conserves the neighbourhood's heritage assets through form, materials, detail and landscaping;
3. Where wholesale redevelopment of N14.SA1 Queen's Market is the chosen approach, supporting building heights in accordance with the Green Street Tall Building Zone and Local Plan Policy D4, whilst managing the transition to the surrounding low-rise context;
4. supporting the role of Green Street District Centre and its unique character and specialised shopping function in serving the local community by:
 - a. protecting and enhancing the role of Queen's Market and requiring improvements to the public realm, toilets and market facilities;
 - b. retaining specialised comparison retailing floorspace that underpins the centre's vibrancy and identity;
 - c. supporting an enhanced convenience retail and leisure offer within the Primary Shopping Area, including a new supermarket of 500-800 sqm GIA and significant uplift in leisure floorspace in food and drink use;
 - d. reducing the prominence of hot food takeaways and betting shops;
5. improving the public realm in the Town 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;
6. supporting the provision of improved public spaces able to support cultural and pop-up activities during the day and into the evening and night-time at N14.SA1 Queen's Market;
7. supporting the provision of affordable workspace at N14.SA1 Queen's Market;
8. improving the accessibility and step-free access of Upton Park station and wayfinding to Queen's Market, the Town Centre and the wider neighbourhood;
9. supporting bus priority measures on Green Street, Plashet Road and Plashet Grove;
10. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
11. requiring new and improved walking and cycling routes to connect the neighbourhood's network of green and blue spaces, residential areas; public transport and the District Centre, particularly on Boleyn Road, Green Street, Park Road and Shaftesbury Road and to the playground at Priory Park, West Ham Park, Central Park and Plashet Park;

12. retaining existing mature trees, maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly through street greening on the neighbourhood's main walking and cycling routes, particularly Green Street, Plashet Road, Plashet Grove, Katherine Road and St George's Road;
13. 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;
14. supporting the conversion of 412 – 416 and 420 Green Street to provide a cultural and wellbeing community space;
15. providing a new health centre at N14.SA1 Queen's Market and providing a new and improved health centre at N14.SA2 Shrewsbury Road health complex.

