

Appendix 7: Introduction Comments

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-070	Aston Mansfield	Reg18-E-070/034	Introduction							ALL ABOUT THE LOCAL PLAN a. Please provide any comments and feedback on the Introduction. No Comment	Comment noted.
Reg18-T-084	Business Owner	Reg18-T-084/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] Not very specific	Comment noted. The introduction provides an overview of the Local Plan and its contents. Further details can be found in the specific chapters of the Plan.
Reg18-T-006	Community Group Representative	Reg18-T-006/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] Extensive & informative	Support noted.

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Reg18-T-006	Community Group Representative	Reg18-T-006/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] - however, I am not confident that older residents will have read the entire plan	Comment noted. Thank you for this feedback. We were using new consultation methods and have reflected on and made improvements based on the feedback we have received. We acknowledge that planning documents can be complex and lengthy and we provided summaries of the chapters to try to make this easier as well as non-digital methods of informing residents and receiving feedback. Please see the Consultation Report for details of how we consulted. We have also analysed the equalities data regarding who responded and we actually received more responses, relative to their percentage of the population, from older residents, than other age groups.
Reg18-T-042	Community Group Representative	Reg18-T-042/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] The consultation document is very lengthy.	Comment noted. While the Local Plan has to be a fairly lengthy and technical document to be used in formal planning decision making, we have created short factsheets about each Local Plan chapter which summarise the key contents: https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/2

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Reg18-T-125	Community Group Representative	Reg18-T-125/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] The document is 504 pages. The detail is fantastic and it's clear that lots of hard work has gone into it. But the density of the report makes it very difficult to engage lots of people with the material.	Comment noted. Making sure that more residents are able to engage with the Local Plan was at the heart of our approach to consultation. While the Local Plan has to be a fairly lengthy and technical document to be used in formal planning decision making, we have created short factsheets about each Local Plan chapter which summarise the key contents: https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/2
Reg18-K-012	IXO (New River Place) LLP	Reg18-K-012/002	Introduction			1.15				Page 15 of the Draft Plan identifies the delivery of community facilities as a key challenge across the borough. We agree with the Council's evidence base documents, Community Facilities Needs Assessment 2022 and Built Leisure Needs Assessment 2022, that there is a lack of community facilities within Town Centres and sports/leisure provision in the Canning Town area."	Support noted.

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Reg18-E-082	Resident	Reg18-E-082/009	Introduction			i.1				<p>1. All about the Local Plan</p> <ul style="list-style-type: none"> Page 6. (i.1). It refers to the Local Plan being a key planning document over a 15-year period from 2023 to 2038. It is important to note that the last Local Plan was published in 2018 and was meant to last until 2023. As a consequence, it is important to put in a caveat about changes in Government policy, legislation and regional changes including the London Plan having a bearing on how long the local plan will be valid for. 	The wording has been amended to clarify that while Local Plans must plan for a 15 year period they are required to be reviewed every 5 years. Please see the new wording in paragraph i.7 which is the section relating to refreshing a Local Plan.

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Reg18-E-082	Resident	Reg18-E-082/010	Introduction			i.3				<ul style="list-style-type: none"> Page.6 (i.3) Where it refers to “What is a Local Plan” refence needs to be made in terms of buildings regulations. It is important to stress the local plan is part of a bigger jigsaw in terms of how the built environment is developed and managed but also critical to help people understand (in plain English) the legal limits of planning policy and the limits of the local authority as a planning authority under legislation 	The wording has been amended to include reference to building regulations. Please see the new wording in paragraph i.3. It is considered that paragraphs i.3 and i.9 otherwise sufficiently indicate that the Local Plan is part of a bigger jigsaw of legislation and regulation and has limits to its power.
Reg18-E-082	Resident	Reg18-E-082/011	Introduction							<ul style="list-style-type: none"> Page.9 (Characterisation Study). We note the lack of community engagement in the Characterisation Study including development of the 15-minute neighbourhood and development of the borough spatial vision. This will contribute to a lack of ownership of the plan by residents since they were not involved in developing the spatial vision. 	The Characterisation Study was informed by community engagement. A significant engagement programme was carried out which included 23 pop-up roaming events (covering all wards), an online questionnaire and mapping exercise and dedicated youth design workshop. In addition, the Citizen Assembly on 15 Minute Neighbourhoods received presentations on the interim findings of the Characterisation Study and were asked to provide feedback on how this concept should be delivered in Newham. Both engagement exercises informed how the Local Plan delivers 15 minute neighbourhoods as well as the wider Spatial Strategy.

