

## VISION

Optimise the land use of this industrial neighbourhood and intensify where possible

## PRINCIPLES

### 15 Minute Neighbourhood

- Opportunity to provide employment for the surrounding neighbourhoods that is easily accessible by bike and on foot.
- Improve active travel links to the adjoining neighbourhoods by enhancing links to The Greenway and additional crossings over the railway line westwards as well as connecting to Canning Town, as well as to the north of the neighbourhood at the emerging local centre on the strategic site 11.
- Support the employment with further resource provision.

### Future mix

- Opportunity to intensify the employment offer.

### Natural infrastructure

- Capitalise on waterside amenity along the River Lea, connecting walking & cycling routes which will form part of the Bow Creek Ecology Park in the future.

### Morphology and density

- Opportunity to intensify, remaining cognitive of the edge conditions along the river and across from adjoining residential areas

### Heritage & fixed elements

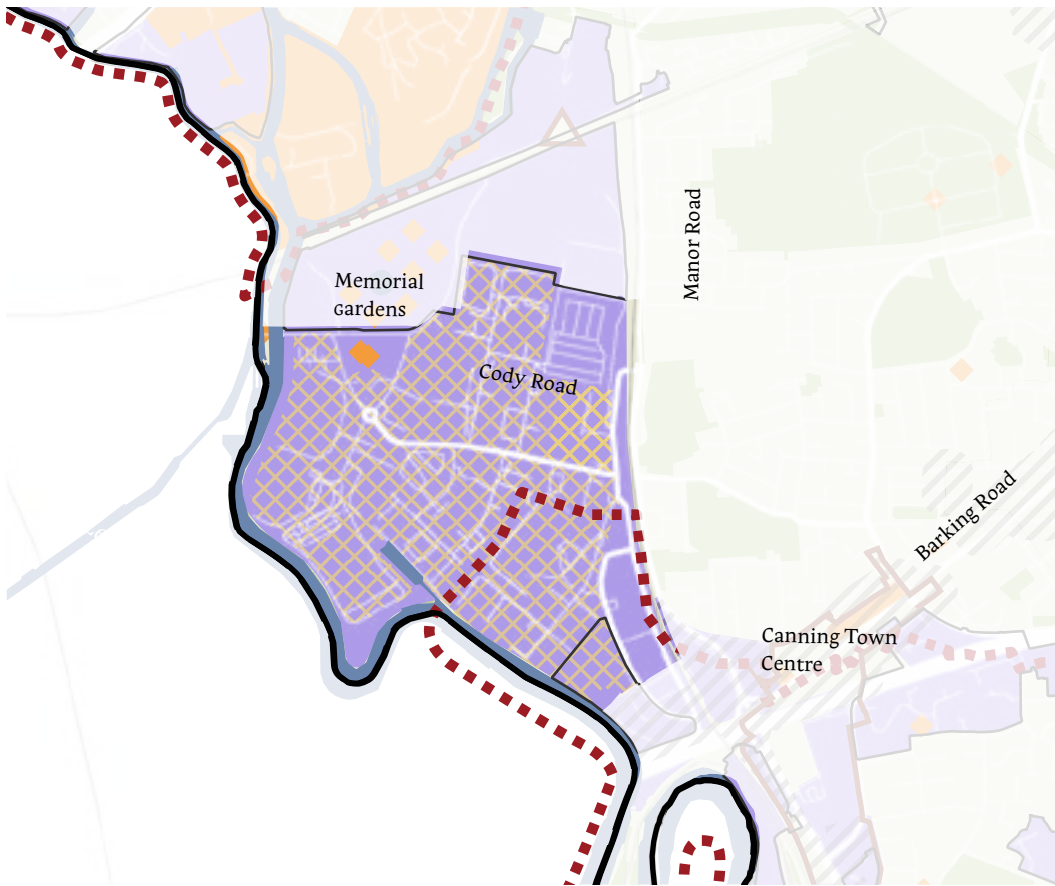
- SIL and SIL-dependent uses to remain.
- Enhance active travel access to the Memorial Gardens.

### Inter-relationships

- Association with adjacent neighbourhoods for facilities
- Strong links with Tower Hamlets (the A12) for logistics accessibility

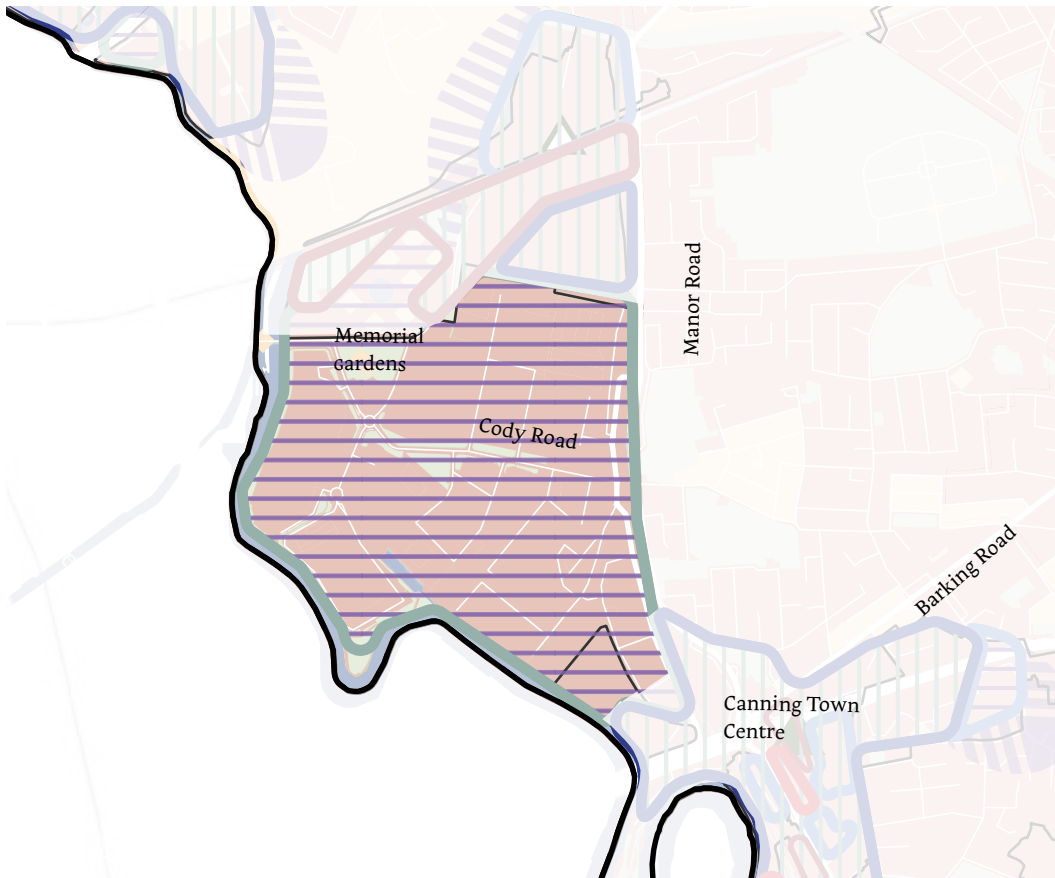
Conserve Areas	/
Enhance Areas	/
Transform Areas	<p>The areas can be transformed through substantial industrial intensification.</p> <p>Any change should consider the proximity to the river Lea and residential areas that might be impacted.</p> <p>The area of Bow Creek was highlighted during the community engagement, future development in the area may want to seek to preserve it and facilitate access.</p> <p>Within the area are also present the memorial gardens. These and the interface with the listed gas holders of Three Mills neighbourhoods should be considered as sensitive by any future development</p>

## CONSERVE / ENHANCE / TRANSFORM



- Conserve
- Enhance
- Transform
- ◇◇◇ SIL - Strategic industrial land
- Royal Docks Opportunity Area and London Legacy Development Corporation
- Town Centres
- ▲ Location of Town centres and Local Centres
- △ Designated Future Local Centre and Town centre
- /// High Street
- Strategic Sites

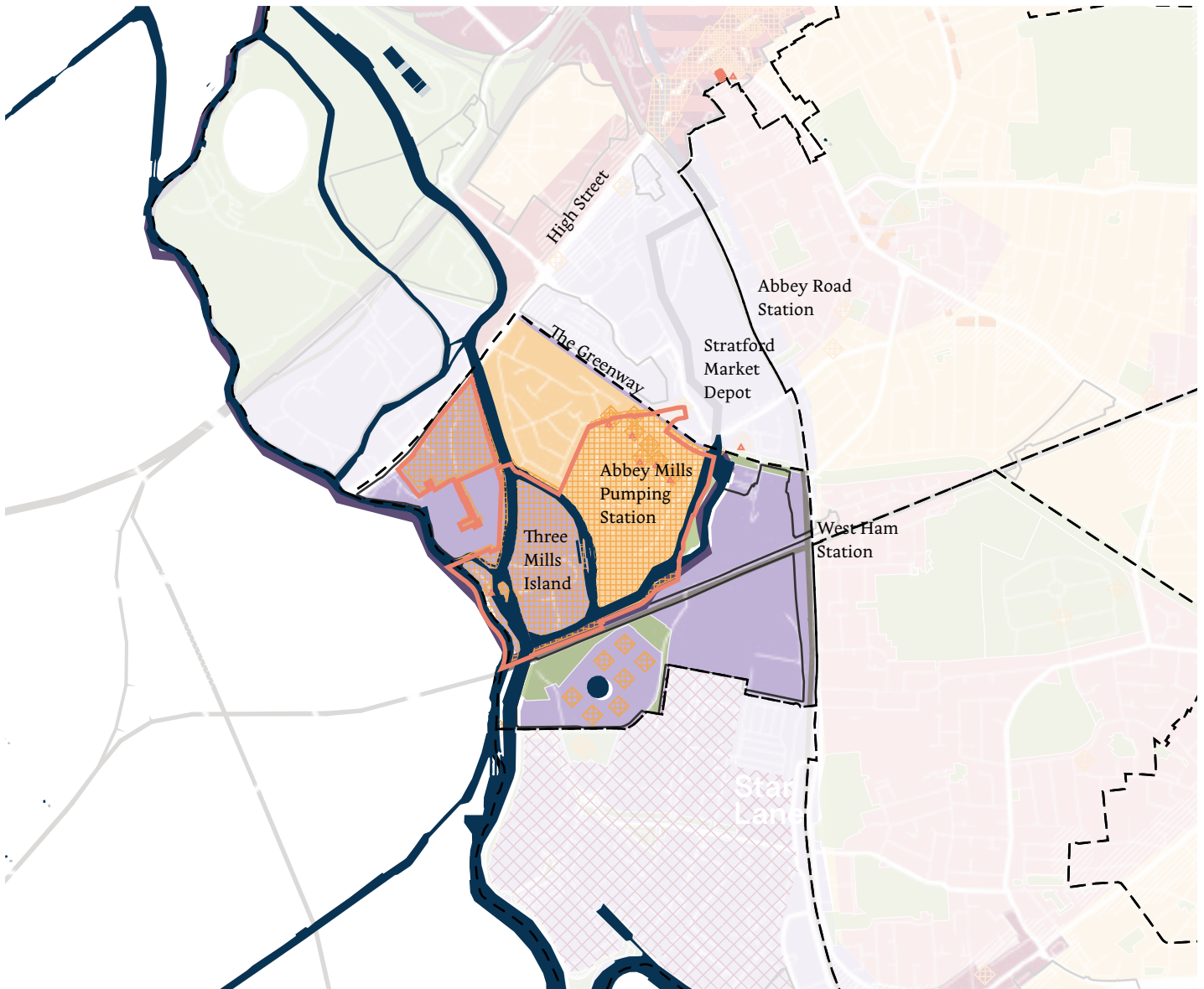
## TALL BUILDINGS



- Tall Building Zone up to 32 m
- Tall Building Zone up to 40 m
- Tall Building Zone up to 50 m
- Tall Building Zone up to 60 m
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- ≡ Main building datum above 9m but below 21 m (ca. 4-6 storeys)
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- Sensitive context
- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre