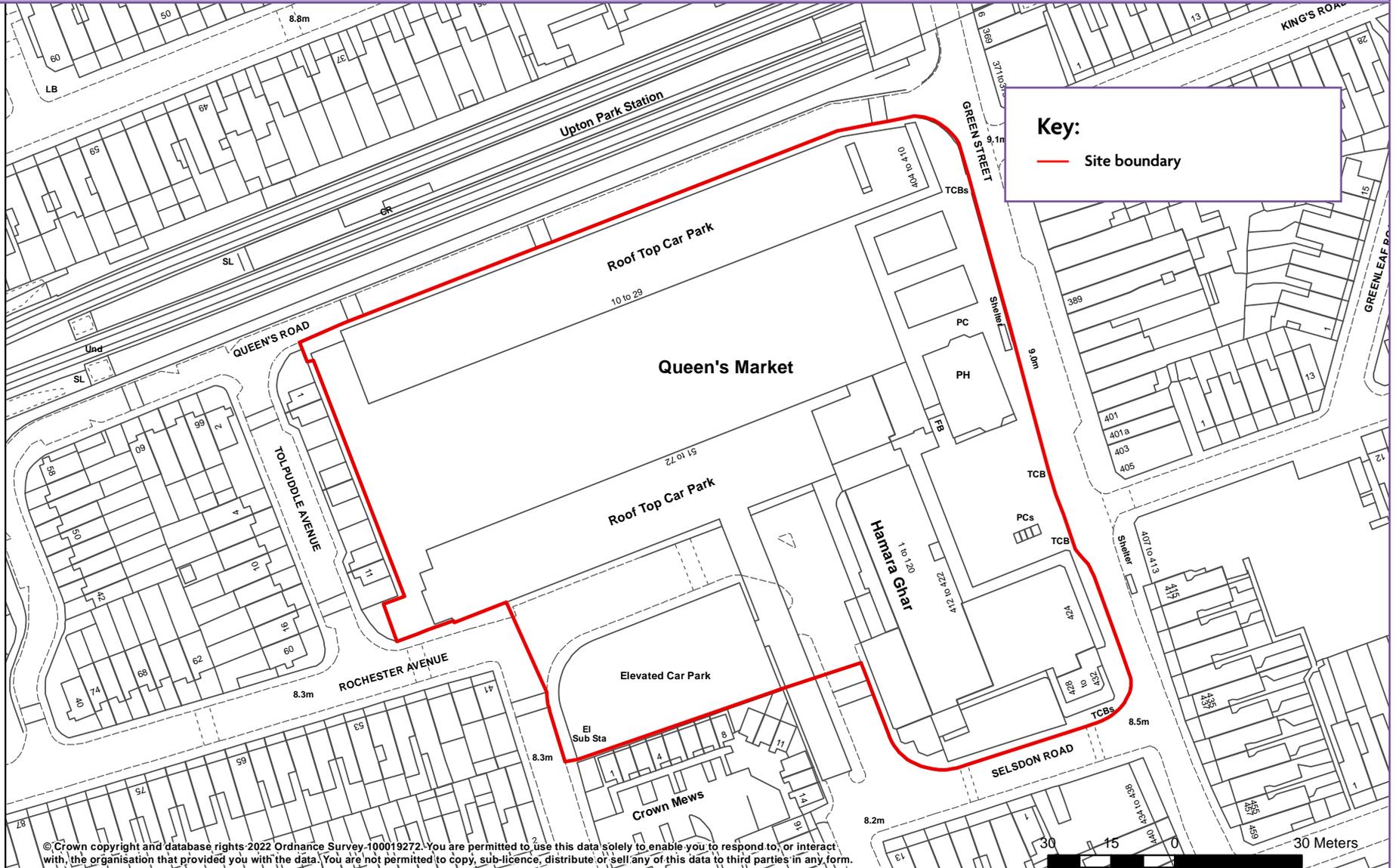
Sites

- N14.SA1 Queen's Market
- N14.SA2 Shrewsbury Road health complex

N14.SA1 Queen's Market	
Site address	Queen's Market and Hamara Ghar, Green Street
Neighbourhood	Green Street
Site area	1.91 hectares
Public Transport Accessibility Level	4 – 6
Flood Zone	Flood Zone 1 Adjacent to Critical Drainage Area
Heritage Designations	In proximity to: Upton Park station (Locally Listed) 1 – 6 Station Parade (Locally Listed) Credon County Primary School (Locally Listed)
Relevant planning history	22/01752/FUL: Car Park Queens Market Erection of two storey workspace (Class E(c) and E(g)) at first floor parking deck and formation of ground floor entrance and associated works – pending consideration.
Ownership	Public
Existing uses	Queen's Market and market facilities, retail, food and drink, residential and car parking.

N14.SA1 Queen's Market

Map



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N14.SA1 Queen's Market

Development principles

Option one:

Refurbishment and modernisation of Queen's Market and Hamara Ghar, retail, community facilities and improved public realm. Community facility floorspace should include a health centre designed to meet NHS needs and standards.

Option two:

Refurbishment and modernisation of Queen's Market and Hamara Ghar, retail, community facilities, employment and industrial uses and improved public realm and residential development. Community facility floorspace should include a health centre designed to meet NHS needs and standards, library, community centre and childcare facility. Employment and light industrial uses should provide workspace.

In both options:

- The refurbishment and modernisation of Queen's Market and its retail units should improve market accessibility and storage for the market and retail units and should provide opportunities for evening economy uses;
- Development at Hamara Ghar should meet the requirements of Local Plan Policy H6;

- The provision of community facilities should meet the requirements of Local Plan Policies CF1, CF2, CF4 and be informed by the Community Facility Needs Assessment evidence base.

Design principles

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

Building heights should be in accordance with the Tall Building Zone and Local Plan Policy D4.

The locally listed buildings adjacent to the site should be conserved and enhanced.

Development should deliver new and improved public realm in and around the market and should improve walking and cycling routes to and through the market and to Green Street and Upton Park station.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality on Green Street.

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 a health centre of 3000 sqm designed to meet NHS needs and standards.

Development should retain or re-provide market facilities such as storage to maintain the viability of the market.

Development should provide a childcare facility.

Phasing and implementation

To be confirmed, aligned with the council programme.

N14.SA2 Shrewsbury Road Health Complex	
Site address	Shrewsbury Road, E7 8QP
Neighbourhood	East Ham
Site area	0.73 hectares
Public Transport Accessibility Level	3
Flood Zone	Flood Zone 1
Heritage Designations	Plashet Archaeological Priority Area (Tier 2) East Ham Memorial Hospital (Locally-listed) In proximity to: East Ham Baptist Church (Locally-listed) Passmore Edwards Library (Grade II)
Natural environment Designations	Open space Deficiency Access to Nature Deficiency Air Quality Management Area Epping Forest Mitigation Zone – 6.2km
Relevant planning history	N/A
Ownership	Public
Existing uses	Health centre and hospital complex



N14.SA2 Shrewsbury Road Health Complex

Map



Key:

- Site boundary
- - - Proposed pedestrian route
- Orange Opportunity for active frontage
- //// Setback from existing buildings
- Line of existing context buildings
- Orange Locally listed building to be retained
- Existing trees to retain

N14.SA2 Shrewsbury Road Health Complex

Development principles

Reconfiguration of the health complex with residential development.