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Reg18-E-087	Resident	Reg18-E-087/003	Introduction							<p>1) Introduction p5. <u>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;</u></p> <p>This needs to state ‘those with mobility difficulties and disabilities’ there is a great number of residents who permanently or short-term have significant mobility difficulties – many walking with sticks, this presents different challenges to those people in wheelchairs or pushing prams. In addition, there are different challenges for those who are neurodivergent and so on. It needs to be stated so the range of challenges faced by people with disabilities are considered and their views included in designing solutions to our built environment and access to our natural environment.</p>	Comment noted. This foreword has now been updated.

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Reg18-K-003	Resident	Reg18-K-003/001	Introduction				i.6			I appreciate the factsheets, but this document is still very large, complicated and long for residents to read. Why? 100 pages would be much less verbose (ha ha)	Comment noted. While the Local Plan has to be a fairly lengthy and technical document to be used in formal planning decision making, we have created short factsheets about each Local Plan chapter which summarise the key contents: https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/2
Reg18-K-003	Resident	Reg18-K-003/002	Introduction				1.3			"London-Stansted-Cambridge-Peterborough Corridor" this area is so large to be meaningless. You might as well say the "Paris-London-Frankfurt financial triangle" or some other mumbo jumbo	Comment noted. This is a nationally recognised growth corridor: The UK Innovation Corridor.

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Reg18-K-003	Resident	Reg18-K-003/003	Introduction				1.4			"Step free access" (lifts) are really useful when you have a large buggy and shopping - add to all stations	Support noted. All Stations in Newham except Plaistow, Upton Park and Wanstead Park and Woodgrange Park are already step-free. The Local Plan promotes making these remaining four stations step-free too.
Reg18-K-018	Resident	Reg18-K-018/001	Introduction				i.18			"YOU SAY THERE ARE NO NEIGHBOURHOOD FORUMS BUT IF SO THE WOULD MIRROR COUNCIL POLICY. SURELY THAT'S A CONTRADICTION? OR AMBIGUOUS. "	Comment noted. Apologies for any confusion caused. Neighbourhood Plans do not have to mirror the Local Plan, they can set their own policies which meet the needs and aspiration of their areas. However, they have to be broadly in line with the strategy direction set by the Local Plan. More information about Neighbourhood Plans can be found here: https://www.newham.gov.uk/neighbourhoodplanning

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Reg18-K-018	Resident	Reg18-K-018/002	Introduction				i.23			Overall a good beginning document....	Support noted.
Reg18-K-018	Resident	Reg18-K-018/003	Introduction				i.23			...I would like more mention in planning , more attention to providing the building of specified social housing. Due the housing crisis instead of the vague way building houses is mentioned. That it's a priority.	Comment noted. The need for social housing is recognised in the Plan and is prioritised in the Affordable Housing policy. We are required by central government to focus on delivering overall housing targets, which is why these figures are in the Plan.

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Reg18-K-018	Resident	Reg18-K-018/004	Introduction				i.24			<p>More details of how the Council can utilise promoting Health and well being across all age groups. About how parks social community halls and libraries will be used to Filter in an effective healthy living strategy for all residents</p> <p>Offer classes for exercise mindfulness</p> <p>Promote classes to teach healthy eating.</p>	<p>Comment noted. Further details on promoting health and wellbeing is included policy BFN3, which requires developments to undertake social value health impact assessments to ensure they minimise negative and increase positive impacts and in the Community Facilities chapter which indicates the importance of community facilities for the uses you outline.</p>
Reg18-K-018	Resident	Reg18-K-018/005	Introduction				i.28			<p>Mention the multi ethnic groups ie the racial profile indigenous to Newham in particular in a positive way.</p>	<p>Comment noted. Further details have been provided in the All About Newham chapter about Newham's population.</p>

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Reg18-T-002	Resident	Reg18-T-002/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] High Street North, Green Street, Katherine Road and most roads South of Romford Road feel like slums in a less developed country.	Comment noted.
Reg18-T-002	Resident	Reg18-T-002/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] Absurd extensions and shacks are plonked down on residential and commercial buildings all over Newham because there has been inadequate planning enforcement or coherent planning for years.	The Local Plan, development management process and planning enforcement team work together to make sure development delivers the locally set vision and objectives, including on design quality and standards. Planning enforcement is not a statutory service and some councils do not undertake any enforcement. Newham's enforcement team is extremely active: in 202/23 Newham issued the 4th highest number of planning enforcement notices in the country. 36 councils issued none. To report unauthorised development, please email planning.enforcement@newham.gov.uk