# 7. Three Mills

## EXISTING CONTEXT AND IDENTITY



### EXISTING CONTEXT AND IDENTITY

The Three Mills neighbourhood includes a mix of rich industrial heritage, current industrial use and housing. Its past history of flourishing industry is largely influenced by its location along the River Lea.

Three Mills Islands is an industrial island formed by the dividing and recombining tributaries and channels of the River Lea, situated in Mill Meads between Bromley-by-Bow and West Ham. The Three Mills are former working mills and an island of the same name on the River Lea. It is one of London’s oldest extant industrial centres. It forms part of the 50-mile Lea Valley Walk connecting the London Olympic park to the River Thames. The island

- Historic Inner Suburb
- Post War Inner Suburb
- Urban Neighbourhood
- Town Centre
- Local Centre
- Industrial
- Out of town retail
- Green Space
- Transition to Urban Neighbourhood
- Tall Building Zone
- Strategic Industrial Land (SIL)
- Heritage Conservation Area
- Newham Strategic Sites
- Heritage at risk

now includes the 3 Mills Studios and an open green and play area called Three Mills Green.

The original Abbey Mills Pumping Station, in Mill Meads, East London, is a sewage pumping station built between 1865 and 1868. The Lee Tunnel runs underneath the Greenway and is a sewage tunnel that travels from Abbey Mills to Beckton Sewage Works and is designed to handle

the overflow sewage that was previously discharged into the River Lea each year.

There is small pocket of housing between the Greenway and the Three Mills Wall River Weir consisting of double storey terraced housing. These houses have a face to the water but its entire length is boarded up, blocking the houses from the pedestrian path along the waters' edge.

New housing is being developed across the river and up to the River Lea on land that has been cleared of industrial use. This is a trend extending southwards from Stratford. The new housing includes 4-12 storey residential apartments overlooking narrow, walkable streets.

### Functional Character

The neighbourhood has moderate public transport access with a PTAL of between 2-6b with its highest PTAL around Abbey Road Station and decreasing in PTAL westwards towards the River Lea. High Street on the northern edge of the neighbourhood has a poor air quality rating.

The neighbourhood is located within an area of multiple SINC assets, these include the River Lea, Three Mills Wall River Weir, the Prescott Channel, the Greenway and the green space surrounding the Bromley-by-Bow gas cylinders. All of these linear SINC areas have pedestrian routes along them and provide access to green space and parks within a 15 minute walk.

### Engagement Response

According to the engagement process, this area is not perceived to be a neighbourhood, lacking both the necessary sense of place and amenity. The area is also clearly perceived to be divided from the rest of the borough by Manor Road and the DLR line, this severance poses a significant challenge to integrated active travel.

### Heritage Assets

There are a number of Statutory Listed Buildings and sites in the neighbourhood, particularly around the mills along Three Mill Lane including Tide Mills (Grade: II). There are also numerous listed buildings around

the Abbey Mills Pumping Station within the heritage conservation area that relate to historic industrial and sewerage processing in the area. The Parish Boundary Marker (Grade: II) is located toward the southern part of High Street. The gasholders to the south of the railway corridor are also a heritage asset.



New residential development at Carpet Street on land was previously industrial.



Abbey Mills pump station



## STRENGTHS

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- Rich industrial heritage with quality heritage buildings.
- Mix of uses within the neighbourhood from various typologies of residential, commercial and industrial use.
- Multiple river interfaces across the neighbourhood with views across the water.
- The river edge forms part of the Lea Park network connecting Queen Victoria Olympic Park to the River Thames.
- The Greenway runs along the edge of the neighbourhood connecting it to surrounding areas via an elevated walking and cycling path. During the engagement process it was noted that “it provides green space and access to other local landmarks such as Three Mills and the Channelsea Path. It also hosts the Greenway Orchard which is beautiful in Spring and Summer.”
- Emerging residential character across the northern parts of the neighbourhood.
- One of the a few crossing points into LBTH – although not an accessible bridge.
- Sugar House Island will provide residential-led mixed use development.

## CHALLENGES

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- The DLR line divides the neighbourhood east west, posing a challenge for supporting active travel between adjoining neighbourhoods.
- Railway infrastructure presents a barrier to movement on the northern and eastern edges of the neighbourhood.
- Residents noted a lack of safe cycle routes.
- Residents noted a lack of quality independent food and beverage options.
- The heritage area around the Three Mills Pump station is at risk from new development.
- Positively contextualising existing heritage.
- The current heritage conservation area is at risk of being developed.

<b>Sensitivity to change</b>	The area comprises several heritage assets that require a mindful approach; however, generally, the neighbourhood is composite and interfaces with many different conditions and has various levels of quality. A large part of the neighbourhood is undergoing substantial change.
<b>Opportunity for growth</b>	A large part of the neighbourhood falls in the LLDC, and substantial change is coming forward in the area, with a few schemes having obtained planning permission or under construction.
<b>Urban Form Quality and Character</b>	The neighbourhood is a mixed area including towers, houses and apartment buildings as well as industrial uses and large green and brownfield sites.
<b>Socio-economic and cultural significance</b>	Presence of heritage and employment sites and education and religious facilities with social and cultural importance. Supporting services are scarce around the strategic future development sites.



The Clock Mill at Three Mills (Three Mill Lane).

## VISION

Opportunity to intensify uses through further regeneration whilst conserving and embracing its heritage and historic identity

## PRINCIPLES

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### 15 Minute Neighbourhood

- Increase provision of supporting functions and community resources, in particular for the growing residential population.

### Future mix

- Further residential and employment growth, with an increase in community space and education provision in particular.

### Natural infrastructure

- Capitalise on the waterways and waterside amenity, formal green space such as Three Mills Park, and on the Greenway.
- Capitalise on waterside amenity along the River Lea, connecting walking & cycling routes which will form part of the Bow Creek Ecology Park in the future.
- Opportunity to create additional park space for the growing community.

### Morphology and density

- Intensification and regeneration to carefully consider heritage context, with potential for intensification along the High Street and around West Ham station.

### Heritage & fixed elements

- There are many heritage buildings in the neighbourhood which provide the basis for the area's identity.

### Inter-relationships

- Direct relationship with Stratford to the north across the High Street, with an opportunity to break down severance across High Street.

#### Conserve Areas

Several listed buildings and the Three Mills conservation areas are part of this neighbourhood and fall within larger areas with substantial opportunity for growth. New development here will need to conserve the settings and improve the function of parts to be conserved.

#### Enhance Areas

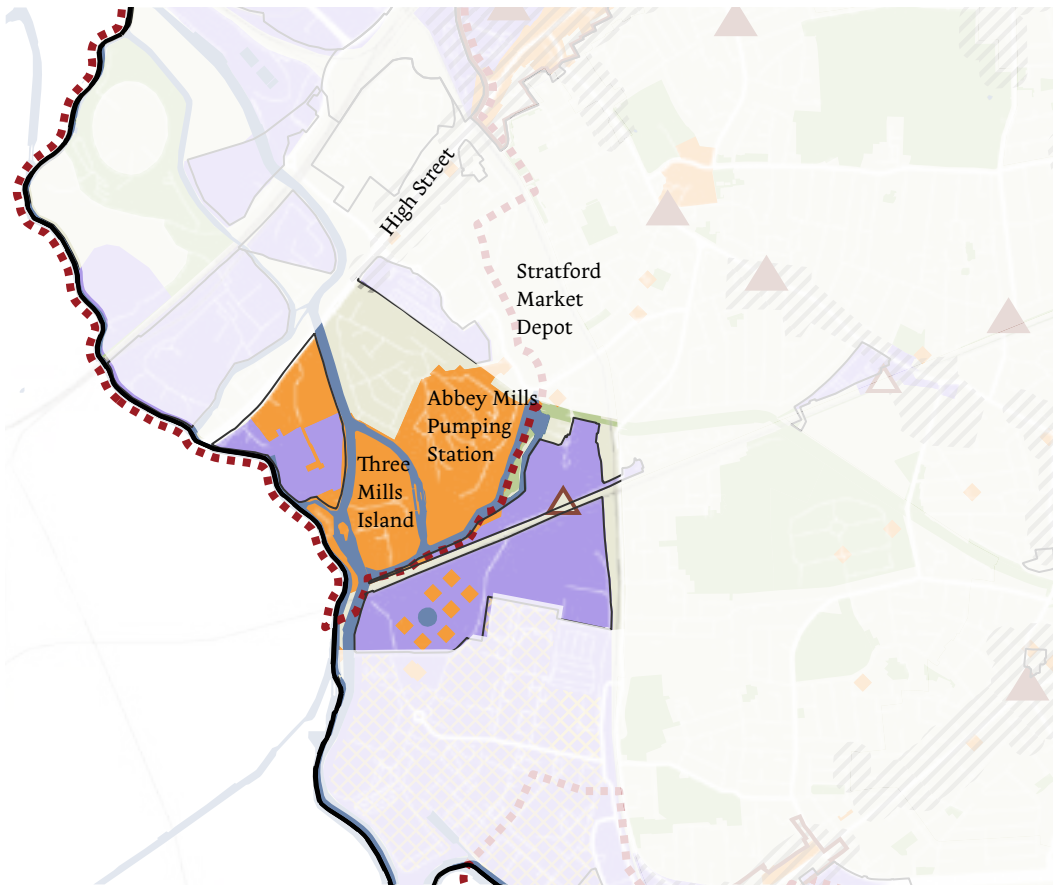
Enhance areas are limited and characterised by fragmented urban forms with different typologies and heights. Incremental intensification can have a degree of freedom in typologies, mindful of the prevailing low rise context.