The re-provision of the health centre floorspace should meet NHS needs and standards.

Design principles

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

The building height of this site should not exceed 5 storeys fronting Shrewsbury Road, stepping down to 3 storeys to the rear of the site.

Developments should be setback from the terraces on Edith Road and from Shrewsbury Road to retain the row of trees.

The surrounding heritage assets, including East Ham Baptist Church and Passmore Edwards Library, should be conserved and enhanced. The locally listed East Ham Memorial Hospital should be retained as part of any redevelopment.

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.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Local Plan Policy CE6.

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

Infrastructure requirements

The redevelopment of the health complex should re-provide a health centre of 8000 sqm and be designed to meet NHS needs and standards.

Phasing and implementation

Medium term.

N15 FOREST GATE

Neighbourhood profile

4.72 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.

4.73 The neighbourhood is predominantly residential, with large amounts of terraced housing. The Woodgrange Estate Conservation Area is located around Hampton Road, Osborne Road, Claremont Road and Windsor Road and is characterised by double-fronted Victorian houses. The neighbourhood has a number of listed buildings. An Area of Townscape Value has been identified south of Forest Lane and west of Woodgrange Road. Parts of Serbert Road are also identified as an Area of Townscape Value. The neighbourhood is also in the Newham Cemeteries and London to Colchester Roman Road Archaeological Priority Areas.

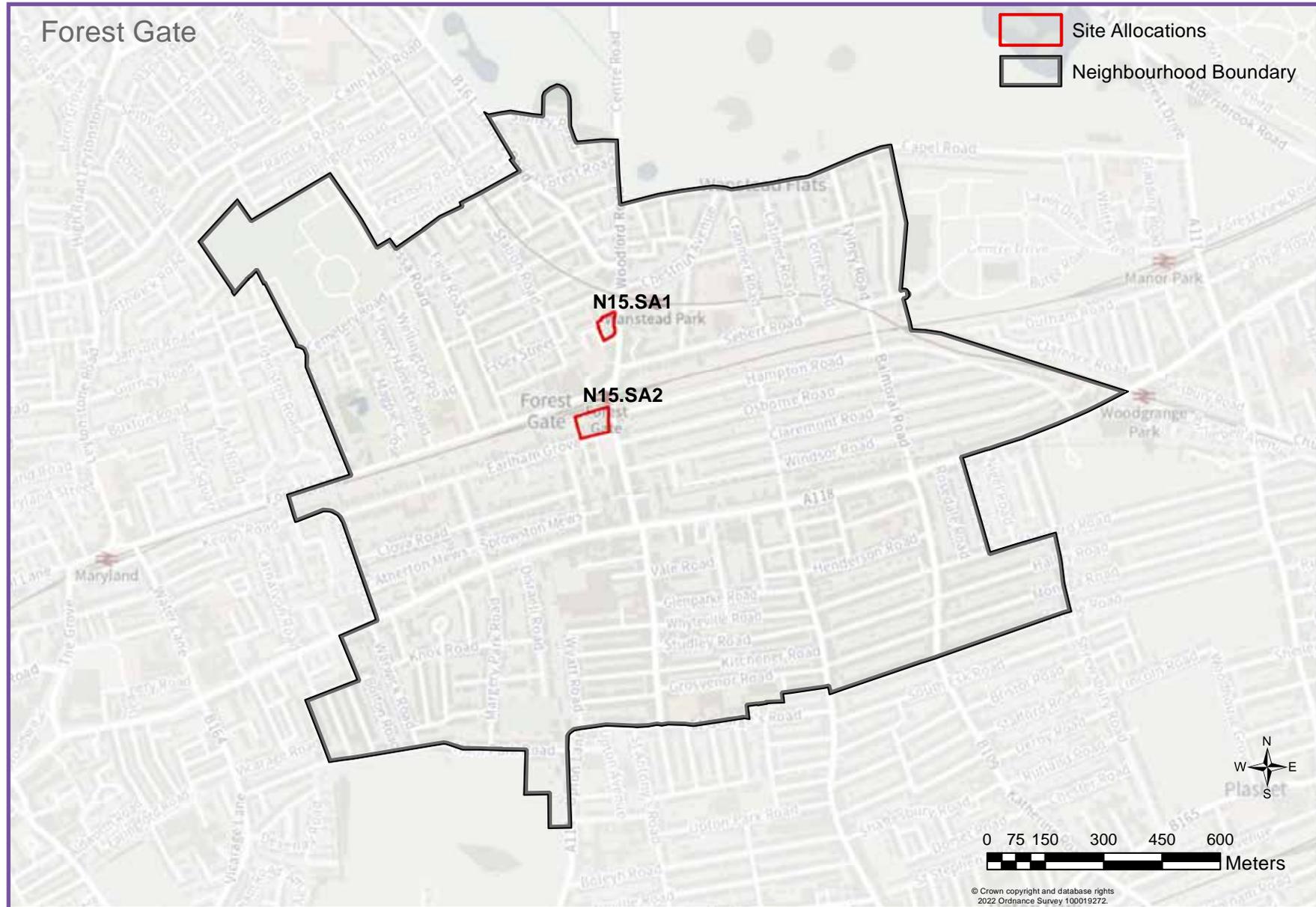
4.74 The Forest Gate District Town Centre runs north to south on Woodgrange Road to Upton Lane and is also designated as a conservation area. The Town Centre is mostly made up of independent shops and businesses and has a limited evening offer. Woodgrange market operates on a weekly basis. The neighbourhood's 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 the third highest density of community facilities in the borough.