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Reg18-T-002	Resident	Reg18-T-002/003	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] Streets are filthy,</p>	<p>The Local Plan addresses this topic through our policy on public realm net gain (policy D2), which seeks for major developments to make a proportionate contribution towards public realm enhancement and maintenance beyond the site. However, it cannot deliver the change you have requested. Our colleagues in Waste department are able to help if you have concerns related to a particular site. Please see the following links for reporting issues:</p> <ul style="list-style-type: none"> - Recycling, waste and bin collections – Newham Council https://www.newham.gov.uk/rubbish-recycling-waste - Report fly-tippers – Fly-tipping: Reporting and removal – Newham Council https://www.newham.gov.uk/public-health-safety/fly-tipping-reporting-removal%E2%80%AF/3#:~:text=(fly%2Dtipping)-,Report%20fly%2Dtippers,the%20rubbish%20until%20it%27s%20safe. <p>Further information about fines for people who litter can be found here: Street Litter – Newham Council https://www.newham.gov.uk/transport-streets/street-litter</p> <p>We have also provided the Waste team with your comments.</p>

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Reg18-T-002	Resident	Reg18-T-002/004	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.]</p> <p>it is impossible to get clean and healthy food anywhere, and few families want to spend anytime walking around the local area. Most people I know just leave the area on weekends and spend their money and time in Wanstead, Leytonstone, East Village, for example, because they can't get what they want for their families here. It's just betting shops, greasy fast food chicken shops and awful shops with nasty signage everywhere. The Local Plan talks about 'new shops' but what kinds of shops will these be and what about the existing shops? Newham needs quality healthy independent eateries, cafes and shops that instil a sense of pride and aspiration like you see everywhere in Wanstead, East Village, Hackney, Waltham Forest. You need to incentivise the right small businesses with a track record of success in better areas to set up shop here. I do not see mention of this in the Local Plan. A few decades ago High Street North was aspirational with an M&S and quality independent shops where now it is like a slum. Please take bold action fast!</p>	<p>The Local Plan shapes development and change in the borough however it can only respond to changes initiated by landowners. Where changes are proposed, the Local Plan limits the number of new betting shops and hot food takeaways. We also require high quality shopfront design. Please see policies in the High Streets and Design chapters of the Plan.</p> <p>Our regeneration colleagues are working on a High Street Strategy, which will promote and deliver more direct interventions in local high streets. The Local Plan will support the delivery of this strategy. It is important to note that the Retail and Leisure Study highlights that many shops in our local high streets are independent, locally owned and are highly valued. In 2019 (the last time the question was asked) 88% of Newham residents considered their shopping facilities to be good.</p>

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Reg18-T-008	Resident	Reg18-T-008/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] Newham Council is one of the most highly populated councils in the UK. And it has signed up for conducting a social experiment on its residents by agreeing to create the "Zero Net" 15-minute neighbourhoods (districts),	Comment noted.
Reg18-T-008	Resident	Reg18-T-008/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] so I have the following questions for Council leaders: 1. Who is making a decision that will impact almost 350 000 lives, out of which more than 90% do not even have a clue what the "Zero Net" policy and the "15 minutes neighbourhood" programs are? Why Newham Council does not take any effort to inform its residents on such an important matter, for example, by sending letters to each household?	The commitment to delivering 15 minute neighbourhoods was part of the Majority Group Manifesto in the 2022 election. It was also included in the Covid Recovery Plan and the Building a Fairer Newham Strategy. In relation to consultation on the Local Plan, a wide range of methods were used to reach as many people as possible, including door to door leafleting and inclusion in the Newham Mag which is delivered to every household in Newham. Please see further responses to your comments to provide further context and reassurance about how 15 minute neighbourhoods function.

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Reg18-T-008	Resident	Reg18-T-008/003	Introduction							[Please provide any comments and feedback on the *Introduction*.] Newham Council must know, that not everyone in its borough is able to use the internet, or even have access to it to research the subject. Therefore, to make its local development plan FAIR, Newham Council must take every step to inform the public about its plans. Currently, none of its public media, such as billboards, online video or flyers provide that information. Is it FAIR?	Comment noted. Consultation on the Local Plan included a range of non-digital methods including advertising posters (billboards across Newham, including the large digital screen in Stratford), door to door leafleting, newspaper adverts and articles and inclusion in the Newham Mag which is delivered to every household in Newham.
Reg18-T-008	Resident	Reg18-T-008/004	Introduction							[Please provide any comments and feedback on the *Introduction*.] 2. What is the ultimate goal of the "15 min neighbourhood" program? Tackling the "Climate Change Emergency" comes at severe costs by putting restrictions on personal choices and freedom – what are they? And why the public is not aware of that?	The ultimate goal of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods, in the Local Plan.