#### Transform Areas

Three transform sites have been identified in the neighbourhood. The former gas holder site has substantial development potential. The area around West Ham Station has the opportunity to provide substantial uplift in density in the neighbourhood and can support a new local centre around the station. Any new development will be interfacing with heritage and green and blue assets, which they should be mindful of. The site north of Three Mills Park is partly under construction and relates with Sugar House Lane conservation area. All of these sites have been identified as tall buildings zones that can have a main building datum up to 21 m or 32m. Taller elements up to 40 m 50 m – and up to 100 m along the railway corridor – can be integrated in limited number to aid legibility and wayfinding in the development; these should be identified in their number and location considering the cumulative impact with existing height around High Street and be carefully positioned.

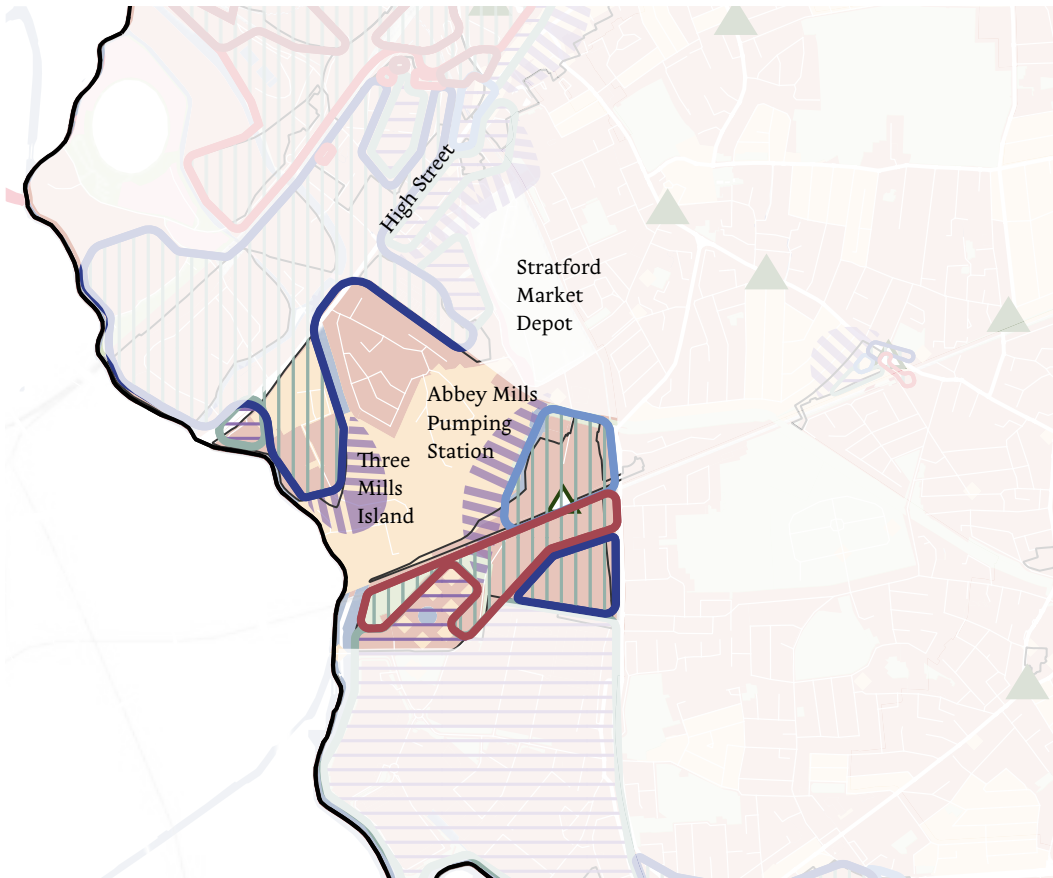


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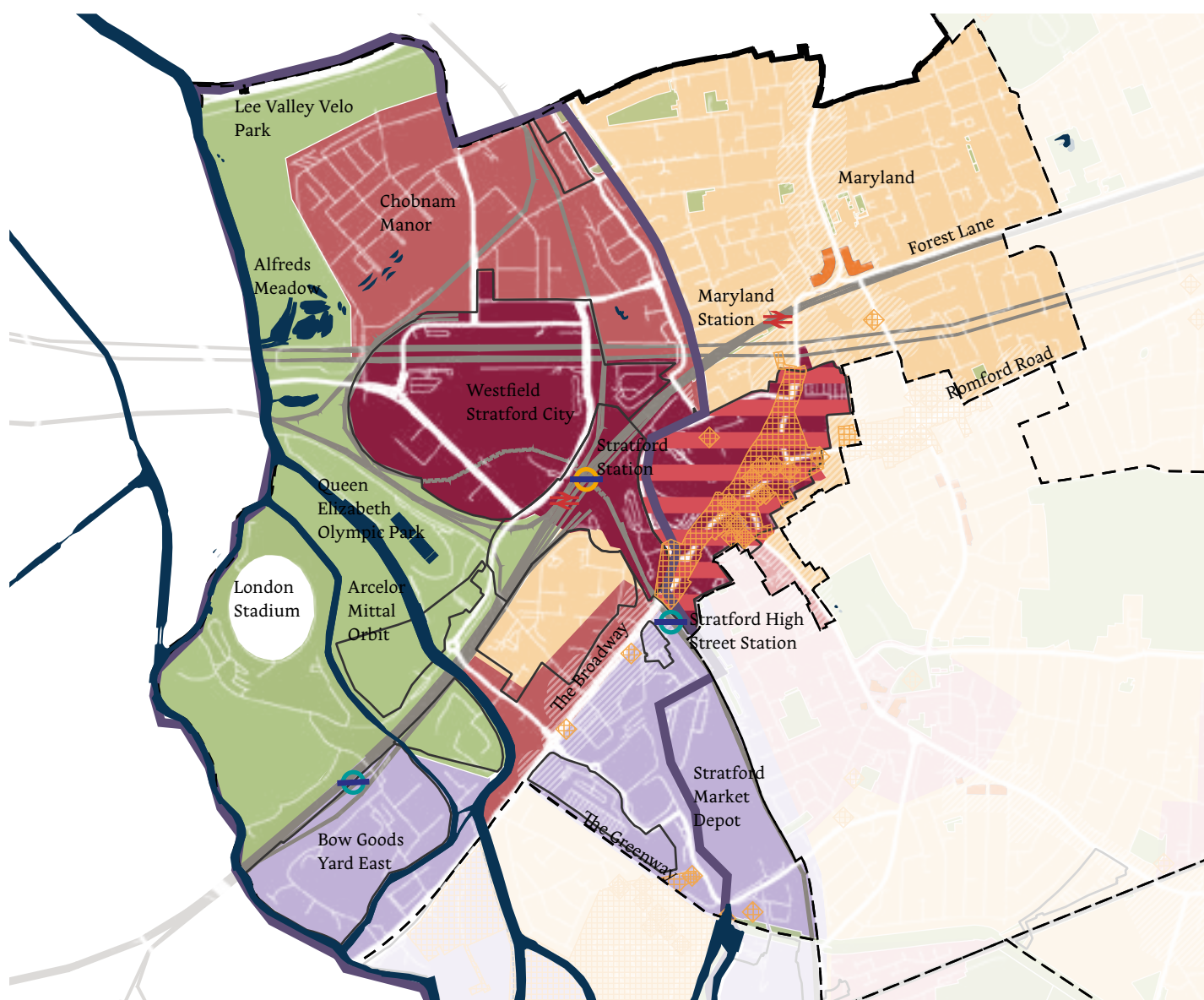
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## 8. Stratford and Maryland



### EXISTING CONTEXT AND IDENTITY

Redeveloped for the 2012 Olympic Games, Stratford is a shopping and leisure hub. Popular with families, Queen Elizabeth Olympic Park (226ha) is home to the London Aquatics Centre, the London Stadium, and several play areas. The sporting legacy of the 2012 Olympic and Paralympic Games and maximising the use of the Games venues – has created a thriving sport, tourist and visitor destination. Queen Elizabeth Olympic Park, which includes wetland parks along the River Lea has provided opportunity for additional greening and improving the environment, including biodiversity gain. Towering over Queen Elizabeth Olympic Park is the ArcelorMittal Orbit, a spiral sculpture which provides a landmark in the area.

- |   |                       |   |                                   |
|---|-----------------------|---|-----------------------------------|
|  | Historic Inner Suburb |  | Transition to Urban Neighbourhood |
|  | Post War Inner Suburb |  | Tall Building Zone                |
|  | Urban Neighbourhood   |  | Strategic Industrial Land (SIL)   |
|  | Town Centre           |  | Heritage Conservation Area        |
|  | Local Centre          |  | Newham Strategic Sites            |
|  | Industrial            |  | LLDC Boundary                     |
|  | Out of town retail    |   |                                   |
|  | Green Space           |   |                                   |

The transformation of large areas of industrial land has enabled the development of homes such as Chobnam Manor and new commercial areas. This includes Westfield Stratford City, Europe's largest shopping centre, easily accessed by public transport such as Stratford International Station and Stratford station, Britain's busiest transit hub.

The area has seen considerable growth of businesses including high employment growth which is higher than the London average. The proportion of micro businesses and SMEs exceeds the London average. A high proportion of jobs in ICT and Digital industries is an indication of the area attracting hi tech jobs and becoming a tech hub within London (source: LLDC Local Plan adopted 21 July 2020).

The southern portion of the neighbourhood includes a portion of industrial land, fast transforming into high density residential development. One such example of this is Anthology Stratford Mill, a high end and high density residential development located along Pudding Mill River. Stratford Market Depot is a London Underground depot located between Stratford and West Ham stations on the Jubilee line. Constructed in the mid 1990s as part of the Jubilee Line Extension. It acts as a large barrier to movement east west, limiting movement between the neighbourhood and West ham.

Maryland, to the east of the neighbourhood has a more residential landscape, including typical 2 storey terraced homes with a local high street along Leytonstone Road, consisting of ground floor commercial, with residential above and catering to a local residents. Parts of the pedestrian environment along this street have recently been upgraded, including quality repaving, cycle parking, tree planting and seating.