4.75 The Nursery Lane Local Industrial Location is west of the Town Centre and is home to Hovis. Industrial and employment uses are also located in the neighbourhood's railway arches.

4.76 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, which will be connected through Central London and further west by the end of this year. 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.

The neighbourhood's District Centre will retain its independent retail offer but will benefit from growth in the early evening and evening economy. The 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 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;
2. supporting development that conserves the character of the Woodgrange Conservation Area, the neighbourhood's Areas of Townscape Value and other heritage assets through sympathetic form, materials, detail and landscaping;
3. retaining and enhancing historic shop fronts and ensuring new shop fronts are sympathetic and well-designed with a clear framework for signage;
4. 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;
5. supporting the role of Forest Gate Town Centre in servicing the local community and its heritage and urban village character by:
 - a. supporting an enhanced retail and leisure offer within its Primary Shopping Area, including a new supermarket of 500-800 sqm GIA and new leisure floorspace in food and drink use;
 - b. reducing the prominence of hot food takeaways and betting shops;
 - c. supporting temporary or pop-up uses such as street markets and protecting and enhancing the role of Woodgrange Market;
6. 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;
7. 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-up and small and medium industries;
8. requiring new and improved walking and cycling routes to connect the neighbourhood's network of green and blue spaces, parks in the surrounding neighbourhoods, public transport and the District Centre;
9. reconfiguring of the junction of Romford Road with Upton Lane and Woodgrange Road to reduce the impact of vehicular traffic;
10. requiring new or improved crossings on Romford Road to improve connectivity to the rest of the neighbourhood;
11. supporting the ongoing and further implementation of Low Traffic Neighbourhoods and new and improved modal filters;
12. improving the accessibility of Wanstead Park station through step-free access;

- 13. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly through street greening on the neighbourhood’s main walking and cycling routes and in the District Centre, particularly on Romford Road, Woodgrange Road, Upton Lane, Green Street, Katherine Road and Balmoral Road;
- 14. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along Woodgrange Road, Upton Lane and Romford Road;
- 15. providing a new and improved health centre at N15.SA1 Lord Lister health centre.

Sites

- N15.SA1 Lord Lister Health Centre
- N15.SA2 Woodgrange Road West

N15.SA1 Lord Lister Health Centre	
Site address	121 Woodgrange Road, E7 0EP
Neighbourhood	Forest Gate
Site area	0.19 hectares
Public Transport Accessibility Level	4-5
Flood Zone	Flood Zone 1
Heritage Designations	Adjacent to: Forest Gate Town Centre conservation area Former Eagle and Child Public House (locally-listed)
Natural environment Designations	Local Parks Open Space Deficiency Epping Forest Mitigation Zone – 3km
Relevant planning history	N/A
Ownership	Public
Existing uses	Lord Lister Health Centre.

N15.SA1 Lord Lister Health Centre

Map



Key:

- Site boundary
- Existing pedestrian routes
- - - Proposed pedestrian route
- Opportunity for active frontage
- Opportunity for open space



N15.SA1 Lord Lister Health Centre

Development principles

Residential development, re-provision of health centre and open space.

The re-provision of the health centre should meet NHS needs and standards.

Design principles

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

The building height of this site should not exceed 6 storeys on the northern side of the site, stepping down to 4 storeys on the southern side to respond to the context on Brooking Road.

The surrounding heritage assets and conservation area should be conserved and enhanced in accordance with the Forest Gate Town Centre Conservation Area Character Appraisal and Management Proposals.

The layout of the site and building line should provide continuous enclosure and overlooking to the open space and public realm on Woodgrange Road.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality as per Local Plan Policy CE6, particularly given Woodgrange Road exceeds air quality limits.

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

Infrastructure requirements

The redevelopment of Lord Lister Health Centre should re-provide a health centre of 1,500-2,000 sqm and be designed to meet NHS needs and standards.