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											<p>There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities.</p> <p>It is important to note that the 15-minute neighbourhood concept is not the same as the delivery of traffic reduction proposals, such as low traffic neighbourhoods. Low traffic neighbourhoods are about making it easier to walk and cycle between locations and reducing the use of cars for short journeys. All locations can still be reached by car, but you may need to go a slightly longer way round.</p> <p>As with other London boroughs, we're working to encourage fewer journeys by car – and increased walking, cycling and use of public transport.</p> <p>Through delivering both these concepts, the intention is to make it easier and safer to reach more facilities in a safer, low carbon and healthier way – increasing freedom of movement, not reducing it.</p>
Reg18-T-008	Resident	Reg18-T-008/005	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] I do not think the Council acts in an open and fair manner when presenting the local development plan to the public, therefore I have strong reservations towards the entire initiative. For me, it is a definite "NO" due to the lack of transparency around its presentation and delivery.</p>	<p>Comment noted. I hope the thorough responses to your and all other comments received on the Plan which have been published help reassure you as to the fair and transparent manner the Plan is being developed. Please see the Consultation Report which provides details on how all comments provided during the last consultation have been considered and addressed, with individual responses.</p>

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Reg18-T-012	Resident	Reg18-T-012/001	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] Newham Council is one of the 100 UK councils that have agreed to create "Zero Net" 15 min cities. Why the Newham residents are not aware of that?</p> <p>Why Newham Council not disclosing what is the ultimate goal of such a tremendous restructuring of urban infrastructure?</p>	Comment noted.
Reg18-T-012	Resident	Reg18-T-012/002	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] Why is Newham Council the list of objectives presents as "vision"? Vision has ONE GOAL in mind, but we – the residents, are not informed what that goal is. We are just given the list of objectives to "feedback" on, which is HIGHLY UNFAIR taking into account Newham's corporate aspiration is to "Building a Fairer Newham"?</p>	Comment noted. This section of the Plan includes a Vision and set of Objectives. Planning is required by national government policy to deliver sustainable development which requires us to balance and economic, social and environmental objectives. The Plan therefore has a range of objectives. The Plan's Vision sets out how these work together to create the Newham of the future. Comments were and are welcome on all aspects of the Plan, Vision and Objectives.

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Reg18-T-012	Resident	Reg18-T-012/003	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] "Zero Net" policy entails also the inclusion of "carbon taxes" on citizens. Why Newham council does not mention that in its proposal in its public comms, and why its consultants running the local planning and development presentations are not aware of that?</p> <p>Also, what are the short and long-term objectives of "Zero Net" policies, and the risks associated with them?</p> <p>Why Newham Council is not disclosing information that the "Zero Net" policy includes building new "smart buildings" fully controlled by artificial intelligence, which will include 100% video surveillance of residents' private lives?</p> <p>According to the plans, the Newham Council will try to impose the legal requirement to install solar panels to tackle the "Climate Emergency". In the meantime, the council does not inform its residents that solar panels produce radio frequency hazards, and another alternative "green energy" source – the wind generators produce sound and infrasound emissions hazards. Both solar panels and wind generators are also insufficient enough to use as main sources of electricity, and plus they are 7-9 times more costly than gas or coal-generated electricity.</p> <p>To cut down access to alternative energy resources and push only for one type of energy, to cut down access to alternative types of vehicles and push for one type of vehicle,</p>	<p>Comment noted.</p> <p>Net Zero Carbon simply refers to the idea that we as a society must balance the amount of greenhouse gases (like carbon) that are produced and the amount that's removed from the atmosphere. This can be achieved through a combination of either emission reductions and emission removals. See this helpful and simplified guide from the National Grid website which also connects the phrase into why we are enacting these policies to address the climate change emergency - https://www.nationalgrid.com/stories/energy-explained/what-is-net-zero. The risks of not enacting these policies are summarised here by the UK's independent Climate Change Committee - https://www.theccc.org.uk/what-is-climate-change/what-are-the-risks/ - representing profound impacts which could cause further natural disasters and destabilising of our global food systems to name two.</p> <p>On 'carbon taxes': In transitioning our country and global economy towards net zero, there are no carbon taxes being planned for citizens. Much of this falls on government and industry to find ways to enact this in the most equitable way possible and incentives introduced to ensure we are moving away from the most polluting of behaviours across our economy. In many future cases, at a citizen level these will likely look like incentives whereby there are financial benefits to move way from diesel cars as an example.</p> <p>On 'smart buildings': Given our built environment is responsible for c. 40% of total carbon emissions, part</p>