### Functional Character

The neighbourhood has good public transport access with an average PTAL of 6b around Stratford Station and reducing in PTAL towards the western edge of the neighbourhood. The portions of the River Lea that run through the neighbourhood form part of the SIINC network and Maryland is considered a SINC area of deficiency according to GiGL data. Queen Elizabeth Olympic Park offers access to a metropolitan park and smaller parks within a 15 minute walk with many pedestrian routes across it.

### Engagement Response

According to the engagement process, Stratford is perceived to be defined by new development areas and emblematic of uneven investment across the Borough. The neighbourhood was identified by a significant

number of participants as an area they were most likely to travel a greater distance to access from across the Borough. Generally, participants identified Stratford in terms of its recent commercial and residential development, defining its character in terms of the area north and west of Romford Road. The most frequently mentioned 'heart' of Stratford was Stratford library

### Heritage Assets

There are a number of Statutory Listed Buildings within, the Theatre Royal (Grade: II), West Ham Court House (Grade: II), St John's Church (Grade: II), and numerous other institutional buildings around the intersection of Broadway Road and West Ham Lane and along Romford Road, as well as a conservation area along the Broadway centred around St John's Church.



Leytonstone Road high street public space improvements.



Westfield Shopping Mall.

## STRENGTHS

- Metropolitan scaled mixed use centre.
- Mixed uses urban neighbourhoods including hotels, conference centres and housing of various typologies.
- Good access to quality parks and green space.
- Multiple river and canal interfaces along the west of the neighbourhood with views across the water.
- Very good access to public transport with a high PTAL.
- The river edge forms part of the Lea Park network connecting Queen Victoria Olympic Park to the River Thames.
- Many quality historic buildings and heritage conservation areas.
- Existing well used and occupied high street conditions along the Broadway and towards Romford Road with a consistent character.
- High density of social and community facilities.
- The Greenway runs diagonally across the neighbourhood connecting it to surrounding areas via an elevated walking and cycling path.
- Olympic park and sports facilities.
- Cluster of innovation, tech and creative jobs within the Olympic Park.
- A significant amount of new academic and artistic institutions – notably at East Bank.
- The town centre offers both Westfield Shopping Centre and the historic high street. The centre includes important civic markers and locations such as St John’s church in Stratford and the Stratford Town Hall.

## CHALLENGES

- Railway infrastructure across the neighbourhood presents a barrier to movement across them.
- Fast paced growth in the area can change the character of the area in an unfavourable way.
- Residents noted a lack of affordable community space.
- Residents noted that it is “difficult level access at

station (E15). University of East London area could be greener. Stratford is ‘shiny’ but it is drab in the uni area.”

- Some residents felt that along the high streets there lacked variation within the offering, with scattered areas of activation.
- Residents feel that with new development there is a shutting down or reduction in community services.
- Stratford High Street creates a barrier to active travel movement across it.
- Many barriers to movement such as roads and Westfield Shopping Centre.
- Significant severance and feelings of disconnection between parts of the neighbourhood and between old and new development.
- The Stratford Market Depot presents a large and impermeable site prevents east west movement.
- High Street was noted by some participants of the public engagement as suffering from high levels of congestion and street littering that discouraged visits. The commercial offer was noted by some participants as not appealing.

<b>Sensitivity to change</b>	Conservation area identified at Stratford Town Centre - Stratford St John Conservation Area. recent and emerging developments part of LLDC have a cohesive character and are still in the process of being established.
<b>Opportunity for growth</b>	Most of the available land part of the LLDC is currently undergoing substantial change with large schemes currently on site, which will provide substantial uplift in density. Large part of the neighbourhood has high PTAL.
<b>Urban Form Quality and Character</b>	The urban form of the neighbourhood is varied in quality and type of developments. Recent schemes are generally higher quality and cohesive, while the part northeast of Leyton Road and Forest Lane presents a more fragmented character with a collection of different buildings set in a complex street network.
<b>Socio-economic and cultural significance</b>	The Town Centre and High Streets offer a concentration of employment opportunities, services, and amenities, which are complemented by access to Queen Elizabeth Olympic Park and related sport facilities.





Queen Elizabeth Olympic Park.



## VISION

Support the Stratford town centre vision and bolster the positive new identity of the area and increase the diversity of retail, food and beverage and community facilities within the existing residential areas.

## PRINCIPLES

### 15 Minute Neighbourhood

- Support the growing population with further community space and health facilities within existing communities and in new development.
- Create active travel routes along Temple Mills Lane, Liberty Bridge Road and Penny Brookes Street to connect Stratford to Maryland.

### Future mix

- Some opportunity for further growth in residential and employment, though mainly with regards further resources and facilities to support the growing population.
- Opportunity for transformational change at Bow Goods Yard East with a significant increase in intensity.

### Natural infrastructure

- Celebrate the formal green assets such as the Queen Elizabeth Olympic Park and increase active travel access to it along key routes.
- Capitalise on waterside amenity along the waterways and connecting walking and cycling routes which will form part of the Bow Creek Ecology Park in the future.

### Morphology and density

- New development should be mindful of the already high levels of intensification, with moderate density delivered through mid-rise and low rise development more appropriate going forward.

### Heritage & fixed elements

- Olympic venues and core attractors.

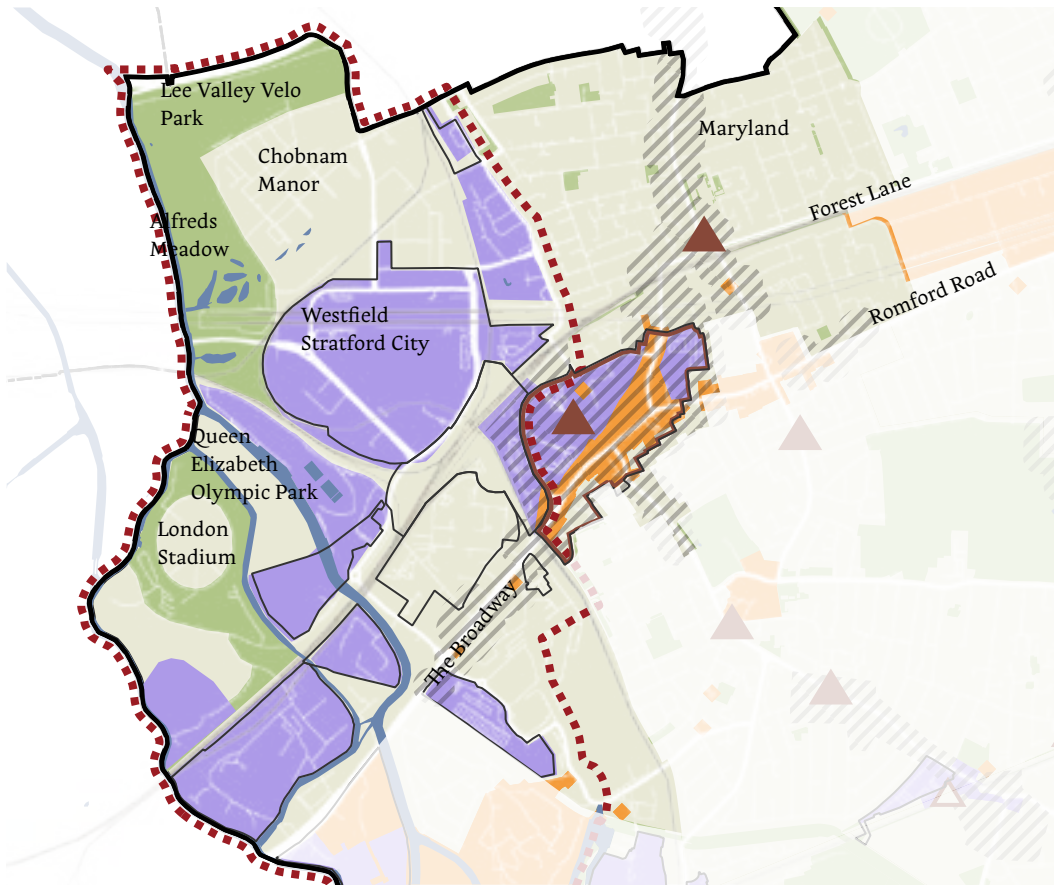
- Enhance conservation area on either side of The Broadway with increase connection the road, pavement upgrades that prioritise active travel and street greening.

### Inter-relationships

- Direct relations to Three Mills and West Ham across the High Street, with an opportunity to break down severance.
- The neighbourhood has a soft boundary with Forest Gate.