Development should address existing open space deficiencies by providing an open space fronting Woodgrange Road.

Phasing and implementation

Medium-term.

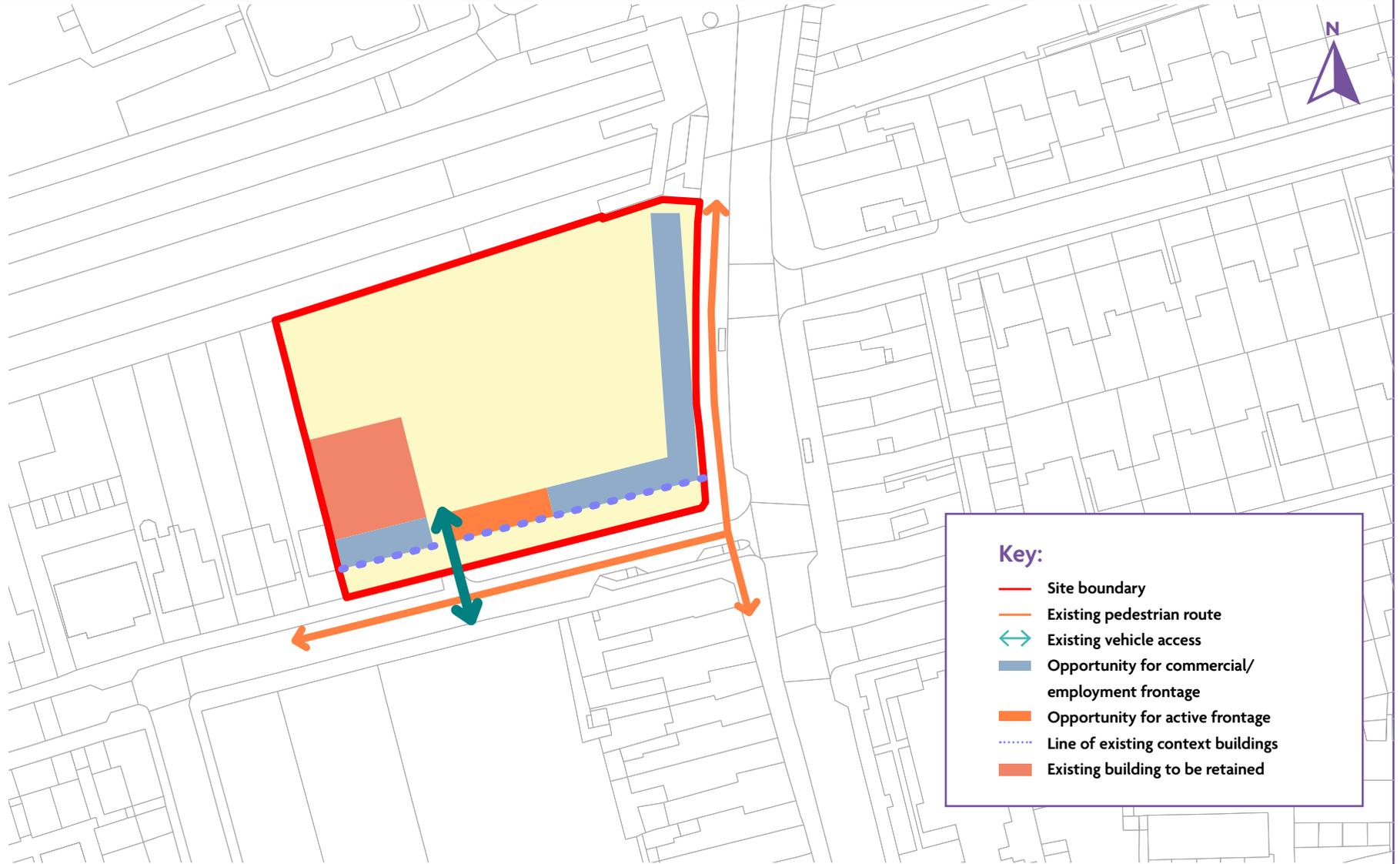
N15.SA2 Woodgrange Road West	
Site address	51-73 Woodgrange Road, Forest Gate E7 0EL
Neighbourhood	Forest Gate
Site area	1.98 hectares
Public Transport Accessibility Level	5
Flood Zone	Flood Zone 1
Heritage Designations	Forest Gate Town Centre Conservation Area In proximity to: Woodgrange Estate Forest Gate Town Centre conservation area Forest Gate Railway Station (Locally-listed) Clock and Drinking Fountain (Locally-listed) 'The Preacher' Statue (Grade II)
Natural environment Designations	Two Tree Preservation Orders on-site Open Space Deficiency Epping Forest Mitigation Zone – 3km Air Quality Management Area
Relevant planning history	20/02849/FUL: Demolition of Durning Hall Community Centre and development of 78 residential units, 541 sqm of retail floorspace, and 194 sqm of community use floorspace - Approved
Ownership	Private
Existing uses	Retail and community facilities uses with residential and postal sorting office at the rear.