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<p>of the solution is ensuring that the amount of energy our buildings are using to keep us warm or cool is minimised as much as possible and are coming from non-fossil fuel sources while also increasing their ability to produce energy on-site (like solar panels). While data around the performance of buildings will be increasing as they become more sophisticated digitally, this is for the sole purpose of continuing to drive efficiencies in the energy use (lights off when no one is using a space etc.) but by no means will they be fully controlled by artificial intelligence or recording residents' private lives.</p> <p>On solar panels & wind generation: As with many electrical devices that are common in our everyday lives, there are small amounts of electromagnetic frequencies that come when electricity is being used. However, as with the rest of these devices, the amounts are small and form what is called non-ionising radiation which means it is of no health risk to humans.</p> <p>Since 2020, renewable energy has been widely recognised as being the cheapest form of power generation and has since then continued to be cheaper than any fossil fuel sources. In the UK right now, renewables represent roughly 28% of total energy production – see here live stats from the National Grid - https://grid.iamkate.com/. This can demonstrate that we've gone from 0% renewable energy only a few decades back to nearly 1/3 of our UK total. With significant ability to increase this capacity alongside the continued move away from things like gas boilers, it is completely feasible that we could power our country and worlds energy demands solely from renewable in the most cost</p>	<p>one type of house, one type of activity, one type of food etc. IS NOT A FAIR policy, it is a dictatorship.</p>										

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											<p>effective manner.</p> <p>More generally, this is about a broad transition of our economy, our cities and how we live our lives away from carbon intensive ways and towards one that is in line with the limitations of our planetary system. With the science on these matters being absolutely clear, this is definitely not about dictating people's lives but knowing that we collectively must change (and in many ways that benefit human and planetary health) if we are to avoid the worst effects of climate change and protect future generations.</p>
Reg18-T-012	Resident	Reg18-T-012/012	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] Newham Council has listed a number of benefits of the local developmental plan, but not the disadvantages. What are they? 1. Will the introduction of "15 min neighbourhoods" create more inequality, segregation and social injustice, instead of eliminating it?</p>	<p>Comment noted. It is anticipated that 15 minute neighbourhoods will reduce social exclusion and inequality as it aims to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods, in the Local Plan.</p>

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											There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities. Further details on the equalities impacts and the trade-offs associated with this policy are included in the Integrated Impact Assessment.
Reg18-T-012	Resident	Reg18-T-012/013	Introduction						[Please provide any comments and feedback on the *Introduction*.] 2. Will the “15 min zoning” make some neighbourhoods more desirable than others?		Comment noted. It is anticipated that 15 minute neighbourhoods will reduce social exclusion and inequality as it aims to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods, in the Local Plan. There is no plan, intention or objective to limit residents to

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											accessing one part of the borough or one set of facilities. It is therefore intended to improve the quality of life in all neighbourhoods.
Reg18-T-012	Resident	Reg18-T-012/014	Introduction						[Please provide any comments and feedback on the *Introduction*.] 3. How the attempt to force people to stay within a 1-mile radius for living and working purposes will affect the quality of products and services produced in this “zone”; will the economic climate in this area become equivalent to the level of professionalism of people living in the zone?		Comment noted. There will be no impact as described as there is no policy requirement nor any intention for people to stay within a 1-mile radius for living and working purposes. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-

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											connected neighbourhoods, in the Local Plan. There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities or jobs.
Reg18-T-012	Resident	Reg18-T-012/015	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] 4. What will be the arrangements for the “zone” employment requirements to keep it sustainable, i.e. how many medical personnel will it need, how many teachers in the nurseries, how many shopkeepers, how many plumbers, builders, etc.?</p> <p>5. What Newham Council has planned for those whose profession will not fit into the new "15 min economic climate change", i.e. actors, sportsmen, researchers, military personnel, scientists, etc?</p>	<p>Comment noted. Such arrangements are not required as there is no policy requirement nor any intention for people to have work and live within a defined area. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities and employment opportunities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred</p>

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											to as a network of well-connected neighbourhoods, in the Local Plan. There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities or jobs.
Reg18-T-012	Resident	Reg18-T-012/016	Introduction							[Please provide any comments and feedback on the *Introduction*.] 6. How Newham council is planning to address the lack of access to desirable products and services, schools and nurseries, specialised shops and service providers located in other zones, i.e. what if someone likes a bakery in another zone; what if the best bath and shower shop equipment is in another zone, what if the best carpenter you know lives in another zone?	Comment noted. Such considerations are not required as there is no policy requirement nor any intention for people to access services only within a defined area. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities and employment opportunities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred

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Reg18-T-012	Resident	Reg18-T-012/017	Introduction							[Please provide any comments and feedback on the *Introduction*.] 7. How Newham is about to address the private real estate property value shift within the zone, will it decrease due to restrictions imposed for travelling in and out of it? Will people receive from Newham Council any financial compensation for lost property value in such a case?	Comment noted. Such considerations are not required as there are no restrictions on travelling in and out of a zone. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities and employment opportunities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods,

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<p>in the Local Plan. There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities or jobs.</p> <p>It is important to note that the 15-minute neighbourhood concept is not the same as the delivery of traffic reduction proposals, such as low traffic neighbourhoods. Low traffic neighbourhoods are about making it easier to walk and cycle between locations and reducing the use of cars for short journeys. All locations can still be reached by car, but you may need to go a slightly longer way round.</p> <p>Through delivering both these concepts, the intention is to make it easier and safer to reach more facilities in a safer, low carbon and healthier way – increasing freedom of movement, not reducing it. It is therefore intended to improve the quality of life in all neighbourhoods. Making changes to levels of facilities and traffic may make some areas more desirable and have an impact on property values, however it is not possible to quantify these in advance nor, as with any other policy changes or regeneration work undertaken by the council, will any compensation be required.</p>											

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Reg18-T-012	Resident	Reg18-T-012/018	Introduction							[Please provide any comments and feedback on the *Introduction*.] 8. What would be the conditions for moving in and out from the “zone” as of the residential place?	<p>Comment noted. No conditions are required as there are no restrictions on travelling in and out of a zone. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities and employment opportunities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods, in the Local Plan. There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities or jobs. It is important to note that the 15-minute neighbourhood concept is not the same as the delivery of traffic reduction proposals, such as low traffic neighbourhoods. Low traffic neighbourhoods are about making it easier to walk and cycle between locations and reducing the use of cars for short journeys. All locations can still be reached by car, but you may need to go a slightly longer way round.</p>

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											<p>As with other London boroughs, we're working to encourage fewer journeys by car – and increased walking, cycling and use of public transport.</p> <p>Through delivering both these concepts, the intention is to make it easier and safer to reach more facilities in a safer, low carbon and healthier way – increasing freedom of movement, not reducing it.</p>
Reg18-T-012	Resident	Reg18-T-012/019	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] 9. What are the long-term plans on CO2 taxes – in 5 years, 10 years, 15 years time in Newham Borough for vehicles, buildings, people, pets, domestic birds and animals of farmers, privately grown fruits, vegetable and decorative plants, etc – everything that “produces CO2”?</p>	<p>In transitioning our country and global economy towards net zero, there are no carbon taxes being planned for citizens. Much of this falls on government and industry to find ways to enact this in the most equitable way possible and incentives introduced to ensure we are moving away from the most polluting of behaviours across our economy. In many future cases, at a citizen level these will likely look like incentives whereby there are financial benefits to move way from diesel cars as an example. On the point around growing food and plants at home, these are not carbon producing but actually act as ways of reducing carbon from the atmosphere and would be recommended given the benefits of healthy, local food options and increase in local biodiversity.</p>

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Reg18-T-012	Resident	Reg18-T-012/020	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] Where in the proposal does Newham address all that? [see above list of questions]</p> <p>Until all the essential matters will be properly addressed and the general public will be properly informed, I am not in a position to give my approval to the Local Developmental Plan of Newham Council. It is a "NO" for me.</p>	I hope that the above responses reassure you that there are no intentions to bring forward the proposals you outline. This is why they are not included in the Local Plan.
Reg18-T-018	Resident	Reg18-T-018/001	Introduction							<p>[Please provide any comments and feedback on the *introduction*.] More cleaner places</p>	<p>The Local Plan addresses this topic through our policy on public realm net gain (policy D2), which seeks for major developments to make a proportionate contribution towards public realm enhancement and maintenance beyond the site. However, it cannot deliver the change you have requested. Our colleagues in Waste department are able to help if you have concerns related to a particular site. Please see the following links for reporting issues:</p> <ul style="list-style-type: none"> - Recycling, waste and bin collections – Newham Council https://www.newham.gov.uk/rubbish-recycling-waste - Report fly-tippers – Fly-tipping: Reporting and removal – Newham Council https://www.newham.gov.uk/public-health-safety/fly-tipping-reporting-removal%E2%80%AF/3#:~:text=(fly%2Dtipping)-,Report%20fly%2Dtippers,the%20rubbish%20until%20it%27s%20safe.