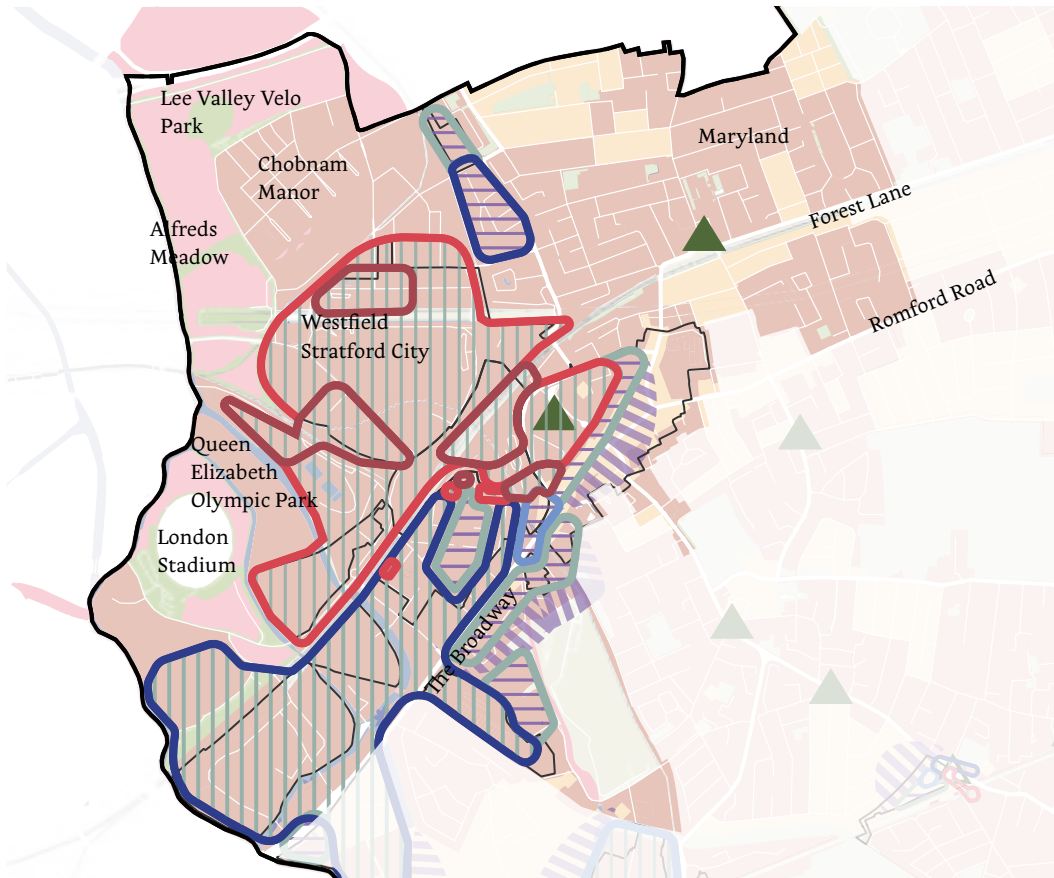
<b>Conserve Areas</b>	Stratford St John conservation area is located in proximity of Stratford Station and other rapidly changing areas. Any development in the area should preserve the current character and the setting of listed buildings and improve their perception..
<b>Enhance Areas</b>	Large part of the area is defined as to be enhanced. The portion that falls within the LLDC site is largely recently completed and should be enhanced by integrating supporting uses and completing the transformation of the area. The remaining part is formed by a relatively fragmented urban form, made of houses and apartment buildings, which, due to the proximity to the town centre, can support a moderate uplift in density.
<b>Transform Areas</b>	Transform areas are either part of the LLDC or the Town Centre. For these areas, new development that will significantly increase densities is in the pipeline or currently on site. In these areas, tall buildings zones have been defined and allow a main building datum up to 21 m or 32 m with taller elements, which can be defined in exact number and location during masterplan development. Maximum height of taller elements has been fixed at 100 m in specific areas in the Town Centre and Stratford City, and at lower heights in the remaining tall building zones. Due to the scale of recent development cumulative impact of heights should be assessed going forward, ensuring that new development does not saturate the skyline. The tall building zone around the town centre interfaces with St John Conservation area on the east side, and should articulate an adequate transition. Any adverse impacts on the settings of the conservation area should be mitigated through detailed design.

## CONSERVE / ENHANCE / TRANSFORM



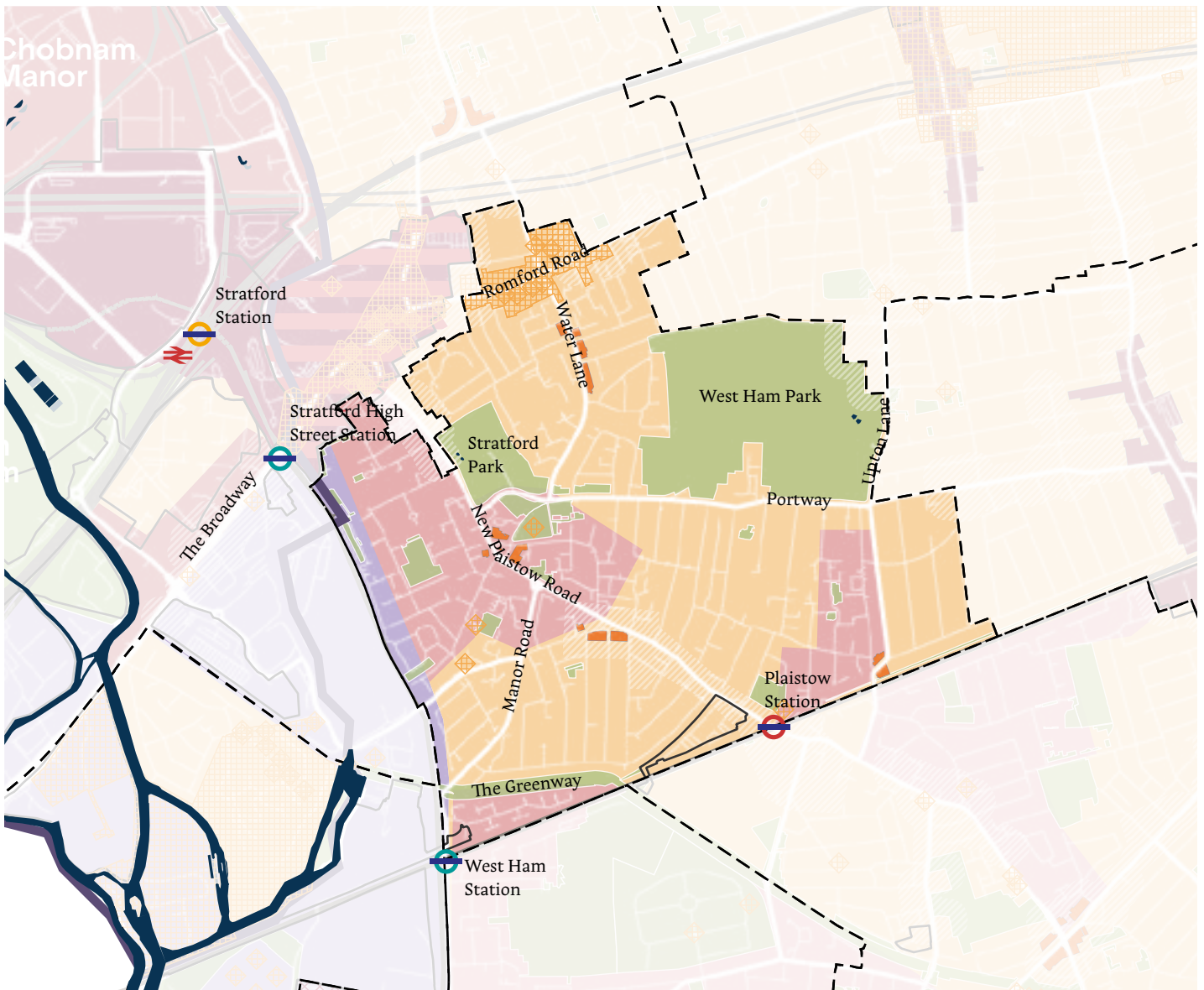
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# 9. West Ham



## EXISTING CONTEXT AND IDENTITY

The neighbourhood is largely suburban consisting of a mix of historic terraced housing and post war housing typologies with social amenities such as libraries, religious institutions and schools. West Ham Park is a large and quality green space within the neighbourhood. It is the largest park in the borough and includes ornamental gardens, playgrounds, paddling pool and sports grounds.

The neighbourhood directly interfaces Stratford centre on its north west border, providing it access to high quality and retail, commercial and green space around the London Stadium and Queen Elizabeth Olympic Park.

- Historic Inner Suburb
- Post War Inner Suburb
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The neighbourhood also interfaces industrial land on its western edge across Bridge Road, although this is buffered by the Jubilee Line and Stratford Market Depot.

The southern edge of the neighbourhoods bound by the District and Hammersmith and City Lines with West Ham Station on its south west corner.



The neighbourhood has a heritage conservation area around the western part of Romford Road consisting of well-maintained terraced houses of around three stories as well as a number of high quality heritage buildings such as the Business School of Law and the buildings on the corner of Romford Road and Vicarage Lane.

The area has a smaller high street character along West Ham Lane which offers to the vibrant Broadway high street.

### Functional Character

The neighbourhood has good public transport access with a PTAL of between 4-6b with its highest PTALs around Stratford Station and West Ham Station. West Ham Park forms part of the SINC network, although the area around it is considered a SINC area of deficiency according to GiGL data. West Ham Park and Stratford Park offer some pedestrian only routes across them. This neighbourhood has some of highest access to parks in comparison to the rest of the borough within a 15 minute walk.

### Engagement Response

According to the engagement process this neighbourhood is defined by softer boundaries between its surrounding historic neighbourhoods and is defined around high streets. Many participants in this neighbourhood noted that they may access other high street areas depending on their need or desire for more specialist amenities.

### Heritage Assets

There are a few of Statutory Listed Buildings in the neighbourhood such as the Crockett's Leathercloth Works War Memorial (Grade: II), the Ironmongers' Stone in leather gardens (Grade: II), The Church of All Saints (Grade: II), Willow Cottage (Grade: II), and West Ham Park (Grade: II).



West ham Lane high street condition



West Ham Park



## STRENGTHS

- High street condition along West Ham Lane and Romford Road.
- Consistent and high quality heritage buildings and conservation areas.
- Large areas of terraced housing of a consistent character.
- Good access to public parks such as West Ham park and Stratford park, and in close proximity to the parks and green space associated with the Olympic Park.
- Access to Stratford centre which offers a wider variety of high street, commercial, retail and employment offer
- The Greenway runs diagonally across the southern part of the neighbourhood connecting it to surrounding areas via an elevated walking and cycling path.
- A good bus service was specifically noted as a key asset through the engagement process.
- A sense of belonging and diverse local community was specifically noted as a key asset through the engagement process.
- West Ham Park was noted as an asset at the heat of the neighbourhood in the public engagement process. "I live near West Ham Park and am in there most days, especially since the pandemic hit as a walk among the trees and flowers improves my mental state no end."
- Emerging development around Plaistow Station.

## CHALLENGES

- The DLR line divides the neighbourhood from the Three Mills neighbourhood to the west, posing a challenge for supporting active travel east west along this boundary.
- Some areas of post war housing with an illegible street network and lower quality of housing.
- Relatively few development opportunities to bring new uses or facilities into the neighbourhood.

<b>Sensitivity to change</b>	Part of the neighbourhood around Romford Road is identified as a conservation area (University Area). The remaining historical terrace structures in the borough also have a particular sensitivity to change. However, the rest of the neighbourhood is formed of urban blocks made of a mix of buildings from different periods with lower sensitivity to change.
<b>Opportunity for growth</b>	There are moderate opportunities for growth with few large sites. The majority of the borough can support moderate uplift in density in areas of more fragmented character.
<b>Urban Form Quality and Character</b>	Solid terrace houses form part of the borough. In contrast, the rest comprises mixed blocks with fragments of historic terrace houses and newer or postwar apartment buildings.
<b>Socio-economic and cultural significance</b>	The high street concentrates most economic and employment opportunities in the area as well as community cultural and leisure assets. West Ham Park is a valued asset by the community.



Heritage conservation area on the corner of Romford Road and Vicarage Lane

## VISION

Enhancement of overall character and identity and increase supporting uses within centres.

## PRINCIPLES

### 15 Minute Neighbourhood

- Opportunity to increase employment provision for local work, or access to employment provision.