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N15.SA2 Woodgrange Road West

Map



Key:

- Site boundary
- Existing pedestrian route
- ↔ Existing vehicle access
- Opportunity for commercial/employment frontage
- Opportunity for active frontage
- ⋯ Line of existing context buildings
- Existing building to be retained

N15.SA2 Woodgrange Road West**Development principles**

Residential with re-provision of community facility, town centre retail floorspace, and light industrial and employment use.

The re-provision of the community facility should be informed by the Newham Community Facilities Needs Assessment (2022) evidence base and be in accordance with Local Plan policies CFI and CF2.

The type and quantity of town centre uses should be consistent Forest Gate District Centre designation. The retail floorspace should deliver a medium sized food store (500-800 sqm GIA).

Design principles

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

Building heights should not exceed 9 storeys, stepping down to 6 storeys towards the railway tracks and the rear of the site on Earlham Grove. Massing should be used to sensitively integrate the site.

Development should provide ground floor active frontages on Woodgrange Road and Earlham Grove. The layout of the site and building line should provide continuous enclosure and overlooking to the

open space and public realm on Woodgrange Road, including through the use of perimeter blocks.

The building line should also be setback on Earlham Grove to respect the existing building line and to protect the trees protected under Tree Preservation Orders.

The surrounding heritage assets, including Forest Gate Railway Station (Locally-listed), Clock and Drinking Fountain (Locally-listed), and 'The Preacher' Statue (Grade II), should be conserved and enhanced.

Design measures should ensure an air quality neutral approach and minimise exposure to poor air quality

as per Local Plan Policy CE6, particularly given Woodgrange Road exceeds air quality limits. 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

N/A

Phasing and implementation

Short to long term



N16 MANOR PARK AND LITTLE ILFORD

Neighbourhood profile

4.77 The Manor Park and Little Ilford neighbourhood is in the north east of the borough. It is bordered by the London Borough of Redbridge to the north and east. The neighbourhood is dissected by two train lines; in the north of the neighbourhood the train line runs east to west and in the south of the neighbourhood the train line runs south east to west. Romford Road runs through the neighbourhood east to west and the north circular runs north to south along the eastern boundary of the neighbourhood. High Street North runs south from the junction at Romford Road.

4.78 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 of the neighbourhood and the neighbourhood has a number of listed buildings. The streets to the north of Manor Park Cemetery are identified as an Area of Townscape Value, as are the buildings at the junction of High Street North and Romford Road. The neighbourhood is also in a number of Archaeological Priority Areas, including the Newham Cemeteries, Wanstead Flats, Manor Park to North Woolwich Roman Road, London to Colchester Roman Road, River Roding and Little Ilford.