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											<p>Further information about fines for people who litter can be found here: Street Litter – Newham Council https://www.newham.gov.uk/transport-streets/street-litter</p> <p>We have also provided the Waste team with your comments.</p>
Reg18-T-018	Resident	Reg18-T-018/003	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] [More cleaner places and more public toilets] more police around on buses and other areas</p>	<p>The Local Plan addresses the topic of safety and security through a range of policies, such as requiring developments to have proactively design in safety and security measures (see Policies D1, D2, D6, GWS1), and have Secure by Design accreditation (Policy D1). Planning obligations will also be sought to support physical policing infrastructure (Policy D2) and to build capacity in local partnerships addressing high streets safety coordination (Policy HS5).</p> <p>The Metropolitan Police Service (run by the GLA), is also a consultee for the Local Plan and as part of decisions on major planning applications. Please also see responses we have provided to their comments on the draft Local Plan.</p> <p>However, the Local Plan cannot deliver the change you have requested. Police resources and tasking is determined by the MET Police. The British Transport Police are also focused on specifically tackling crime on public transport and will increase their presence on certain routes or modes of transport if there are reasonable grounds to do so. Whilst the Council are</p>

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											unable to task Police officers, the Community Safety Enforcement department, can through partnership work request and recommend patrols in a particular location, should there be justifiable grounds. Our colleagues in Community Safety Enforcement department may be able to help. We have also provided them with your comments.
Reg18-T-019	Resident	Reg18-T-019/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] I am concerned that this concept is being rolled out without any proper debate. We need see the pros and cons of it.	Comment noted. Further details regarding this concept in the Local Plan (page 299) and the characterisation study (page 135). A discussion regarding the implications of its delivery is provided in the Integrated Impact Assessment report.

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Reg18-T-022	Resident	Reg18-T-022/001	Introduction							<p>[Please provide any comments and feedback on the *Introduction*.] I do not support 15 minutes neighborhood concept in general. Because it will restrict my freedom of movement.</p>	<p>The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities and employment opportunities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods, in the Local Plan. There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities or jobs. It is important to note that the 15-minute neighbourhood concept is not the same as the delivery of traffic reduction proposals, such as low traffic neighbourhoods. Low traffic neighbourhoods are about making it easier to walk and cycle between locations and reducing the use of cars for short journeys. All locations can still be reached by car, but you may need to go a slightly longer way round.</p> <p>As with other London boroughs, we're working to encourage fewer journeys by car – and increased walking, cycling and use of public transport.</p>

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											Through delivering both these concepts, the intention is to make it easier and safer to reach more facilities in a safer, low carbon and healthier way – increasing freedom of movement, not reducing it.
Reg18-T-022	Resident	Reg18-T-022/003	Introduction						[Please provide any comments and feedback on the *Introduction*.] It is also not clear to me how employment of the zone residents' will be conducted if my work place is in deferent zone and I need to travel across the "border" every day, what if my professional expertise is not suitable to work with in the zone. New ham council is not clear about any of that staff, how it is going to affect my ability to go to live to another zone?	Comment noted. There will be no impact as described as there is no policy requirement nor any intention for people to live and work within a single area. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods,	

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											in the Local Plan. There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities or jobs.
Reg18-T-022	Resident	Reg18-T-022/004	Introduction							[Please provide any comments and feedback on the *Introduction*.] How this concept of zoning the borough will affect the prices of rented property within the zones? Nothing is clear to me on the essential matter.	Comment noted. The borough is not being zoned. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities and employment opportunities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods, in the Local Plan. There is no plan, intention or

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<p>objective to limit residents to accessing one part of the borough or one set of facilities or jobs. It is important to note that the 15-minute neighbourhood concept is not the same as the delivery of traffic reduction proposals, such as low traffic neighbourhoods. Low traffic neighbourhoods are about making it easier to walk and cycle between locations and reducing the use of cars for short journeys. All locations can still be reached by car, but you may need to go a slightly longer way round. As with other London boroughs, we're working to encourage fewer journeys by car – and increased walking, cycling and use of public transport. Through delivering both these concepts, the intention is to make it easier and safer to reach more facilities in a safer, low carbon and healthier way – increasing freedom of movement, not reducing it. Making changes to levels of facilities and traffic may make some areas more desirable and have an impact on rental levels, however it is not possible to quantify these in advance.</p>											
<p>There is no policy or objective to 'lock everyone within a zone'. The idea of 15 minute neighbourhoods is to ensure that all residents can live within a 15-minute walk of key facilities such as shops, schools, parks and workspaces. This is so that residents do not have to travel so far to reach these essential services. Residents are of course welcome to travel further afield to reach a wider range of facilities and employment opportunities. At the moment some parts of our borough are very isolated and do not have easy access to shops and facilities. The Plan aims to change this, through introducing new locations for shops, community facilities and</p>	<p>[Please provide any comments and feedback on the *Introduction*.] By saying that we zone the neighborhoods to make the air cleaner by locking everyone within the zone, doesn't make any sense to me. So I do not support this local plan development in the shape and form it is now, it needs to be improved and elaborated in full scope by listing not only climate change benefits in the proposal, but also all potential disadvantages this local plan development will bring to it residents over time.</p>							Introduction	Reg18-T-022/005	Resident	Reg18-T-022