### Future mix

- Enhanced offer for centres.

### Natural infrastructure

- Celebrate West Ham Park as a central asset for the neighbourhood.
- Increase active travel access to the park along key routes.
- Opportunity for extensive street greening, specifically along New Plaistow Road, Plaistow Road and Water Lane and the Portway.

### Morphology and density

- On the whole, new development should be sympathetic to the predominant terraced housing typology with the majority of the neighbourhood having opportunity to Enhance.
- Some conservation areas around the existing green space and heritage buildings.
- Opportunity to have tall buildings around Plaistow Station.

### Heritage & fixed elements

- Opportunity to enhance the context of heritage assets, specially along Romford Road.

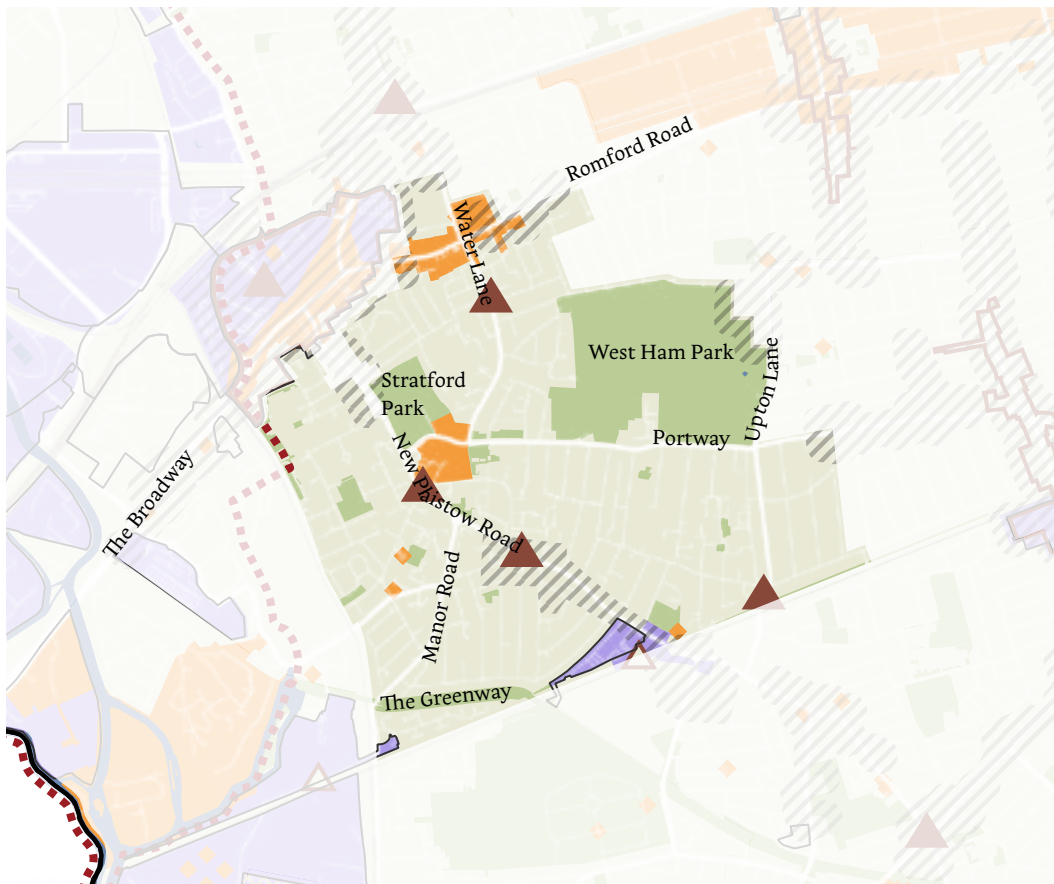
### Inter-relationships

- Enhance the active travel access along the The Greenway linking to surrounding neighbourhoods.
- Direct relationship to Stratford across The Broadway.
- Soft boundary with surrounding neighbourhoods.

<b>Conserve Areas</b>	The conserve area around Romford Road and All Saints Church area of Townscape Value should focus on preserving the existing listed buildings together with their settings.
<b>Enhance Areas</b>	The vast majority of the borough falls within enhance area, able to accommodate moderate intensification. Development should be sympathetic to the terrace house typology in consolidated historic terrace character areas. At the same time, it might be able to accommodate moderate uplifts in density in areas of mixed urban blocks or apartment buildings.
<b>Transform Areas</b>	A transform area has been identified in West Ham around Plaistow Station Strategic Site. This site is divided by a neighbourhood line. The transformation of the site could contribute to establishing a future centre around the station capitalising on the access to public transport. A tall building zone has also been identified around Plaistow Station, with the possibility of integrating tall buildings up to 50m in a limited number. Tall buildings should mark the importance of the area around the station and aid legibility of the area. Tall buildings should be integrated into development with prevailing heights up to 21m that are well integrated in the context, especially with reference to the low raise datum north-west of the tall buildings zone.

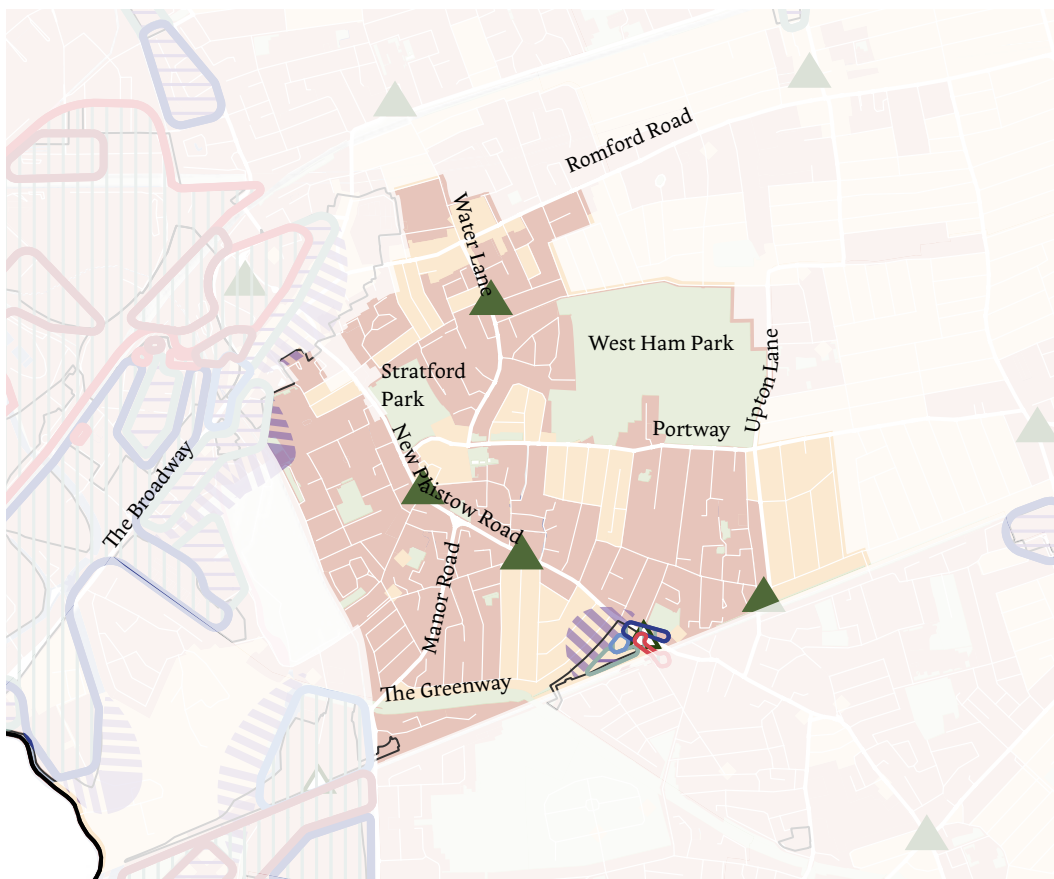


## CONSERVE / ENHANCE / TRANSFORM



- Conserve
- Enhance
- Transform
- ◇◇◇ SIL - Strategic industrial land
- Royal Docks Opportunity Area and London Legacy Development Corporation
- Town Centres
- ▲ Location of Town centres and Local Centres
- △ Designated Future Local Centre and Town centre
- /// High Street
- Strategic Sites