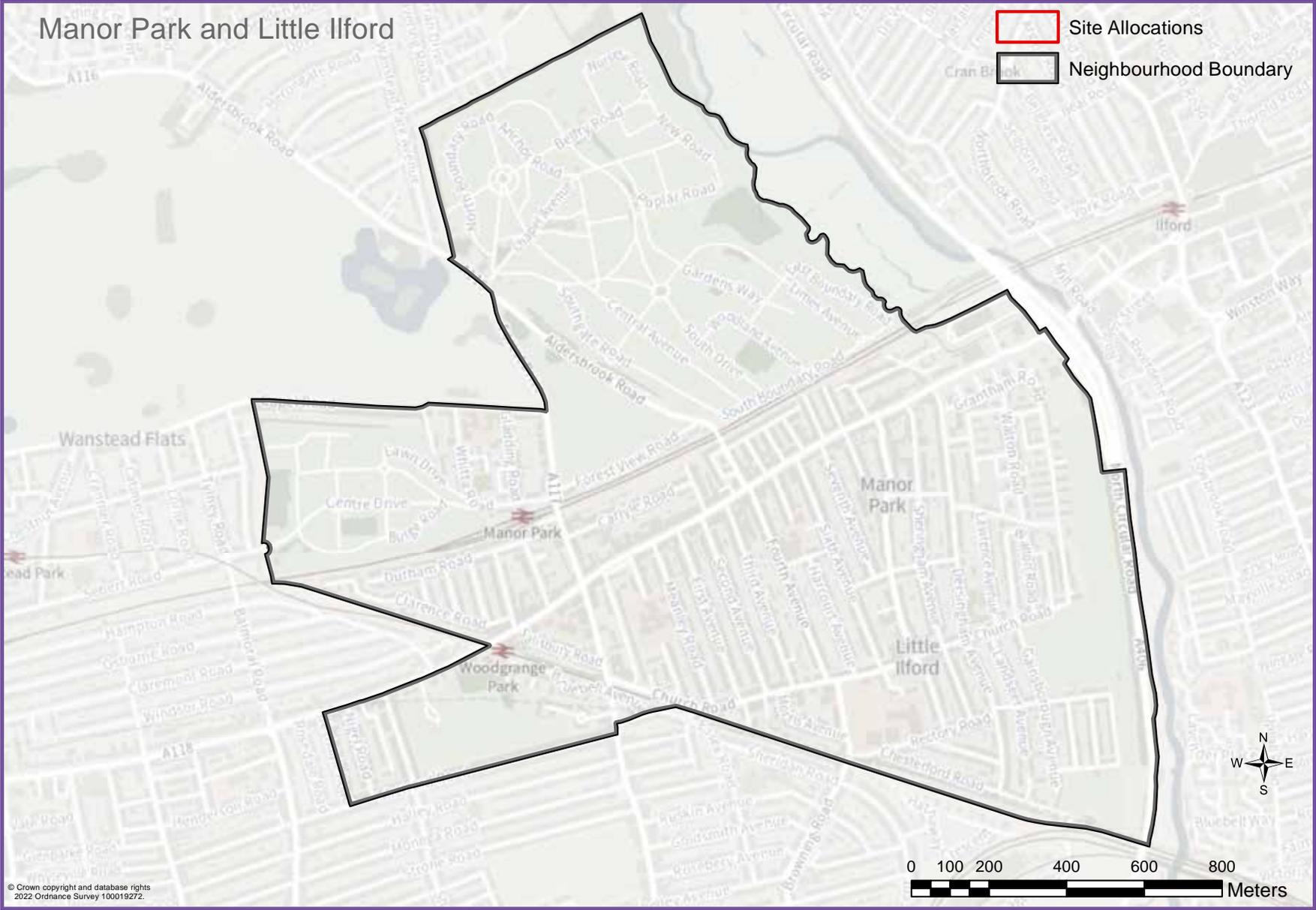
4.79 The neighbourhood has many green spaces, including the City of London Cemetery and Crematorium, Manor Park Cemetery and Crematorium, Woodgrange Park Cemetery, Little Ilford Park and Barrington Playing Fields. Many of these green spaces are important for biodiversity and nature and the City of London 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.

4.80 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 places of worship.

4.81 The neighbourhood has a number of local employment designations supporting a range of small scale local industrial functions, which are important to supporting access to jobs and workspaces within this location.

4.82 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.





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N16 MANOR PARK AND LITTLE ILFORD

Vision

Manor Park and Little Ilford will evolve into a residential neighbourhood with an increasingly united and clear identity. This will occur through incremental change, with new development enhancing the existing character. The neighbourhood will benefit from improved public transport connections via the Elizabeth line. The 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 Local Centre, public transport and the River Roding and the neighbourhood's network of 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 neighbourhood's Areas of Townscape Value and other heritage assets through sympathetic form, materials, detailing and landscaping;
2. supporting development 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 typology. 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 where a range of typologies suitable to the site's context will be supported;
3. supporting the role of the Local Centre in servicing the needs of the local community by:
 - a. supporting an enhanced retail and leisure offer within its Primary Shopping Area, including a new supermarket of 500-800 sqm GIA;
 - b. reducing the prominence of hot food takeaways and betting shops;
 - c. supporting temporary or pop-up uses such as street markets;
4. 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;
5. supporting public realm improvements to Jack Cornwell Neighbourhood Parade and the adjacent areas to maintain it as a viable and vibrant shopping parade;
6. supporting the creation of new employment uses and intensifying existing uses at Kudhail Industrial Estate and Aldersbrook Local Mixed Use Areas and Grantham Road Local Industrial Location;
7. requiring new and improved walking and cycling routes to connect the neighbourhood's network of green and blue spaces, residential areas; public transport and the Local Centre particularly on Romford Road, Station Road and High Street North;
8. reducing the impact of vehicular traffic through the reconfiguration of the junction at Romford Road with Station Road and High Street North;
9. supporting the implementation of Low Traffic Neighbourhoods and new and improved modal filters;
10. requiring 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 blue spaces, including the River Roding;
11. improving accessibility of Woodgrange Park station through step-free access;

12. retaining existing mature trees and maximising the provision of new open space and green infrastructure and the opportunities to increase biodiversity, particularly through street greening on the neighbourhood's main walking and cycling routes and in the Local Centre, particularly on Romford Road and Station Road and along the River Roding, working in partnership with the London Boroughs of Redbridge and Barking and Dagenham;
13. supporting improvements to the neighbourhood's pocket parks, playgrounds and community gardens;
14. 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;
15. improving air quality and reducing exposure to poor air quality, particularly in the Air Quality Focus Area and along Station Road and the North Circular Road;
16. supporting the delivery of the new Manor Park Community Fitness Centre; and
17. supporting the refurbishment of the Jack Cornwell Centre to provide a local community hub.