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<p>parks and by creating new routes to increase access to existing facilities. You can read more about this concept in the Local Plan (spatial strategy and neighbourhoods section) and the characterisation study (page 135). To better reflect the intentions behind this objective, this principle is now referred to as a network of well-connected neighbourhoods, in the Local Plan. There is no plan, intention or objective to limit residents to accessing one part of the borough or one set of facilities or jobs. It is important to note that the 15-minute neighbourhood concept is not the same as the delivery of traffic reduction proposals, such as low traffic neighbourhoods. Low traffic neighbourhoods are about making it easier to walk and cycle between locations and reducing the use of cars for short journeys. All locations can still be reached by car, but you may need to go a slightly longer way round.</p> <p>As with other London boroughs, we're working to encourage fewer journeys by car – and increased walking, cycling and use of public transport.</p> <p>Through delivering both these concepts, the intention is to make it easier and safer to reach more facilities in a safer, low carbon and healthier way – increasing freedom of movement, not reducing it.</p>											

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Reg18-T-025	Resident	Reg18-T-025/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] This is an ideal opportunity to ensure that we properly plan the management of Newham in to the future. My main concern is that, at the moment in the Newham we have the least publicly accessible green space per person of any London Borough. Provision of play space for children is even worse, with only 10% of the national standard. Given the Newham population is expected to increase by 2038 by c.100,000 people, this means that there is a requirement for at least 70 hectares of new open space and parkland and the updated Local Plan has proposals to create this much new open space. That is good news.	Support noted. More details are provided in the Green and Water Spaces chapter.
Reg18-T-034	Resident	Reg18-T-034/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] I support the adoption and promotion of 15 minute neighbourhoods from the perspective of transport, climate change and community building.	Support noted

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Reg18-T-057	Resident	Reg18-T-057/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] Where is introduction? This is unclear	Apologies for confusion caused. The Introduction to the Local Plan is from page 2 to page 13 in the Draft Local Plan.
Reg18-T-065	Resident	Reg18-T-065/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] This is any business. We need to focus on jobs and growth.	The Local Plan has to plan for all types of development, this includes ensuring we plan to create more jobs and growth. Our approach to doing so is outlined in policy BFN1 and the Inclusive Economy chapter.

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Reg18-T-065	Resident	Reg18-T-065/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] Newham is about to spend millions on this. Money that could be put into the pockets of workers	The majority of development which takes place in Newham and which is shaped by the Local Plan is carried out by the private sector. The Local Plan shapes this development to make sure it meets local need and to extract development gain for the benefit of the local community. This includes affordable housing, delivery of social infrastructure like schools and parks and funding which comes directly into the council. Part of this funding is distributed by Newham residents through the People Powered Places programme.
Reg18-T-071	Resident	Reg18-T-071/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] It would be useful to see a plan with ALL the green spaces and water ways in Newham.	The policies map provides a complete map of all publically accessible open space in Newham. It is available here: https://lbnewham.maps.arcgis.com/apps/webappviewer/index.html?id=638dcc41e2744b029461b90e79cb1b00

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Reg18-T-093	Resident	Reg18-T-093/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] Self development	Comment noted.
Reg18-T-096	Resident	Reg18-T-096/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] It was good	Support noted.

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Reg18-T-103	Resident	Reg18-T-103/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] Unclear what is happening. There is no transparency	Comment noted. The proposals are outlined in the Draft Local Plan, and summary documents with opportunities to provide feedback. All comments from the last consultation have been responded to and all comments received during this consultation have also been responded to. You can find these responses in the consultation reports. https://www.newham.gov.uk/planning-development-conservation/newham-local-plan-refresh/2
Reg18-T-109	Resident	Reg18-T-109/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] With additional housing comes additional pressure on local schools, council facilities and by products can be ASB and overload on local utilities and noise pollution and overcrowded environment.	Comment noted. Ensuring that the impact created by additional housing is managed and mitigated is one of the key objectives of the Local Plan. This includes through allocating land for more schools and facilities and working with partners so they build sufficient utilities provision and securing contributions from developments which can be spend on making improvements to the local environment.