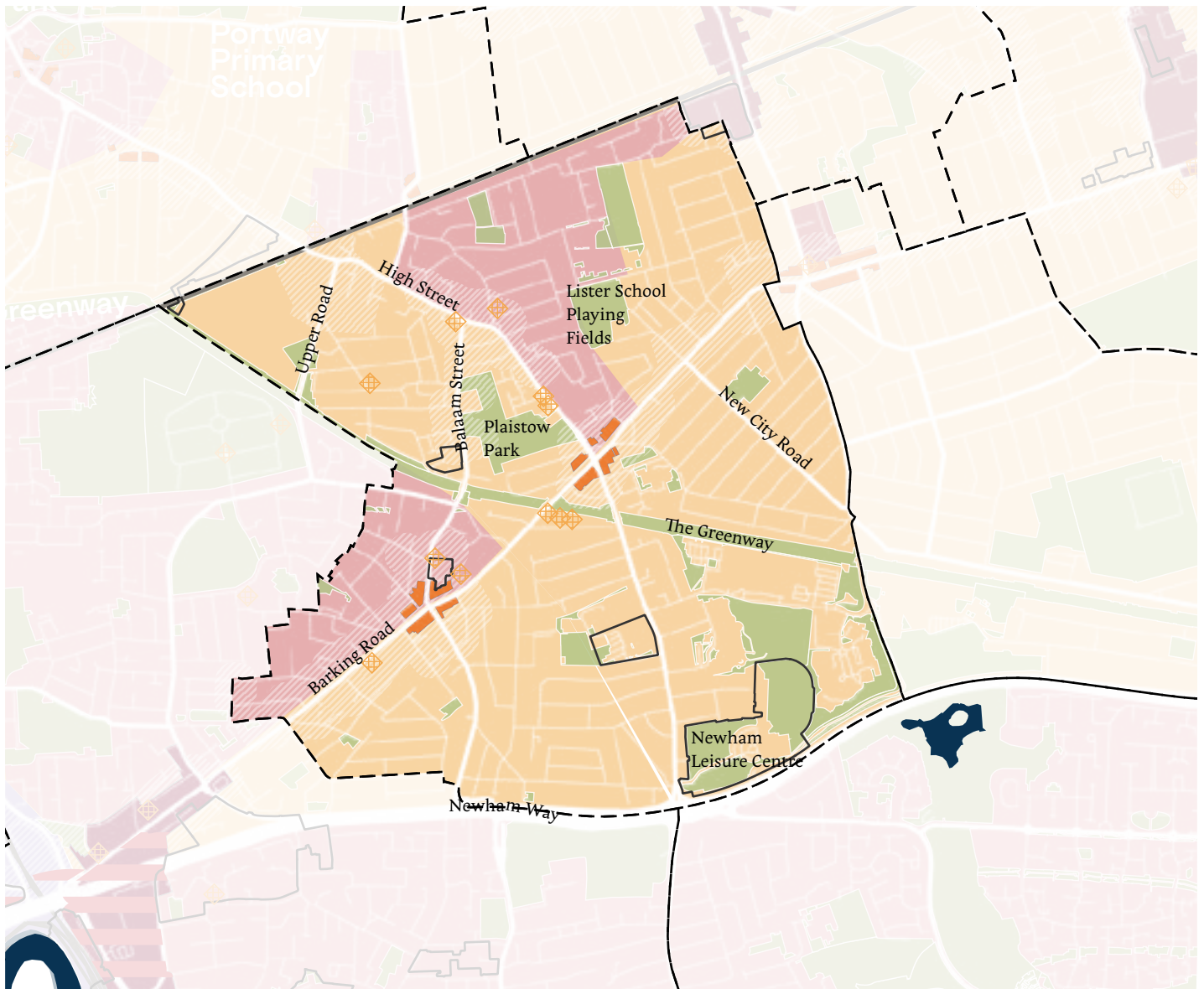
## TALL BUILDINGS



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- Tall Building Zone up to 40 m
- Tall Building Zone up to 50 m
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- Non sensitive context
- ▨ Sensitive edge
- ▲ Town centre
- △ Designated Future Centre



# 10. Plaistow



## EXISTING CONTEXT AND IDENTITY

The neighbourhood is largely suburban consisting of majority historic terraced housing with social amenities such as libraries, churches and schools, and a number of local and town centres focused on main roads with predominantly independent shops and other businesses reflecting multi-cultural diversity in the area.

The southern border of the neighbourhood is defined by Newham Way which creates a physical barrier to north south movement and also defines and differentiates residential character on either side of the motorway. The northern edge of the neighbourhood is defined by the railway line. The western and eastern boundaries of this neighbourhood are not defined by infrastructure

- Historic Inner Suburb
- Post War Inner Suburb
- Urban Neighbourhood
- Town Centre
- Local Centre
- Industrial
- Out of town retail
- Green Space
- Heritage Conservation Area
- Newham Strategic Sites

but rather by a combination of character and public perception of the edges of the neighbourhood.

The neighbourhood has good access to parks and green space within the residential areas. A portion of the Greenway (a 7-kilometre long footpath and cycleway) runs diagonally through the neighbourhood, and connects the area to surrounding residential suburbs along an elevated green route.

The Newham Hospital is located to the south of the Greenway and provides a local hospital service.

There are multiple small heritage conservation areas in the neighbourhood, the most notable of these being the The Universal Church of the Kingdom of God (UCKG) and surrounding buildings between the Greenway and St. Andrew's Road.

### Functional Character

The neighbourhood has moderate public transport access with an average of PTAL 4 with the highest PTAL located around Plaistow Station on the northern boundary of the neighbourhood. Newham Way presents a barrier to north south movement, reducing access to the adjoining neighbourhood to the south. It also has a poor air quality rating. The portion of the Greenway that runs through the neighbourhood forms part of the SINC network with pedestrian and cycling paths along its length. This neighbourhood has some of highest access to parks in comparison to the rest of the borough within a 15 minute walk.

### Engagement Response

According to the engagement process, residents generally were more definitive in their identification of the neighbourhood in which they lived or visited. These were formed around central commercial high street areas. Residents orientated their perceptions of their neighbourhoods towards these nearby high streets, which helped to define both the character of these neighbourhoods, and the central node of peoples' understanding of access to amenities within 15 minutes.

Participants in this neighbourhood, like many along Newham Way, identified Newham Way as a significant boundary point across a range of engagement activities. This represented both a key boundary between neighbourhoods, and a wider perceptual boundary of long-term significance.

### Heritage Assets

There are a few of Statutory Listed Buildings in the neighbourhood such as the Tramway Workers War Memorial (Grade: II), Essex Lodge (Grade: II), The Church of St. Andrew (Grade: II), and St Andrew's Vicarage (Grade: II), among others.

## STRENGTHS

- Consistent typology of terraced housing across most of the neighbourhood.
- The Greenway runs diagonally across the neighbourhood connecting it to surrounding areas via an elevated walking and cycling path.
- High density of social and community facilities.
- Barking Road and Greengate Street offer a diversity of high street uses.
- Access to public transport at Plaistow station.
- A good bus service was specifically noted as a key asset through the engagement process.
- A sense of belonging and diverse local community was specifically noted as a key asset through the engagement process.

## CHALLENGES

- Strongly perceived north south divide as a result of Newham Way reduces linkages southwards towards Canning Town.
- Residents noted a lack of safe cycle routes.
- Residents noted a lack of quality independent food and beverage options on high streets.

<b>Sensitivity to change</b>	Part of the neighbourhood with well preserved historical terrace structures is sensitive to change. The remaining neighbourhood is a mix of buildings from different periods integrated with fragments of terraces or apartment buildings that are not sensitive to change.
<b>Opportunity for growth</b>	Moderate opportunity for growth with no large sites. The neighbourhood can support moderate uplift in density in areas of more fragmented character.
<b>Urban Form Quality and Character</b>	Solid terrace houses form part of the borough. In contrast, part is made of mixed blocks with fragments of historic terrace houses and newer buildings or postwar apartment buildings of lower quality and cohesiveness.
<b>Socio-economic and cultural significance</b>	Employment opportunities and services are primarily concentrated around the high streets. The neighbourhood has a good offer of community, cultural and leisure opportunities as well as good access to parks.

## VISION

Enhancement of overall character and identity and increase supporting uses within centres.

## PRINCIPLES

### 15 Minute Neighbourhood

- Increase provision of supporting functions and community resources, in particular convenience retail, leisure and community facilities.

### Future mix

- Enhance provision for centres and high streets through convenience retail and community facilities specifically along Barking Road and the local centres on the corner of Barking Road and High Street and Barking Road and Balaam Street.
- Enhance active travel access to the amenities in Canning Town along Barking Road.

### Natural infrastructure

- Celebrate and positively engage with existing green spaces.
- Enhance active travel access along the Greenway and to green spaces along key routes.
- Opportunity for extensive street greening, specifically along key routes such as Barking Road, High Street and Balaam Street.

### Morphology and density

- On the whole, new development should be sympathetic to the predominant terraced housing typology with the majority of the neighbourhood having opportunity to Enhance.

### Heritage & fixed elements

- Opportunity to enhance the context of heritage assets.

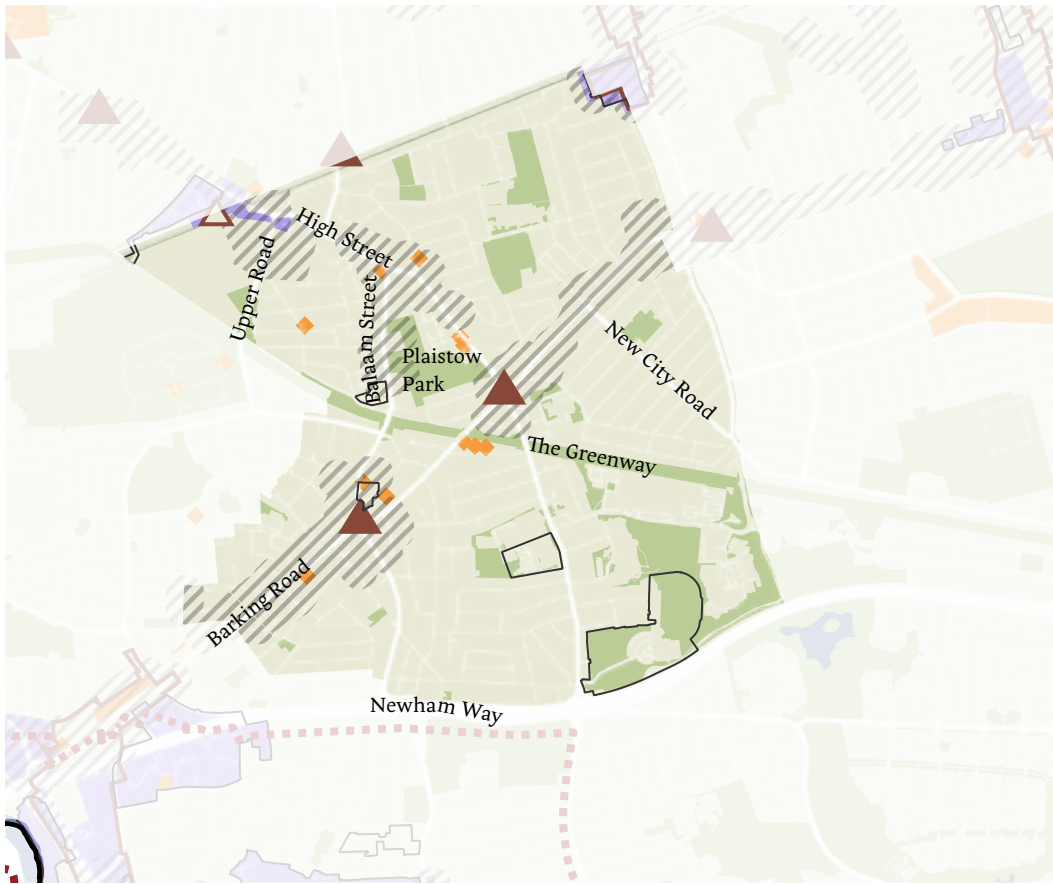
### Inter-relationships

- Opportunity to tackle severance across Newham Way.
- Soft boundary with surrounding neighbourhoods.

<b>Conserve Areas</b>	/
<b>Enhance Areas</b>	The whole neighbourhood falls within an enhance category. New developments here should be mindful of the consolidated historical terraces areas, although areas of more mixed characters may be able to support a moderate uplift in density. Isolated tower blocks in the neighbourhood do not constitute a precedent for tall buildings as they do not sufficiently define a character that supports tall buildings.
<b>Transform Areas</b>	<p>At the edge of the neighbourhood (though mainly in the adjacent West Ham neighbourhood), a transform area has been identified in Plaistow around Plaistow Station Strategic Site. The transformation of the site could contribute to establishing a future centre around the station capitalising on the access to public transport.</p> <p>A tall building zone has also been identified around Plaistow Station which extends into this neighbourhood, with the possibility of integrating tall buildings up to 50m in a limited number. Tall buildings should mark the importance of the area around the station and aid legibility of the area. Tall buildings should be integrated into development with prevailing heights up to 21m that are well integrated in the context.</p>

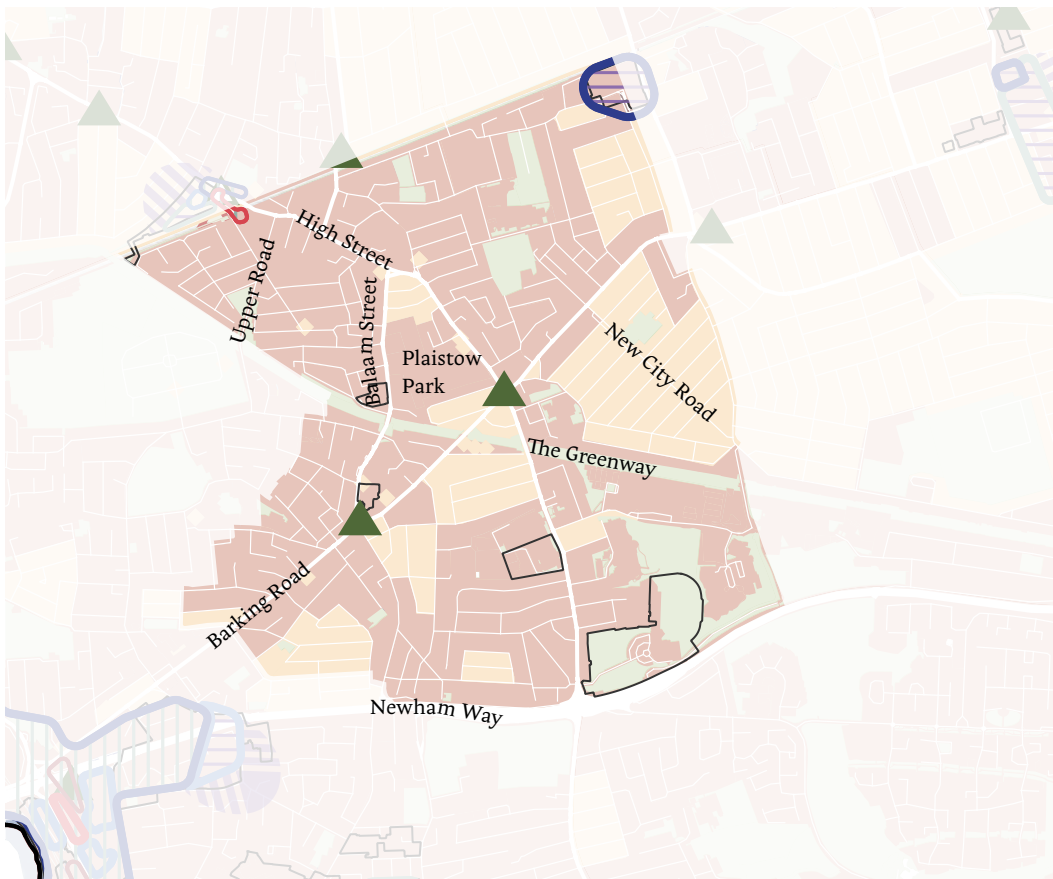


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# 11. Beckton



## EXISTING CONTEXT AND IDENTITY

Beckton, bordered by Newham Way to the north, Royal Albert Way to the south, Royal Docks Road to the east and Prince Regent Lane to the west, was mostly built up in the late 1980s with a network of short streets, even shorter cul-de-sac and modest brick homes, many built as part of social housing schemes. The street network has resulted in a car oriented and difficult to navigate neighbourhood. This is partly offset by the tree-lined active travel network such as Congreve Walk that runs from the western end of the neighbourhood, eastwards towards Mitchel Walk.

A district centre has been established between Woolwich Manor Way, Tollgate Road and Frobisher Road which

- |   |                       |   |                                   |
|---|-----------------------|---|-----------------------------------|
|  | Historic Inner Suburb |  | Transition to Urban Neighbourhood |
|  | Post War Inner Suburb |  | Tall Building Zone                |
|  | Urban Neighbourhood   |  | Strategic Industrial Land (SIL)   |
|  | Town Centre           |  | Heritage Conservation Area        |
|  | Local Centre          |  | Newham Strategic Sites            |
|  | Industrial            |   |                                   |
|  | Out of town retail    |   |                                   |
|  | Green Space           |   |                                   |

consists of a large retail centre, surrounded by vast areas of parking.

The Beckton Alps is a former industrial waste tip, created when the new town was built. Most of the waste was slag from Beckton gasworks but it also included debris from the basement of the new British Library. A dry ski slope

was constructed on the hillside but this closed in 2001 and the site has since evolved into a nature reserve.

Beckton District Park is a large green space within the neighbourhood that runs north south from Tollgate Road to Stait Road. Together with King George V Park, it forms Beckton District Park and former Newham City Farm it forms part of the Site of Nature Conservation Interest (SINC). The Capital Ring goes runs through the park and connects the north and south parts of the park via a footpath.

### Functional Character

The neighbourhood has generally low public transport access with a PTAL of between 1-4 with the highest PTALS around Beckton, Cyprus and Gallions Reach Stations. Newham Way presents a barrier to north south movement, reducing access to the adjoining neighbourhood to the north. It also has a poor air quality rating.

Beckton District Park and portion of the Capital Ring forms part of the SINC network with pedestrian paths along its length. The neighbourhood has some of highest access to parks in comparison to the rest of the borough within a 15 minute walk and a network of pedestrian routes across the neighbourhood, increasing permeability for active travel.

### Engagement Response

Residents described areas such as Beckton as having a strong sense of community, and opportunities for older people were praised. Other positive aspects include the green space, such as Beckton Park, which people feel creates more incentive to buy in these areas. Many spoke of the importance of protecting other amenities such as the library, which residents feel has been invaluable during the pandemic, and the former City Farm.

### Heritage Assets

Historic England lists the Second World War anti-aircraft gun emplacements within Beckton District Park as a scheduled monument. Winsor Terrace includes a collection of historic terraced housing that should be conserved.



Beckton Triangle Retail Park surrounding by parking



Beckton District Park



## STRENGTHS

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- Large parks and green space connections across the entire neighbourhood.
- Good access to green space.
- Network of pedestrian links across the neighbourhood, independent of vehicular roads.
- Good access to public transport along the southern border along Royal Albert Way and at Beckton and Gallions Reach Stations.
- Retail centres offering to the west of Beckton Station
- The Greenway runs diagonally across the northern part of the neighbourhood connecting it to surrounding areas via an elevated walking and cycling path.
- The neighbourhood has a mix of uses including established residential areas, retail, commercial and industrial offering.
- The people and sense of community were specifically noted as an asset through the engagement process.
- King George V Park is a “safe, managed community hub for families, volunteers, schools, community groups. Part of the local heritage for almost 45 years,” according to the engagement process.
- Itchycoo Park and “Beckton pond has been a focal point for families and nature lovers since mid Beckton was built in the 1980s,” according to the engagement process.
- Potential of the town centre and shopping areas to be redesigned and developed to increase variety of uses in town centre.
- Out of town retail is accessed via vehicles exclusively.
- District centre functions as a car-led centre, disjointed from its suburban surrounds.
- Concerns about the lower density of existing housing not being able to support a 15 min neighbourhood.

## CHALLENGES

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- Strongly perceived north south divide as a result of Newham Way reduces linkages southwards towards Canning Town.
- Royal Docks Roads creates an east west barrier to movement and connection to the Gallions Reach neighbourhood to the east.
- Royal Albert Way creates a north south barrier to movement and connection to the Royal Albert North neighbourhood to the east.

<b>Sensitivity to change</b>	Cohesive inner-city suburbs character with no historic or architectural relevance. A small part of the neighbourhood in the north is designated as SIL.
<b>Opportunity for growth</b>	Moderate opportunity for growth with few significant sites. The consolidated residential area has low PTAL.
<b>Urban Form Quality and Character</b>	Largely coherent inner suburbs typologies with house developments interspersed in the green. Mono-functional, car-based and challenging to navigate walking and cycling outside of segregated pedestrian routes in the green, overall making for not successful building quality.
<b>Socio-economic and cultural significance</b>	Highly valued green spaces. The local centre is small and offers a reduced amount of services. Low presence of community and cultural assets and services. Employment opportunities in the neighbourhood are limited to the industrial area.



Beckton District Park



## VISION

Substantially transform the commercial and community resources to create an attractive and coherent centre. Enhance public right of way/pedestrian network to create a safe active travel network that connects to green space.

## PRINCIPLES

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### 15 Minute Neighbourhood

- Support local needs with a greater provision of community and health facilities, and support local provision of commercial and retail reducing reliance on vehicular access.

### Future mix

- Enhance provision for centres and high streets through community and health facilities.

### Natural infrastructure

- Enhance the attractiveness of green routes and spaces through additional lighting and safety measures to make it more attractive to use.

### Morphology and density

- On the whole, new development should be sympathetic to the predominant housing typology, with opportunity for intensification on larger sites by enhancing the majority of the neighbourhood.
- Opportunity to transform the current retail centre sites to include high density mixed use residential use.

### Heritage & fixed elements

- Re-use the old Beckton Alps to provide a landscape feature with views out.
- Windsor Terrace is likely to become a conservation area in future and should be conserved.

### Inter-relationships

- Opportunity to tackle severance across Newham Way to the north, and across Royal Albert Way to the Royal Docks.
- Soft boundary to Gallions Reach.

<b>Conserve Areas</b>	Winsor Terrace is an area to be conserved in its current character. Future development should be mindful of mitigating any possible impact on its settings.
<b>Enhance Areas</b>	The majority of the neighbourhood is covered by enhance areas, which can incrementally intensify the neighbourhood with moderate uplifts in density. Possible development coming forward should be sympathetic to the prevailing housing typologies. Moderate uplift in density can support the integration and efficient running of supporting services and amenities.
<b>Transform Areas</b>	<p>Transform sites have been identified close to Beckton Town Centre, supporting a complete transformation of this centre to better connect with the suburban context.</p> <p>A tall building zone has been defined around the Beckton town centre and relative strategic site. Tall buildings up to 32m and 40 m should be integrated in development with prevailing height up to 21m. Tall elements should be integrated in a small number, with the aim to aid wayfinding and mark the centre. Development should be mindful of height transitions while delivering high densities.</p>



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