Sites

- There are no site allocations in this neighbourhood.



**NEWHAM
LOCAL PLAN
GLOSSARY AND
ABBREVIATIONS**

APPENDIX 1: 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.

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).

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 NOx 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.

Community Use Agreement: A document outlining terms of use for the use of private facilities by local community groups.

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.

Convenience goods retail/shops: Shops or stalls selling food and other day-to-day goods, including supermarket, grocers, newsagent, bakers, butchers, fishmongers.

Conventional Housing: Dwellinghouses (C3).

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.

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.

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 National Planning Policy Framework 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.

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.

EVCP: Electric Vehicle Charging Point.

EVs: Electric Vehicles

Family Housing: 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.

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 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.

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, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. This definition has been taken from Planning Policy for Travellers Sites (DCLG, 2015) and is specifically for the purposes of planning policy.

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).

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: 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 (C4).

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).

IDP: Infrastructure Delivery Plan

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.

Key Movement Corridor: These corridors refer to arterial streets that form strategic linear gateways and offer the shortest way between main centres of activity. Due to their particular characteristics and alongside improvements to the public realm, they make an important contribution to people's perception of place by providing clear and identifiable linear connections where there is good to excellent access to sustainable modes of transportation (pedestrian, bicycle, bus, train); on-street parking controls (Residential Parking Zones and other on-street parking restrictions) and services as part of mixed, town centre uses.

kWh: A kilowatt hour (kWh) is a measure of energy use.

Large Houses in Multiple Occupation: 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 (sui generis). 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.

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 Purpose-Built Shared Living: Shared housing typically occupied by over ten individuals, as their only or main residence, who share 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 services. Private rooms within large scale purpose built shared living developments 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 National Planning Policy Framework 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 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 National Planning Policy Framework 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 applications 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 Opportunity Areas (MBOAs): Edge-of-Centre locations which are suitable for micro-businesses, incubator and new business space.

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.

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.

NOx: Nitrogen oxides, namely nitric oxide (NO) and nitrogen dioxide (NO₂). They are produced during combustion of fossil fuels

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 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 National Planning Policy Framework 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.

Primary School: Schools that provide education from the age of 4 to 11.

Primary Shopping Area (PSA): Defined by the National Planning Policy Framework as 'an area where retail development is concentrated'.

Primary Shopping Frontage (PSF): 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.

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.

Secondary School: Schools that provide education from the age of 11 to 19.

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. SINCc are approved by the London Wildlife Sites Board.

SME: Small and Medium Enterprise

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)

A site defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora to protect habitats and species.

Special Educational Needs and Disabilities

(SEND) School: Schools that provide education solely for pupils with SEND

Suitable Alternative Natural Greenspace (SANG):

The purpose of SANG is to divert potential visitors away from Epping Forest SAC such that the likelihood of adverse effects on the ecological integrity of the European site is reduced. This is achieved through the provision of alternative opportunities for activity which are designed to accommodate recreational access and public use and provide alternatives to the European site.

Specialised/Specialist Housing: Housing which meets the specialised housing needs of groups such as (but not limited to) older people, people with learning disabilities or autism, looked after children, care leavers and homeless people.

Strategic Flood Risk Assessment (SFRA):

Framework for the consideration of flood risk when making planning decisions. The SFRA is a requirement of the National Planning Policy Framework 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.

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 routing 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 m2 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 m2 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 m2 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.

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, but excludes Gypsies and Travellers as defined above. This definition has been taken from Planning Policy for Travellers Sites (DCLG, 2015) and is specifically for the purposes of planning policy.

Unit: a frontage, as defined in relation to 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.

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 management facilities: Waste management sites (as defined in the glossary) or other waste management facilities that deal with the collection, recovery, treatment, transfer or disposal of waste.

Waste management sites: Sites where the following activities take place:

- waste is used for energy recovery
- the production of solid recovered fuel, or it

is high-quality refuse-derived fuel meeting the Department for Environment, Food and Rural Affairs Refuse derived fuel definition as a minimum which is destined for energy recovery

- it is sorted or bulked for re-use (including repair and re-manufacture) or for recycling (including anaerobic digestion)
- It is reused, or recycled (including anaerobic digestion).

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.

Zero emission: Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases

